





ABEKING & RASMUSSEN

THE ART OF CREATING SHIPS

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100 YEARS A&R | **YACHTS**

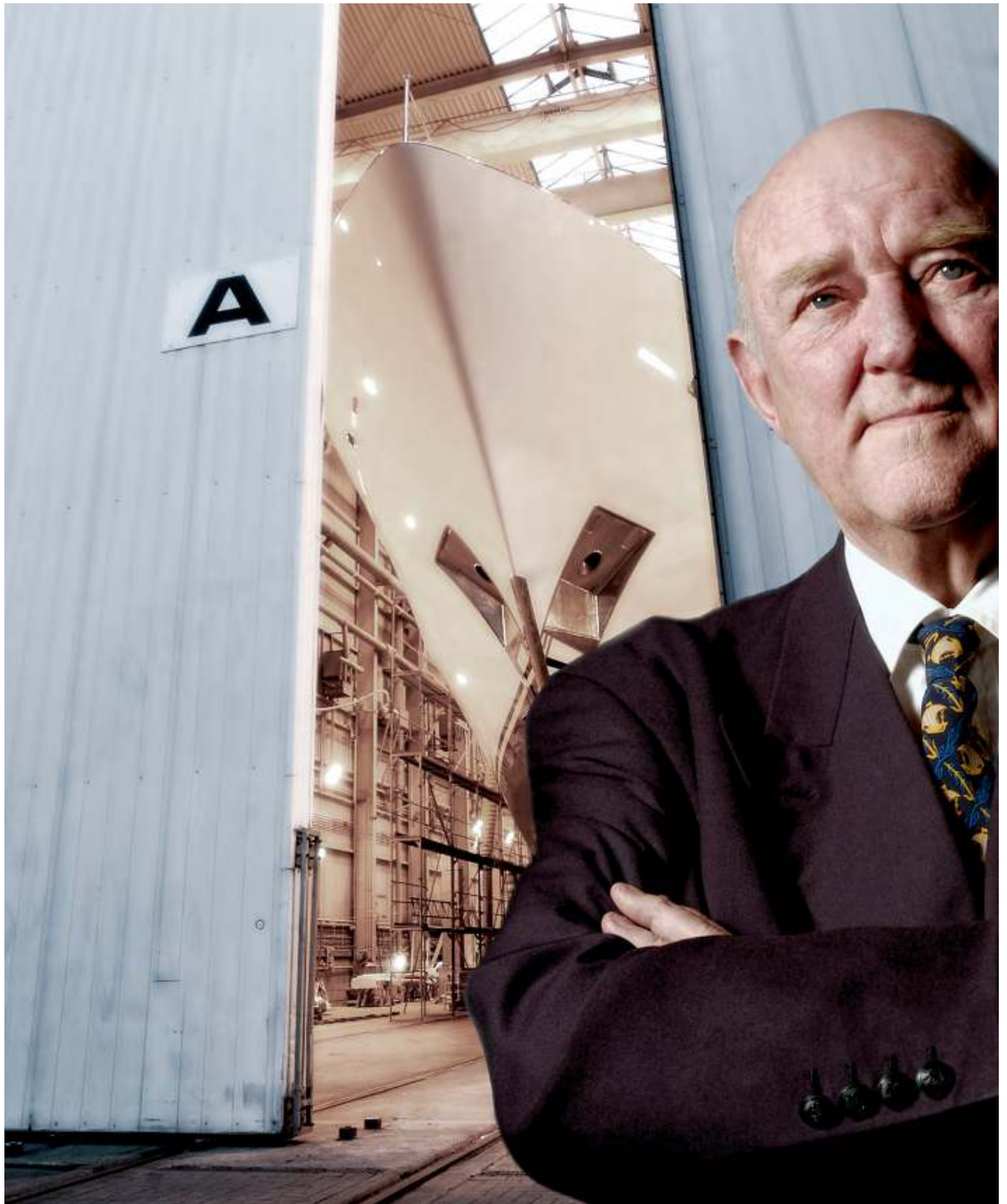
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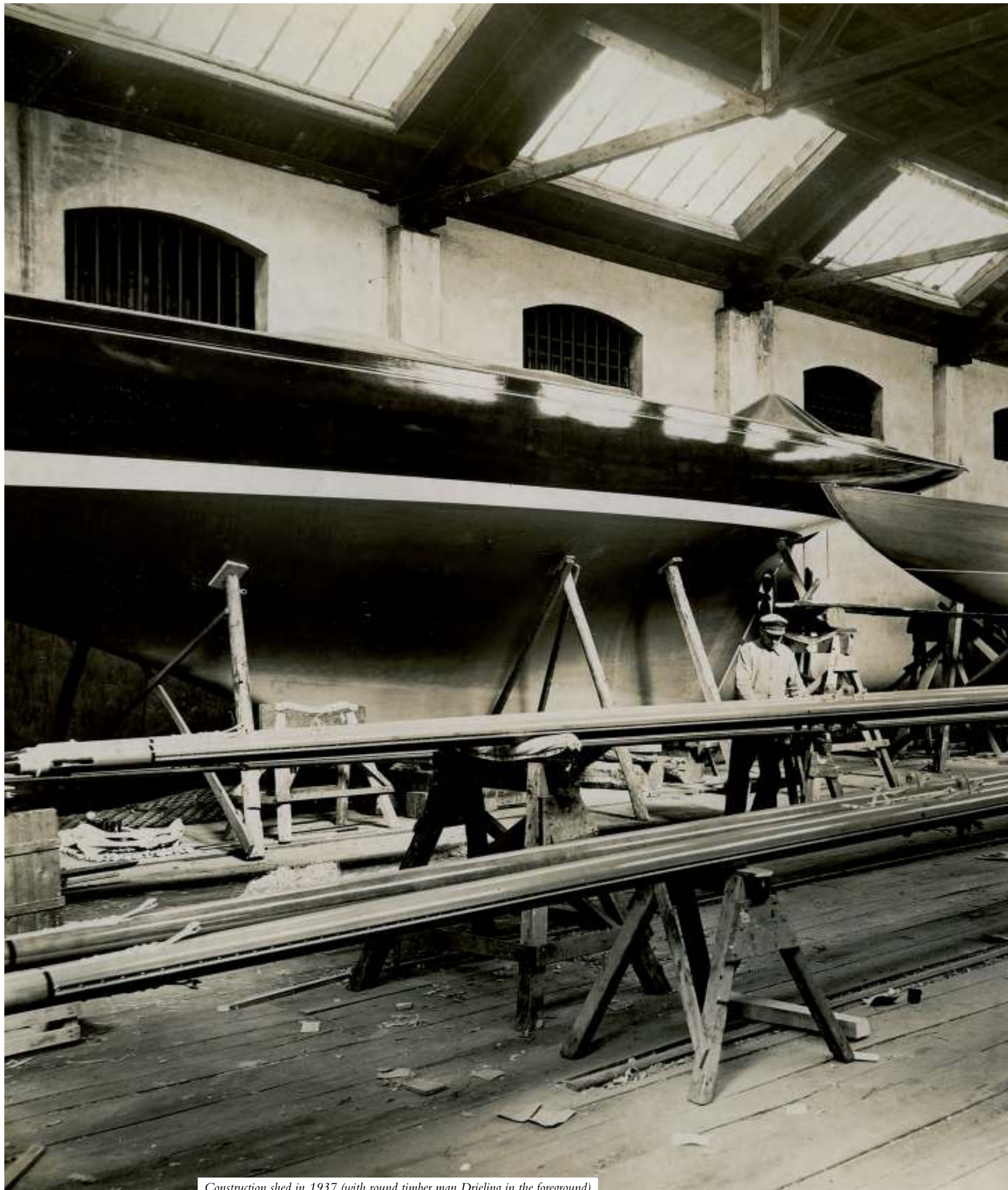
DEAR FRIENDS OF A&R,

To review a long corporate history, you obviously have to look back in time – and I have to admit we don't have much experience of doing that. As passionate yachtsmen and designers, as people with visions and responsibility, we were always well advised to look ahead. However, we now have every good reason to contemplate the past and recall some of the highlights over the last hundred years at A&R. The very fact that the name of a small shipyard in Lemwerder has meanwhile become a byword for superb ships the world over is already a story in its own right. I am proud to have had the honour of being part of that saga for more than half a century and spending so much time with so many splendid employees, great customers and friends. I am equally proud that the last 15 years at the yard, on which this book focuses, prove that the story of A&R is by no means coming to an end. On the contrary, there is every good reason to believe that it has only just begun. I hope you enjoy reading this book and browsing through the stunning photographs. Thank you for the confidence and the interest you have shown in our company.

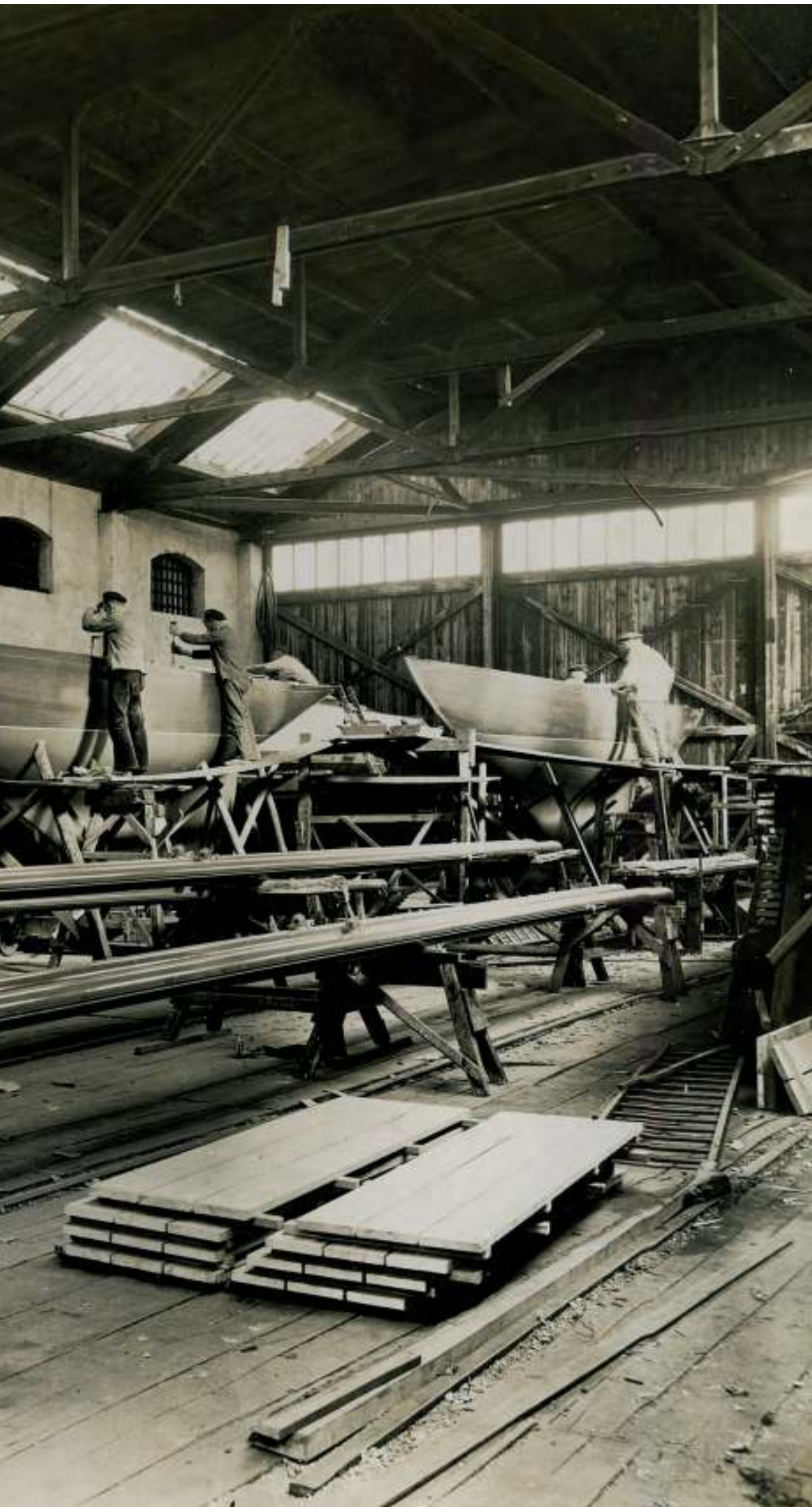
Regards,



Hermann Schaedla



Construction shed in 1937 (with round timber man Drieling in the foreground)



A&R A TRADITION OF HIGHLIGHTS

TEXT: HANS FREYSE | PHOTOS: A&R

Navigare necesse est, vivere non est necesse – It is necessary to sail, it is not necessary to live. The Ancient Romans were adamant in their claim, which can still be seen today at the entrance to “Haus der Seefahrt” in Bremen, nearby the home town of A&R. Over the years, the opposite of that statement has gradually become true, at least as far as sailing on yachts is concerned. For many people, though, while sailing may no longer be an economic necessity, it is nevertheless an emotional one, the catalyst for an intense experience. Step on board and the pleasant things of life immediately become even more delightful, whether you are competing in a regatta or simply cruising the seven seas. No matter whether your great love is the sea, sports, variety, high life, your family or simply all of these put together, things that would be merely humdrum on land take on new colours at sea, bringing a fresh quality to experience. All of which means that a trip on board a good yacht is first and foremost a pleasure. And one which is superior to most of the many and diverse pleasures available in this world and one that nothing else can match. >>>>



In those days, far smaller than today: aerial view of Abeking & Rasmussen shipyard ca. 1950



A&R has devoted itself entirely to providing that pleasure ever since the company was founded. Constructing unique yachts is not only the central element of our work, but our consuming passion, one that feeds on diverse sources of inspiration: the fascination of the sea and sailing, the fun of the challenge, our obsession with technology, our delight in perfection – and, not least, the comforting knowledge that A&R yachts bring immense pleasure to people the world over, no matter where they come from, no matter what requirements or visions they may have.

The young man and the sea

The corporate history of A&R starts off like many good stories: with a yearning for the adventure of the sea. Nobody knows more about this than Hermann Schaedla, managing director, visionary and heart and soul of the shipyard for almost half a century. This Californian in the north of Germany is one of the many reasons why A&R has always retained its special reputation as a family firm, despite all the changes it has undergone over the

years. Whenever A&R takes on a commission, it also accepts responsibility – even if a handshake is nowadays no longer sufficient to seal the contract for the construction of a yacht, as used to be the case at A&R right up to the 1970s.

Henry Rasmussen – founder and genius

Everything began with Hermann Schaedla's grandfather, the Dane Henry Rasmussen, known to all as Jimmy. He was born in the small port of Svendborg on the Danish island of Fyn on 15 January 1877.

-
- (1.) *Presentation of a solid wood model of a Hansa dinghy at the company's 50th anniversary on 1 October 1957*
 (2.) *At a naming ceremony: Neugebauer, Rasmussen, Poulsen, Mr. and Mrs. Makaroff, Morgan (l. to r.)*
 (3.) *Working on a cast lead keel (1950)*
 (4.) *The A&R workforce (1909)*
-



Set amidst beautiful scenery, mysterious forests and vast lakes, the port is the perfect place for nature lovers and sailing enthusiasts, an idyllic fairy-tale location. But idyllic locations also tend to be quiet backwaters, not the kind of place where high-powered Henry Rasmussen could fulfil his great dream of designing, drawing and building ships. Although Henry, the son of a boatbuilding family, had inherited an extraordinary talent, that was by no means enough to ensure his success in this commercially and technically challenging field. Success in this metier requires a great deal of hard work, so Henry armed himself with comprehensive expertise in all aspects of shipbuilding, acquired during years of intensive training when he served an apprenticeship with his grandfather. However, in order to make his way in life, he decided to leave his picturesque home town. His first port of call was the Hansen shipyard in Odense, a well respected name in those days, before moving on to Copenhagen, where he studied engineering. His next move in 1892 took him to the Vulkan yard in Bremen, at the request of his mother, who was not keen for her son to travel halfway round the world to the USA. For the newly qualified shipbuilding engineer, Bremen was the next and undoubtedly one of the most important stations in his life, as the city was a major shipbuilding centre in those days. This was where the world's largest tall ship as well as some of the most famous ocean liners were built.

.....

A shipyard is born ...

.....

Even in his early days at Vulkan, Henry spent his time after work designing a “six-sail-length” yacht, which was built at Lürssen shipyard in 1903. When he was yard manager of Nordseewerke in Emden, he continued to design yachts and dinghies. With the support of his friend and partner, mechanical engineer Georg Abeking, he took the plunge and set up his own business: in 1907 – the same year in which the International Yacht Racing Union IYRU was founded in London – “Yacht- und Bootswerft Abeking & Rasmussen” found a site in Vegesack-Lemwerder, on the south bank of the River Weser, and Henry found a new home.

The three-man business got off to a flying start: even away from the coast, yacht racing was swiftly becoming a trendy and exclusive sport, which meant there was sufficient demand from affluent customers. Henry also had the knack of acquiring international acclaim for himself and his company. He himself was a keen yachtsman who regularly competed in regattas and sailing events, winning many of them. That success, combined with his encyclopaedic knowledge of yacht design, made it easy for him to build up close connections with the sailing elite of the day.

>>>>



Hermann Schaedla after winning a regatta, 1967

LIKE HIS GRANDFATHER SIX DECADES BEFORE, HENRY ASKED HIS YOUNG GRANDSON HERMANN SCHAEDLA: “WHAT DO YOU WANT TO BE WHEN YOU GROW UP?”. AND LIKE HIS GRANDFATHER BEFORE HIM, HE REPLIED, QUITE SIMPLY: “A SHIPBUILDER.”

Hardly surprising, then, that by the start of World War I, the relatively young, but steadily growing yard had already built and sold almost 500 vessels, including sailing ships of the international R class, several cruisers and the famous 12-metre yacht SKEAF.

During the Great War, Henry took on orders for the German Imperial Navy – not because he believed in the war, but because he was concerned about the future existence of his business. These orders ranged from dinghies to minesweepers. When the war was over, A&R enjoyed an upswing and continued to thrive unchecked by competition, and not even World War II could halt the company’s progress. Not only German clients but also many customers from Scandinavia and overseas remained loyal to the German shipyard which delivered boats of such great elegance, speed and quality.

In 1927, A&R supplied fourteen 10-metre R yachts to New York, launching A&R’s cult status with American yachtsmen – a position that has survived the test of time as impressively as the boats themselves.

.....
... and the world welcomes it enthusiastically

Word soon spread that while A&R was perhaps not one of the biggest, it was definitely one of the best shipyards in the world, and after 1945 its fast boats were on people’s lips all over the globe. As they became more and more popular, the order books continued to swell and the yard’s reputation with sailing professionals, racers and international celebrities grew steadily. This was evident from the numerous star boats, dinghies for Olympic classes and famous yachts, such as the GERMANIA I to VI (the latter belonged to Alfred Krupp von Bohlen und Halbach) and the CONCORDIA series with a total of 99 yawls for the American market. These boats continue to prove their quality on the seven seas today and are still the pride and joy of their owners.

.....
Success in Germany – made in California

In 1954, the Rasmussens’ family history repeated itself in an amazing way. Like his grandfather six

decades before, Henry asked his young grandson Hermann Schaedla: “What do you want to be when you grow up?”. And like his grandfather before him, he replied, quite simply: “A shipbuilder.” The strange thing about this answer was that the two had hardly known each other for any length of time. However, fate – obviously taking an interest in this encounter and the future of the yard – decided to lend a hand. During the 1920s, Henry’s daughter Anna-Ragnhild was friends with a German who had suddenly upped and emigrated without warning to California, the land of opportunity. On a visit to her aunt Anna-Ragnhild in New York, she met her ex-boyfriend amongst tens of thousands of passengers at the port. They believed that this improbable reunion had to be more than coincidence and promptly married in California. By the time he was a teenager, their son Hermann had decided that the lifestyle of his sun-drenched home was far less exciting than the rest of the world would like to believe. So, when his stick-in-the-mud buddies were not even willing to accompany him to San Francisco because “there was nothing doing there”,







1.



2.



3.



4.

- (1.) GERMANIA IV
 (2.) 33.6-metre motor yacht VEDERSEIN (1955)
 (3.) R2 minesweeper
 (4.) SY SINTRA, launched in 1959, was the last yacht designed by Rasmussen.

Hermann made up his mind: what he needed was a new environment and new challenges, both of which he found in Germany of all places, with his grandfather Henry. For four long years, Hermann worked a 16-hour day, serving an apprenticeship as a shipbuilder by day and studying shipbuilding at night, learning the trade and the business right from scratch. His apprenticeship ended abruptly on 2 June 1959, when Henry Rasmussen died from injuries sustained in a car crash. Aged just 24, Hermann stepped into his shoes, taking over the company and shouldering responsibility for 600 employees. The originally planned three-month trip to Europe led – with only a few hiccups – to a new life that is still dedicated to shipbuilding and to the interests of the shipyard today.

Fortune favours the bold

The steady success following this turbulent start to the business can be attributed not only to Hermann’s indefatigable commitment and skilled workforce, but also to an element of luck – which every good sailor and every businessman needs. Hermann recounts the story of the business in

brilliant detail and endless entertaining anecdotes that make the history of the yard come to life. For example, there was the story of an American owner who had heard about the quality of Dutch ships and therefore decided to have a motor yacht built there. But like many Americans, he was not sure of the difference between “Dutchland” and “Deutschland”, and so the order landed in Germany with A&R – who, of course, made no great effort to clear up the misunderstanding. When negotiating with a senior procurement officer for the Brazilian Navy, Hermann proved his ability not to take important transactions too seriously, but to regard them as more of a sporting challenge. When the negotiations started to falter, he risked the huge order by placing a bet on it: the yard was to win the contract if he won the Buenos-Aires – Rio regatta. Although he failed to win the bet, orders nevertheless later came his way.

On another occasion, he sold a yacht to Vice-President Rockefeller by simply handing over the telephone receiver to the Italian owner. The deal was clinched within minutes, proving that fast reactions are not just an invention of the 21st century ...

Hermann recounts – or rather performs – these and other experiences that took place in the midst of the jet-set or in the middle of the Civil War, still with a slight American accent and his dry, North German humour. He can contribute interesting facts and entertaining tales about every vessel, every project, every phase of the company’s history. Of course, they are also stories about real people, and frequently about celebrities. But discretion is essential in this line of business and especially so at A&R, so that many a tale ends prematurely with the sentence: “... but I’m afraid I have to stop there, as the people are still alive.”

It’s a family affair

100 years at sea and in the market – and yet still only in the second generation of owner-managers, employees who have been with the company for many years, products that are extremely long-lasting: continuity is a cherished tradition at A&R and quite a few members of staff have spent their entire working lives there, from the very first day of their apprenticeship until they

celebrate 50 years of service for the company. As a fundamental principle, the company always recruits new employees from its own trainees first – during its heyday, A&R signed up 80 new apprentices a year. In these days of “hire & fire”, this personnel policy may seem quite anachronistic, but it has proved to be highly effective. Nearly all of these long-term employees are highly qualified skilled workers, which means the company does not have to invest vast capital and effort to safeguard shipbuilding expertise, maintain quality and achieve a high degree of specialisation; all of these aspects have long since been part and parcel of daily practice at the yard.

Hein-Ludwig Balleer is a prime example of this universal expertise and simultaneously proves that low staff fluctuation can be the key to enormous progress. Since he was first unexpectedly offered a job as engineer at A&R by Hermann Schaedla in 1965 – albeit on a Sunday morning, a bit of criticism has to be permitted – he has been a relentless and convincing champion of the shipyard’s interests, the customers’ wishes and the implementation of progressive solutions. His motto is “Everything gets better and better.” That not only testifies to his optimism, but also to the experience acquired over decades of dealing with innovations. A&R’s pioneering role in engineering and its willingness to experiment have always meant that it has had to constantly revise and hone new technologies until they deliver perfect performance – a process that calls for perseverance, new ideas and, of course, money, time and again, until it begins to pay its way.

For example, this was the case with the first printed circuits for the on-board computers, which were so sensitive that the service engineers always carried replacement parts with them; nowadays, it is usually the new software that requires endless support during the initial phase. But great complexity is meanwhile the norm, not only in the IT sector, as ships nowadays produce their own drinking water and energy, have on-board sewage treatment, radar and security systems – an entire city at sea, with nothing but prime locations, ultimate comfort and the highest standards of functionality and reliability. “Sometimes even I am amazed at what we accomplish,” says Hein-Ludwig Balleer, modestly, but self-confidently – in other words, in typical A&R style.

Act locally, sail globally

Do ships have a personality? Although such esoteric sounding questions are likely to meet with a wary reception in the yachting world, owners of A&R vessels would undoubtedly respond with an understanding nod. Most of these owners do not regard their yacht as an investment to be resold again as profitably as possible, but rather in the role of an expensive girlfriend; beautiful, stylish and endowed with that rare ability to exert an ongoing fascination on their partner. And when the time does come to trade her in for a new model, there is never any shortage of potential buyers. That is why A&R yachts are rarely advertised for sale in the press, but are usually sold on privately. And obviously into good hands – there can be no other explanation as to why so many of them can still be seen sailing the seas in new and resplendent glory.

One of many attractive examples is the world-famous SINTRA, the last yacht to be designed by Henry Rasmussen. Launched in 1959, this 33-metre mega-yacht is now used as a location for top-level management training courses. And today as then, the vessel is universally admired for her elegant silhouette, unexpectedly high standard of comfort and impressive sailing performance, which she has proved in the course of countless regattas.

Service first!

A yacht has to prove its worth not only when competing in regattas, but first and foremost in daily use. No matter how fascinating the vessel may be and how greatly appreciated, owners are unforgiving when problems occur. The A&R service crew therefore have to be right on the spot immediately,



KALAMOUN, fastest diesel yacht of her day

wherever they are needed (anywhere in the world), to locate the problems (anywhere on the ship) and remedy them (no matter how they manage to do so, as long as they are successful). Thanks to that attitude and the high motivation resulting from their personal involvement with the vessels, A&R service engineers have succeeded in achieving the impossible on many occasions over the years. Back in 1968, for example, they managed to replace the 30-metre high mast of the legendary ocean-going yawl ONDINE in time for the start of the challenging Sydney-Hobart race on the other side of the world. A highly complex task both from the technical point of view and in terms of logistics. After round-the-clock shifts of rolling and welding, the new mast had to be split into three parts before it could be flown out to Sydney. This meant taking an enormous technical risk, but it was one which paid off. The mast came, held, and the ONDINE won.

As a general rule, however, the service requirements are not quite so spectacular – although that has no bearing on the effort involved. As in the case of an Italian owner who complained that the air-conditioning had broken down completely, leading to unbearable temperatures on board. Together with an engineer, Hermann Schaedla rushed straight from his holiday in Sweden to Monte Carlo, to cool both the yacht and the heated tempers. The fault was discovered at once: a broken fuse. In other words, several days’ journey for the sake of a repair that took seconds. But for Hermann it was no problem to keep his cool and take his leave of the owner with a smile. As the saying goes, the customer is king – especially at sea.

In the interests of progress

Discovering new things, making others more attractive, better and more efficient is an integral part of the A&R philosophy.

The company’s unique capacity for working with wood, aluminium, synthetics and innovative developments – whether antimagnetic steel or fibre composites – means that it has repeatedly introduced innovations in sailing and yachting history. And sometimes, these go far beyond the sector of shipbuilding: the yard used the expertise accumulated in its own laboratories to build a 40-metre long rotor blade, the largest wind turbine blade in the world.



“OUR MOST IMPORTANT TASK IS TO OVERCOME RESISTANCE TO NEW IDEAS. IF WE CONTINUE TO SUCCEED IN DOING THAT, WE WILL ALSO CONTINUE TO BUILD THE BEST YACHTS IN THE WORLD.” Hein-Ludwig Balleer, at that time head of production

What began as an experiment actually led to the foundation of the A&R subsidiary Rotec GmbH, now one of the leading European rotor blade manufacturers.

High tech, highlights, high society

Even the visionary Henry Rasmussen still had no conception of wind farms when he first visited the USA in 1926 to canvass custom for his shipyard. The trip was an unqualified success, leading to contacts with top social circles, providing endless new impressions and ideas. Even the “New York Times” featured an article. Henry designed a 12-metre R yacht, proving his sure instinct for upcoming trends. These 12-metre yachts soon became top sellers and their popularity increased steadily over the years.

From 1958 onwards, they even took part in the prestigious America’s Cup. By that time, A&R already enjoyed cult status in the USA. During the 1930s, an A&R star boat was used for the only official sailing world championship, as from 1936 it was Olympic class, skippered to fame and glory by Walter “Pimm” von Hütschler of Hamburg. Prizes at the Kieler Woche regattas and above all two world championship titles in the USA, the land of sailing, all added to the yard’s legendary reputation, prompting an amazing boom in orders from all over the globe.

1963 saw another milestone: on completion of the GERMANIA IV, A&R was the first European yard that could produce fully welded aluminium boats. The vociferously expressed doubts about this new material, for which new welding equipment was designed specially by A&R, were soon silenced when the lime green 22-metre yawl booked numerous victories at Travemünder Woche and American regattas.

The GERMANIA VI ushered in the era of large racing and luxury yachts. One outstanding example of this segment was the KALAMOUN, com-

missioned in 1973 by an Islamic potentate who is still in power today and who came to Lemwerder to collect the yacht in person after the naming ceremony. Following extensive design and research work, the guaranteed speed demanded by the owner could actually be surpassed. With its 2775 HP propulsion plant, the KALAMOUN achieved up to 46 knots, making her the fastest diesel yacht in the world.

In 2000, A&R booked a record of a different kind: the ELBE, the largest European SWATH (Small Waterplane Twin Hull), sailing the German Bight as a pilot station ship. This twin hull boat, developed jointly by A&R and American scientists, sails extremely smoothly even in rough seas thanks to its low-lying, torpedo-shaped displacement bodies. Reason enough for the German sea pilots to bid farewell to their traditional vessels in favour of this new type of ship. This is just one of the countless changes initiated and accompanied by A&R over the years.

From sports equipment to home at sea

Talking about changes: over the last few centuries, the wind has started to change faster and faster, blowing fashions and trends in from nowhere and whipping them off into oblivion just as quickly. But in this world of excessive post-modern confusion, one trend that continues unwaveringly to hold its own can be summed up in just one word: individuality – the yearning for something different, something unique, a clear-cut, unmistakable profile. In the world of yachting, this philosophy has always been a central element. Nowhere else does “off the peg” meet with such disdain as here. Customised is the iron rule. But even the most exclusive form of individuality is affected by the trends of the times. During the 1960s and 70s, it was the craze for speed, for sports events and competitive regattas that owners believed held the key to self-fulfilment.

Invisible yet indispensable

“Four men, lots of work, and even more fun,” is how Hermann Schaedla describes that time, with a tinge of regret in his voice. It was not rare for the “comfort” on board to be restricted to two batteries and three or four sockets. However, as technology advanced, yachts continued to grow – and the demands of the owners kept pace. The true extent only becomes apparent when you take a look behind the scenes, or in this case behind the expensive wall cladding, where up to 80,000 metres of cables are installed for high-tech life on board. That involves Radio, TV, hifi, invisible speakers, internet, automatic dimming and lighting systems, air-conditioning and underfloor heating in bathrooms, endless kitchen units, entire laundry rooms. To keep the noise level to a minimum, the ship and interior are thoroughly insulated from each other. Even the pipes are installed in flexible fittings.

These days, a yacht has to be a villa at sea, as easy to steer as a car – but with better security. This is achieved by means of comprehensive safety and security systems involving cameras, radar and alarm systems, which are meanwhile compulsory under the increasingly stringent international regulations. Such a high level of technology naturally also affects the production process.

A&R’s capacities have tripled, although the number of employees has remained the same. The premises, however, have not been able to expand at the same rate. Although the yard has an area of no less than 80,000 m², A&R still suffers from a serious shortage of space, especially since there is absolutely no lack of orders ... Hein-Ludwig Balleer shrugs his shoulders, “Our most important task is to overcome resistance to new ideas. If we continue to succeed in doing that, we will also continue to build the best yachts in the world.”

The sailing yacht HETAIROS is a classic cruising yacht with a solid mahogany hull. There will probably never be another yacht of this kind.





The bow of the M265



Aerial view of the Abeking & Rasmussen shipyard in 2004

A&R naval and government shipbuilding focusing on specialist technology

“Better” has been the watchword at A&R right from the start. The company has never aimed for “bigger for bigger’s sake”, even if that appeared to have good market potential. This strict focus on quality can be attributed on the one hand to the attitudes of those in charge of the company, but also to the long standing cooperation with the navy and other public authorities – partnerships which served as inspiration not only for commercial but also for technological progress at A&R. In the early days, it was the precise craftsmanship which accounted for the yards steady success. The profile changed from the 1950s, when the focus shifted to developing innovative technologies and new types of vessel, making people the world over prick up their ears.

Watertight ideas

The A&R portfolio soon included not only sailboats and yachts, but also a highly diverse range of specialist vessels: guard ships and patrol boats, minesweepers and pilot tenders. Depending on the individual commissions and requirements, and often working in close cooperation with research institutes, the yard repeatedly came up with innovations, such as:

- Special synthetic materials and aluminium to make the vessels lighter and faster
- Effective noise insulation systems which reduced the internal noise level to 45 dB, in other words below the structural limit for hospitals
- Antimagnetic steel to make the minesweepers of the German and Turkish navies more efficient and more flexible
- Specially designed propulsion plant which drastically reduced the fuel consumption of the patrol boats of the federal police maritime section
- Last but not least, the SWATH vessels, whose better seaworthiness makes them suitable for an extremely wide range of uses – meanwhile even in yacht-building

A&R is always good for a breath of fresh air, not only at sea, but also on land: the A&R subsidiary ROTEC has meanwhile evolved into one of the world’s leading manufacturer of turbine blades with non-metallic structures for wind farms. All these successful projects have one thing in common: they began with a great challenge – and end with equally great motivation to tackle future challenges.

SEVEN YACHTS SEVEN WORLDS



Yachts arouse emotions wherever they go: they attract attention, admiration, amazement. Occasionally, the sentiments are less positive, but one thing is sure – yachts are never ignored, because they are simply too proud, too interesting and, in most cases, simply too big. Other than that, they have fewer things in common than you might imagine at first glance. As far as design and dimensions, impact and purpose are concerned, they are as varied as the world itself and as diverse as their owners. Although the exteriors may range from luxury yacht to a more sporty focus, only a closer look beneath the gleaming surface reveals the enormous spectrum of contemporary yacht design. The interior style may be Zen-like minimalism, cosmopolitan lounge, relaxed country house, baroque splendour or an eclectic mix of all of these. Experience has shown that there are no limits. Of course, there is also bad yacht design ... but why waste time on that? On the following pages, we prefer to show you what is unanimously regarded as successful design: yachts that have been built at our yard over the past decade and which are now at home all over the globe. Who knows, this might even whet your appetite to acquire your own seagoing world ...



TEXT: HANS FREYSE | PHOTOS: A&R





ZENOBIA – SIMPLY REGAL

Queens – whether genuinely aristocratic or merely crowned by the media – have to live up to high expectations. After all, they stand for the ultimate in greatness, glamour and grand impact. A perfect example is the Syrian ruler ZENOBIA (third century AD), one of the most flamboyant and influential persons of her age. Her eventful life was distinguished by power and might, luxury and exclusiveness. In other words, she was virtually destined to lend her name to a modern mega-yacht. A&R has ide-

ally fulfilled the stringent standards expected of such a noble name, a feat which is instantly confirmed as soon as we see the new ZENOBIA, completed in 2003.

.....
In top form
.....

The exterior of the yacht, the work of award-winning designer Donald Starkey, radiates pure elegance thanks to a striking silhouette that is defined by unusual superstructures, bold transi-

tions and technical sophistication, but which meets all the key criteria of classic beauty. What becomes apparent on closer inspection is thus all the more welcome: this slender vessel nevertheless affords maximum space. Take the open starboard and port side decks, the surprisingly large sun deck with awnings fore and aft, the open aft deck, the bridge or the main deck: every last corner of ZENOBIA gives an atmosphere of space. This alone makes the 57.3-metre long hull a floating white vision, the ideal yacht for an



Floating white vision in the Med: the exterior is the work of Donald Starkey, the interior design by Alberto Pinto.

exceptionally quiet cruise without annoying vibrations, thanks to its complex sound and vibration insulation programme.

.....
Opposites attract
.....

Whilst the exterior of ZENOBIA encapsulates pride and nobility, the interior is devoted to creative diversity. Alberto Pinto, iconic and trendsetting interior designer, relished the challenge of cleverly reconciling opposites: a consistent design

language which permits a cheerful mix of stylistic elements; austere composition rendered in subtle colour schemes; harmony that evolves from the use of highly diverse materials, but without any collision of tastes.

Such a concept can only succeed when courage and confident style are teamed with an innate flair for details and an enthusiastic approach.

Alberto Pinto has delivered all this and more – working for an owner who truly appreciated not only these qualities, but also Pinto’s attitude,

above all his delight in creating an exclusive mix of different styles. The result is a yacht design which gives each individual room on board ZENOBIA its own unique character, its own colour mood and its own fittings – always different, but always perfectly coordinated. Minimalist juxtaposed with opulent, striking impressions and discreet illusions all blend together effortlessly on ZENOBIA. Nothing appears out of place or accidental, every single element adding up to one perfect whole.





The unmistakable hallmark of Alberto Pinto: the interior design of ZENOBIA

Even the motifs and moods of the numerous works of art on board fit in perfectly with their individual surroundings.

A change is as good as a rest

The main saloon is exceptionally large for a yacht – or even for a house, come to that – and leads directly into the dining area. It is furnished with a fine selection of exclusive antiques, features intarsia work on the walls and hand-woven rugs. In the owner's private quarters, the focus is

on clever colour schemes, with delicate fabrics in pastels and natural shades creating a pleasantly light atmosphere. Whilst the starboard VIP cabin creates a similar effect, the interior is nevertheless totally different: a white driftwood beach hut provided Pinto with the inspiration for an interior design using top quality materials, but with a light, friendly ambience which unequivocally communicates the joys of the simple, sunny life. In the starboard guest cabin, the colours are more subdued, featuring a variety of whites and creams to maximise the impact of the extremely

high white headboard of the bed, which is the focal point of the room.

Nevertheless, there is still room for some dark – but by no means dull – elements: sharp contrasts of black mahogany and white wall coverings, dark carpeting and pale, heavy linen curtains give this guest cabin a relaxed maritime flair, a theme which is frequently repeated in the other areas.

A different cabin, a different world: gloss finish zebrano fronts and cream leather wall coverings conjure up the atmosphere of an ex-



Smooth transitions and a fantastic view over the entire sun deck. A variable shading system affords protection from intensive sunshine.

clusive lounge club. Even the bedside lamps were produced specially to ensure that their shape matches the round contours of the bedside tables – satisfying the ultimate requirements for a perfect ambience.

Even on the bridge and in other work areas where the keynote is actually functionality and ergonomics, the design principles of the yacht have been consistently implemented, ensuring that ZENOBIA is a complete and coherent design masterpiece, executed in meticulous craftsmanship.



*Ornamental opulence and creative patterns:
unique intarsia work on board ZENOBIA*

Despite the great variety of materials used, which was extremely high even by yacht-building standards, the A&R experts succeeded in implementing the planned design with painstaking attention to detail – and with amazing results. The intarsia work, for example, was produced with such absolute precision that the ornaments look as if they have been painted, so much so that it was at one point even considered that they should deliberately be redone slightly less perfectly. A minor luxury problem that Queen Zenobia would no doubt have appreciated ...



EXCELLENCE III – UNBEATABLE STYLE

“I have very simple tastes. I am always satisfied with the best,” said Oscar Wilde. The quotation could also have come from Herb Chambers. However, unlike the British author, the American automobile tycoon can very well afford to live by that maxim. And he likes to do so in typical American style, unfettered by any need for understatement. His motto appears to be “If you’ve got it, flaunt it” – for example, his amazing collection of vintage and classic cars. Or then again, his yacht. It practically goes without saying that a man with such a distinct sense of quality and with petrol in his veins demands equally

high standards when going to sea. Especially as a yacht – with all due respect for the achievements of the automotive industry – is undoubtedly the larger, more complex and more impressive means of transport. This is a view that is shared by the experts: Andrew Langton, who contributed to the design of the EXCELLENCE III, began his career as an automobile designer, until he discovered the virtually endless opportunities of yacht design.

But to get back to Herb Chambers. In 1999, this entrepreneur, charter and yacht veteran had just taken possession of his second Feadship when he

received an elaborately designed box with information about a new yacht project by a shipyard called A&R. Although he had never heard of A&R before, the box grabbed his attention and he dispatched his skipper off to Germany to take a closer look at the yard. Shortly afterwards, Mr. Chambers received an enthusiastic account, urgently advising him to take the next plane to Germany and see the company for himself. Bursting with curiosity by now, Chambers booked a flight, discovered that his high expectations were satisfied from the word go and immediately signed a contract.



Featuring the timeless elegance of exceptional design: EXCELLENCE III – iconic charter yacht and accordingly usually booked out for the whole season well in advance.

It may not be possible to predict love at first sight, as in this case, but it is certainly possible to pave the way: A&R boss Hans Schaedla had resolved to make the most of the immense experience the yard had recently acquired when building the ULTIMA III and during the complete refit of the SOKAR and use it as input for a completely new project.

In terms of style, the new yacht was to take its cue from the CHAMAR, a ship designed by Luigi Sturchio back in 1962; but the new model was to be more modern and geared to the taste of the American market. However, this was diametrically opposed to

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"I HAVE VERY SIMPLE
TASTES. I AM ALWAYS
SATISFIED WITH THE
BEST," SAID OSCAR WILDE.
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the casualness that normally stands for the "American way of life": a darker, more luxurious, almost flamboyant demonstration of upmarket style also being regarded as ideal in seagoing yachts. Without

fundamentally undermining this tendency towards the extravagant, star designer Donald Starkey, who had already been involved in various A&R projects in the past, replaced the traditional solidity with modern lightness in an ingenious layout. A maritime aura is retained both outside and inside the yacht, as indicated by the classical paintwork of dark blue hull and white superstructures. Altogether an attractive concept that immediately met with an enthusiastic response: the EXCELLENCE III served as a benchmark for modern yacht-building almost as soon as she was launched.

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Contrasting, harmonious, attractive: Don Starkey has created a classic, modern interior with an unusual combination of materials.

Perfect work of art

Harmony, perfect balance and clear silhouettes define the entire interior, exterior and also the functional elements of the EXCELLENCE III, with meticulous craftsmanship enhancing the overall effect. Dark mahogany with flame-patterned intarsia on the walls and furniture creates a dramatic effect thanks to a mix of matt and gloss finishes, whilst subdued carpeting and light beige leather upholstery add a pleasing contrast. A striking element in the large saloon at the stern and aft section of the top deck are the round art deco columns which add structure and elegance to the large rooms. The bathrooms are furnished in marble and granite and dominated by a stylistic idea with an almost sculptural character: tapering conical washbasins made of stainless steel with hammer-finish silver surface – so smart it almost seems a shame to use them. The

same is true of another design highlight in the main saloon: a striking round table made of dark mahogany with a border of rich, honey-coloured onyx, one of the owner's favourite materials.

Variety is the spice of life

Apart from her own inimitable style, it is the flexibility of EXCELLENCE III that makes her so ideal for the charter business. The vessel can adapt to suit highly diverse requirements: the four guest cabins on the lower deck, for example, can easily be converted into two spacious suites. An additional VIP suite can be created in front of the sky lounge on the bridge deck if necessary, immediately next to the owner's suite with office and gym.

It hardly needs to be said that a ship of this class fulfils every conceivable wish as far as entertainment, communications and control equipment are concerned.

To ensure minimum intrusion on the guests' privacy, Starkey planned a starboard system of passageways and companionways which enables the crew to reach all the service points without having to cross any public or private guest areas unnecessarily. Another and far worse disturbance, the vibrations and noise of a vessel, could also be largely eliminated following intense research work. If things do get loud on board the EXCELLENCE III these days, you can be sure the noise comes from the guests. Another welcome feature is an innovation which is to date in a class of its own: a "garage" for diving equipment other water sports gear and, above all, tenders. The large hatch can be lowered when needed, electric motors lift the large tenders and push them sternwards, a fast and safe procedure even in high seas of up to two metres – and one of the many reasons why EXCELLENCE III has already been praised to the skies as a charter vessel. She has made Herb Chambers a convinced fan of A&R:



Take the open-plan staircase, the elegant owner's office or the stairs to the sun deck: although the remarkable interior design of EXCELLENCE III is full of variety, the overall effect is of one coherent whole.

firstly, because the charter business helps him to cover overheads; secondly, because this yacht has not yet required any significant repair work; and thirdly, of course, it also comes down to the aforesaid love at first sight, which still burns with the same passion today. Accordingly, the proud owner suffers personally if charter guests leave even the tiniest scratch.

In a business where strict discretion is the be-all and end-all, Chamber's candid manner is an invaluable advantage for A&R. There was a noticeably positive response, for example, after he had extolled the reliability of the yacht in an interview with the New York Times, pointing out that the vessel's value had increased by fifty per cent in just four years. Nor has the 63-year-old owner any hesitation in praising the vessel when talking to other yacht owners. At the Fort Lauderdale Boat Show, Chamber's enthusiasm for A&R was so catching that one visitor commented, "You should do a commercial with this guy!" □





LADY SHERIDAN – BUILT WITH LOVE

From the objective point of view, a yacht is simply a product – albeit a large and valuable one. But who wants to look at a yacht objectively? Even people who work in this line of business day in, day out regard a yacht as much more than just an object. To them, a yacht is not just a cost-intensive investment, but a costly symbol of a certain exclusive style, the expression of a distinct personality. The relationship between the owner and his yacht is consequently very special, one that in many cases can be likened to a love affair. It may be a brief but turbulent romance, a source of happiness for years on end, or even a lifelong partnership. As in

matters of the heart, it is not merely a question of attraction, but a case of whether the two are a good match. And just like every love story, it is the beginning that is most exciting. This was also the case with LADY SHERIDAN, a 58-metre super yacht, delivered by A&R in March 2007. The owner (a yacht veteran whose name we refrain from mentioning on grounds of discretion) had long been considering having a new ship built to his own specifications and had consequently immersed himself in all aspects of yacht-building: he had contacted yards, looked at ships, discussed the matter with countless people. In other words, he was taking a

carefully planned, rational approach – until he was bowled over by a highly emotional experience: a visit on board the EXCELLENCE III, recommended by his skipper Keith Moore. The Texan was delighted with the style and class of the yacht, and after he had spoken to an absolutely ecstatic A&R client at the fair in Fort Lauderdale he decided it was time to head across the Atlantic to Lemwerder. And there he found what he had spent so long looking for: a shipyard where the engineering, the craftsmanship, the personal approach, the business attitude, the atmosphere – in a word the proverbial “chemistry”, was simply right. A yard that shared the owner’s



The A&R tender launching system allows the boats to be lowered and recovered even when the yacht is moving at low speed.

passion for the project – and his passion for the good old German bratwurst, which he also enjoyed in totally unpretentious style at the nearby snack-bar after the yard had closed down for the day.

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Pleasant journey, great reward
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Another very pleasant surprise was the refreshingly uncomplicated cooperation between all the different parties involved. The team, the owner and his wife, plus Captain Moore as the owner's official representative, star designer Donald Starkey and A&R project manager André Jonker got on

like a house on fire right from the start, putting their heads together to overcome any difficulties that cropped up. As a result, the new yacht was a source of pleasure right from the initial planning phase – and the owner enjoyed that pleasure to the full. From February 2005 onwards, he came to Germany no fewer than 13 times to explain his wishes, discuss minor changes, inspect in scrupulous detail the enormous progress that had been made in between his trips.

During the construction phase, he spent two hours every evening on board his new ship getting to know every single fibre, every nook and cranny.

This involvement was amazing (many owners consider a total of three days quite enough), but extremely worthwhile, as it ensured not only maximum personal satisfaction, but also a truly amazing vessel.

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Versatility and variety
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The silhouette of LADY SHERIDAN and the design by Donald Starkey ensure that this ship is a harmonious addition to the A&R EXCELLENCE series. In terms of character, on the other hand, this is a yacht with a difference:



“A REMBRANDT IS CREATED BY ONE SINGLE ARTIST. THIS YACHT, HOWEVER, IS THE WORK OF HUNDREDS OF ARTISTS. SHE IS A MASTERPIECE THAT MAKES ME PROUD TO BE A PART OF THE A&R FAMILY.”

Owner of LADY SHERIDAN



Complex, atmospheric design: warm colours unite the different design worlds to create a pleasing whole.



Photography by Tyson Siallo, courtesy of Burgess

unlike the usual prestigious interior of a yacht of this class, the focus both inside and out is on entertainment.

Spacious, individually designed areas afford maximum versatility: those in a party mood will find the ideal venue for a sparkling event, whereas anyone in a more contemplative frame of mind is sure to find a quiet retreat. The main aft deck, almost completely covered and furnished with built-in white sofas and moveable tables, is the perfect place for a casual get-together, but not the only one: there is also an upper deck saloon with dining suite, sun deck one floor up, as well as a bar and seating area in front of the mast. Wherever you look, sophisticated technical touches

enhance the amenities. A large screen in the second upper deck saloon, video on demand in all cabins, remote controls for the music system, video and HDTV set, lighting and curtains ensure maximum entertainment convenience. This state-of-the-art technology is also very much in evidence on the light and airy bridge, furnished in leather and mahogany and equipped to meet the standards demanded by Captain Moore: innovative equipment that is reliable, practical and safe – a supreme example of the successful synthesis of form and function.

The main deck forward is reserved exclusively for the owners: immediately behind the entrance, there is a separate breakfast cabin on the port



LADY SHERIDAN

side, with an office and conference room opposite. The corridor leads into the full-width bedroom, where the focal points are a fold-down screen installed in the ceiling and a large double bed, which has a base made of burr mountain maple with exceptionally beautiful grain. The second part of the main deck consists of two saloons in completely contrasting styles. While the official dining room tends towards a more austere, formal style, the adjacent aft saloon with its armchairs and sofas has a wonderful easy-going atmosphere.

The numerous public rooms such as the saloons, dining room, bedrooms, bathrooms, offices and libraries are spread over three decks. They, too, are impressively versatile: two of the

four guest cabins on the lower deck, for instance, can be combined to form one large VIP suite, with separate entrance and two bathrooms – making it twice the size of the actual VIP cabins on the bridge deck. The style of these and the remaining guest areas is defined by the use of just a few types of primarily dark wood such as mahogany, lacewood, Japanese ash and macassar. The striking grain of these woods adds original accentuating highlights – thanks to the meticulous care taken when selecting, combining and working the individual veneers. A&R specialists performed these tasks with painstaking accuracy. This began with measurement of the entire ship, including all walls and decks, using laser tech-

nology, followed by meticulous installation. The precision that brings out the natural beauty of these woods and shows off their innate harmony with the fabrics, leather and other materials has already ensured an almost legendary reputation for this vessel.

When the yacht was handed over in March 2007, it was the owner himself who expressed this succinctly in a moving speech. In front of more than 400 guests – everyone who had been involved in the ship's construction was invited – he said: "A Rembrandt is created by one single artist. This yacht, however, is the work of hundreds of artists. She is a masterpiece that makes me proud to be a part of the A&R family." ┘





AIRWAVES – THE YACHT WITH A DIFFERENCE

No matter what business you operate in – change is the norm. The endless merry-go-round of supply and demand, products and customers unleashes market forces that develop a life of their own. New opportunities, new technologies, new trends emerge at increasingly short inter-

vals – and new wishes appear even faster. In the yacht market, which has always been the cutting edge between tradition and innovation, the wind meanwhile changes direction more frequently than it used to. “Customers these days are more open-minded, willing to experiment, bolder.

They want to see their own ideas reflected in the design. They need to be convinced, but then again, they also like to be surprised,” sums up Hans Schaedla, CEO of A&R. To him, it would be too unproductive simply to follow such a trend. He prefers to be one step ahead, to present



An early Espen Oino design, 52 metres long and unusual in every respect.

what are obviously his own solutions, to view every yacht as a statement. That is why Hans Schaedla has long since opted for spec projects, i.e. yachts commissioned by the shipyard itself and for which it cooperates with a virtual owner, rather than a real one.

On the basis of the yard's enormous experience and knowledge of the market, the owner is first given a clear-cut profile, with detailed information about his personality, his taste, his interests and, of course, his investment plans. And all with the aim of answering one single question:

“What does a ship have to be like to satisfy this owner in every single respect?” AIRWAVES is a good answer to that question: a 52-metre yacht that could justifiably serve as a perfect example of the extraordinary – miles away from average and a far cry from the mainstream.

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Purism vs. pomp

A&R succeeded in winning two of the world's leading designers for AIRWAVES: the Norwegian Espen Oino created the elegant exterior, while the interior was the work of Italian Luigi Sturchio, the man responsible for the special flair of some of the world's largest yachts. His central concept for the AIRWAVES was based on the notion of playing with opposites and points of attraction, making the unexpected the defining principle, taking contrasts as the basis on which harmony evolves. In doing so, Sturchio feared neither small uncer-

tainties nor major challenges, as the following example – just one of many – clearly proved: to give the final décor exactly the organic feeling he was looking for, he had tens of thousands of tiny wooden balls individually turned. Although this was an enormous task, it was not simply for its own sake, but in order to realise the central idea. Pomp, on the other hand, is something you will not find on AIRWAVES, where the keynote is relaxed purism. Glossy finishes in severely restricted colour schemes create the perfect backdrop for design highlights, such as eye-catching combinations of materials: rich, dark mahogany as a base for stainless steel panels which encase

roughly hewn marble; although these are actually three classic materials for a yacht interior, they are featured here in a totally new way. Sturchio emphatically demonstrates just how intelligent, varied and versatile black and white painting can be.

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When design becomes dangerous

The architecture, too, is full of surprises at every turn. Sturchio's layout placed two VIP suites above the propeller, in other words, exactly where vibrations and noise were at their worst. Perhaps not a good decision in technical terms, but cer-



AIRWAVES

tainly as far as design was concerned. In this case, the aesthetic triumphed over the pragmatic. But it was not an easy victory for the yard. After a great deal of trial and error, it finally installed large tanks filled with sand to create a double hull. The entire suites are floating mounted in flexible steel frames, and this separation from the actual structure, the principle used in sound studios to control volume, proved the key to success. The first test voyage confirmed that no noise could be heard in the cabins and no vibrations felt, even when you put your hand on the floor. That was a major obstacle, but by no means the last one that the experts at A&R had to over-

come in their efforts to achieve perfect results. When the construction process was already well under way, Luigi Sturchio came up with another unexpected new idea: he wanted to install wash-basins made of solid granite blocks to enhance the bathrooms. Each of the blocks weighed several hundred kilograms.

This was not only a killer for the time schedule, but a sheer nightmare in stone for the engineers: if any of these design monuments were to start moving in any way at all, it would put the entire vessel at risk. At the end of the day, that risk was eliminated with the help of a great deal of ingenuity and a purpose-built and exorbitantly

expensive special bracket which guaranteed that these heavyweight beauties were utterly secure. As in most cases, the solution to the problem remained invisible. But ultimately, it helped to ensure that an extraordinary design could be put into practice – and that a virtual owner very soon became a real one. ┘

*Fine contrasts and judicious choice of materials:
the owner's bedroom*







The sky lounge: perfect setting for parties and social occasions



ALITHIA – AROUND THE WORLD WITH A&R

A dream can be as grand, unattainable, exotic and unrealistic as can be, that's the way dreams are. However, anyone who decides to make a dream come true has to be a total realist. One such man, a well-known celebrity in the German business world, decided that at

last it was time to fulfil his dream and planned a two-year voyage around the world with his wife and five children. He was not proposing a comfortable, never-ending holiday like a luxury cruise, but a modern, exclusive voyage of discovery and an educational trip on which

the family could experience all sorts of new things at first hand, especially the kids, whose ages ranged from three to 13. This was a unique opportunity – not only for the children – to enjoy direct, hands-on experience of all kinds of things that can only be taught as abstract



Clear, pure design, low superstructures and absolute power: the 40-metre sloop ALITHIA

theory at school: learning the laws of physics and dynamics through sailing, speaking French on the French Polynesian islands, experiencing Buddhism in India ...

Such special ideas call for a special yacht. As the central element of the voyage, the vessel

has to provide a great number of apparently irreconcilable features: she has to provide a home for a whole family plus a crew of four for many months, but also a way of getting from A to B quickly and yet be easy and safe to handle. She has to be comfortable, but functional, spa-

cious but well structured, attractive but practical; blessed with the traditional charm of a typical sailing ship combined with the speed of a high-performance yacht and the benefits of state-of-the-art navigation, communications and safety technology.

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ALITHIA IS TRULY AN ATHLETIC, FAST VESSEL, A “PROPER” SAILING SHIP, BUT MORE COMFORTABLE AND SPACIOUS THAN USUAL FOR THIS TYPE OF CRAFT.

Clear-cut case

After a long phase of gathering information and a Atlantic crossing on the A&R-built HETAIROS, the last solid mahogany yacht in the world, the owner had found the shipyard he was looking for. Bill Tripp, an internationally respected specialist for seagoing yachts, was entrusted with the design and the plans quickly took shape: in June 2000, A&R began to build the 40-metre sloop ALITHIA, the Greek word for truth and sincerity. This was truly an athletic, fast vessel, a “proper” sailing ship, but more comfortable and spacious than usual for this type of craft. Tripp’s exterior featuring clear lines, shallow profile, straight stern and an elongated, silver metallic deckhouse the perfect synthesis of innovation, simplicity and exclusiveness and skilfully reflects the mindset and intentions of the owner.

The principle of sticking to essentials and functional requirements without compromising on style was also taken on board by designer Andrew Winch when planning the interior. Consistent purism is the defining element: the interior features many rectangular surfaces and minimalist décor, with no hinges or handles whatsoever. These clearly defined shapes and the warm hues of the wood give the rooms a well-structured appearance, which is nevertheless homogeneous and harmonious.

Another prominent feature of the interior is natural light. Skylights and large deep windows in the saloons and dining rooms give an unimpeded view of sea and sky

This produces smooth transitions between indoors and outside, creating an invitingly fresh and natural atmosphere.

No pink, please!

One of the most frequently used materials on this 4,000 m² vessel is bleached Canadian maple, a pale wood with practically no grain. However, its welcoming warm hue was to cause many dark hours of despair at the yard: after just brief exposure to the sun, the veneer turned bright pink – the very colour that was least wanted on the ALITHIA.

Although the experts at the yard had encountered this pink phenomenon before, they were not prepared for the glaring brightness. So tests were conducted and mock-ups built to test how the wood reacted, and various types of varnish tried out – all of this with the shed windows taped shut to keep out the sunlight. The battle against pink was won just in time and the concept of a warm but subdued colour scheme throughout the yacht could be realised.

Ready for anything

The designers provided the best possible setting for an eventful life on board, particularly in the largest room at the stern, which is traditionally reserved for the owner. On ALITHIA, this is where the children reign: playground-cum-classroom-cum-living room, with six berths and a large desk in the centre which holds numerous laptops; they are all networked, but each can be used

separately. The sophisticated communications equipment on board also serves a social purpose: the kids can contact their friends at home online at any time and from any place. Another unusual feature can be found on the starboard side, opposite the spacious, professionally equipped galley: a multi-purpose room which can be used as library, guest cabin and even sick bay – even including an operating table with all the necessary medical apparatus and a satellite-aided real-time surveillance system.

This equipment provides a permanent link between the yacht and an international SOS society. If it is ever necessary to perform surgery, the doctor on duty is linked to the yacht via a monitor and can directly advise the staff on board, who have both medical and safety training.

Fast and beautiful

You would expect ALITHIA to be a fast ship from the very look of her, but actually she is even faster than she appears. The innovative hull is made of tough but lightweight Alustar aluminium and has an extremely long waterline, so she does not sail through, but over the water, with a top speed of 17 knots. Under control in every situation, well trimmed and easy to steer, the vessel crossed the Atlantic in a record-breaking 10 days.

During her first eight months in service, ALITHIA covered a distance of 15,000 miles, calling at the most interesting and diverse places all over the globe – to the great satisfaction of the owner and his family, who could relax in the knowledge that they were safe on board at all times. This yacht has given a completely new and deeper meaning to the phrase “a true pleasure”.



An athletic, fast vessel, a "proper" sailing ship, but more comfortable and spacious than usual for this type of craft.

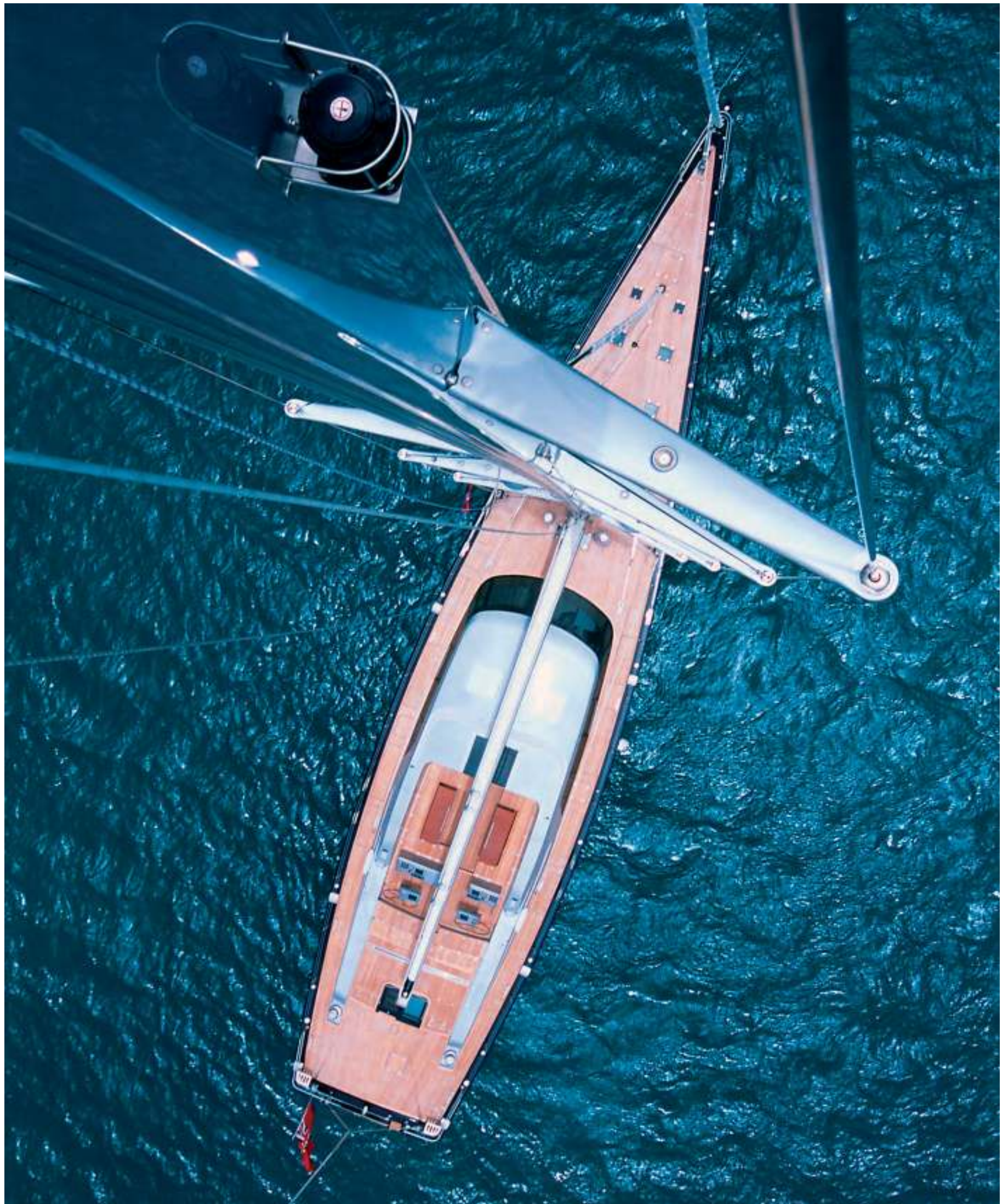


The interior of ALITHIA: elegant, stylish, practical. It was designed by Andrew Winch.



Bill Tripp succeeded in creating a perfect crossover of performance and cruising yacht full of charm and with no compromises whatsoever.







AVIVA – BEYOND THE LIMITS

Everything is constantly changing – and frequently for the better. As in many other sectors, the gap between standard and state-of-the-art also appears to have shrunk in yacht-building. Of course, technical improvements are still undoubtedly possible and always welcome, but these days a small step forwards calls for a far longer run-up. Or, alternatively, for a deliberately different mindset, in keeping with Einstein's principle "Logic will take you from A to B. Imagination will get you everywhere." In the creation of AVIVA, imagination was definitely the driving

force. The owner, who already had considerable experience in yachts and was equally enthusiastic about yacht design, technology and art, was determined to go beyond the usual limits – for example, the limits of physics: the new 68-metre yacht was to have an interior of the kind normally found only on 80-metre yachts. On board a ship, space is the ultimate luxury – and the new AVIVA (there had already been a previous model) was to exude this feeling of roominess right down to the very last nook and cranny. But that was not the only unusual (or as Einstein would say,

illogical) demand placed on the vessel: she was to glide through the seas in all weathers far more smoothly and comfortably than the average well-designed mega-yacht while still proceeding at an impressively brisk speed.

Cutting through the water

A&R proved to be the right partner for turning these ideas into reality. Not least because the yard did not attempt to curb the owner's enthusiasm, but actually encouraged and supported him by



Design that breaks new ground – and creates a sensation.

Above: Free running stainless steel outside steps giving the deck areas transparency and spaciousness

adding its own creative input. This close cooperation resulted in something very special that is apparent at first glance. First glance at the bow, to be more precise, which rises straight out of the water almost vertically, like a knife edge. Design with consequences – all of which are positive. This gives the vessel an extremely long waterline, a full nine metres longer than an ordinary bow, which in turn makes for outstandingly smooth sailing, so that AVIVA “rolls” more slowly and smoothly than other yachts of this size. It also creates far more space in the hull and superstructures, an extraordinary



Bottom: A radiant appearance, especially at night

luxury, even for mega-yachts. This afforded immense new scope, which design stars Reymond & Langton exploited completely and cleverly.

In praise of art

The guest cabins are just one of many examples of the carefully planned exclusive atmosphere on board and all feature state-of-the-art equipment, extremely large bathrooms and walk-in wardrobes. They are impressive just because they are the size of VIP suites.



Outside the cabins, too, there are all sorts of amenities such as a cinema, a gym, a conference room where people can work undisturbed and no fewer than six decks. The decks are all connected by a glass elevator framed by a luxurious Hollywood-style staircase. Apart from raising the glam factor, the glass lift well also admits daylight into the yacht interior. An enormous pool with sunbathing area invites guests to relax – and all in typical Aviva XXL dimensions. This is the perfect place to dine and celebrate, sheltered from the elements. The top deck is also ideal for large-

scale parties, as the impressive dining room has a five-metre wide glass door which extends the venue to outdoors.

However, all that would not be nearly as impressive if the yacht design were not so imaginative and varied – every single square metre is a tribute to individuality. Anyone lucky enough to be a guest on board Aviva will soon appreciate the unique character of her interior. An unusually high number of windows make for a light ambience which is defined by attractive colours and works of art at every turn.

Feast of colours

First of all, you enter a sensually red saloon with a charming retro character. Hanging on opposite walls, two absolutely stunning portraits by Chinese artist Zhang Xiaogang immediately command attention. A baby grand piano made of exclusive zebrano wood is the next eye-catcher and centrepiece of the saloon.

Continue to explore Aviva and you will find not only opulence, but endless surprises as you go.



AVIVA

Rooms with unusual shapes, iridescent or printed silk wall coverings; light oak and bleached walnut; carpets that repeat the floral patterns of the wallpaper with embossed motifs for a sensually pleasing texture; doors with artistic leather panels that look like an unfamiliar but exquisite wood; paintings and clever colour schemes even on sliding doors ... All these tastefully executed details are the perfect complement to the numerous works of art on board, so that the boundaries between art and interior design frequently seem to disappear. Nevertheless, the

atmosphere is not the stilted one of an exhibition. Everything appears natural and there to provide entertainment and enjoyment, radiating a welcome and genuine pleasure. Pleasure that is likely to continue when guests use the two ten- and seven-metre long tenders, thanks to a new system designed by A&R, which ensures that they can be reached quickly and conveniently from the deck.

This is just one of the countless innovations that have made Aviva so very special. After it was launched punctually in May 2007, the ship was

the subject of great controversy because of the unusual exterior design. However, that initial scepticism has meanwhile been replaced by undisguised admiration. Wherever the Aviva calls, she immediately arouses interest and unconcealed envy, obvious from the huge number of enquiries about this kind of yacht experience. Far more spectacular proof was the ship's nomination for the "World Superyacht Awards 2008". ┘



(1.) There are no clear-cut boundaries between saloon and outer deck, which open up towards the sea. (2.) Extra-wide passageways and companionways, plus a huge glass lift – even moving around the yacht is a true experience.







Unique experience: there appear to be no boundaries between indoors and outside.



EMINENCE – GREAT EXPECTATIONS

In the building of each and every single yacht, there are always so many unknown quantities involved that anything familiar is always welcome. This was the case with EMINENCE, which was handed over to the owner as agreed on 3 July 2008. The new beauty, with a length of 78.40 metres and a beam of 12.40 metres the largest ever built by A&R, had one great advantage right from the start: the good experience that the proud owner and long-time friend of the yard had acquired during the construction of his first A&R yacht. The fact that designer An-

drew Langton, responsible for both exterior and interior, was again a member of the team, made tackling the ambitious project much easier. Despite the almost family atmosphere from the word go, the standards were no less stringent than usual. On the contrary, the style and quality were to be as good as ever, but the finished vessel was to be manifestly improved, a perfect specimen at first glance. EMINENCE was not to have any rough edges whatsoever, but to look stylish and elegant from all angles. And that she certainly does.

Sign of the zodiac: whale

Although this is a high-volume vessel designed with ample inside space, she satisfies a criterion that many well-built people would also appreciate: she looks much slimmer than she really is. Apart from that, however, opulence and spaciousness are the name of the game. (Charter) guests can choose between no fewer than five decks – with all the usual and many special features. For example, there is a truly gigantic



Slender silhouette despite the large dimensions: the TARDIS known as EMINENCE III.

Jacuzzi on the top deck and the adjacent shower is equally eyecatching: made of smoked glass with unimpeded views to all sides and designed in the same style as the lift right next to it. The exterior is crowned by an unusual mast shaped like a whale's tail fin – and so organically designed that no one would guess just how much planning and craftsmanship it actually cost to achieve.

But there is more to this graceful giant than just an attractive appearance: the technology is unconditionally designed to ensure a comfort-

.....
**„ACTION SPEAKS
LOUDER THAN WORDS.“**
.....

able journey and pure sailing pleasure. Bow and stern thrusters facilitate manoeuvring in port without using the main engine (two 1492 kW Caterpillars with a top speed of 16.5 knots). In this

project, the in-house naval architects succeeded in improving the traditionally excellent seagoing performance of A&R yachts even further. A highly efficient stabilising system provides noticeably good steadiness; even when riding at anchor, the yacht does not roll in the slightest. More movement is allowed and appreciated when it comes to the two 10-metre long tenders, which can be launched from inside the ship simply and straightforwardly, in record time, even when out at sea, thanks to the optimised A&R tender launching system. >>>>



Majestic view over the harbour from the open sun deck

The oval rooms

Whilst the exterior has a distinctly classical appearance with beige hull and white superstructure, the interior, to quote designer Andrew Langton, exudes a “flair of sumptuousness”. Because the owner and the designer know each other well, they soon found a common denominator for the design, which has evolved into a modern form of art deco: sumptuous in the use of materials, pinpointing the use of special features such as satinised metal

or glossy finishes. Instead of the typical mahogany-dominated yacht look, there is a casual combination of highly diverse influences and styles. Ebony, macassar and walnut juxtaposed with steel and leather walls, dark veneers with light fabrics, honey-coloured marble (one of the owner’s favourite materials) with sophisticated, high-tech bathroom fittings. The finely planned generous dimensions of the interior have created to an enormous amount of space on board.

There are six unusually large VIP cabins available for guests, which are designed with accents

on ceilings and floors to create an “oval feel”, says Andrew Langton, and which pleasantly enhance the sense of space and roominess.

The owner’s quarters come up with yet another pleasant surprise: a “front-view bedroom”, in which a large glass front affords a splendid view forwards to the yacht’s foredeck. All the more impressive when it can be enjoyed while lying in bed. The owner’s evident delight in his new vessel is instantly and precisely verifiable by the fact that he has already ordered the next yacht from A&R. As they say, “Actions speak louder than words.”

EMINENCE



Visible and tangible in the passageways, bathrooms and saloons: the continuous colour scheme harmonises even highly divergent styles.



FLOATING LEGENDS – A BRIEF HISTORY OF YACHTS

Great things usually live to become old, but they rarely become old-fashioned. A look at the history of A&R reveals a whole series of examples to substantiate this claim – yachts whose seaworthiness, value and charm obviously have no expiry date and which remain superlative in countless respects right up to the present day.





KALAMOUN – the fastest diesel-powered yacht of her day



Classic, timeless and packed with modern sail technology: the 38-metre long HETAIROS, designed by Bruce King

HETAIROS – the world’s largest and last solid mahogany yacht

Designing his own yacht was an idea that had long fascinated the owner of HETAIROS and gradually taken on more substance as time went by. His ship was to be a maritime home away from home, fast, sporty, suitable for sailing the high seas and simultaneously as a family home, with every conceivable comfort and plenty of space, unique and special in every single detail. While such a personal idea cannot simply be entrusted to others, suitable partners can help to make it come true. In this case, A&R proved to be the right partner – and with good

reason: back in 1991, when the commission was placed, the experienced craftsmanship, skills and tools needed to build a solid timber yacht were available only in Lemwerder. Naval architect Bruce King submitted a draft that grew in line with the requests of the enthusiastic owner, both in terms of quantity and quality, while Andrew Winch created an interior design that despite displaying the utmost perfection still appeared vibrant and light.

Progress in small but swift steps

Despite these excellent conditions, the size and complexity of the 38-metre long ketch meant

that the construction turned out to be a battle against time and circumstances. “Every single panel, every curve, structure, colour and surface finish had to be carefully considered, tested, modified and then realised,” says David Barker, an artist who kept a record of the entire construction phase. 14-hour meetings were not unusual. The very idea of building a full-timber vessel of 70 mm thick, laminated mahogany posed an enormous challenge for the craftsmen. Moreover, the interior fittings are all integrated in the timber structure without any concealing panelling. Cables and pipes had to disappear under the floors or in intermediate cavities. At

“EVERY PANEL, EVERY CURVE, STRUCTURE, COLOUR AND SURFACE FINISH HAS TO BE CAREFULLY CONSIDERED, TESTED, MODIFIED AND THEN REALISED.”

David Barker, artist who kept a record of the yacht construction.



(1.) Craftsmanship that can no longer be found anywhere: traditional solid wood frame construction. (2.) You can tell just by looking: the hull is designed for extremely high speeds.

times, the whole ship disappeared in a purpose-built, extra-deep pit outside the shed, as this was the only way that the rudder and the huge swivel bronze centre-board could be pushed up into the hull and the hydraulic lift system tested. The yard even made a life-size model of the main saloon and the huge oval cockpit so that the owner could see for himself exactly how things worked (the present 3D animation technology was not sufficiently sophisticated in those days). But apart from that and other elaborate preliminary work, when HETAIROS was completed on schedule after the agreed 662 days, everyone involved agreed that they were looking not at a

mere sailing ship, but at much more, namely a true work of art.

KALAMOUN – the fastest diesel-powered yacht of her day

KALAMOUN owes its name to a racehorse owned by the proprietor, who is an Oriental potentate and more: spiritual leader, art aficionado, connoisseur, at home in politics and high society the world over. Hardly surprising, then, that such a strong personality would not be satisfied with anything less than a totally individual yacht. The KALAMOUN, a 28-metre vessel designed by

John C. Angeli, consequently boasts a unique capability which is typical of the ecologically untroubled 1970s: an impressive top speed of 46 knots. A speed that was possible only by outsmarting the laws of physics with immense technical ingenuity – with maximum engine performance and minimum weight, a combination which required the designers and the yard to throw conventional approaches and traditional methods overboard and recast themselves in the role of pioneers. For example, in the field of lightweight construction, because even the striking engine output of two times 2775 HP/1600 rpm was not sufficient to achieve record speeds.



Accordingly, KALAMOUN was made of extremely thin aluminium, the lightest shipbuilding material of that time, long before the days of Kevlar and carbon fibre. The interior, too, has been kept light, casual and restrained, creating an ambience which is still amazingly contemporary and modern 35 years on. A welcome side effect of technology!

Presto e piano

The external appearance of the vessel has a streamlined silhouette created by Italian star designer Pininfarina. Eye-catching features are the full-width glass front with virtually invisible

stabilising elements and the fly bridge, where the skipper can steer the vessel with no glass between himself and the elements, but without being exposed to unpleasant winds. Despite the clear focus on speed, the KALAMOUN was not intended to be a speedboat, but first and foremost a yacht – with all the relevant comfort and with acceptable noise



A sophisticated yacht for a demanding owner: Agnelli's EXTRA BEAT, the largest sloop of her day

levels on board. A&R was the first shipyard to commission acoustic experts to tackle this problem resulting from the extremely thin walls. This was again a pioneering decision, as this profession was to play an increasingly important role over the years. In this case, the specialists came up with a number of methods and tricks to master

the noise levels. For example, they simply raised the volume of the air-conditioning, because the constant noise level balances out other sounds and therefore creates a subjective sensation of quietness on board. However, even today, this swift beauty still evokes a pleasant frisson of excitement in onlookers and visitors alike.

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**SILVER SHALIS –
the fastest jet-powered yacht of her day**
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Maximum comfort even in low water depths was the idea on which the SILVER SHALIS design was based.

The client who commissioned this 39.50-metre long motor yacht loves to sail around the Bahamas and the inner waterways from the American east coast to Florida – all very beautiful, but also very shallow waters. To achieve the necessary low draught, the Dutch designers opted for a water jet, which works on the principle of jet propulsion: a pump system in the yacht expels a rotating water jet at high speed, generating propulsion in the opposite direction. The absence of a propeller minimises the risk of damage in shallow waters and simultaneously improves manoeuvrability. This system also has a positive effect on the acoustics and vibration.

The only problem was the unsatisfactory speed: despite two MTU diesel engines with 3500 HP each, the 240-tonne vessel was still not as fast as the owner had hoped. Only the installation of a third diesel engine, bringing a total of 10,500 HP, achieved the necessary thrust to an impressive 33 knots. And even if the yacht does encounter rough seas, the SILVER SHALIS remains fast but pleasantly calm, thanks to its typical racing yacht hull; this is a talent which has made her famous and which her owner, a well-known New York realtor, particularly appreciates. Even today, long after he took delivery of the yacht in 1987, he still loves the SILVER SHALIS, her seaworthiness and her luxurious spaciousness.

EXTRA BEAT – the largest sailing yacht of her day

Some people are simply always accustomed to the maximum of everything and are consequently not prepared to be content with anything less. Something along those lines may well have gone through Marella Agnelli's mind when she was first shown her husband's new yacht. The legendary FIAT boss Gianni Agnelli had told her to expect a small sailboat, but a visit to the A&R yard

soon revealed the truth, when Signora Agnelli looked up at the almost menacingly large hull of a gigantic vessel that barely seemed to fit inside the huge shed. And once again, the first impression proved right. Agnelli's EXTRA BEAT, completed in 1988, was the largest sloop of the day. With 710 square metres of sail area and an unbelievable 45-metre high mast, EXTRA BEAT was one of the most striking yachts to sail the seven seas. And, what's more, one of the first yachts with hydraulic sail handling. The length of 35.8 metres, an extremely flat deck and a deep, narrow keel of the kind normally found on racing yachts all put this vessel in a class of its own. EXTRA BEAT is intended neither for regattas nor for long voyages, but is really a huge daysailer designed – just as the owner wished – for speed and easy handling.

Top class

Thanks to its excellent technical equipment, this large vessel requires only a small crew and can be made ready in no time at all if the boss decides to drop by in his helicopter and treat himself to a couple of hours' sailing in his lunch break, whether to take the wheel himself or relax on the large U-shaped sofa amidships. The lightweight aluminium structure, designed by German Frers, reached a speed of 22 knots on the maiden voyage to the Bay of Biscay. Well-known for his uncompromising driving style, the FIAT boss almost found out for himself that speeds like this can also be dangerous when he steered his yacht on to a rock off the Greek coast one night. The story had a happy end – obviously: EXTRA BEAT was recently the winner of the day at a regatta around the Isle of Wight, the sailing Mecca for vintage yachts. That was just one of many occasions on which this extraordinary yacht attracted a great deal of attention.





The 33-knot, jet-powered SILVER SHALIS still belongs to the original owner.



CHANGES

“Extraordinary things do not come to pass in smooth and usual ways.” This saying by the German poet and playwright Goethe has repeatedly been proved true in the world of yacht-building, even if things do tend to begin in an ordinary and unspectacular way, as the following pictures show ...



Beginning

Picture 1 shows the status after roughly six months of construction work. Not a sign of smart design the yacht looks more like a huge cold store. A temporary staircase provides access to all decks so that the insulation can be installed. This is basically the same as when building a modern house, but much more complicated. A 60 to 80-mm thick layer of insulation wool, plus aluminium foil as a damp-proof course on walls and ceilings, promotes a healthy indoor climate and prevents mould.

Well on the way

Picture 2 shows the view along a corridor and behind the scenes: bare walls of two layers of 25-mm thick aluminium with insulation material in between, designed for maximum fire protection and minimum noise in each room. Like the unfinished wooden floor, these bare walls have been positioned to the exact millimetre and will remain in place in the finished vessel. The designers' big moment will come later, once the wood panelling has been installed. It is made of oak veneer and stained mahogany, as shown in **Picture 4**. What the photo does not reveal are the huge bundles of cables on board AVIVA, which have a total length of 130 kilometres. These have already been installed in the spaces between the rectangular elements of the framework on to which the ceiling panels will later be mounted (**Picture 3**).

Final spurt

Six months later. The work is finished – by the joiners, insulation fitters, staircase builders and other craftsmen, all of them specialists and masters of their trade. **Picture 5** shows the brilliant results: the lift well made of Perspex with glass interior and gold-coloured pillars, framed by a wide spiral staircase which leads from the bottom of the vessel right up to the top deck and outdoors. There are no more traces of the work and effort that have gone into the construction – all that remains to be seen are beauty and lightness.



DESIGN VIPS

Yacht design has to take its cue from dreams in order to create new realities. The interpretation of dreams and a good portion of psychology as well as a sure instinct for subtle differences are therefore all part of the basic tools of any successful designer. In this chapter, we introduce a few members of this rare species.

Where can you find a top designer at work? In metropolises all over the world – right out in the front line, sitting on the fence, always a precarious position where any hasty decisions run the risk of bringing the professionals unceremoniously down to earth, because the demands that are imposed on yacht design are not simply high, but also highly contradictory. On the one hand, the ship is to show the designer's own "hallmark"; on the other hand, anyone who commissions a yacht wants to see his own personal ideas realised in the finished product. On the one hand, there is not exactly a lack of money, but on the other hand the budget is sensitive and all too easily exceeded. On the one hand, uniqueness and surprise are key elements of good design. On the other hand, the world does tend to stick to old familiar favourites.

Talk to some of the most creative minds in the business – Dickie Bannenberg, Andrew Langton and Pascale Reymond, Bill Tripp, Donald Starkey and Andrew Winch – and it soon becomes clear that even fame, experience and success cannot automatically resolve these conflicts; on the contrary, a major part of their success involves finding the happy medium between freedom of design and the customer's wishes.

A QUESTION OF STYLE

One thing that all these famous names have in common is their successful cooperation with A&R. Donald Starkey, for example, designed the *ULTIMA III*, Reymond-Langton the *BRAVADO* and *MY LITTLE VIOLET*, Andrew Winch and Bill Tripp the *ALITHIA*, Dickie Bannenberg the *ELANDESS*.

Another thing these designers all share is that they categorically deny that they have one particular style, despite the fact that the market and the media hail them as experts precisely because their own hallmarks are apparent. Donald Starkey, the epitome of friendly self-confidence, explains this phenomenon in his typical pragmatic way: "My style is something I only read about. But what is it supposed to be? I've designed so many different things. I am far more concerned with remaining open-minded as regards the owner's ideas – after all, it is his yacht." Of course, he and all the other top designers are concerned with more criteria than simply the customer's taste. "Design is not decoration. To be stylish, it has to have timeless charm. At the end of the day, the yacht has to outlast any short-lived trends," sums up Starkey. A

long working life is also an aspect which Andrew Winch rates very highly: "With the A&R yachts *HETAIROS* and *ALITHIA*, we have succeeded in creating two totally different examples of uniqueness. One is light, the other dark, one is modern, the other classical. And nevertheless, even after many years, they are both still beautiful, fast and spectacular, inspiration for customers and designers alike."

Bill Tripp stresses that design – if it is to be more than just a façade – always has to bear a relation to the spirit of the time in which it is created. "I believe that technology and design are inextricably linked. If a modern yacht is to develop a personality, the design has to make full use of the available potential, go to the limits of what is possible, be radical and controversial, just as today's classics were when they were built. Then as now, the art of yacht design means achieving the perfect fusion of appearance and performance to form one harmonious entity."

Designer Pascale Reymond, charming personality and one-time boss and later life and business partner of Andrew Langton, unambiguously states that as far as she is concerned design has more to do with paying attention to minor details than embracing a catch-all philosophy.

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“Andrew and I have different attitudes to style. But as far as proportions, the use of space and a sense of balance are concerned, we think alike. Both of us are determined to avoid the all-too-obvious, anything heavy or cumbersome.” In view of the enormous spectrum of his work, Dickie Bannenberg is also prepared to concede only a few fixed points of reference: “I am not one for the traditional. In my view, more than enough cherry wood has already been used in shipbuilding. Nor am I a radical. For instance, I would be prepared to deliver an extremely minimalist solution only if this was explicitly requested by the client.”

INFLUENCES

A change of career would seem to be the key to success as a designer. Pascale Reymond, for example, first obtained a degree in art history at the Sorbonne in Paris before becoming a buyer of antique furniture for Donald Starkey in London, where she discovered her love of design and her natural talent in this field. Donald Starkey states that he himself – a few decades earlier – had no master plan at all for a career as a designer, but at the age of 20 simply allowed himself to be guided by his talent. As usual, there is always an exception to the rule: Bill Tripp was the son of a yacht designer who followed the family career pattern without any detours. Although he had originally intended to study oceanography because of his love of the sea, that plan was soon cast overboard owing to his almost physical aversion to the Latin jargon required.

Andrew Winch first went to sea for many years, sailing around the Atlantic and the Caribbean, before embarking on a course in design at St. Martin’s School of Art in London. And even

Dickie Bannenberg, son of iconic designer Ion Bannenberg, initially had no ambition whatsoever to step into his father’s famous footsteps but preferred to study geography. As a car designer, Andrew Langton was already at home in the world of design but switched to yachts after a detour via the Channel Island of Jersey, where he fell in love with sailing and yachts. Like the other design authorities mentioned here, he too still regards his work as the supreme discipline, even after all these years. “The interior of a yacht not only has to look good, it also has to cope with the constant physical movement. It is really exciting to reconcile these two demands as harmoniously as possible,” states Andrew Winch. “You have the power to make a dream come true,” says Andrew Langton matter-of-factly. “And you earn a lot of money,” adds Donald Starkey with a laugh.

DESIGN HELL

So everything revolves around money, beauty, creativity and individuality – the perfect job, then? Not quite. Because even star designers do not come up with star-winning ideas every day – even if they abide strictly by Andrew Winch’s policy of “Nothing ugly, nothing boring, nothing copied.” Even the top designers are confronted with the hard facts of business life these days – lack of time, budget problems and unsatisfied customer yearnings. And, as in every other job, there is always the fear of a “worst case”, which in Starkey’s case could look like this: “A shipyard offers a 60-metre yacht for 25 million dollars – and I am asked to design an outstanding interior!” This cannot be done without money, but nor can it be achieved without communication, explains Dickie Bannenberg. “Working for someone without know-

ing anything about their taste or their lifestyle is the designer’s hell. You cannot develop an idea for a project without having any idea about the owner.” All the more so as the briefings also vary radically. Some owners have very firm ideas about what they want right from the start and wish to be directly involved in seeing their ideas put into practice. Other owners, however, hardly make any contribution at all and prefer to leave everything up to the experts – but are nevertheless prepared to pass judgement after the event. Accordingly, “The first concept is always a highly risky business. If you don’t hit the target right from the start, the assignment is sure to prove difficult,” states Andrew Langton from experience. Bill Tripp: “If the lines of a ship are not evident and the proportions bear no relation to the sea, that is perhaps not hell itself, but hellishly unattractive.”

In view of all these unknown quantities, every designer needs a yard where he can rely on good, constructive cooperation. In that respect, A&R is awarded top marks by all the above designers – as well as extra points for professionalism, flexibility and friendliness. Moreover, it is patently obvious that this is not simply courtesy for the sake of business, but genuine enthusiasm and conviction.

Bill Tripp even associates A&R with childhood memories: he was immediately captivated when he visited the yard with his father back in the 1960s, while he was still at school, long before he returned as a designer in his own right in 1999. His colleague Andrew Winch sums it up on behalf of all the designers: “A&R gave me the opportunity to build outstanding yachts, to experience a highly emotional, intense time and to prove my talent and my creativity. You could not ask for more.”



Personal design

Ever-present, but not everyday: design is a subject which directly or indirectly affects every aspect of modern life – and in highly diverse ways. Anyone who has ever had the pleasure of spending time on board a successfully designed yacht will confirm without reservation that creating design, or “making products speak”, as legendary German designer Dieter Rams put it, is a true art. The design artists featured in this work really speak for themselves and need no further explanation. Nevertheless, we should like to present them here:



PASCALE REYMOND AND ANDREW LANGTON: DOUBLY SUCCESSFUL

A relatively new company, but nevertheless one with a total of 20 years of experience and impressive references. Since its baptism by fire at the Monaco Yacht Show in September 2001, Reymond-Langton Design from London has enlivened the international yacht scene with design which is as aesthetic as it is professional. Company founder Pascale Reymond hails from the picturesque town of St. Malo in Brittany. After graduating in art history at the Sorbonne in Paris, she moved to London in 1986, where she not only acquired further qualifications in interior design and 3D design but also gained extensive experience when she became Donald Starkey’s right hand in 1990. One of the most important events was undoubtedly meeting Andrew Langton; first a colleague, then her life partner and later also her business partner. Andrew graduated from Coventry University in 1993 with a Bachelor of Arts in Transport Design. After a few years of designing cars, he again succumbed to the yachting fever which he had originally caught in the Channel Islands as a young man. After a short stint away from home, working for a small shipbuilding company in Vienna, he returned to the United Kingdom, where he first worked as a freelance designer before signing a contract with Donald Starkey, for whom he was senior designer on many major projects. Since Reymond-Langton was founded, its projects have included the interior and exterior design of a number of A&R vessels delivered between March 2007 and today.

**ANDREW WINCH: AT SEA,
ON LAND AND IN THE FUTURE**

Like many other leading designers, Andrew Winch lives in London, where he has enlivened the market in various design disciplines since 1986. His work is both aesthetically distinctive and outstandingly functional and has met with an excellent response in aircraft, yachts, private homes and office buildings. This creative versatility has ensured satisfied customers all over the world, and also earned him many prizes, including a whole series of the coveted Superyacht Society International Awards for Design and Leadership.

As in so many cases, his love of yacht design began with his love of the sea: as a young boy, Andrew regularly sailed a dinghy or yacht along the south coast of England. Other important influences were well-known yacht designers such as Fife and Charles Nicholson, as well as primus inter pares, Ion Bannenberg. His first projects were in cooperation with Bannenberg, and all of them were yachts which he found a pleasure to design. He therefore has excellent memories of A&R, as that is where yacht history was made with the construction of HETAİROS and ALITHIA. Both these vessels are fast, spectacular, traditional and innovative – and have lost none of their functionality or charisma today.





BILL TRIPP: DYNAMIC DESIGNER

His cradle could well have been a yacht: the sea, sailing and design have always played central roles in Bill Tripp's life. He spent his childhood on board yachts and speedboats designed by his father, William H. Tripp Junior. The choice of career for Bill was a matter of both logic and passion. He studied Naval Architecture at Michigan University. Immediately after he qualified in the mid-1970s, he had the opportunity to work with Doug Peterson, the speed king of yacht designers

who was regularly successful at major regattas all over the globe, such as the Admiral's Cup. Ever since, designing extremely dynamic yachts has been Tripp's vocation; his aim is to produce boats that "sail on top of the water, not through it." After several years as head designer with various major companies, he set up his own business, Tripp Design, in 1984. "As far as the design of a yacht is concerned, the sea prescribes absolutely clear guidelines that you would do well to respect. However, that does not prevent you from aiming for maximum freedom of movement, comfort and elegance. It is often said that extremely large yachts inevitably have poorer performance, but that is simply not true."

As a naval architect for A&R, Bill Tripp has created several undisputed highlights over the years: ALITHIA, delivered in April 2002, is a prime example.

DONALD STARKEY: DETOUR TO THE TOP

Unlike many of his colleagues, Donald Starkey – one of the best-known yacht designers in the world – did not begin his career because of his fascination for ships and the sea. For many years, the closest contact he had to water was the occasional fishing trip in his home town of Avon; young Donald actually dreamed of becoming a second Norman Forster. At the age of just 15, he was articled to a firm of architects in London. The transition from apprentice to master was swift and successful: by the age of 23, he was involved in large-scale projects which were "extremely lucrative and very, very scary," as Donald wryly comments. He remained true to that profession for more than 20 years, working for leading architectural offices in London before setting up his own company. It was only a number of coincidences that caused him to switch disciplines in the early 1980s after meeting yacht designer Terence Disdale. It was this very lack of experience and new approach pursued by Starkey the architect that made Starkey the yacht designer so successful. He still takes his inspiration from totally different sources, such as Le Corbusier or Mies van der Rohe, the entire rock'n'roll scene and even Coco Chanel. All of them icons of bold departures, innovative products which went on to become classics – a trend that also applies to the work of Donald Starkey and its inimitable timeless elegance. This is evident in yachts the world over, such as the LADY SHERIDAN, which Donald designed in close and constructive cooperation with A&R.



DICKIE BANNENBERG: DESIGN DYNASTY

Having a famous father can be a real burden, an obligation to succeed which not infrequently robs the son of the strength to go his own way. This was obviously not a problem that confronted Dickie Bannenberg. He speaks fondly of this father, a trendsetter and role model for whole generations of designers, of his universally respected genius, his love of jazz, art and vintage cars. His words convey respect, affection, and not least peace of mind, because Dickie had already earned his own place in the top ranks of star designers before the death of his father in 2002.

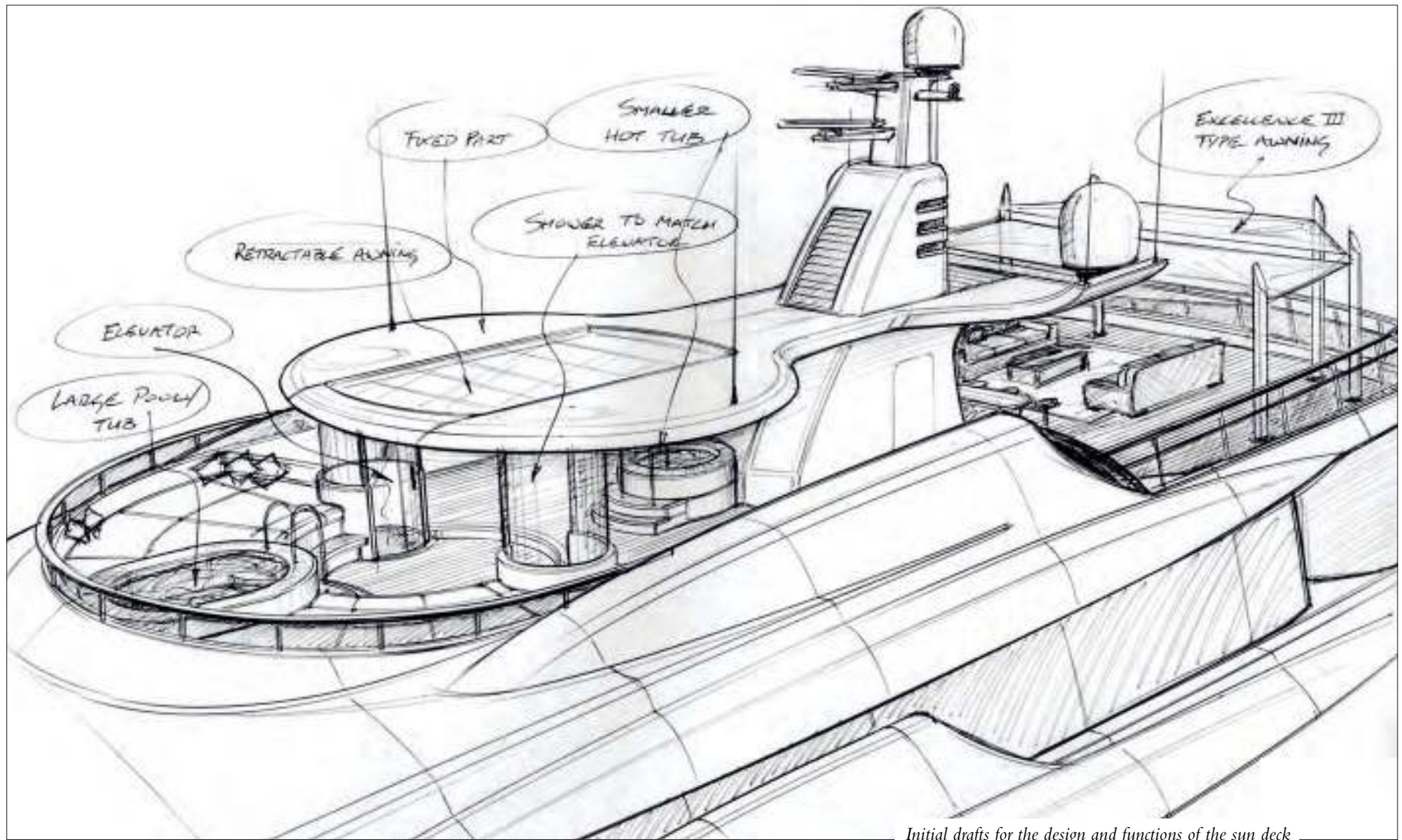
But blessed with his father's endless enthusiasm for all things new, Bannenberg is constantly expanding the more than 40 years of experience which the company has acquired in the design of over 200 mega-yachts. And just as it was from the beginning, Bannenberg is still a byword for innovative design that focuses on the owner's wishes, but consistently introduces new ideas, new combinations, new materials, whilst shunning any hint of arbitrariness, as the new interior designs for A&R clearly demonstrate: the charming ease with which he combines a traditional maritime atmosphere with lounge ambience testifies to Bannenberg's courage and taste – a promising mix.



Preliminary studies for the EMINENCE: 3D animation of the sun deck with Jacuzzi



Draft for furnishing the main deck saloon



Initial drafts for the design and functions of the sun deck



Visual study of the sun deck at night with lift and shower

THE

The phone is jangling. After a couple of blunt



PRAGMATIST

sentences, he hangs up and talks in the office with a supplier. Then it rings again. Snap decision, hang up ...

Ring, ring ... for others it would be a terror, but for Hans Birnstengel it's everyday routine.

There's no question of switching off ...





Still well packaged: ULTIMA III in the painting hall



Cable installation: looks like chaos, but proceeds strictly according to plan

... that applies for both the phone and the wiry older gentleman in front of us, a quiet, northern-friendly and very pronounced management personality. He has been head of fitting out or production manager or production engineer – in any case responsible for technology, deadlines and almost everything else besides – since January 1979. Mr. Birnstengel experiences every day live how many individual items of work, changes, problems and solutions can be involved with the construction of a yacht.

New projects always begin from below: with the hull, delivered complete. Before major installation work, it must initially be adjusted by water level. Then the aluminium superstructure must be put over it and connected with the steel by snapping on. After a relatively short time, the

ship is already ready in its contours, but still far from being finished in its entirety. Then follows the internal preservation, laying of cables and pipes, installation of a rough floor, and then the work continues, from installation of the enormous engine to the smallest furnishing detail. Everything exactly fixed and planned.

Except for what cannot be planned: the requirements for alterations, initially from the captain and crew. They always want to have details that are more functionally efficient, convenient or just different – it can be a work bench, or a larger seating area, or a more powerful bow thruster for better navigation.

The owner considers whether to agree to these changes, and about 40 percent of the time he does. Then he contemplates what he would him-

self like to modify. However, the ship then still has ahead of it an elementary change – from land to water.

Tough tests

The launch is a very emotional moment for every one, the hour of the birth of the ship, involving concerns concerning all the complications that could occur. There is reliable data on whether or not and if so how well it will manage, but that can be stated exactly only after the event – with the first contact with the water and after trials taking several weeks, with detailed tests of all plants and systems. An illustrious team of owner representatives, experts of Lloyd's Register and operating safety met on board for the final in-



A great moment approaches: taking out of dock after a construction phase of several years

spection. Hans Birnstengel has been the responsible man on every new A&R ship since 1984; on yachts, minesweepers, fast patrol boats and even submarines. He has experienced little in the way of trouble in all the years, but warnings of fate. The first voyage of EXCELLENCE III in the Jade estuary was unforgettable. The water smashed with all its force against the ship, ripping the life boat away at wind strength 10.

On the bridge, it became increasingly quieter and emptier, and even the pilot became concerned when the ship tilted after a spectacular ride on a giant wave. She fortunately quickly righted herself, to the relief of all and sundry and the great satisfaction of the captain.

Mostly such stability tests are, of course, not carried out by the sea, but by the shipyard. The

vessel is tilted/inclined with the absolutely precise positioning and shifting of heavy concrete weights of many tonnes to define the zero position – and to see whether it finds itself back into this position by itself. Only after the comprehensive check list has been worked through and every safety-relevant issue for each system answered positively is the boat permitted to undertake global voyages without restrictions.

Everything in motion

A yacht is itself constantly transported before itself becoming such an exclusive means of transport. Shifting the ship on the shipyard site and freighting all equipment parts is a special job for a committed team. Its head Harm Alfs is

noticeably proud of his work and his people. Every day they have to solve new tasks; new ways to the ship and into and through it have to be constantly found. Depending on the water level and the situation, also at night and at the weekend. Routine is of little use when an 8-10t engine has to be moved without incurring damage into the interior of the vessel.

What is required is rather good ideas and good communication among the participants. And not only with such a colossus. Many electronic parts are much smaller, but at least just as costly. So nothing works without care, flexibility and clear instructions. "Our transport people represent a team in itself. Anyone who has intuition and also a thick skin has exactly the right physical feeling for this work," explains Harm Alfs.





1.

“IT’S A FINE THING TO BRING SUCH A PROJECT TO A GOOD END”

Hans Birnstengel, at A&R since 1984



2.



3.

Contentment with colour

It is vital to meet all technical criteria, but the external image is almost more important. And that is determined mainly by the quality of the paintwork. Not standards and figures, but alone the critical eye of the observer (owner/owner’s representative) decides on whether the outer cosmetics is clearly successful. Or whether the orange skin also feared on ships makes itself noticeable. It is actually impossible to avoid right away every smallest cause for complaint on the enormous areas, particularly with dark colour tones. But the shipyard continually tries to achieve perfection. Already long before completion, a team of ten for conserving and filling and applying the paint

system is deployed to achieve a uniform image. Everything, even the washing, is strictly manual work, as at the end the finish must outclass any car paintwork.

As in all other areas, at A&R everyone is his own controller also with the painting work. That ensures a sharing out of the burden of the high time pressure and meeting professional standards so that the staff can enjoy the experience of success as a team. “I’ve become continually more interested in shipbuilding in the course of my professional life. It’s a fine thing to bring such a project to a good end,” says Hans Birnstengel, pensive for a moment – until he hurries again into the hall holding his mobile phone close to his ear.

(1.) Hans Birnstengel (2.) During interior fitting (3.) Work in progress: the ceiling dome above the dining table of the EMINENCE



4.



5.



6.



7.

*(4.) Grinding of weld seams on the aluminium superstructure of the EMINENCE
(5.) Effective quality control: grinding is still required where a pencil squiggle can still be seen on the filler surface. (6.) Producing organic round forms flawlessly is one of the really great challenges in yacht building. (7.) After countless painting procedures, this is how it has to look ...*



The ultimate chill-out: ULTIMA III in the Caribbean

A&R AT SEA – FLYING VISITS TO PARADISE

A stroll around New York in spring, riding through the jungle on the back of an elephant, seeing Vienna by night in a horse-drawn carriage or gliding smoothly through the Caribbean on board a ship: some ways of travelling are not just a means to an end, but an experience in their own right. That is why many people still believe being a sea captain is the ideal career.

>>>>



“OUR YACHT GETS AROUND A LOT AND IS GREATLY ADMIRERED WHEREVER SHE GOES.”

Ray Shore, captain of EXCELLENCE III

According to the dictionary of nautical terms, captain (from the Latin caput = head, leader) is the person in charge of the vessel. But even the experts fail to agree about who or what a captain actually is, whether this is a job description that can be used by anyone or a legally protected title. The one thing that everyone does agree on is that the captain's nautical and personal skills count for far more than his master's certificate or any other licences. Although the cliché of enterprising old sea dogs lives on, captains today are generally not out in search of adventure, or certainly not as part of their job: the tasks they have to cope with are simply too complex and demanding, the expectations of the owners and charter guests too high, the time schedules too tight.

Involved from the word go

Many captains have to demonstrate initiative and know-how long before the vessel is ever finished. Roy Dance, who has worked on naval vessels and yachts for more than two decades and has been captain of the ZENOBIA since 2002, states: “Captains are not shipbuilding experts, and nor should they believe they are. But if the owner is inexperienced, it is important that someone keeps a clear overview. Together with



a technical adviser, the captain therefore points out exactly what makes sense and what doesn't. It has to be ensured that every instrument, every system, every function is fit for its intended purpose and practically relevant. If that is not the case, captain and crew will eventually be confronted with serious problems.”

Ray Shore shares that opinion. This captain from Newport, Rhode Island, has been in charge of EXCELLENCE since 1981, or to be more precise, the EXCELLENCE series I to IV, making an active contribution to the last three vessels on behalf of the owner, Herb Chambers.

“The construction of each new yacht means that steel, aluminium, wood and hundreds of thousands of individual components are assembled over a period of two whole years. Then it is time for this enormously complex object to prove its seaworthiness – and the sea shows no mercy and is a hard taskmaster. In the case of EXCELLENCE III, the tests proved to be extremely tough – but the ship coped far better than the passengers,” added Ray.

Since passing the first practical tests, this striking ship has been permanently on duty and

well capable of providing its owner, the guests and charter passengers with unforgettable moments at some of the most beautiful spots on the planet, be it in New England, the Caribbean or Mediterranean. “Our yacht gets around a lot and is greatly admired wherever she goes,” boasts Ray proudly.

Off to meet the rich and famous

At the time of this interview with Ray, Keith Moore, captain of LADY SHERIDAN, was miles from home but in fine form. The American from Maine had almost completed his first charter season, which had taken him from trendy St. Tropez to chic Portofino, on to Corsica and Sardinia, back up the Italian Riviera, then down to Sicily, followed by the Western Greek islands – and finally to the Formula 1 race-track in Monaco, the destination everyone wants to go to, a magnet for those who may not actually belong to the rich and famous, but who are sufficiently affluent and get a kick from being recognised.

It was, of course, virtually impossible to get a berth in the harbour, but thanks to a number of good connections, even including Japanese race driver Takuma Sato, the LADY SHERIDAN was finally allowed to anchor right in the midst of the glam and glitz.





1.

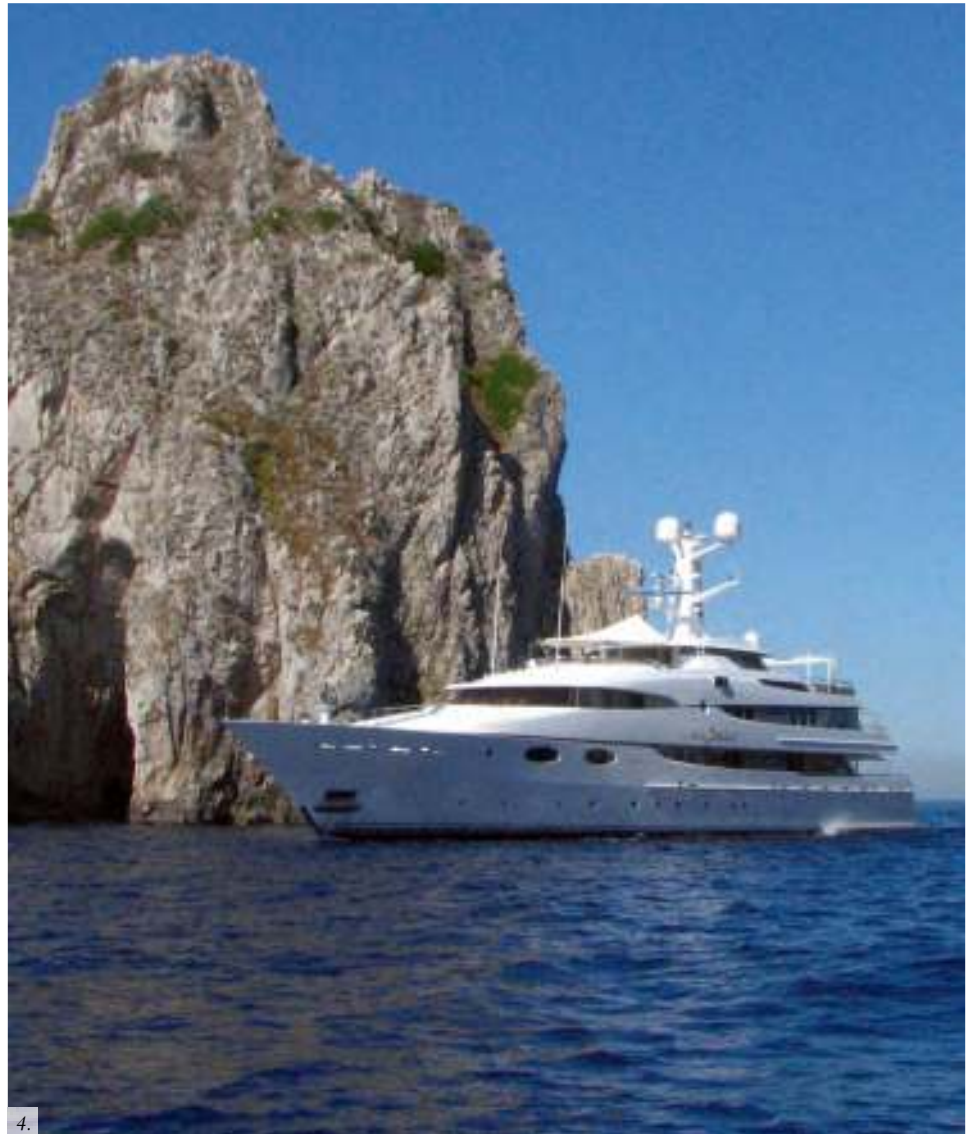
- (1.) Almost too big: ZENOBIA in Portofino harbour, Italy
(2.) On board ZENOBIA ...
(3.) ... on a trip to the Seychelles
(4.) LADY SHERIDAN in the south of France



2.



3.



4.



And there, the yacht itself turned into a kind of mini-Monaco: first as the photo shoot location for a world-famous jewellery brand, that brought not only a number of beautiful models on board, but also precious stones to the tune of around 40 million. In their wake came race-drivers, celebrities and camera teams and, of course, countless parties – testing Keith’s patience and organisational skills to the limit. This proved to be a brilliant premiere for the ship, an amazing programme that went off without a single hitch and provided endless fun and enjoyment for the owner, the skipper, the crew and the guests. Although the yacht was accompanied by rain and storms almost the whole

time, the climate on board was excellent, with the nicest charter guests of all time. “Even when the rain was pouring down, they still sat outside. Although the sea was sometimes really rough, they were determined to enjoy their first trip on board a yacht to the utmost,” reminisced Keith with a smile. Which brings us to the question of what guests actually expect when they book a trip on a yacht. “Most charter parties, whether a family or a group of friends, come with a fixed itinerary. As a rule, they want to anchor in or close to a harbour in the evenings so they can go on land to shop or out for a meal, go sightseeing or attend some kind of event. This means we have to try to reach the

next port of call as punctually as possible, to pick up guests. After all, nobody who charters a yacht expects to have to wait for it.”

As from the end of September, the ship and her crew will have a short break in which to recuperate while the *LADY SHERIDAN* is serviced and repaired in Barcelona before setting off for the Fort Lauderdale Boat Show, where she naturally has to be in top form. Keith is looking forward to the show, but finds the voyage across the Atlantic so monotonous that there is a caustic little saying making the rounds on board: “A bit like being in jail – but with the added chance of drowning.” A risk that many people would doubtless be willing to take ...



(1.) ULTIMA heading for St. Barths (2.) Captain Keith Moore, model and photographer after shooting an advert on board LADY SHERIDAN (3.) Evening scene in the port of St. Barths

1.



2.



3.

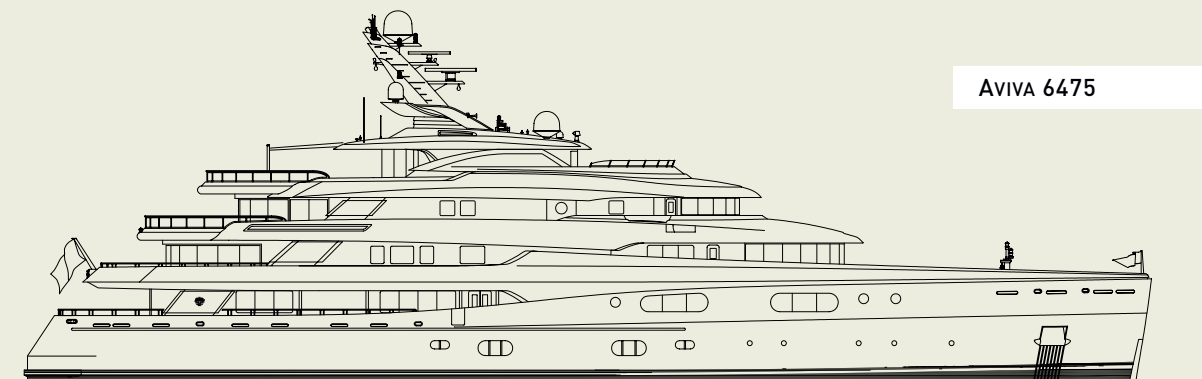
YACHT FACTS AND FIGURES

ZENOBIA 6463



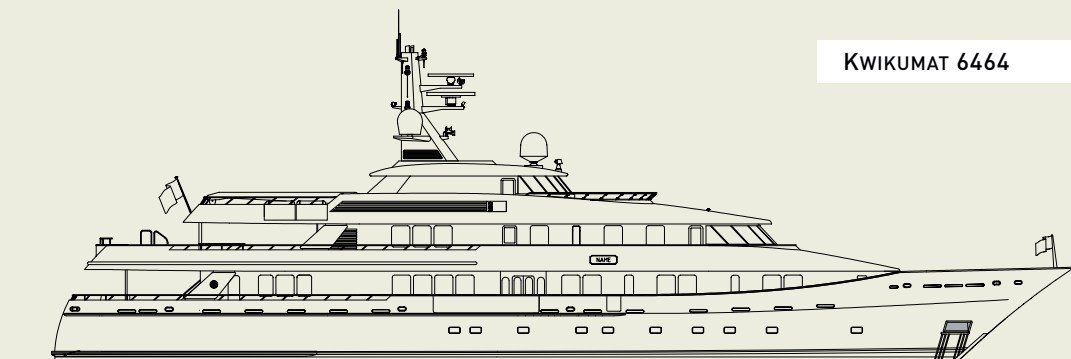
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AVIVA 6475



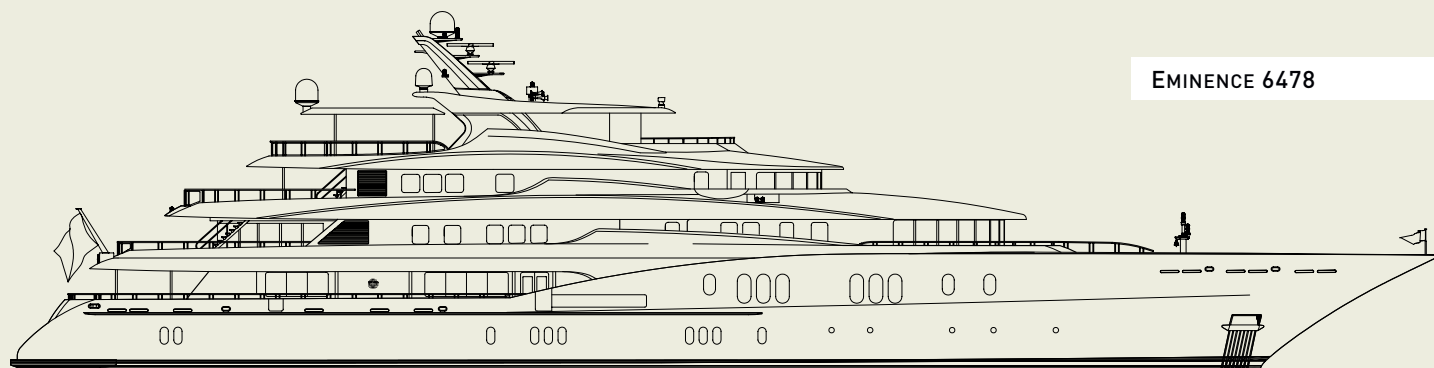
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KWIKUMAT 6464



18.

EMINENCE 6478



2

3000

31,300 fluted dowels

Ceiling lamps installed:
513

Paint applied:
5,300 litres

Plywood used:
9,500 square metres

850

square metres of veneer

Rough flooring installed:
1,400 square metres

Plywood used:
13,000 square metres

Fluted dowels used:
37,500

000

pearls – hand-threaded into chains

Glue used:
3,200 litres

Screws used:
30,000

Light switches installed:
160

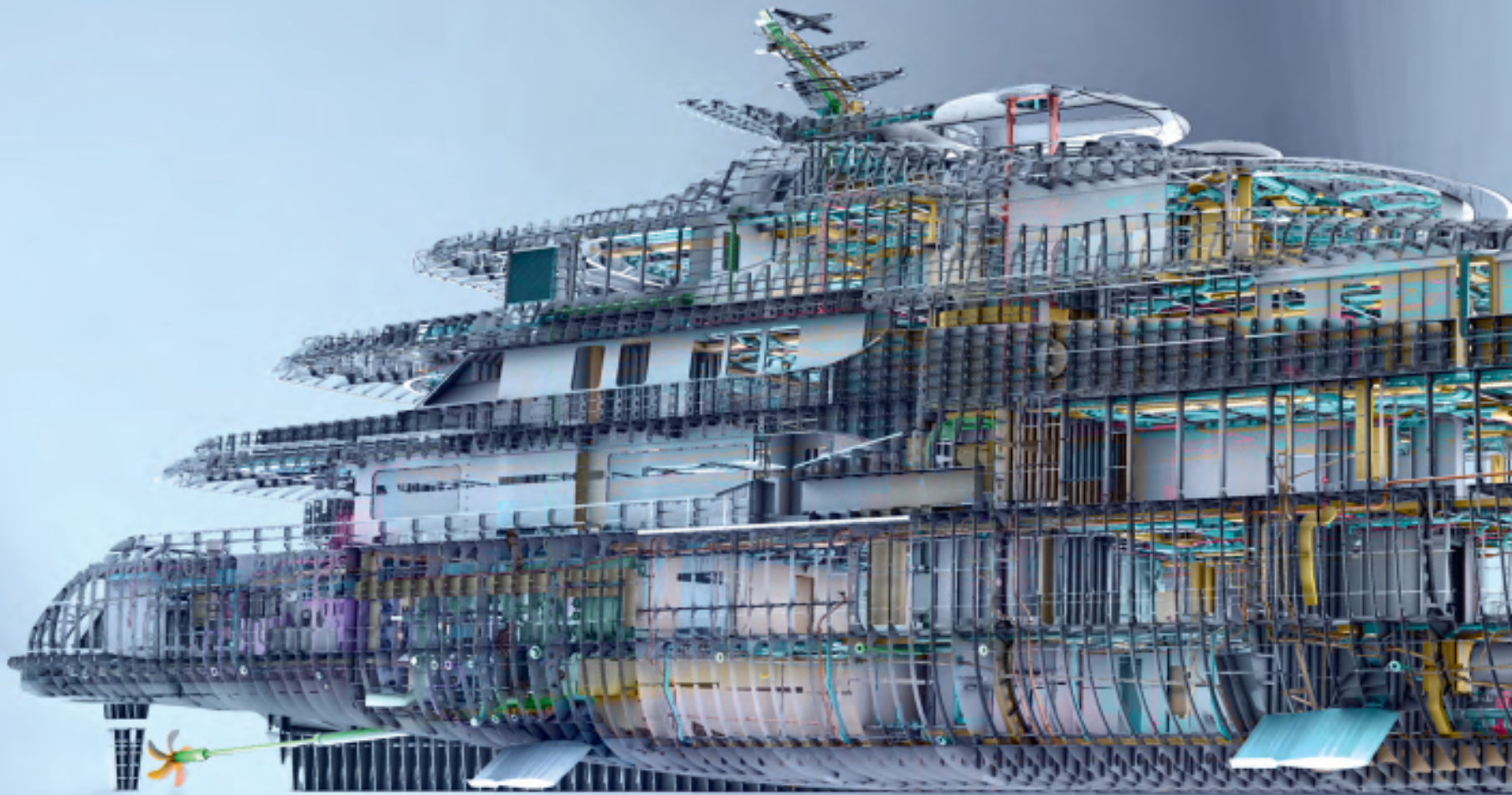
3.300

metres of welds

Power sockets installed:
350

Cables laid:
110 km

Drawings made:
3,000





ARCHITECTURA NAVALIS

(Lat.: The Art of Building Ships; title of a book published in 1768 by the Swedish shipbuilding master Fredrik Henrik Chapman, the first to build ships according to scientific-mathematical methods)



The art of building a ship, as understood by Fredrik Henrik Chapman, begins with the design. Nothing has changed in this respect since the 18th century, when Chapman's trailblazing work was published. It is still true even today that omissions during the design phase cannot not be corrected later, during the construction of the vessel. On the other hand, good and careful planning is reflected in the high quality of the completed ship. It is certainly initially astonishing that 1/4 to 1/3 of the time spent in shipbuilding is accounted for by planning. Some 2,000 drawings are made in this phase until the final design is ready. This basic rule is kept to at A&R, no matter whether avant-garde vessels or those of con-

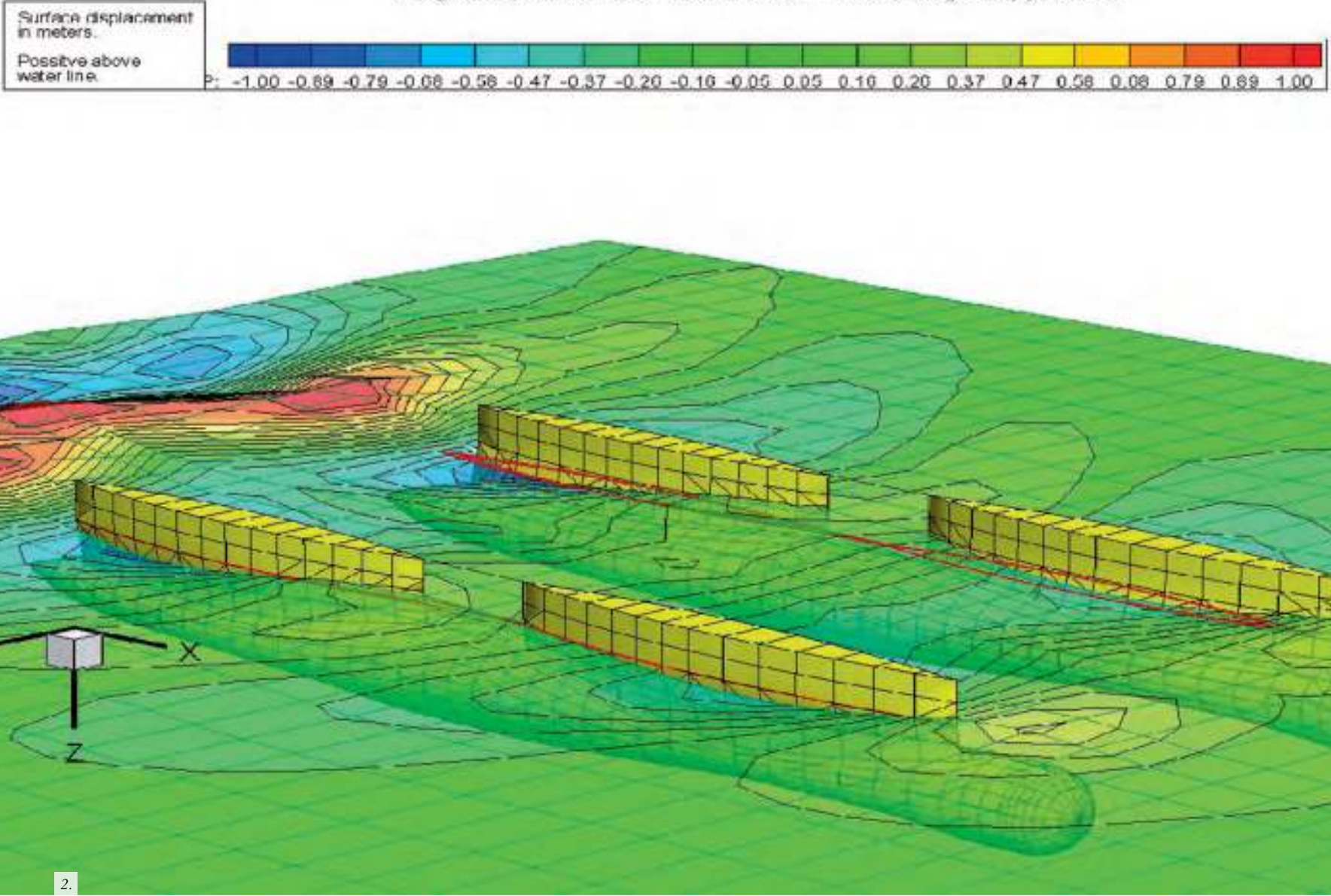
servative design, large or small, are involved. This planning and design phase requiring careful and precise work is also the reason why every A&R ship has something unique about it. Sometimes it is identifiable at first glance from the outside, as with the classic yacht. With their balanced dimensions, elaborate styling and harmonious proportions, they are not fashionable, but they are becoming modern classics. They also have inner qualities that become evident only with closer acquaintance with the vessel.

Ships do not always reveal their ingenious design at first glance. And yet experience gained over many years is used in the functional designs of naval ships and service vessels. They guarantee

THIS PLANNING AND DESIGN PHASE REQUIRING CAREFUL AND PRECISE WORK IS ALSO THE REASON WHY EVERY A&R SHIP HAS SOMETHING UNIQUE ABOUT IT.

Klaas Spethmann

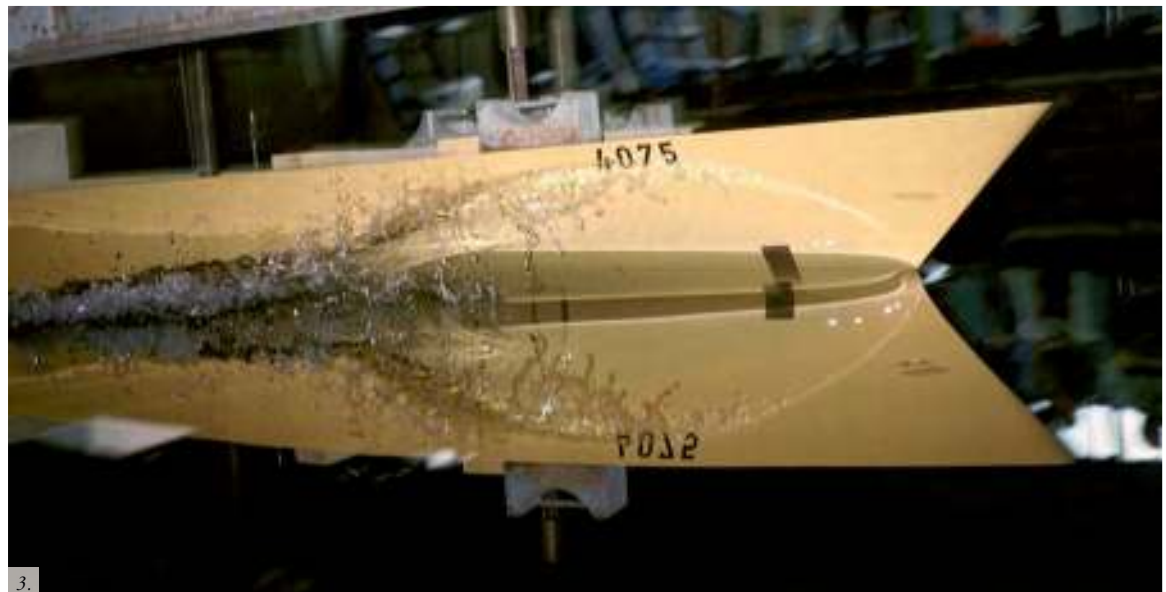
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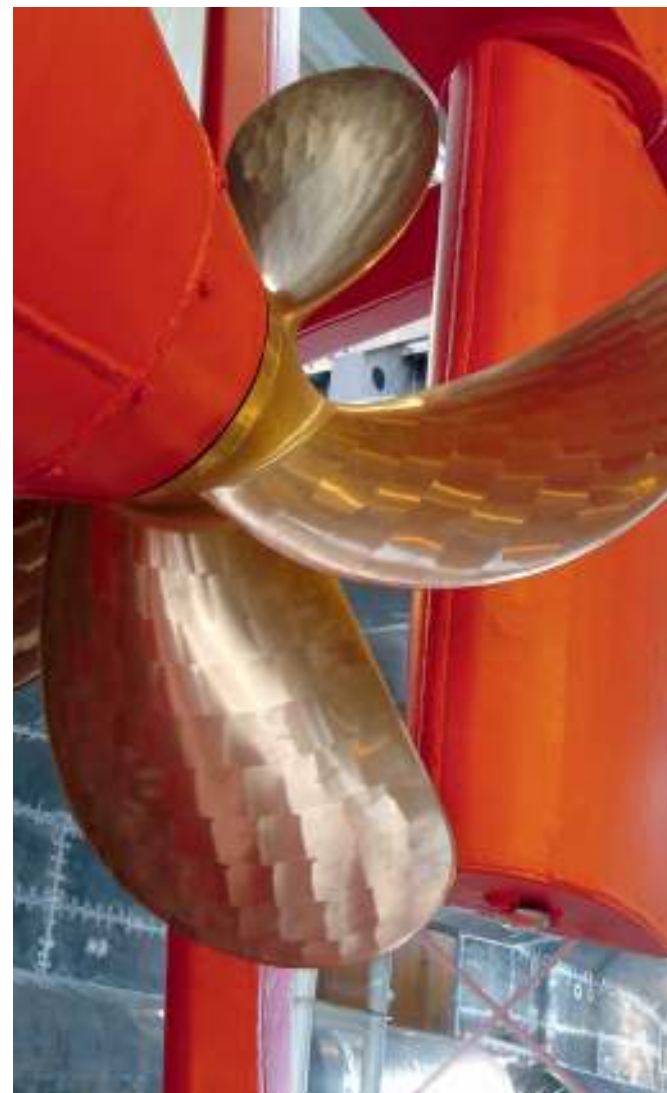
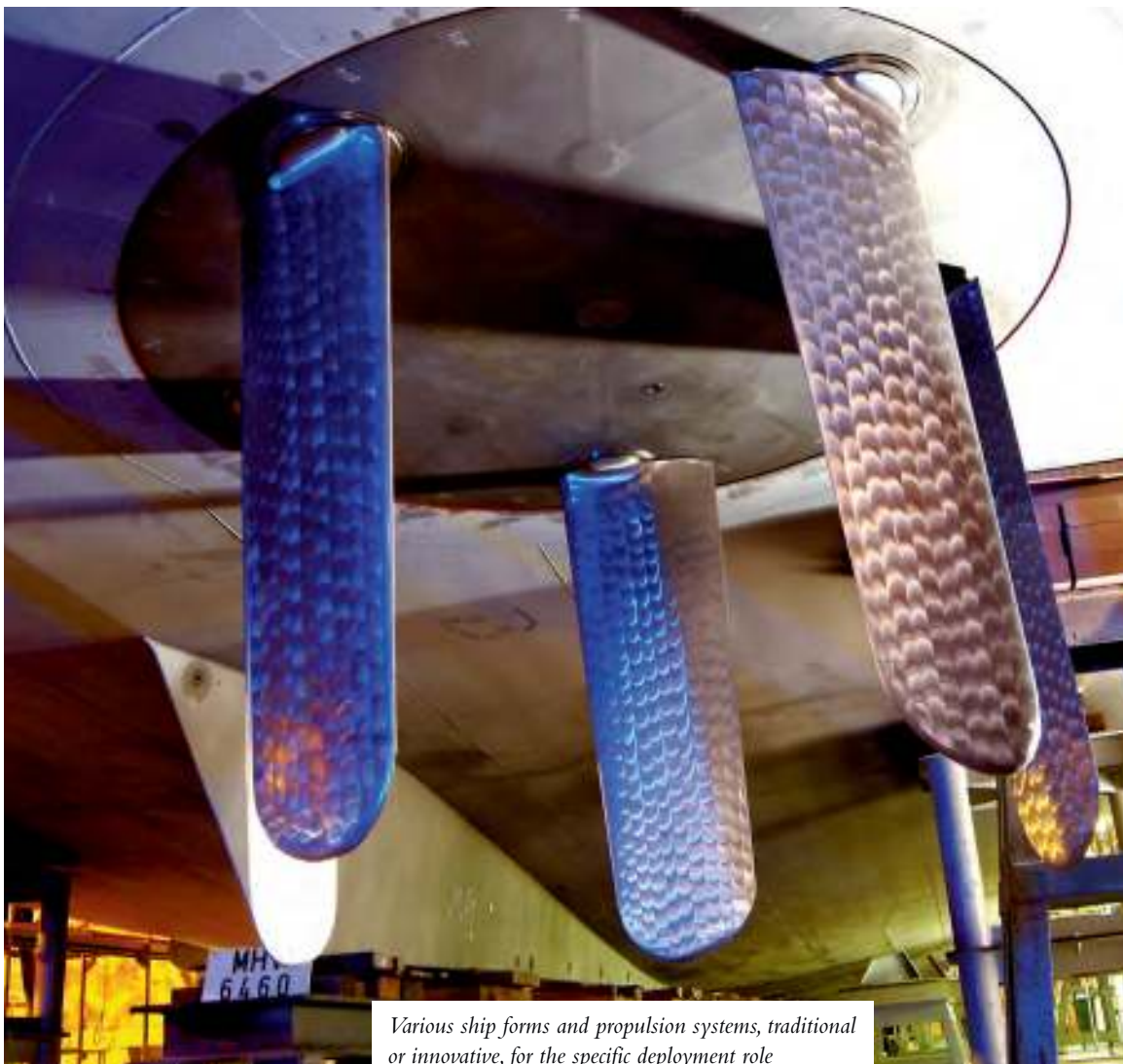
2.

the unusual seaworthiness, excellent manoeuvrability and unique shock resistance of these ships built at A&R. The functional efficiency of work boats is the result of long-standing engineering know-how in design and production, refined in constant application. A shipyard cannot simply buy in these attributes from a third party. They are provided by the A&R engineering departments. The differences in the deployment role of the vessels built at A&R are easy to recog-

- (1.) Computer Aided Design of an engine room
- (2.) Visualisation of an exact resistance calculation with computer tools
- (3.) Control of resistance calculation in towing test



3.



Various ship forms and propulsion systems, traditional or innovative, for the specific deployment role



nise. They show the great breadth of the yard's experience and expertise – and also its variety. A&R does not always build the same vessel in slight variations, but every A&R ship is individual, or one could say in the Chapman style avant-garde. This is not always immediately obvious to outsiders, and often the “inner values” of a ship are not at all appreciated. What is meant here is the adjustment of the vessel's various systems to one another. Their coordination decides on the perfection that the ship achieves with propulsion and navigation, in its steering and the control of its movements at sea, in a seaway and at anchor. The systems that ensure comfort on board, such as supply with air, water, energy and information are thus also meant. A&R ships have special characteristics when they are to serve as special-purpose vessels for the navy and public authorities. In general, these are the pacemakers of developments used for yacht design when they have proved themselves. This applies, for example, for forms and signatures. Even years after its introduction a revolutionary technology is refined step by step before being finally utilised for the construction of top-quality ships and boats.

A principle at A&R is to work on innovations until they are optimised. They are used only when after a long inspection phase the way they improve the end product ship has been defined. Here we return to the designing and planning of a vessel according to the standards set by Chapman: it is planned and specifically deployed according to a predetermined concept. That ensures that A&R ships represent the avant-garde and are always that decisive ship's length ahead. ┘



SWATH VESSELS

Since the end of the 1990s, ABEKING & RASMUSSEN Schiffs- und Yachtwerft Aktiengesellschaft has built ships that are influenced only minimally in their movements by wind and waves.



TEXT: HANS KARR | PHOTOS: A&R





The pilot station ship ELBE has performed successful work in the German Bight for some years. Two more station ships were thus ordered in 2007.



Seafaring without the influence of a seaway. The centuries-old dream of seafarers is beginning to come true. A&R has achieved this quantum leap with the SWATH concept. “Wherever people want to work on board instead of crawling on all fours, SWATH will succeed,” A&R manager Hermann Schaedla is convinced. He is confident that the expertise gained with state-of-the-art computer technology is “a good investment in the future”.

Man is created for the land. On board ships, his well-being and performance is considerably impaired as a result of a seaway, causing poor concentration, fatigue and finally seasickness. Attempts to overcome this phenomenon have been made for about a hundred years. It used to be possible to offset ship movements in a rough sea only halfway by adjusting ship size. The rolling of the hull could be more or less successfully reduced with various technical systems such as anti-roll tanks or stabilisation fins. However, these devices are also subject to the laws of physics. Particularly as a result of inertia, the effect is delayed and under some circumstances there can even be a deterioration in the situation. There may also be other types of stress on crews caused by such systems. As already noted, the situation can now be basically changed with SWATH. Even the crews of smaller vessels are given with SWATH the comfort of a stable platform. A ship needs to have only the size it requires to fulfil its role.

The abbreviation SWATH stands for Small Waterplane Area Twin Hull. It involves a double-hulled vessel with a small line of flotation relative to the ship’s volume. The necessary buoyancy is provided by underwater hulls that are submarine-shaped or like torpedoes. These carry via narrow struts the actual ship platform with the superstructure. As with a catamaran, these semi-submerged vessels



Pilot tenders DUHNEN and DÖSE in Cuxhaven

“WHEREVER PEOPLE
WANT TO WORK ON
BOARD INSTEAD OF
CRAWLING ON ALL
FOURS, SWATH WILL
SUCCEED”

Hermann Schaedla

offer the advantage of a large deck area with all its various usage and design options. The length can be kept shorter compared with a single-hulled ship without losing available space.

The SWATH principle has been known in Germany since 1930 and registered as patent. It is based on the knowledge that wave resistance declines when as much displacement as possible can be brought below. The lower resistance level is achieved with skilled overlapping of the wave profiles generated by the various displacement levels. Thanks to the struts, there are only small cross-sectional areas in the waterline. The vessel is thus scarcely influenced by movements induced by a seaway, the second key characteristic of the SWATH design, as shown in practice. The seakeeping performance of such a vessel can thus be regarded as very good. In particular, the vertical accelerations that are so unpleasant to people on board scarcely occur. The ship movements generally are much lower. Higher sustained speeds are thus also possible in a heavy seaway. However, the input and complexity have increased with the design and construction of SWATH ships in line with their ongoing development, and the requirements for lightweight construction and effective hydrodynamic design are mounting.

The first SWATH ship was launched in the Netherlands in 1968. The 1200t DUPLUS was deployed in the offshore sector. The construction of the KAIMALINO with 200t displacement began in the USA in 1972. She was used by the U.S. Navy as test boat. These vessels, which can be regarded as the first generation, still have a relatively large waterline area.

They can be recognised by the two single struts each with a torpedo float. Their advantages lie in easy accessibility to the floats, transverse lateral strength and relatively simple mode of construction. However, their sensitivity to pitching is disadvantageous.

>>>>





Test comparing with other ships: While the DÖSE in the background proceeded calmly through the turbulent sea, the other vessels found it hard going in the seaway.

The SWATH vessels of the second generation were built from the mid-1990s. They feature twin struts and also have two torpedo floats. Their advantages compared with the first generation are optimised seakeeping performance, great longitudinal stability and aptitude for higher speeds.

SWATH ships have also been built in Germany since the end of the 1990s. A&R was the shipyard responsible. Although it did not invent SWATH, its engineers have made a considerable contribution to the development of SWATH technology since 1994, the yard concentrating on vessels of the second generation. A&R very quickly achieved initial successes with its own development efforts. The SWATH@A&R® pilot tenders DÖSE (Yard No. 6427) and DUHNEN (Yard No. 6428) were delivered to the customer in autumn and winter 1999 and entered service. The SWATH@A&R® pilot station ship ELBE (Yard No. 6429) was commissioned a year later in August. Since then, the ships have been deployed by the Cuxhaven Pilots' Association in the German Bight on the Elbe range as far as Heligoland.

With the aid of computer programs, A&R developed optimal forms for the torpedo-shaped floats in order to achieve minimum resistance levels and retain the required seaworthiness. The intelligent propulsion concept of the fully electric ship was applied. The basic design of SWATH@A&R® involves non-activation of the steering fins provided on the floats. This results in higher speed in the vessels' top speed range. The increase in resistance by the steering fins that worried the designers could be avoided.

The pictures of a comparative test carried out in December 1999 with single-hulled ships of German authorities of about the same size impressively show the disparities in the sea-

keeping performance of the two so basically different ship designs. While the Döse proceeded calmly through the turbulent sea, the other vessels found it hard going in the wave motion. One even had to break off the test run due to the seaway. The superiority of the SWATH ship was clearly demonstrated. The 25m SWATH exhibited the same seakeeping performance as a much longer vessel of conventional design. With wind strength 7 to 8, in squalls up to 9, and wave heights of up to 4.3m in this test, the ship also met the contractual data for the pilot tenders. The 25m SWATH remained in the vertical acceleration under 0.2g, with rolling movements under 5°. This measurement data was below the maximum levels stipulated in the contract.

The SWATH pilot transfer system has been operational for many years. It is tested and economical in operation. There is no more discussion about its suitability. A&R won an innovation prize of the German economy for it in 2003. The following advantages are particularly notable in the hitherto eight-year operational experience of SWATH@A&R® pilot tenders and the SWATH@A&R® pilot station ship:

THE OBJECTIVE IS TO OBTAIN MINIMUM RESISTANCE VALUES AND RETAIN THE REQUIRED SEAWORTHINESS.



- » No slamming damage in wet deck area
- » No slamming with the torpedo floats
- » Keeping of expected speed
- » In periods of bad weather minimum downtime of merely two to three days a year
- » Confidence of operator, crews and pilot in the ship design and nautical handling
- » Increasing popularity of SWATH vessels among users

A change of pilots can be effected in rapid succession with SWATH@A&R®. The pilot tenders achieve in transit a top speed of 18 kn. The ships taking on or handing over personnel need hardly to reduce their rate of speed and thus remain easier to steer. With the elimination of the stopways and the slow speed they also gain time, which is a factor that is not to be neglected nowadays in merchant shipping. Moreover, course changes to give a lee to the pilot boat have become superfluous. There is thus an increase in transfer speed to 10–12 knots compared with the former usual 6 knots.

The pilot service is provided with SWATH all year round at every time of day or night. There are virtually no failures due to bad weather. The SWATH concept permits operation off the mouth of the Elbe with north to north-west winds up to wind strength 9. With south or east winds, work can proceed even at hurricane strength. The very costly and not always unproblematic helicopter

transfers hitherto carried out in stormy weather are thus also no longer necessary.

The advantages of the SWATH concept in pilotage in technical terms and from the point of view of cost-efficiency are obvious and led to follow-up orders. Two more tenders, WANGEROOG (Yard No. 6468) and BORKUM (Yard No. 6467), entered service for the Weser estuary in October 2004 and for the mouth of the Ems in December 2006. The pilot tender BORKUM could already previously demonstrate her exceptional seakeeping characteristics under the name EXPLORER in sea trials as wind farm tender and as technology demonstrator for the German Navy. Two further pilot station ships to replace and supplement the ELBE are on order for delivery by 2010. Dutch pilots have

also opted for SWATH@A&R®. A&R delivered two pilot tenders, CETUS (Yard No. 6469) and PERSEUS (Yard No. 6470), to Nederlands Loodswezen B.V. in October 2005 and in January 2006. The leading European seaports Hamburg, Bremen, Antwerp and Rotterdam are thus served with this reliable and economic transfer system. The German pilot vessels now comprise six pilot tenders and one pilot station ship.

The SWATH@A&R® pilot tenders differ slightly from one another in technical design. Experience meanwhile gained with the units in operation was also used in the construction of the newer vessels. The following details refer to the first SWATH@A&R® ships DÖSE and DUHNEN, successfully deployed in the German Bight since 1999.



Pilot tender CETUS (Yard No. 6469)



Transfer without “giving a lee” at a speed of 8–10 knots

The vessels, entirely made of aluminium, have a length of 25.65m, beam of 14.26m, draught 2.7m and displacement of 125t. The propulsion plant is diesel-electric and operates according to the electric shaft principle, with energy generation provided in the area of the main deck via two plants with MTU diesel engines of type 12V 2000 M70, each developing 788 kW. The two torpedo floats accommodate the electric drive engines, which are run with changing speeds and act via a gearbox on the shaft with fixed pitch propeller. The very course-stable and extremely manoeuvrable ships have a top speed of 18 knots. The pilot tenders have a crew of two persons and can take up to eight pilots. They are designed for an average wave height of 3.5m. However, they also make possible pilot transfers with maximum wave heights of 5m. A computer-controlled fin stabilisation keeps the ship horizontal. Heelings

can be generated via a fast ballast system. Transfer operations are thus also possible on vessels with low freeboard. A transfer up to 6m above the sea feasible. The SWATH@A&R® pilot tenders have the Germanischer Lloyd classification GL +100 A5 OC 3 Pilot Tender.

The SWATH@A&R® pilot station ship ELBE is built of steel, unlike the tenders. She has a length 49.90m, beam of 22.55m, draught of 5.90m and displacement of 1,480t and is designed as a fully electric ship. Her four diesel generators with engines of type MTU 8V 396 TE 54 provide a propulsion output of 2,000 kW. They are installed in pairs in the torpedo floats, as are the two electric drive engines. They each develop 1,000 kW to drive the shaft with a fixed pitch propeller, providing a top speed of 14 knots. The bunker capacity is also designed for supplying the SWATH pilot tenders as well as the 7.5m

single-hulled pilot transfer boats for their own transfer service taken in davits. The station ship is optimised for:

- » *Minimised movements resulting from sea-way for slow speeds under 6 knots*
- » *Giving a lee for own “conventional” transfer boats*
- » *Straight ship’s sides for the pilot tenders*
- » *Optimal manoeuvrability because the propellers are set well apart*
- » *Low performance requirement at station at up to 6 knots speed*
- » *Economical performance requirement for a service speed of 13 knots*



SWATH Yacht SILVER CLOUD

The SWATH@A&R® pilot station ship is a floating hotel with a crew of 20. It can also accommodate 20 pilots and an additional 20 persons. The large free deck areas are usable where required as winching platform for helicopters. It has the Germanischer Lloyd class notification GL +100 A5 K+MC AUT Pilot Station Vessel.

The SWATH concept is certainly not restricted to pilot ship applications. The very successful decoupling of ship movements from the seaway and ship size with SWATH technology can be applied in many commercial, naval and leisure craft areas.

A&R achieved another success with SWATH with an order for a 40m expedition yacht (Yard No. 6480) at the beginning of 2006. Low vibrations, freedom from oscillation, noise reduction and calm seakeeping performance are particu-

larly important for customers in this shipbuilding area. The newbuilding of the SWATH generation II was equipped with a helicopter landing deck and has a range of 3,500 nm. The 17.80m wide aluminium ship has a top speed of 14 kn. However, the spaciousness of a SWATH vessel can certainly be optimally used for interior design and fittings.

The wide front bulkhead of the deck house, for example, offers wide visibility. Thanks to the ship's stability in all weather conditions, a 3t helicopter can be landed, which used not to be possible on a single-hull vessel with this displacement. The SWATH@A&R® yacht for unlimited voyages has been delivered in 2008 and is the first of its construction type worldwide. This is a successful transfer of semi-submerged double hull technology to yacht construction.

Priority is given to the use of wind energy in the search for alternative energy sources today. The many wind farms on land are meanwhile not uncontroversial and there also not unlimited sites for these. Installing the plants on the seabed has long since been practised internationally. This



The crew of the technology demonstrator EXPLORER (Yard No. 6467), the later pilot tender BORKUM

THE SWATH@A&R® WIND FARM TENDER WITH THREE-MAN CREW IS ABLE TO TAKE ALONG TWELVE TECHNICIANS INCLUDING TOOLS, SPARE PARTS AND CONSUMABLES.

offshore trend is on the increase. At the same time, the turbines are becoming larger and their performance is increasing. German wind farm plans are planned at distances of up to 50 nm from the coastline. Over 35 applications are undergoing approval procedures.

It is not easy for traditional single-hulled ships to tie up at the rotor masts of the wind power plants even in calm weather. Transfer of personnel and the taking on of material for maintenance and repair purposes is problematic, if not impossible, in a seaway. But a guaranteed energy supply must not be dependent on the weather situation. Technical malfunctions must be corrected when they occur. It is therefore necessary to procure and keep suitable ships for maintenance and repair work. A&R is also able to offer a better solution here on the basis of the SWATH@A&R® pilot tender. Equipped for the new role, it is hardly affected by seaway, wave height or time pressure. The relevant suitability was demonstrated in comprehensive trials by A&R with practical tests at the wind farm Horns Rev off the Danish coast north-west of Sylt in spring 2004. It was easily possible for the test vessel EXPLORER (Yard No. 6467), the later pilot ten-

der BORKUM, to tie up at the masts with its special docking system and transfer the maintenance and repair personnel with tools at up to 2.5m average wave height. A single-hull ship was able to do this with only up to half the wave height of approx. 1.2m. It was thus demonstrated that the offshore plants could be accessible 90-95% of the time taking into consideration the usual weather conditions encountered for many years. The SWATH@A&R® wind farm tender with three-man crew is able to carry twelve technicians including tools, spare parts and consumables. Up to 8t of deck cargo can be transported on the upper deck. There is also sufficient space on board for equipment for the operation of underwater vessels. These can be deployed e.g. to inspect the foundations or cables laid on the seabed. The downtime risk for offshore plants can be significantly reduced with the SWATH@A&R® wind farm tender, which has a speed of up to 18 knots.

The pilot tender-pilot station ship concept can be transferred to this area that is so important for the future. A wind farm mother ship can be equipped on a modular basis with accommodation including bedrooms for up to 40 fitters and



The accessibility of offshore wind farms can be increased to 98% with a 60m SWATH@A&R® wind farm mother ship in combination with 25m SWATH@A&R® wind farm tenders.

workshops. It can easily provide stowage space and cargo areas also for large or heavy spare parts such as rotor blades, generators or transformers. Even helicopter operation is possible. Flexible adjustment to weather and operational requirements as well as avoiding the need for permanent supply platforms represent further advantages. Accessibility of offshore wind farms can be increased to 98% with a 60m SWATH@A&R® wind farm mother ship in combination with 25m SWATH@A&R® wind farm tenders. But to return to the EXPLORER, based on the 25m SWATH@A&R® pilot tender. Her keel was laid on March 21st 2003, and the ship was floated up on January 31st 2004.



AFTER FIVE SUBMARINE SHOCK TESTS WITH INCREASING INTENSITY, THE TEST CARRIER WAS STILL UNRESTRICTEDLY FLOATABLE.

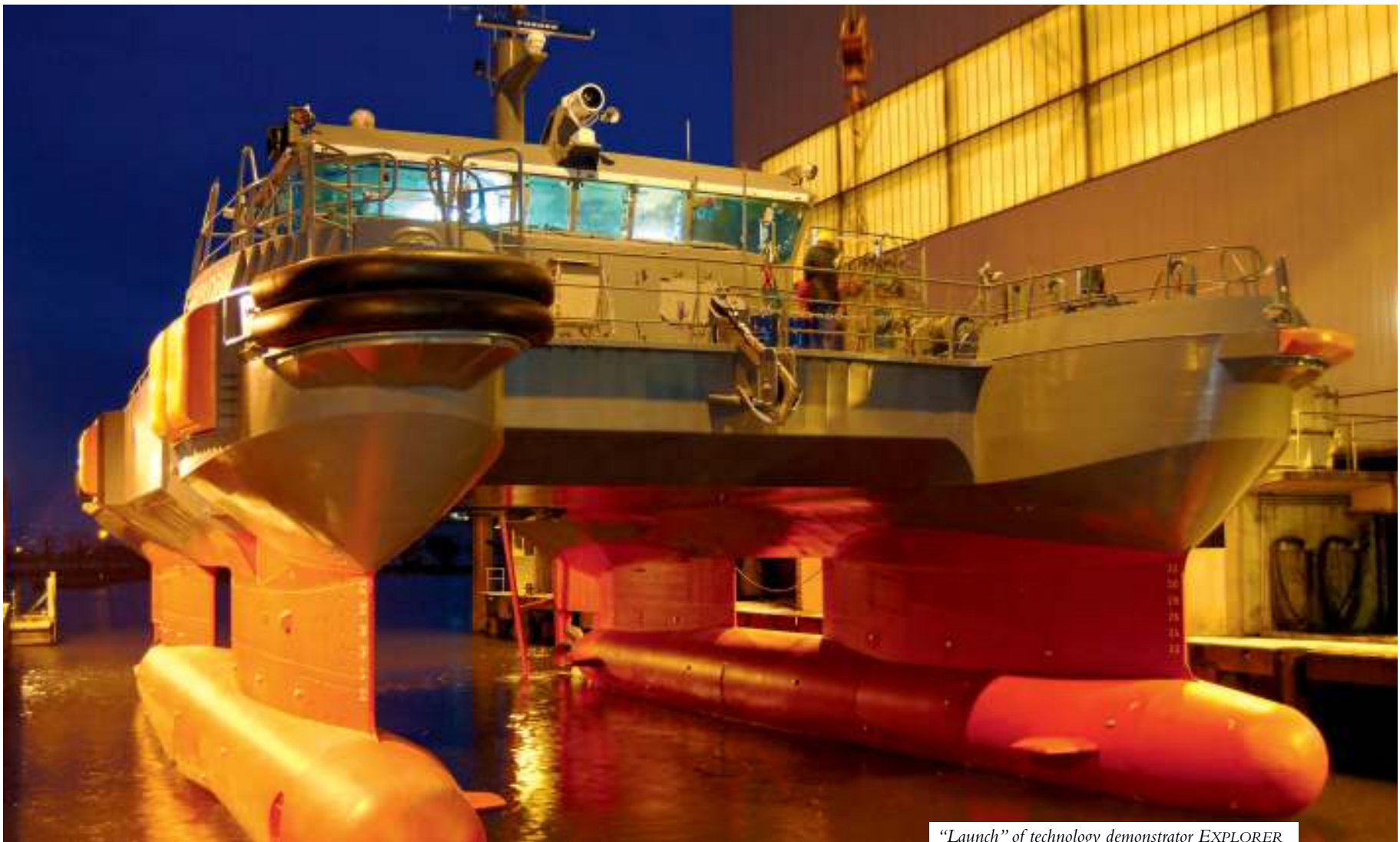


The structural damage was limited to specific areas and the mountings of all large equipment components proved to be capable of withstanding the stresses. To sum up, these trials also ran successfully. SWATH vessels are highly shock resistant.

She was envisaged as demonstrator for the programme Minehunting 2000 (MJ 2000) of the German Navy to show the aptitude of SWATH vessels as remotely controlled drones for minehunting. The relevant development contract was concluded in July 2002 by the consortium MJ 2000, comprising Abeking & Rasmussen, Atlas Elektronik, EADS and Fr. Lürssen Werft. The minehunting concept MJ 2000 was to meet the expanded requirements of future mine defence with three main objectives:

- » *Reduction of own risk by using unmanned drones with towed sonar*
- » *Increase in effectiveness and area coverage with the simultaneous deployment of several drones and parallel detection and destruction*
- » *Expansion of deployment range to include detection of sanded up and sunken mines*

After the wind farm tests and her subsequent fitting out with sonar and naval equipment in May 2004, the EXPLORER, prefinanced by Abeking & Rasmussen, was temporarily transferred to the Federal Office of Defence Technology and Procurement. This was thus the first SWATH vessel to fly the federal service flag. The effectiveness of the lowering device for a tower sonar – Launching and Recovery System for Underwater Vehicles (LARS) – was also to be demonstrated in the subsequent trials.



“Launch” of technology demonstrator *EXPLORER*

The movement of a ship in a seaway is the limiting factor when lowering and retrieving a unit. But this must also be possible in a stronger seaway, particularly for an unmanned drone, as envisaged in the concept MJ 2000. The SWATH design again proved to be particularly suitable here. The wide beam of the ship can be effectively used. The sensitive towed bodies and equipment can be moved freely vertically and without striking anywhere in the area between the struts. The device is also designed so that the towed gear or underwater vessels can be released and recovered under water. They are not exposed to the wave action or seaway during the procedure. The in any case stable SWATH platform gives additional security. After the successful test series, the *EXPLORER* was retrofitted and reequipped. The third stage in her life began when she was put into service as the pilot

tender *BORKUM* in December 2006. Sceptics of the concept MJ 2000 frequently doubted the shock resistance of the SWATH drone. But its capability in this respect could be confirmed by submarine shock tests in the context of the trial programme MJ 2000. A central section of a SWATH@A&R@ on 1:1 scale was specially built for the submarine shock tests. It was made of steel, exactly as envisaged for the drones. This was a special challenge for the designers at A&R with respect to the importance of weight for a SWATH vessel design.

The 13m long, 12m wide and 87t test part of the main section was fitted with many items of equipment and engineering components so that their shock resistance could also be demonstrated. After five submarine shock tests with increasing intensity, the test carrier was still unrestrictedly buoyant. The struts and floats were

not deformed. The structural damage was limited and the bearings of all major equipment components proved to be capable of withstanding the stresses. No repair or repair work was carried out between the individual tests. To sum up, these were also successful. SWATH vessels are highly shock resistant.

The German Navy was compelled for financial reasons to cancel MJ 2000 and the core of the system the SWATH component *SEEPFERD*, as the envisaged drone based on what could be called its predecessor, the remote-controlled solenoid sweep *SEEHUND*, was called. However, the successful test series with SWATH@A&R@ proved that the concept as such is realisable and effective. A moderately sized SWATH drone offers apart from extremely good seakeeping performance a lot of space.



“WITH A SWATH, CERTAIN CHAPTERS OF SEAMANSHIP MUST BE NEWLY WRITTEN. MANOEUVRES THAT ARE SIMPLY IMPOSSIBLE TO CARRY OUT WITH OTHER VESSELS CAN BE PERFORMED FLAWLESSLY WITH THESE SHIPS ON THE HIGH SEAS AND IN BAD WEATHER CONDITIONS.”

Statement by a sea pilot

Thanks to its modular structure, it can be equipped in various ways depending on the requirement or budgetary limits. The vessel is able to lower a sensor carrier automatically and tow it and then independently recover it, all almost independently of the seaway. Underwater drones can be deployed via a cable connection. Deployment of autonomous underwater drones is also conceivable. A variable depth sonar and a hull sonar can be installed. Thanks to its high own speed and the variety of possible sensor equipment, it has an increased minehunting performance and expanded range of capabilities compared with previous units. Another important aspect is that the SWATH drone operates over a suspected minefield as unmanned platform ahead of the control vessel, which can remain at a safe distance in mine-free waters.

But the MJ 2000 with the drone SEEPFERD is not the only application possibility of SWATH@A&R®. Other drone concepts are conceivable. It can be generally assumed that the drones are deployed remotely controlled from a control platform. Sensor data obtained is relayed from the drones to the control platform. Here are two examples:

» *Locating drones are used for reconnoitring, monitoring and securing sea areas or protecting naval ships. Radar units and optronic plants are conceivable as sensors. Small calibre guns can be provided for self-protection.*

» *Missile drones can be equipped with up to four antiship missiles. Target allocation can be performed with data radio. The drones are also equipped with small calibre guns for their own protection.*

The control platform stays outside the actual danger zone in all the above examples. Its crew is thus scarcely exposed to a direct danger. It is also responsible for resupplying and maintaining the drones.

However, SWATH vessels are suitable not only as drones. A&R has developed a modular platform for naval ships based on SWATH@A&R® technology. The main functions floating and cruising, ship operation and navigation, combat information centre, accommodation and hotel operation as well as sensors and effectors are very largely combined in four large modules. This construction method now makes it possible to adapt the platform to perform various roles and facilitates later retrofits or reequipping.

The basis of this concept is a low signature, shock resistant SWATH@A&R® equipment carrier designed as fully electric ship of about 50m length with a displacement of 750t. This equipment carrier is provided with manoeuvring systems, propulsion plants as well as bunker and ballast systems. The other three large modules of the deck house can be installed in shock resistant mounting taking into consideration weight and position of the centre of gravity. Their individual items of equipment can thus be installed normally.

SWATH vessels have been deployed for pilot transfer service in the German Bight for many years. They have proved effective in all weather conditions and performed the roles and activities envisaged for them. The traditionally certainly always rather conservatively oriented seafarer may today perhaps not be able to summon up any real affection for this “newfangled stuff”, but the advantages are clear. The pilots and the seamen already doing service on SWATH ships are delighted by them and convinced of their effectiveness. SWATH vessels will replace single-hulled ships in many areas in the near future.

Approx. 60 SWATH vessels have so far been built worldwide. In Germany, 70 years had to go by since the patent registration of the SWATH principle before the first SWATH vessels were launched at A&R. The pilot tenders represented a special challenge for A&R. They entered service and had to function; there was no time for lengthy trials as for commercially used ships.

A&R now holds a leading market position worldwide as the shipyard with the highest production rate of SWATH vessels. With 10 units built or under contract, A&R has the greatest experience in their development. SWATH@A&R® gives the yard a significant lead over global competition in technology for special-purpose as well as naval shipbuilding. It offers an almost infinite range of application possibilities and deployment options.



With over 10 units delivered or under construction, Abeking & Rasmussen has designed the highest number of commercial SWATH vessels worldwide.



NAVAL SHIPBUILDING, GUARD AND PATROL BOATS

Production of special-purpose and naval vessels became an important line of business at A&R at an early stage in its development, in addition to building boats, yachts and utility vessels. It began its involvement in this area in 1909 with the construction of the 4m flat-bottomed boat DUZI (Yard No. 33) for the imperial shipyard in Wilhelmshaven.

During the first world war, the Imperial Navy increasingly required utility vessels of very different types for its operations in the ports and bases of its fleet. The naval orders received by A&R between 1914 and 1918 included naval cutters, torpedo and submarine dinghies, steam boats, motor boats, mine dinghies, torpedo recovery boats and picket boats. The first real warships were ordered in November 1916 with the submarine destroyers UZ 11-13 (Yard No. 719, 723, 725). These vessels with approx. 40t displacement and a speed of 18 knots were designed as submarine hunters and were also intended to be deployed in mine operations. Between the wars, the shipyard built

in particular mine-sweeping boats in addition to various auxiliary and support vessels.

A&R received further orders from the navy, coast guard and police relatively soon after the second world war. At the beginning of the 1950s, the French navy ordered a total of four vedette boats (Yard No. 4627-28 and 4738-39) for deployment on the Rhine. The steel 27.5m patrol boat USN 55 (Yard No. 4719) was delivered in 1952 to the US Navy in Bremerhaven for the Weser River Patrol. The fisheries protection vessels ZOHREH, GOHAR and SHAPAR (Yard No. 6331-33) built for Iran in the 1970s fitted less into the military category, but certainly belonged to the range of guard and

patrol boats. The 29m long boats had a displacement of 70t and a speed of 27 knots. Four similar boats, YOLA, ARGUNGU, BRAS and EPE (Yard No. 6355-56, 6365-66), were ordered by Nigeria and were delivered in 1973 and 1976.

The design and construction of a fast patrol boat (Yard No. 6370) in deep vee form for the Turkish coast guard attracted the attention of shipbuilding experts in 1977. This special hull form has 20% better movement parameters than comparable types. The particularly seaworthy vessel incorporating three powerful diesel engines with a total output of 12,000 hp (8,960 kW) achieved via three propellers a top speed of 40 kn.

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THE PROJECT OF A FAST BOAT IN DEEP-VEE-FORM CAUSED A SENSATION AMONG EXPERTS IN 1977.

With 33m length and 170t displacement, this vessel was the largest patrol boat with deep vee hull form worldwide.

A smaller version of the SAR 33 series was also built at A&R in Lemwerder in 1987. AL JUBAIL and SALWA (Yard No. 6403-04) were ordered for the Saudi Arabian coast guard.

After an invitation to tender throughout Europe, the Procurement Office of the Federal Ministry of the Interior placed with A&R in January 2000 an order for the draft, design and construction of three patrol boats for Federal Border Protection Sea. The first unit of the new boat series was already named after two and a half years, on July 26th 2002. The first vessel with the ship number BG 24 (Yard No. 6457) was named BAD BRAMSTEDT and put into service in November of the same year. The two sister boats BG 25 BAYREUTH (Yard No. 6458) and BG 26 ESCHWEGE (Yard No. 6459) followed in May and December 2003.

The new patrol boats of the Federal Police – as the Federal Border Protection was renamed on July 1st 2005 – were equipped with state-of-the-art technology. They cover the full range of

policing roles in the maritime sector and can also operate in combination with other organisational and institutions of the coast guard. The particularly effective, cost-efficient and environmentally compatible ships replaced the older units of the P 157 NEUSTADT class. These vessels specially designed for the Baltic had been in operation since the beginning of the 1970s and had reached the end of their service life. They were considerably smaller than the newbuildings and thus not optimally suited for deployment in the rougher waters of the German Bight and the North Sea.

Thanks to its long experience designing and building various types of vessel for civil and military use, ranging from sea rescue cruisers and minesweepers, fast and patrol boats to large motor yachts, A&R could design an optimised hull form, the effectiveness of which was checked and confirmed by seakeeping trials at the Hamburg Ship Model Basin. The new generation of patrol boats with relatively small dimensions thus exhibited good seakeeping performance and impressive tactical aptitude with optimal manoeuvring capabilities. The designers also consistently

focused on saving weight. The optimised longitudinal frame structure of the steel hull and use of an aluminium sandwich construction method for the superstructure and deckhouse made possible a lightweight construction that in turn contributes to cost-efficient operation by saving fuel costs.

For cost and strategic business reasons, A&R subcontracted the production of the boat hulls to the Russian shipyard Yantar in Kaliningrad, formerly Königsberg. The hulls built there and pre-equipped were then transferred to Lemwerder for final fitting out and integration of systems and equipment.

The patrol boats have a length of 65.90m, beam of 10.60m, draught of 3.20m and displacement of 80t. Each can carry 115t of fuel, 10t of fresh water and 3.6t of lubricants and has an endurance of a week. Thanks to the high degree of automation, the crew is only 14. A further ten persons can be accommodated on board.

The boats were built under the supervision of Germanischer Lloyd and received the classification GL + 100 A5 ME Patrol Boat.





V. R. 41+42 20m vedette for the French Navy



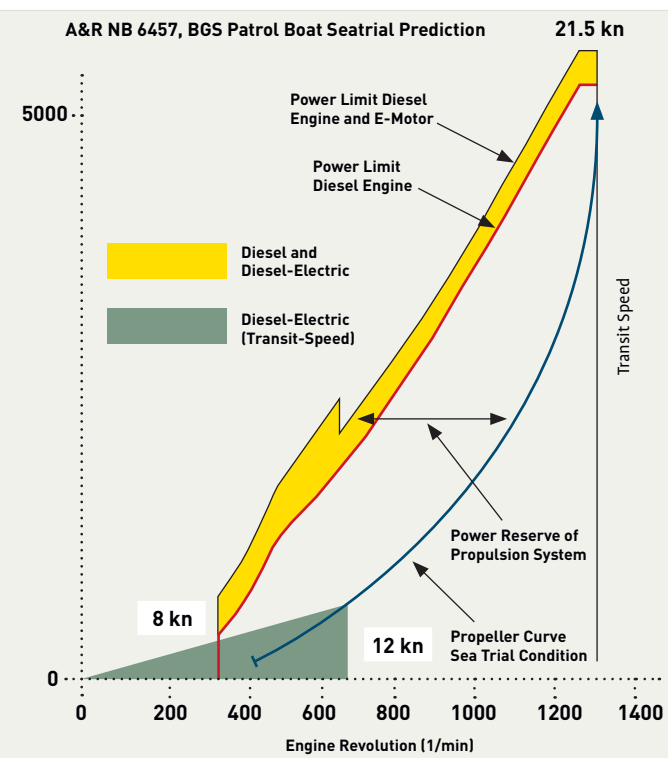
Fisheries protection boats for Nigeria as deck cargo on a heavy cargo carrier of Hansa Reederei



SAR 33: 19t vessel delivered for the Turkish coast guard



66m patrol boat for the German Federal Police



The advanced diesel mechanical-electric hybrid drive concept CODAE (Combined Diesel and Electric Motor) consists of an MTU 16V 1163 TB73L propulsion diesel developing 5,200 kW and a frequency-controlled Siemens AM 400 M4F electric motor with 600 kW output. The latter is supplied from the ship's network, which is in turn powered by two MTU 12 V 2000 M50A diesel engines each developing 498 kW. A 123 kW MTU 6 R 183 Aa02 emergency diesel is also provided for the ship's network. The two drive engines act via a Renk

PWS 71E switch gear individually or optionally also together on a shaft with a five-bladed fixed pitch propeller. A bow and a stern thruster with 200/125 kW output are installed to enhance manoeuvrability.

The lower speed range from 0-12 knots is available in diesel-electric operation. The reversal of direction of motion is achieved electrically by reversing the polarity of the electric motor, which can be run infinitely variably from ahead to reverse. In connection with the propeller optimisation, there is at 12 knots extremely economical fuel consumption of less than 0.15t per hour. In diesel operation, with the lowest possible revolution of the engine the minimum speed is 8 knots.

Both drive engines can also be run in so-called booster operation in parallel. This type of operation provides continuously the speed range of 0-8 knots and on the other hand with the additional output of the electric motor guarantees the top speed of 21.5 knots. At a speed of 12 knots, the boats have a range of 6,500 nm.

The hybrid propulsion system described here meets the IMO limit values for nitrogen oxide emissions and also makes it possible to save operating costs in various respects. The lower speed range is required in 80% of deployment time and covered by the electric motor. The ship's network plants operate in the upper load area with optimal efficiency and thus the lowest specific fuel consumption. The large diesel propulsion engine, on the other hand, would operate here in its low load range, where it is least efficient. However, with high rates of speed its favourable consumption levels are advantageous. Taking account of this in deployment leads to approx. 5% savings in fuel consumption. This concept saves operating hours for the main engine. The high-cost maintenance periods occur more seldom. But there is thereby no additional load for the diesel-electric part of the plant. The ship's network plants are on the network in any case and on the other hand the electric motor operates almost maintenance-free. The two independent propulsion systems also ensure a high redundancy of the entire pro-



Naming of BG 24 attended by a Russian delegation



Construction under licence: SPRUT for the Russian coast guard

pulsion plant. This is certified by Germanischer Lloyd with the additional class notation GL + MC G Aut RP 1.

The designers put special focus on the deployment of the 7.5m long dinghy with a speed of 30 knots as an absolute must for ensuring the necessary person transfers in search and control operations. The very common configuration of the daughter boat in a trough in the stern makes it possible to lower the boat in a heavy sea, although retrieving it often proves to be very difficult and risky. The patrol boats were therefore equipped with a special single-arm single-point davit. The ship's special lines in connection with the swell compensator permit the safe recovery of the dinghy even when the vessel is proceeding in a strong seaway. Dynamic stabilisation effects are taken advantage of in this situation. This Caley davit system has proved successful in, for example, the offshore industry.

The boats are also equipped with two fire extinguishing monitors with 80m throwing range. They can also operate with foam and serve to

fight fires as well as apply physical violence if required in deployment.

Equipment includes modern navigation, control and communications plants as well as a thermal imaging device. This electro-optical device makes use of the fact that all objects emit heat radiation. It is thus possible to register small objects, seamarks, flotsam or persons floating in the water far off even when there is poor visibility and weather conditions are adverse.

The accommodation, service and utility areas are well equipped. The bridge has a functional design with ergonomically designed workplaces and offers adequate freedom of movement. A treatment room, workshops, a fitness room and comprehensive stowage rooms are also provided. The 14 crew members are accommodated in single cabins in normal operation.

The three patrol boats were procured by the Federal Police with the aim of finding the best and most economical solution with very restricted budgetary resources. The new boat class with what is at first glance a conventional-looking

form takes into consideration all innovations in marine technology. It is to be regarded as particularly efficient in shipbuilding, environmental protection and tactical deployment terms. The boats have a large radius of operation to perform their duties. This guarantees long standing times at sea and also promotes close and international border police cooperation.

It is thus not surprising that the Russian contracting party also showed enthusiasm for this patrol boat type developed by A&R. The construction under licence for the Russian coastguard began with the keel-laying of the first unit at Yantar shipyard on May 27th 2002 under the project number 6457S and the Russian class designation SPRUT. At least ten boats are to be procured in the medium term. A&R is involved in the order with the delivery of material packages. The vessels are intended mainly for service in the Far East and are to be deployed on the Russian Pacific coast for the supervision of the exclusive economic zone and in fisheries protection.

MINE COUNT



TEXT: HANS KARR | PHOTOS: A&R



RMEASURES

The American David Bushnell was the first to show the possibility of igniting powder in water in 1776 in the American War of Independence (1775–83). In January 1778, beer barrels filled with powder and kept afloat by buoys were sent drifting down the Delaware River. They were given spring-loaded gun-locks to serve as percussion fuses. These prototype mines caused great confusion among the British fleet lying at Philadelphia, but inflicted only limited damage. The first step in the development of the sea mine had been taken.

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“Where the fleet goes we have been” is the motto of minesweepers worldwide.

THE INVENTION OF THE MINE AND ITS FIRST SUCCESSFUL DEPLOYMENTS PROMPTED A NEED TO DEVELOP VESSELS FOR COMBATING MINES WITH MINIMAL RISK FOR PERSONNEL.

From then on, mines were deployed some way or other in nearly every military conflict at sea. However, really serviceable designs were available only from 1870. Then mines began quite quickly to be included in the arsenals of the naval powers. They were increasingly refined by ingenious designers and engineers and developed into technical marvels and became a very effective and dangerous weapon only a few decades later. Their first major deployment as a modern means of naval warfare was in the Russo-Japanese War (1904–05). Japan lost twelve warships, including two battleships, and Russia eight vessels after striking sea mines.

Despite this demonstration of the effectiveness of the mine as a weapon, building mine countermeasures vessels was not a priority for naval planners. In Germany, old torpedo boats were to be used for this role. In the event of war, these were to be supplemented in other provisional ways with vessels such as tugs and steam trawlers. Yet the harsh reality of the first months of conflict in the first world war already quite clearly showed that this would not suffice.

Special-purpose vessels were suddenly required. The minesweeper was born. To reduce the risk to themselves, these units were permitted to have only a low draught, but on the other hand they had to be large enough to tow the heavy sweeping gear and also be able to carry armament for their own protection. And they

were also to be deployable in bad weather conditions. The German Admiralty required ships with good seakeeping capability and endurance, a top speed of 14–16 knots, an armament with 8.8 cm guns and a maximum draught of 2m. The first vessels already joined the fleet in July 1915. They had a length of 56m and a displacement of approx. 450t. The required draught limit could just be reached. However, building these steel vessels with steam propulsion was still beyond the capabilities of the still young A&R.

The yard's chance came in 1917. The very shallow mines sometimes used in Russian minefields made it necessary to deploy vessels with a small draught. Fisheries and port vessels, motor boats and launches were used as an emergency solution. The British also began to lay shallow mines in the North Sea from May 1917. Inshore minesweepers and inshore minesweeping motor boats were hurriedly developed by the navy and ordered from small shipyards.

A&R received the order for six inshore minesweeping motor boats, which were delivered in 1917 as F 37 and F 38 (Yard No. 742-43) and as F 56-59 (Yard No. 749-50, 767-68). The vessels made of oak had a displacement of only about 20t with a length of 17.5m and a draught of only 1m. They incorporated two 60 hp (45 kW) engines, providing a speed of 10 kn. This vessel type proved effective. In the North Sea, however, it could be deployed only up to wind strength 3–4 or in a relevant seaway.

With its participation in the construction programme for inshore minesweeping motor boats, A&R gained initial experience with minesweeping and entered the mine countermeasures segment. When the Reichsmarine (as the German Navy was called after the first world war) concerned itself again with the procurement of new mine countermeasures vessels at the end of the 1920s, the meanwhile prestigious boat-building yard A&R was immediately short-listed for the development and construction of these boats.

“They were to be built from wood,” the navy demanded. Britain had deployed sea mines with a magnetic fuse for the first time at the end of the war, and this mine type was meanwhile increasingly deployed. Wooden vessels disturbed a magnetic field less than steel ships, and the natural material wood also had a greater elasticity when stressed by a seaway and possible mine detonations. “Fast speed in open waters, high towing power while sweeping, full manoeuvrability under all circumstances” were further provisions for the naval project designated minesweeping boats or “R-Boote”. >>>>

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1. *R 22 (1937)*
 2. *Fast minesweeper SCHÜTZE (1958)*
 3. *Coastal minesweeper HOLUIS (1966)*
 4. *Brazilian fast minesweeper ARATIN (1971)*
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Above: bow section construction

l.: German minesweeper SM 343 being named

r.: Vöith-Schneider propulsion with MHV 54 for high manoeuvrability

An official draft based on the “UZ-Boote” and inshore minesweeping motor boats went as order R 1 to the shipyard Fr. Lürssen on the opposite side of the Weser in 1930. A&R was commissioned to build the second vessel. With R 2 (Yard No. 2655) a type of alternative draft was to be created, with the navy allowing the shipyard some freedom with the design. “The drawings are authoritative only for the general draft and can, if nothing else is determined, be changed and supplemented in details according to the experience of the builders,” it was stated in the specification for A&R. R 2 thus became practically the “type ship” for a total of 166 mine-sweeping boats to be built at A&R up to the end of the second world war. A further 137

vessels were produced according to A&R plans at other German shipyards.

R 2 had a length of 24.5m and a displacement of about 60t. The vessel incorporated two 420 hp (313 kW) Maybach diesel engines driving two shafts with controllable pitch propellers.

The trials proved to be tricky. Problems were experienced with the propulsion plant. But even during the trials with R 2 an order was placed for the following boats R 3-7 (Yard No. 2719-21, 2744-45). They were 2m longer and were again given fixed pitch propellers.

A&R built a total of 28 mine-sweeping boats up to the beginning of the war. A composite method of construction from yacht building was

selected for the hull. The frame system of light metal bore three differently overlapping layers of mahogany wood. The boats were thus very elastic, which enabled them to withstand quite a few mine detonations in the war. With the retention of the basic concept, the boat length was also extended to 37m and the tonnage increased to approx. 120t. The vessels were enlarged again during the war and then had a displacement of 175t with 41m length. Space was required for the meanwhile numerous items of mine-sweeping gear and light anti-aircraft guns. The mine-sweeping boats gave excellent service during the war. Thanks to their seaworthiness, stability and high availability, they were also deployed as



“maids of all work” in addition to their actual mine-sweeping role.

Two Voith-Schneider propellers were installed for propulsion for the first time in the boats R 18-20, delivered in 1938. A total of 119 mine-sweeping boats were given this drive variant. The vessels lay well in the sea, scarcely went off course and exhibited optimal manoeuvring characteristics including traversing. The twin-screw boats were less manoeuvrable than these, but with identical size were 4 knots faster. They could also carry an additional 7-8t of military equipment. They were also not so prone to breakdown as the vessels with Voith-Schneider propulsion.

A&R was involved in the construction and repair of mine-sweeping boats until April 1945. The capitulation of Germany and the end of the war scarcely interrupted these activities.

Work at the shipyard continued to involve production of mine-sweeping boats. The vessels under British supreme command deployed for the German Mine Sweeping Administration (GMSA) regularly came for repair and maintenance work. The American Labour Service Unit (B) (LSU (B)) also commissioned A&R to maintain its boats. Grey boats of the former Kriegsmarine were therefore not unusual sights on the A&R slipways and on the Weser in the post-war period.

The first post-war order for minesweepers came from Indonesia in 1953. The five 39.4m units of the PULAU RAU class (Yard No. 4868-72) were practically repeat vessels of the mine-sweeping boats of the Kriegsmarine. A further five units were to be built in Indonesia, but were then in fact built by A&R in 1955 (Yard No. 4959-61) and 1957 (Yard No. 4986-87).

The newly founded Bundesmarine (Federal Navy) was meanwhile also being rapidly expanded. The first minesweeping vessels included 26 former mine-sweeping boats hitherto deployed for the LSU (B). Intended from the beginning as an interim solution, they remained in service up to the early 1960s. Some were subsequently deployed for training, testing or accommodation purposes.

The Federal Navy put 30 new fast minesweepers of the SCHÜTZE class (class 340/341) into service between April 1959 and October 1963. A&R built 20 of these (Yard No. 5224-43). The vessels have been developed at A&R. They were based on the designs of the 41m mine-sweeping boats of the Kriegsmarine. In contrast to their mine-sweeping boat predecessors, the vessels were built entirely of wood and had a top speed of 24 kn. Propulsion was via two shafts with controllable pitch propellers.

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MINE DEFENCE WAS REVOLUTIONISED IN THE 1970s WITH THE INTRODUCTION OF MINEHUNTING WITH SONARS.



In heavy weather

The Voith-Schneider plants installed in the first units had not proved successful in the trials. The vessels were converted and this drive concept was no longer used. The SCHÜTZE class remained in the service of the Federal Navy up to the end of the 1980s.

A&R delivered the coastal minesweeper HOLNIS (Yard No. 6075) (class 390) in March 1966. This was to be the prototype for a series of 30 boats. However, for financial reasons the navy decided against ordering a series and deployed the HOLNIS as a telecommunications vessel (class 740) up to the mid-1990s.

The fast minesweeper type experienced a renaissance some years later. Four units of the ARATU class (Yard No. 6335-36, 6342-43) were delivered to the Brazilian Navy in 1971. Another two fast minesweepers (Yard No. 6357-58) followed in 1975. The ARATU class is still in service today. It is also synonymous for the end of the era of the construction of wooden mine countermeasures craft at A&R.

In terms of their design features, the underwater exploration ships of the South African

RIVER class are also to be allocated to the fast minesweeper type. They were delivered in 1980 as R.V.1 and R.V.2 (Yard No. 6373-74), RV standing for Research Vessel. Two more boats were built under licence in Durban in 1981. As minehunting vessels, they meanwhile belong to the South African Navy and are to remain in service for some years.

The standard minesweeping equipment of the mine countermeasures vessels hitherto designed and built comprised towed sweeping gear – anchored mines being cleared by cutting the mooring with sweep wires and sinking and destroying with shipboard armament the mine body that would float up and ground mines being swept by acoustic and magnetic simulation devices. However, these procedures had the great disadvantage that the minesweeper initially had to itself proceed over the minefield. Even if the ship was built using an amagnetic method of construction and with minimised draught, this involves a not inconsiderable risk for the vessel and its crew. The well-known saying “Anyone who looks for mines is next to God” is certainly not inappropriate.

Moreover, mine technology, particularly the fuse devices, had not stood still over the decades. The anchored mine with horns as contact fuses had long since been superseded as the standard type. Ground mines with increasingly sophisticated magnetic and acoustic fuse systems and devices capable of responding to pressure field changes had been developed. An igniting or detonation of the mine was usually effected only if all required ignition criteria had been met. Indefinitely adjustable counting steps and various fuse system combinations also made sweeping difficult. This meant that even after the systematic sweeping of a sea area there could never be absolute certainty that really all mines had been registered and cleared.

New, more effective mine countermeasures had to be found. The aim was to improve the effectiveness of sensors and effectors, as well as reduce the risk to the deployment platforms. The decisive breakthrough came at the end of the 1960s with the development of acoustic minehunting systems (sonar) and the introduction of remotely controlled, unmanned drone vessels.



MJ 332 WEIDEN (ahead) and SM 343 LABOE in transit

Minehunting systems combat mines in the five classic steps: search, locate, classify, identify and destroy. The seabed is scanned with the specially developed minehunting sonar ahead of the ship. Clearance divers or wire-guided underwater drones identify the objects discovered and destroy mines found with a destructive charge.

But minehunting also has its limits when there are unfavourable environmental conditions. Different water temperatures and salinity levels have an effect on the use of the sonar. Even this procedure is almost ineffective where mines are covered with sand, sink in mud or where stone fields, a rocky bottom or wrecks make

locating very difficult. Because of the relatively low range of the high-resolution minehunting sonars, the carrier platform still has to pass over the minefields, though not as frequently as in the past.

For areas not suitable for minehunting, the Federal Navy therefore commissioned the development of a complementary system, the remote-controlled unmanned solenoid sweeps of type SEEHUND as simulation unit. These surface drones generate magnetic and acoustic signatures. By simulating a ship's signature as precisely as possible, they activate the fuse systems of the mine and are to intended to withstand a

detonation close by. They are guided by a control vessel that remains outside the mined area. The possible deployment of originally three remote-controlled drones simultaneously gave the system the name TROIKA. With the extended sweep width, this is more effective and cost-efficient than the traditional towed simulation units.

Minehunting and the TROIKA system designed for withstanding high shock impact for minesweeping supplement one another in mine countermeasures. The Federal Navy therefore planned to use and convert the existing inshore minesweepers of the LINDAU class (class 320) as carrier systems.





SHOCK RESISTANCE
AGAINST DETONATIONS
CLOSE BY IS A KEY
REQUIREMENT FOR
EVERY MINE
COUNTERMEASURES
VESSEL.



Submarine shock test of a vessel of the SM 343 class as proof of the quality of the joint platforms SM 343/MJ 332

The minehunting system was initially tested with the conversion of the minehunting vessels FLENSBURG and FULDA (class 331A) before ten more coastal minesweepers (class 331B) followed in 1975-79. The conversion of the six remaining LINDAU class coastal minesweepers into solenoid sweep control vessels (class 351) was also completed in 1982. A&R played a key role in the modernisation of German mine countermeasures forces. The company was active as lead yard for the conversion of the ten minehunting vessels and converted five vessels.

Parallel to this, however, preparations were also already being made for an entirely new class of mine countermeasures vessels. The wooden boats of the Federal Navy were slowly reaching

the end of their service life and also the just modernised units would have to be replaced in the medium term. On the other hand, further advances had been made in mine warfare and the threat to mine countermeasures vessels, particularly their crews, had increased.

A further adjustment to the future deployment and threat situation could thus be achieved in terms of technology and cost-efficiency only with newbuildings. Construction of a standard platform with the equipment variants mine-sweeping/minelaying and minehunting/minelaying was thus envisaged for cost reasons. Apart from the savings with the development of a second boat type, lower costs for operation, spare part stocking, maintenance and upkeep were

also thereby to be achieved in the later usage phase.

Initially, the main issue was the material to be used for the newbuildings. The choice was between the well-proven glued method with wood, glass fibre reinforced plastic (FRP) in sandwich construction being used for the first time for mine countermeasures vessels and non-magnetisable steel (NM steel). While FRP was preferred for the construction of mine countermeasures vessels in for example Sweden, Italy and the UK, the Federal Navy favoured NM steel. Wood was already basically rejected for cost and maintenance reasons. The Federal Office of Defence Technology and Procurement nevertheless invited tenders to find what material would be most suitable

for the construction of the new boats. It was decided to use NM steel as hull material in the concept phase in 1979. The non-rusting NM steel had already proved its suitability in submarine construction. It guarantees a long service life as well as high shock resistance.

It should therefore be mentioned at this juncture that the latter could be demonstrated as expected in shock tests on the fast minesweeper *ÜBERHERRN* built at A&R. The superiority of this material was also shown by the serious accident in which the minehunting vessel *GRÖMITZ* was involved in February 2007. After a grounding in Norwegian waters, the boat lay high and dry on a rock at ebb tide. The vessel was towed free and could be transferred on its own keel to the repair yard in Germany. A boat built of wood or FRP would have probably been a total loss after such an accident.

A shipyard consortium comprising Fr. Lürssen Werft (Vegesack), Krögerwerft (Rendsburg) and Abeking & Rasmussen (Lemwerder) was commissioned to build the boats. The companies had to prove that they could work with the selected material by producing trial components and entire sections. Special procedures for cutting, welding and forming NM steel were necessary. NM steel is not easy to cut and buckles noticeably when welded. A&R could solve these problems by using an underwater plasma cutting plant and special welding procedures. A&R was very soon able to work with a precision of 1/10 mm. It was greatly assisted in this respect by a shrink welding technique it had developed itself. A&R had thus become able to produce a NM steel boat hull. But preparing design and production technology then took some years before the actual construction for the Federal Office of Defence Technology and Procurement and the navy could be ordered in July 1985.

Messerschmitt-Bölkow-Blohm GmbH (MBB) was appointed prime contractor. The shipyard consortium mentioned participated as subcon-

tractors. Construction of ten fast minesweepers of the *HAMELN* class (class 343) began in 1986. Twelve minehunting vessels of the *FRANKENTHAL* class (class 332) followed from 1989. The programme was completed in December 1998 with the putting into service of the minehunting vessel *WEILHEIM*. The units were the first surface ships built of non-magnetisable steel worldwide.

Every shipyard built a specific section for all boats to save costs with the series production. The assembly of components, fitting out and testing of the finished vessel was then carried out at one of the three consortium partners. The assembly shipyard was responsible for the delivery of the finished boat to the customer. Under this division of labour, A&R was responsible for the production of all stern sections and the final assembly of seven units. It delivered the boats *ÜBERHERRN*, *KULMBACH* and *PASSAU* (Yard No. 6412, 6415, 6418) of class 343, as well as the boats *WEIDEN*, *BAD RAPPENAU*, *DILLINGEN* and *FULDA* (Yard No. 6432, 6435, 6438, 6444) of class 332.

The fast minesweepers of class 343 with a length of 54.4m, beam of 9.2m, draught of 2.5m

and displacement of 599t are the German Navy's largest class of mine countermeasures vessels. Crew strength for this third minesweeper generation is only 37.

The advanced marine technology makes possible a largely automated operation of plants without a continuous watch for the ship technology. This reduces the personnel requirement and in the minesweeping role provides additional safety for engine room staff with the unmanned utility rooms. The propulsion plant comprises two diesel engines of type MTU 16 V 396 TB 84, each developing 2,240 kW.

Starting, engaging and operating the machines can be effected from the bridge, from the ship control station or also directly on the machines. But then the degree of automation and control by computer also declines in the same sequence.

A Voith-Schneider drive was not installed on the minehunting boat class 332 as originally envisaged. Electricity is generated by three diesel aggregates each developing 230 kW, the generators of which supply at 450 V 60 Hz 160 kVA. The vessels with two shafts with five-bladed controllable pitch propellers achieve a top speed of 18 kn.

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Work on the forecastle deck of a minesweeper



EXPLORER with control platform

The exhaust gases are discharged on both sides immediately above the waterline.

The special characteristics of this class are the reduction of acoustic, magnetic and infrared signatures, the shock resistant design of the hull and the equipment installed in it as well as the prompt locating of the mines with the vessel's own sensors. The unavoidable residual magnetism is offset by a magnetic installation for self-protection. A constantly operating airconditioning system guarantees full ABC protection, i.e. protection against atomic, biological or chemical weapon effects.

The accommodation is designed in accordance with current ideas and standards. The crews are given much better living conditions than on the boats of the former generation. All ship management facilities such as steering stand, navigation room, radio room and combat information centre are configured directly next to one another to ensure fast accessibility for personnel and make it easier to manage the flood of information. This principle also applies for the installation of the individual units in the specific rooms.

An automatic steering gear makes it possible with the help of the integrated navigation sensors and manually entered position points to cover any path fully automatically. Matching of the planned and actual position is effected without further operator input. Course deviations as a result of current and/or wind are independently offset. The crews are thus able to lay and sweep mines much more precisely.

A minelaying device of four rail tracks with 68m track length can be installed for the minelaying role on the after deck. Oropesa sweep, acoustic buoys and remote-controlled solenoid



In the turning circle

sweeps are provided for minesweeping as towed units.

Two 40 mm guns in single mountings, a chaff launcher, two decoy launchers and anti-aircraft weapons are provided for self-protection and combating sea and air targets. The advanced electronic equipment comprises a fire control radar system, an ESM (electronic support measures) system, passive LINK 11 data exchange and external communication systems as well as underwater telephone. The GPS (Global Positioning System) is provided for navigation.

The class 332 minehunting vessels are as parallel development almost identical to the fast minesweepers of the class 343. They also have a slow speed system for minehunting. For acoustic reasons, this comprises an electric motor per drive shaft. Two high-performance finned rudders ensure enhanced manoeuvrability with the low rates of speed during the minehunting role. The superstructure of the class 332 is supplemented aft to create stowage space for the equipment of the clearance divers as well as space for a pressure chamber for several divers and two underwater drones PINGUIN B3. Unlike



Solenoid sweep control vessel KL 325 at Port of Hamburg birthday celebrations

the class 343, the minehunting vessel has only one 40 mm gun on the forecastle and also no fire control radar system. A SATAM minehunting control system (system for evaluation and presentation of tactical data in mine warfare) and the innovative minehunting sonar system DSQS-11 M developed by Krupp Atlas Elektronik are the crucial components for minehunting. The crew comprises 40 persons and is thus still smaller than on the class 331A/B minehunting vessel. A total of twelve boats were built.

The ongoing development in mine warfare made it increasingly necessary to avoid proceeding through mine-endangered areas for safety reasons and to carry out mine countermeasures with remotely controlled and/or autonomous equipment.

The German Navy thus decided to increase its minehunting capacity in the mid-1990s. Five class 343 fast minesweepers were converted into class 333 minehunting vessels. The control and navigation system was modified as for class 332. The DSQS-11 M sonar and the diver components for minehunting were provided. The one way drone SEEFUCHS by Atlas Elektronik newly de-

veloped for combating exposed ground mines and anchored mines was provided as underwater drone. This and the installation of the minehunting command and control system TAKIS (Tactical Information System) considerably improved minehunting capability. TAKIS is a database system that collects, saves and processes all minehunting data, ground data and sonar contacts. It makes planning and carrying out minehunting tasks considerably easier and more efficient.

The remaining five class 343 units were converted into class 352 Troika control vessels, but now each for steering four SEEHUND drones. They replaced the class 351 wooden boats, which had reached the end of their service life with the German Navy after 40 years.

But this was the end of the German Navy's minesweeper type that combats mines with towed equipment. It was replaced by much more effective mine countermeasures vessels. Thanks to the flexibility, modularity and standardisation of the class 343, no high-cost new development had become necessary. This was an important consideration also for future developments given budgetary pressures. The ship platform 343

proved to be robust, modern and future-oriented and could thus also be inexpensively converted for other uses and new roles. The minehunting vessel ROTTWEIL was thus converted into a mine clearance diver boat in 2006-07.

The Turkish defence ministry concluded a contract for the delivery of six minehunting vessels of type MHV 54 with the consortium Abeking & Rasmussen Schiffs- und Yachtwerft GmbH/Fr. Lürssen Werft GmbH & Co in mid-1999. This Mine Hunting Vessel 54 was a new design based on the German class 332. The Turkish Navy was thus the second navy worldwide to opt for mine countermeasures vessels of non-magnetisable steel.

The crucial criteria for the selection of the German offer from the international invitation to tender lasting several months were the price-performance ratio and the skills and experience of German shipyards in building mine countermeasures vessels. The satisfaction of the German Navy, considered to be internationally very competent in mine countermeasures with its own vessels, was certainly also helpful as reference.

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TCG ALANGA type ship built in Lemwerder of the Turkish "A" class

The contract also included supply of the relevant equipment and logistics and the training of Turkish shipyard workers. Only the type vessel was to be produced in Germany.

The other five units were to be built at the naval shipyard Taskizak in Istanbul with delivery of material packages to Turkey. The type vessel *ALANYA* jointly built was handed over by the leading consortium shipyard A&R, which had also carried out the final fitting out, to the Turkish Navy in February 2005.

The Turkish minehunting vessels differ from the German mine countermeasures units in terms of marine technology (Voith-Schneider propeller, bow thruster, exhaust gas discharge via a funnel), armament (30 mm gun), sonar (Variable Depth Sonar), control system (NAUTIS-M) as well as selection of underwater drones (PAP Mk 5). The vessels with a displacement of 715t also have mechanical minesweeping gear. Each can accommodate a total of 53 persons.

The mine countermeasures vessel developed by A&R has become a real boat family. The basic design for the Modular Platform Concept was developed from the fast minesweeper class 343, minehunting vessel 332 and MHV 54. Mission-related changes to equipment can be easily carried out in the usage phase. With the exchange of various equipment modules, there is no need for elaborate conversions as for the classes 333 and 352. The free aft deck is of particular significance in this respect. Mine countermeasures subsystems in containers, cranes, mine rails, towed devices or small ship's boats can be exchanged within hours, significantly enhancing the deployment flexibility of the vessel.

As mentioned, the classic minesweeping or clearance vessel has been superseded by more effective minehunting and drone control vessels that are safer for crews and more effective in deployment. The German Navy also began to take a new, future-oriented approach in minehunting

with the minehunting concept *Minenjagd 2000* (M) 2000), although this fell victim to budgetary cuts in 2004 and was abandoned. The principle of minimising risk for personnel with simulation sweeping with the TROIKA system was to be taken over for minehunting with the deployment of remotely controlled, unmanned minehunting drones with towed sonar.

A key component was the surface drone *SEEPFERD* developed by A&R. This has already been described in detail in the chapter on the *SWATH@A&R®* in addition to other applications of SWATH technology.

Mines as the "the poor man's weapon" have often had long-term effects in their history. Whether old anchored mines or ultra-modern technological marvels, individually laid or placed in minefields, they restrict the free use of the seas in many respects. Mines are a threat to merchant shipping and hinder the operational freedom of naval forces. Mine countermeasures



capabilities with the relevant vessels and units will therefore remain vital in future.

Safe sea and trading routes as well as free accessibility to ports are essential for our economy and society, increasingly dependent as they are on intact global links. The focus is ever more frequently on coastal waters – sea areas that are absolutely predestined for mine warfare. Apart from the previous, classic naval warfare scenarios, asymmetric threats also endanger the use of coastal waters. In this respect, mine countermeasures vessels with their sensors and effectors are also very suitable for effective mine defence and clearance in the underwater area.

Modern vessels equipped with state-of-the-art technology and capable of engaging in mine countermeasures thus remain in various respects an indispensable component of balanced and future-oriented naval forces for the protection of the coastal waters that are so important for our welfare.



Will these mine countermeasures vessels be the future?



DIVERSIFICATION AND ROTEC

Diversification may be understood as involving change, alteration or variety.

In the business world, the term stands for the specific expansion of a production and sales programme to provide a range that has not yet been offered.



Composite components, rotor blade length 52m

Already in 1926, quite soon after its founding, Abeking & Rasmussen Boots- und Yachtwerft diversified. The shipyard produced aerodynamically shaped rotor blades in wood strip construction that it had designed itself for wind wheels for water pumps intended for farms. However, this period, during which problems were experienced utilising capacities in actual boat and shipbuilding business, did not last long. The German naval build-up at the beginning of the 1930s again brought lucrative newbuilding orders, and A&R no longer needed to use its capacities by producing rotor blades.

At that time, no one could imagine that diversification was again to play a role at the shipyard 15 years later and that after half a century the manufacture of rotor blades for wind power

plants would be an important line of business for the company.

A&R was very busy building mine-sweeping boats for the Kriegsmarine due to the war until into April 1945. The total collapse of the Third Reich in May 1945 also inevitably caused a considerable drop in production for the shipyard. Initially all work came to a standstill with the occupation of the shipyard site by Allied troops. Shipbuilding ceased for the time being. Apart from clearing-up work on the shipyard site, A&R engaged in producing household items, repairing ferry piers and motor vessels and making furniture and agricultural implements. Its actual shipyard business gradually resumed with ship repairs and the construction of small sports boats, utility vessels and fishing cutters.

Synthetic materials were increasingly used for building yachts and boats in the 1960s and 1970s. A&R was initially not very convinced of their suitability, but nevertheless concerned itself with the new developments. It carried out comprehensive tests in its own labs in order also to acquire new expertise and capabilities with the innovative materials and techniques.

With this experience, A&R could handle the order placed by the Federal Navy for the production of the mine belts for the class 206 submarine in the 1970s. New workshops were created for this work on the other side of the shipyard port.

The range of products made of synthetic materials continued to expand in the naval and military areas. Aerial masts, torpedo propellers, panellings and sonar windows were manufactured.

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“WE CANNOT PREVENT PRODUCTION IN CHINA OR JAPAN. BUT WHAT THEY BUILD TOMORROW, WE MUST HAVE ALREADY DONE YESTERDAY.”

Dipl. Ing. Rolf Fuhrhoff, at that time manager A&R ROTEC

The plastic parts of the bow section of the class 212A submarine as well as the plastic hulls of the aerial drone KZO, a small aircraft for target plotting for the German Army, were also later produced at A&R.

The company's range of civil products soon included vehicle, railway and other glass and carbon fibre reinforced components. In the 1980s, A&R engaged in the production of rotor blades in modern fibre composite construction for wind power plants of the 30 and 250 kW output range and continuously expanded this area.

Production of items made of synthetic materials thus developed into a third line of business at A&R, supplementing yacht and naval shipbuilding. The logical consequence of this was the founding of Abeking & Rasmussen Faserverbundtechnik GmbH in 1990. This developed into Abeking & Rasmussen ROTEC GmbH in 1993.

After delivering rotor blades for wind wheels to a Dutch company at the beginning of 1990s, A&R produced the two 40m blades for 3 MW plants of the type AEOLUS II, at that time the largest wind blades in the world. They were made of carbon/glass fibre hybrid composites and weighed only 9t thanks to the weight-optimised design. The two plants built still stand north of Wilhelmshaven and on Gotland in Sweden. This was the final entry into the field of wind turbine construction.

A&R ROTEC made such a good name for itself in this new sector within a few years that its series production of rotor blades for wind power plants became a long-term success story.

A wind power plant has to convert the kinetic energy contained in the circulating air into another form of energy. This is generally the electric energy that is mostly fed into the public grid. Losses also occur here, as with all energy conversions. There are three main areas of losses for wind power plants:

- Aerodynamic losses on the rotor
- Mechanical losses on the gears
- Electro-mechanical losses on the generator

These account for losses of 60, 4 and 7% respectively. The useful electrical energy of the wind is thus only 29%. Despite this low efficiency, the energy generated with the free wind saves the environment alone in Germany annually per kWh 414,000t of pollutant emissions of very different types from fossil-fuelled power stations.

A&R ROTEC focuses on the development, approval and construction of the rotor blades for specific plants. The types of construction are selected to ensure the greatest possible safety for man and the environment and high cost-efficiency. Very different materials are deployed de-

pending on the particular project. Resins such as epoxide, vinylester and polyester reinforced with glass and carbon fibres are used for the production of rotor blades. A&R ROTEC itself builds the basic models and moulds, as the manufacture of top-quality components is economically possible only with flawless moulds. The automated production processes have a high process reliability and contribute to ensuring even quality. Before delivery each blade comes on the test stand and is measured. Natural frequencies and moments of inertia are determined, and laminate samples are retained. Particularly the blades of the off-shore plants located far off the coast must be designed to be extremely reliable and operationally safe. Hence rotor blades have been increasingly produced with vacuum infusion since 2000. This procedure makes it possible to reproduce large rotor blades with high laminate quality.

A&R ROTEC again delivered the largest rotor blades in the world in 2002. They were the 4.5 MW blades of the prototype of the wind power plant E 112 of the leading German wind power plant maker Enercon. Each has a length of 52m and weighs 20t. The seven blades, for two prototype turbines and a test blade, posed new technical challenges for A&R ROTEC. After the order was received, it took a year to make the original mould and production moulds. Only then could the



Series production of rotor blades 43 m

actual production of the rotor blades commence. With this order, the company's good location on the Weser with port connection also proved to be advantageous. This was a further reason for the order placement with A&R ROTEC, in addition to the firm's expertise. In September 2002, the rotor blades could be loaded directly on to inland waterway vessels and shipped to Vahldorf near Magdeburg. Further plants of this type are planned in the offshore area after intensive trials on land.

A&R ROTEC is consistently keeping up with the development of rotor blades of the multi-megawatt class. After all, the wind turbine makers are already contemplating entry into the 5-7 MW generation. The more efficient units are thus also becoming larger and heavier. The rotor blades of such plants, mainly intended for the offshore area, will be up to 80m long.

A&R thus began to adjust its production capacities. From 2003, the location in Lemwerder was expanded by 10,000 m² of production area to more than 20,000 m². The company has well-trained employees, and finally with the existing pier facilities a smooth dispatch of the large, bulky, enormously heavy blades is ensured via the shipping routes. Despite all labour-saving automation, the firm increased its workforce from 160 to 250 persons. It is able to respond

rapidly and inexpensively to customer requirements.

"We cannot prevent production in China or Japan. But what they build tomorrow, we must have already done yesterday," stated Dipl. Ing. Rolf Fuhrhoff, today pensioner and at that time manager A&R ROTEC, in explaining the claim of the company, which achieved an annual production of about 1,000 rotor blades in 2000, to be a world innovator.

This claim has not yet been called into question. The company needs to make further cost-cutting measures in the production area to ensure that it remains ahead in the future. Today the competitors are not only in China but also in low-wage countries such as Poland, Brazil or Mexico. The A&R ROTEC management has made a clear commitment to the location Lemwerder and thus invests a great deal in the research of blade production. In a publication of A&R ROTEC, the research project with the project designation PREBLADE running from May 2006 is described as follows:

"A two-year project with the Bremen Institute for Design Technology in the specialist area production technology of the University of Bremen is researching how production stages in the labour-intensive production of rotor blades can be automated. Rotor blades are produced from a glass or carbon fibre fabric and artificial resin,

a so-called matrix material. A fibre composite material then results from this. The fibrous fabric is cut to size and deposited in a mould, and then the resin is added. It must be carefully draped into the mould. The fibre orientation must be retained, which means that the alignment of the fibres must fit perfectly. Nothing must lie askew or wrinkled. This is where the research project comes in. No more laborious cutting, dragging, tugging or plucking. A robot is to carry out this work in future. After the shells have hardened in tempered moulds with addition of heat, the rotor blade halves are bonded and deformed after repeated tempering. The follow-up work and application of the coating is performed largely manually. Now some of the steps are also to be automated in this phase."

Today SGL ROTEC GmbH & Co. KG, a partner company of Abeking & Rasmussen Schiffs- und Yachtwerft Aktiengesellschaft, is one of the world's largest makers of rotor blades with non-metallic structures for wind turbines. It is the only producer of rotor blades in Germany independent of a wind power plant maker. The know-how from Lemwerder is in demand worldwide. 80% of production is exported. The company's switch to a new production and product range begun in the 1980s has become a real success story.

LIST OF YARD NOS

Yard No	Type	Ship's	Owner – Port of Registry	Built	LOA
1	5,0 m Arbeitsboot		A & R, Lemwerder	1907	5,00
2	4,0 m Dielenboot		Haake, Bremen	1908	4,00
3	5,0 m Segelboot (Centre board boat)		Wilkens, Bremen	1908	5,00
4	6,0 m Segelboot (Centre board boat)	Fredi	Diedrichs, Bremen	1908	6,00
5	7 m R-Yacht	Albert	Ag. Denker, Bremen	1908	10,00
6	5,0 m Centre board boat		Furthmann, Bremen	1908	5,00
7	10,2 m SonderClass	Jenny	Mendelssohn, Berlin	1908	10,20
8	4,25 m R. u. Segelboot (Class B)		Castner, Bremen	1908	4,25
9	6,5 m Segelboot (Centre board boat)	Irmgard	Dr. Kniep, Elsfleth	1908	6,50
10	3,0 m Dinghy	Albert	Ag. Denker, Bremen	1908	3,00
11	3,0 m Dinghy	Sophie-Elisabeth	Biermann, Bremen	1908	3,00
12	6,5 m Segelboot (Centre board boat)	Piet Hein	Kersten, Rees / Rhein	1908	6,50
13	4,25 m R. u. Segelboot (Class B)		Reeser Ruderverein, Rees	1908	4,25
14	4,25 m R. u. Segelboot (Class B)		Frau Modlich, Berlin	1908	4,25
15	2,6 m Dinghy	Irmgard	Dr. Kniep, Elsfleth	1908	2,60
16	5,3 m dopp. Canoe		F. Dunker, Hamburg	1908	5,30
17	5,0 m Dielenboot		Frerichs & Co., Einswarden	1909	5,00
18	5,0 m Dielenboot		Frerichs & Co., Einswarden	1909	5,00
19	10,2 m SonderClass	Weser	H. Bischoff, Vegesack	1909	10,16
20	6,5 m Segelboot (Centre board boat)	Strolch	Schlobohm, Bremen	1909	6,50
21	6 m R-Yacht	Fahre wohl	Geerken, Bremen	1909	8,70
22	7,5 m Segelyacht	Dufa	Schierenbeck, Bremen	1909	7,50
23	4,25 m Ruderboot		Schiffner, Bremen	1909	4,30
24	5,0 m R.-u. Segelboot (Centre board boat)		Steiner, Schwerin	1909	4,25
25	5,0 m Dielenschiff		Winkelmann, Blockwinkel Bremen	1909	5,00
26	6,5 m Centre board boat	Eise	Dr. Sievers, Bremen	1909	6,50
27	4,5 m Flachboot		Ahrens, Bremen	1909	4,50
28	6 m R-Yacht	Lienen	Gebr. Sievers, Bremen	1909	8,70
29	5,0 m Segelboot (Centre board boat)	Martha	Rudolph, Berlin	1909	5,00
30	4,0 m Flachboot	Schelle	Schelle, Bremen	1909	4,00
31	4,0 m Flachboot	Eise	W. Duckel, Bremen	1909	4,00
32	4,25 m R. u. Segelboot (Class B)	Fülscher	Fülscher, Vegesack	1909	4,25
33	4,0 m Flachboot	Duzi	Kaiserl. Werft, Wilhelmshaven	1909	4,00
34	4,0 m Flachboot		v. Salzen, Bremen	1909	4,00
35	3,0 m Dinghy	Fahre wohl	Geerken, Bremen	1909	3,00
36	4,5 m EinheitsClass (Class B)		E. Geng, München	1909	4,25
37	5 m R-Yacht	Frisia	A & R, Lemwerder	1909	7,43
38	6,5 m Kielschweryacht	Bense	Bense, Hamburg	1909	6,50
39	2,5 m Dinghy		Schwally, Bremen	1909	2,50
40	2,5 m Dinghy		Ruhl, Bremen	1909	2,50
41	4,0 m Flachboot	Villa Margareta	Tienken, Nesse	1909	4,00
42	3,0 m Dinghy		A & R, Lemwerder	1909	3,00
43	4,25 m Einheitsboot		Dr. Sommer, Oldenburg	1909	4,25
44	5,5 m Centre board boat		Mendelssohn, Berlin	1909	5,50
45	3,0 m Dinghy		A & R, Lemwerder	1909	3,00
46	4,25 m Einheitsboot (Class B)	Otte	F. Otte, Hamburg	1909	4,25
47	11,1 m Motoryacht	Flott	A. Richmann, Bremen	1909	11,10
48	3,0 m Dinghy	Flott	A. Richmann, Bremen	1909	3,00
49	5,0 m Centre board boat		A & R, Lemwerder	1909	5,00
50	7,5 m Kielschweryacht	Durch	Schelle, Bremen	1909	7,50
51	9 m R-Yacht	Astarte	Scholl, Bremen	1909	13,00
52	3,0 m Dinghy	Astarte	Scholl, Bremen	1909	3,00
53	5,0 m Centre board boat	Liesbeth	Grünhagen, Bremen	1909	5,00
54	6,5 m Centre board boat-Yacht		A & R, Lemwerder	1909	6,50
55	4,2 m Canoe		A & R, Lemwerder	1909	4,20
56	4,2 m Canoe		A & R, Lemwerder	1909	4,20
57	4,2 m Canoe		A & R, Lemwerder	1909	4,20
58	4,2 m Canoe		A & R, Lemwerder	1909	4,20
59	10,0 m Dielenschute		A & R, Lemwerder	1909	10,00
60	6,0 m Segelyacht	Puskedusel	Reg. B. Seidler, Bremerhaven	1909	6,00
61	6,5 m Kielschweryacht		Dr. Passarge, Tilsit	1909	6,50
62	4,25 m Einheitsboot (Class B)		A & R, Lemwerder	1909	4,25
63	4,25 m Einheitsboot (Class B)		A & R, Lemwerder	1909	4,25
64	4,25 m Einheitsboot (Class B)	Hans	Sextrahe, Bremen	1909	4,25
65	4,25 m Einheitsboot (Class B)	Dehne	Dehne, Bremen	1909	4,25
66	5,0 m Ruderboot		Nordseewerke, Emden	1909	5,00
67	5,0 m Ruderboot		Nordseewerke, Emden	1909	5,00
68	5,0 m Ruderboot		Nordseewerke, Emden	1909	5,00
69	5,0 m Segelboot	Mieke	Buse, Bremen	1909	5,00
70	6,5 m Flossenkieler	Susi	F. Corssen, Bremen	1909	6,50
71	5,2 m Segelboot (Centre board boat)		Schlobohm, Bremen	1910	5,20
72	7,0 m Scharpiejolle	Hein	Lohmann, Bremen	1910	7,00
73	7,0 m Scharpiejolle	Schelm	Becker, Bremen	1910	7,00
74	8,5 m Kielschweryacht	Sausewind	Wernicke, Berlin	1910	8,50
75	8 m Tourenkreuzer (8 m R-Yacht)	Munin II	Dr. Krause, Berlin	1910	11,60
76	4,5 m Dielenboot		A & R, Lemwerder	1910	4,50
77	3,0 m Dinghy	Eise	Archit. Jacobs, Bremen	1910	3,00
78	8 m R-Yacht	Nordwest	Gebr. Flügger, Bremen	1910	12,00
79	5,0 m Centre board boat		Dr. Kuhlenskampff, Bremen	1910	5,00
80	4,6 m Flachboot		Sudmann, Bremen	1910	4,60
81	9,2 m Tourenkreuzer	Fatme	Ruthnicke, Berlin	1910	9,20

Yard No	Type	Ship's	Owner – Port of Registry	Built	LOA
82	9,2 m Tourenkreuzer	Neptun	Pickardt, Berlin	1910	9,20
83	9,2 m Tourenkreuzer		Voss, Berlin	1910	9,20
84	11,0 m Tourenkreuzer (Kielschweryacht)	Elbmöve	Kanain, Dresden	1910	11,00
85	5,3 m Canoe		Kierner, Hamburg	1910	5,30
86	5,3 m Canoe	Irma	Stüdemann, Hamburg	1910	5,30
87	5,0 m Segelboot (Centre board boat)		Krös, Bremen	1910	5,00
88	4,5 m Centre board boat		Plötz, Bremen	1910	4,50
89	9,2 m Kielyacht		Feldmann, Bremen	1910	9,20
90	5,3 m Canoe	Nenemostra	A. B. Visser, Heeg	1910	5,30
91	4,5 m Segelboot (Centre board boat)		Plötz, Bremen	1910	4,50
92	4,5 m Segelboot (Centre board boat)	Anni	v. Salzen, Bremen	1910	4,00
93	6,3 m Segelboot (Centre board boat)		Ziethen, Rixdorf	1910	6,30
94	4,5 m Segelboot (Kielschweryacht)	Irmgard	Torbohm, Osterholz-Scharmbeck	1910	4,50
95	7,0 m Kielschwert-Scharpie		Kremer, München	1910	7,00
96	9,2 m Tourenkreuzer (Kielyacht)	Mary	Köpke, Berlin	1910	9,20
97	2,4 m Dinghy		Dr. Schenk, München	1910	2,40
98	3,0 m Dinghy		A & R, Lemwerder	1910	3,00
99	3,0 m Dinghy		A & R, Lemwerder	1910	3,00
100	3,0 m Dinghy		A & R, Lemwerder	1910	3,00
101	3,0 m Dinghy		A & R, Lemwerder	1910	3,00
102	3,0 m Dinghy		A & R, Lemwerder	1910	3,00
103	3,0 m Dinghy		A & R, Lemwerder	1910	3,00
104	5,7 m Dänische Jolle		Wiesinger, Barzdorf	1910	5,70
105	6,5 m Ruderboot (Einer)		Münnich, Vegesack	1910	6,50
106	7 m R-Yacht	Weser	H. Bischoff, Vegesack	1910	10,30
107	5,2 m Ruderboot		Kuhlenkampff, Bremen	1910	5,20
108	3,0 m Dinghy		Haberhorn, Hamburg	1910	3,00
109	4,5 m Segelboot (Ruderboot)		L. Biermann, Bremen	1910	4,50
110	7 m R-Yacht	Erika	F. Ullrich, Blumenthal	1910	10,50
111	3,0 m Dinghy	Erika	F. Ullrich, Blumenthal	1910	3,00
112	3,0 m Dinghy	Weser	H. Bischoff, Vegesack	1910	3,00
113	5,3 m Canoe		A & R, Lemwerder	1910	5,30
114	5,3 m Canoe		A & R, Lemwerder	1910	5,30
115	5,3 m Canoe	Alte Liebe	A & R, Lemwerder	1910	5,30
116	5,3 m Canoe		A & R, Lemwerder	1910	5,30
117	6 m R-Yacht	Speedwel	Koopmann, Bremen	1910	9,30
118	3,0 m, Dinghy	Speedwel	Koopmann, Bremen	1910	3,00
119	5,0 m Kielschweryacht	Ellen	Rohdenburg, Bremen	1910	5,00
120	3,0 m Dinghy		A & R, Lemwerder	1910	3,00
121	3,0 m Dinghy		A & R, Lemwerder	1910	3,00
122	3,0 m Dinghy		A & R, Lemwerder	1910	3,00
123	3,0 m Dinghy		A & R, Lemwerder	1910	3,00
124	9,3 m Kielschweryacht	Wigmodi	Joh. Kuhlenskampff, Bremen	1910	9,33
125	5,0 m Kielschweryacht	Kampfhahn	W. Meyer, Bremen	1910	5,00
126	7 m R-Yacht	Oma	Baur. Suling, Bremen	1910	11,00
127	7,0 m Kielschweryacht	Erika	F. Fuchs, Merzig	1910	7,00
128	4,25 m Segelboot (Class B)	Lüder	Lüdeke, Vegesack	1910	4,50
129	8 m R-Yacht	Albert II	A. Denker, Bremen	1910	12,55
130	6,0 m Segelboot (Kielschweryacht)	Inge	S. Nordmann, Bremen	1910	6,00
131	8,0 m Renn-Ruderboot	Liesel	Jacobi, Bremen	1910	8,00
132	6 m R-Yacht	Aster	v. Eicken, Hamburg	1910	9,40
133	4,5 m Centre board boat		A & R, Lemwerder	1910	4,50
134	5 m R-Yacht	Styx	Otto Krüger, Berlin	1910	7,80
135	8 m R-Yacht	Toni VII	A. Tobias, Berlin	1910	12,67
136	5,0 m Segelboot (Centre board boat)	Lehmpastor	Dr. Feldmann, Bremen	1910	5,00
137	4,0 m Motor-dinghy	Dora	H. Bischoff, Vegesack	1910	4,00
138	4,5 m Centre board boat	Nölle	Nölle, Bremen	1910	4,50
139	10,2 m SonderClass	Betty	Otto Krüger, Charlottenburg	1910	10,20
140	6 m R-Yacht	Ariadne II	Dr. Laval, Magdeburg	1910	9,45
141	6,0 m Nat.-Jolle	Brummer	Döbler, Hamburg	1910	6,00
142	8 m R-Yacht	Woge IV	Ernst, Hamburg	1910	12,60
143	7,4 m Flossenkieler	Trudi	Herbst, Berlin	1910	7,40
144	7,10 m Kielschweryacht	Montana	Ahlemann, Bremen	1910	7,10
145	5 m R-Yacht	Kwai-Kwai	Waitz, Kiel	1910	7,80
146	12,0 m Motorboot	Sophie-Elisabeth	L. Biermann, Bremen	1910	12,00
147	4,0 m Ruderboot	Eise	Wienkoop, Perleberg	1910	4,00
148	6,0 m Kielschweryacht	Brummer	Dr. Landwehr, Vegesack	1910	6,00
149	6 m R-Yacht	Helene	Geiger, München	1910	9,00
150	4,3 m Gigboot	Großh. v. Oldenburg	Großh. v. Oldenburg, Oldenburg	1910	4,26
151	4,25 m Class B	Anni	v. Salzen, Bremen	1910	4,25
152	6,5 m Motorboot	Finger	H. Finger, Bremen	1910	6,50
153	2,4 m Dinghy	Gengs	Geng, München	1910	2,40
154	6,0 m Nat.-Jolle	Gerloff	G. Nagel, Berlin	1910	6,00
155	6,0 m Nat.-Jolle	Onkel Arnold	Ilgenstein, Berlin	1910	6,00
156	6,0 m Nat.-Jolle	Brandenburg	Segel-Verein Brandenburg, Berlin	1910	6,00
157	6,0 m Nat.-Jolle	Eise	Dr. Sievers, Bremen	1910	6,00
158	6,7 m Spitzgattjolle (Dänische Jolle)	Feodosia	Feodosier Y. C., Russland	1910	6,65
159	6,7 m Spitzgattjolle (Dänische Jolle)	Feodosia	Feodosier Y. C., Russland	1910	6,65
160	8,5 m Kielschweryacht	Willwind II	Dr. Stemmermann, Bremerhaven	1910	8,50
161	2,4 m Dinghy	Fuchs	Fuchs, Merzig	1910	2,40
162	6,0 m Nat.-Jolle	Kerlchen	Lau, Berlin / Charlottenburg	1910	6,00

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163	13,0 m Taucherboot	Torpedo	Torpedo-Insp., Kiel	1910	13,00
164	13,0 m Motorboot	Suling	Bauinspektion Bremen	1910	13,00
165	6,0 m Nat.-Jolle	H.S.V.	Hamb. S. V., Hamburg	1910	6,00
166	6,0 m Nat.-Jolle	Klein-Erna V	Nissen, Hamburg	1910	6,00
167	3,0 m Flach-Dinghy		A & R, Lemwerder	1911	3,00
168	3,0 m Flach-Dinghy		A & R, Lemwerder	1911	3,00
169	3,0 m Flach-Dinghy		A & R, Lemwerder	1911	3,00
170	3,0 m Flach-Dinghy		A & R, Lemwerder	1911	3,00
171	3,0 m Dinghy		A & R, Lemwerder	1911	3,00
172	3,0 m Dinghy		A & R, Lemwerder	1911	3,00
173	3,0 m Dinghy		A & R, Lemwerder	1911	3,00
174	3,0 m Dinghy		A & R, Lemwerder	1911	3,00
175	3,0 m Dinghy		A & R, Lemwerder	1911	3,00
176	3,0 m Dinghy		A & R, Lemwerder	1911	3,00
177	3,0 m Dinghy		A & R, Lemwerder	1911	3,00
178	3,0 m Dinghy		A & R, Lemwerder	1911	3,00
179	3,0 m Dinghy		A & R, Lemwerder	1911	3,00
180	3,0 m Dinghy		A & R, Lemwerder	1911	3,00
181	2,6 m Dinghy		A & R, Lemwerder	1911	2,60
182	2,6 m Dinghy		A & R, Lemwerder	1911	2,60
183	2,6 m Dinghy		A & R, Lemwerder	1911	2,60
184	2,6 m Dinghy		A & R, Lemwerder	1911	2,60
185	2,4 m Dinghy		A & R, Lemwerder	1911	2,40
186	2,4 m Dinghy		A & R, Lemwerder	1911	2,40
187	3,0 m Faltboot		Baumann & Lederer, Kassel	1911	3,00
188	3,0 m Faltboot		Baumann & Lederer, Kassel	1911	4,50
189	6 m R-Yacht	Preußen	R. Thieme, Berlin	1911	9,40
190	7,1 m Flossenkieler	Montana	Ahlemann, Bremen	1911	7,12
191	6,0 m Nat.-Jolle		A & R, Lemwerder	1911	6,00
192	6,0 m Nat.-Jolle		A & R, Lemwerder	1911	6,00
193	6,0 m Nat.-Jolle		A & R, Lemwerder	1911	6,00
194	6,0 m Nat.-Jolle		A & R, Lemwerder	1911	6,00
195	6 m R-Yacht	Trom	H. v. Eicken, Hamburg	1911	9,40
196	12,2 m SonderClass	Stipper V	Hochhaus, Berlin	1911	12,20
197	8 m R-Yacht	Woge V	Ernst, Hamburg	1911	12,63
198	6,7 m Spitzgattboot	Joszöf	Joszöf, Ungarn	1911	6,65
199	6 m R-Yacht	Min Jung II	Christiansen, Borby	1911	9,40
200	7 m R-Yacht	Lucie IV	Dr. Loose, Berlin	1911	11,00
201	6 m R-Yacht	Hans-Jürgen II	P. Knopf, Berlin	1911	9,40
202	4,5 m Faltboot	Baumann	Baumann & Lederer, Kassel	1911	4,50
203	8 m R-Yacht	Toni VIII	A. Tobias, Berlin	1911	12,63
204	7 m Centre board boat (7 m R-Yacht)	Probepfeil	Lademann, Berlin	1911	11,00
205	9,9 m Tourenkreuzer	Darling IX	Wustrau, Berlin	1911	9,90
206	4,2 m Motor-dinghy	Trom	H. v. Eicken, Hamburg	1911	4,20
207	3,0 m Faltboot	Baumann	Baumann & Lederer, Kassel	1911	3,00
208	6,0 m Kielschwertboot	Tamascha	R. Meyerkort, Vegesack	1911	6,00
209	4,2 m Ruderboot	Schalur	R. Meyerkort, Vegesack	1911	4,20
210	6,0 m Nat.-Jolle	Klein-Erna	Nissen, Hamburg	1911	6,00
211	4,7 m Segeljolle	Anni	v. Salzen, Bremen	1911	4,70
212	5,0 m Segelboot	Mende	Mende, Berlin	1911	5,00
213	6,0 m Nat.-Jolle	Brummer	Döbler, Hamburg	1911	6,00
214	9,9 m Motorbarkasse	Brake	Bauinspektion Bremen	1911	9,90
215	2,4 m Dinghy	Brummer	Dr. Landwehr, Vegesack	1911	2,40
216	15,4 m Tourenkreuzer	Königin	v. Dazur, Hannover	1911	15,40
217	6,0 m Nat.-Jolle	Sweal	Visser, Hamburg	1911	6,00
218	2,6 m Dinghy	Königin	v. Dazur, Hannover	1911	2,60
219	4,2 m Motor-dinghy	Königin	v. Dazur, Hannover	1911	4,20
220	6,0 m Nat.-Jolle	Nixe	Dr. Bellmer, Eckernförde	1911	6,00
221	10 m R-Yacht	Pinguin	Chr. Behringer, Berlin	1911	15,65
222	12,2 m SonderClass	Triumpf	O. Krüger, Berlin	1911	12,20
223	10,0 m Motoryacht	Auto	Automobilhaus Riga	1911	10,00
224	3,7 m Dinghy	Nöll	Nölting, Hamburg	1911	3,70
225	4,0 m Segelboot	Eleanor	Dr. Geck, Verden	1911	4,00
226	8,0 m Motorboot		Nordd. Autom.-Werke, Hameln	1911	8,00
227	6 m R-Yacht	Rauchholz	Potsdamer Y.C., Berlin	1911	9,50
228	6,0 m Nat.-Jolle	Klara	H. Alfken, Bremen	1911	6,00
229	3,0 m Dinghy	Lotte	v. Dazur, Hannover	1911	3,00
230	3,0 m Faltboot	Baumann	Baumann & Lederer, Kassel	1911	3,00
231	3,0 m Dinghy		A & R, Lemwerder	1912	3,00
232	3,0 m Dinghy		A & R, Lemwerder	1912	3,00
233	3,0 m Dinghy		A & R, Lemwerder	1912	3,00
234	3,0 m Dinghy		A & R, Lemwerder	1912	3,00
235	3,0 m Dinghy		A & R, Lemwerder	1912	3,00
236	3,0 m Dinghy		A & R, Lemwerder	1912	3,00
237	3,0 m Dinghy		A & R, Lemwerder	1912	3,00
238	3,0 m Dinghy		A & R, Lemwerder	1912	3,00
239	3,0 m Dinghy		A & R, Lemwerder	1912	3,00
240	3,0 m Dinghy		A & R, Lemwerder	1912	3,00
241	6,0 m Nat.-Jolle	Wohr di	S.V. Oberweser, Bremen	1912	6,00
242	6,0 m Nat.-Jolle		v. Devoorde, Bremen	1912	6,00
243	6,4 m Kielyacht	Leny	B. Wieting, Bremen	1912	6,37

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244	11,0 m Motorrettungsboot	Dr. Fehrmann	DGzRS, Bremen	1912	11,00
245	4,2 m Ruderboot	Niels	Nielsen, Kopenhagen	1912	4,20
246	4,2 m Ruderboot		A & R, Lemwerder	1912	4,20
247	6 m R-Yacht	Spandau	Reinicke, Berlin	1912	10,30
248	5,0 m Centre board boat	Godenwind	Ebrecht, Bremen	1912	5,00
249	6,0 m Nat.-Jolle		Malmberg, Hamburg	1912	6,00
250	8,5 m Kielschwertjacht	Sophie-Charlotte	Wedekind, Berlin	1912	8,50
251	6 m R-Yacht	Harald	H. Nordmann, Bremen	1912	8,70
252	6,0 m Motorboot	Munin	Dr. Krause, Berlin	1912	6,00
253	8 m R-Yacht	Toni IX	A. Tobias, Berlin	1912	12,80
254	8 m R-Yacht	Woge VI	O. Ernst, Hamburg	1912	12,80
255	12,0 m SonderClass	Triumph II	O. Krüger, Berlin	1912	12,00
256	6,0 m Nat.-Jolle		Hilger, Berlin	1912	6,00
257	22,1 m Tourenkreuzer	Königin II	v. Dazur, Hannover	1912	22,10
258	6,4 m Tourenyacht	Delphin II	F. Küster, Bremen	1912	6,37
259	45 qm Nat.-cruiser	Vineta	Arend, Bremen	1913	9,60
260	3,0 m Dinghy	Jahn	L. Jahn, Memel	1913	3,00
261	5,2 m Rettungsboot		Frerichs & Co., Einswarden	1913	5,22
262	7 m R-Yacht	Kismet II	H. Thomas, Berlin	1913	10,55
263	4,2 m Dinghy	Königin II	v. Dazur, Hannover	1913	4,20
264	75 qm Nat.-cruiser	Marie-Elisabeth	König, Bremen	1913	11,50
265	2,4 m Dinghy		Hicken, Bremen	1913	2,40
266	5,0 m Segelboot	Kleeblatt	Heckermann, Bremen	1913	5,60
267	5,0 m Segelboot	Senta	H. Schmidt, Bremen	1913	5,60
268	4,3 m Segelboot	Kuli	J. Kulenkampff, Bremen	1913	4,30
269	4,5 m Ruderboot	Diedi	Diedrich, Tübingen	1913	4,50
270	9,8 m Kielschwertjacht	Hertha	Dr. Kortüm, Waren	1913	9,80
271	2,6 m Dinghy	Müller	W. Müller, Bremen	1913	2,60
272	4,7 m Segelboot	Ida-Lisa	Hagemeyer, Vegesack	1913	4,70
273	4,2 m Ruderboot		Reichardt, Papenburg	1913	4,20
274	6 m R-Yacht	Dolly	W. Tobias, Berlin	1913	9,70
275	45 qm Nat.-cruiser	Tante Käthe	H. Weidlich, Bremen	1913	9,60
276	4,3 m Rettungsboot		Frerichs & Co., Einswarden	1913	4,30
277	4,5 m Segelboot	Albrecht	G. Albrecht jr., Bremen	1913	4,50
278	5,0 m Segelboot	Racker	Wustenhöfer, Bremen	1913	5,00
279	11,0 m Motorrettungsboot	Dr. v. d. Leyen	DGzRS, Bremen	1913	11,00
280	17,2 m Versuchsboot		Techn. Hochschule, Danzig	1913	17,20
281	8,0 m Halbklaup-Rettungsboot	N. L. B.	Nordd. Lloyd Bremen	1913	8,00
282	8,0 m Halbklaup-Rettungsboot	N. L. B.	Nordd. Lloyd Bremen	1913	8,00
283	8,0 m Halbklaup-Rettungsboot	N. L. B.	Nordd. Lloyd Bremen	1913	8,00
284	8,0 m Halbklaup-Rettungsboot	N. L. B.	Nordd. Lloyd Bremen	1913	8,00
285	8,0 m Halbklaup-Rettungsboot	N. L. B.	Nordd. Lloyd Bremen	1913	8,00
286	8,0 m Halbklaup-Rettungsboot	N. L. B.	Nordd. Lloyd Bremen	1913	8,00
287	8,0 m Halbklaup-Rettungsboot	N. L. B.	Nordd. Lloyd Bremen	1913	8,00
288	8,0 m Halbklaup-Rettungsboot	N. L. B.	Nordd. Lloyd Bremen	1913	8,00
289	8,0 m Halbklaup-Rettungsboot	N. L. B.	Nordd. Lloyd Bremen	1913	8,00
290	8,0 m Halbklaup-Rettungsboot	N. L. B.	Nordd. Lloyd Bremen	1913	8,00
291	8,0 m Halbklaup-Rettungsboot	N. L. B.	Nordd. Lloyd Bremen	1913	8,60
292	8,0 m Halbklaup-Rettungsboot	N. L. B.	Nordd. Lloyd Bremen	1913	8,60
293	8,0 m Halbklaup-Rettungsboot	N. L. B.	Nordd. Lloyd Bremen	1913	8,60
294	8,0 m Halbklaup-Rettungsboot	N. L. B.	Nordd. Lloyd Bremen	1913	8,60
295	8,0 m Halbklaup-Rettungsboot	N. L. B.	Nordd. Lloyd Bremen	1913	8,60
296	10,0 m Motorboot	Nordseewerke	Nordseewerke Emden	1913	10,00
297	11,0 m Motorrettungsboot	Ferdinand Laeisz	D.G.z.R.S., Bremen	1913	11,00
298	5,0 m Segelboot	Alma	N. Castner, Bremen	1913	5,00
299	2,4 m Dinghy	Müller	Müller, Bremen	1913	2,40
300	4,5 m Arbeitsboot		A & R, Lemwerder	1913	4,50
301	15,0 m Tourenkreuzer	Lota	O. Schmalz, Lübeck	1913	15,10
302	13,6 m Tourenkreuzer	Ran	A. Nebelthau, Bremen	1913	13,55
303	45 qm Nat.-cruiser	Brise I	A. Frese, Bremen	1913	9,75
304	7 m R-Yacht	Primula	Dewitt, Berlin	1913	11,30
305	4,5 m Faltboot	Baumann	Baumann & Lederer, Kassel	1913	4,50
306	4,5 m Faltboot	Baumann	Baumann & Lederer, Kassel	1913	4,50
307	11,3 m SonderClass	Palmström	E. Marquardt, Stuttgart	1913	11,30
308	15,1 m Tourenkreuzer	Regina V	H. Schuldt, Flensburg	1913	15,10
309	6,0 m Motorboot		Schmidt, Velobas	1913	6,00
310	7,3 m Rettungsboot		Frerichs & Co., Einswarden	1913	7,30
311	7,3 m Rettungsboot		Frerichs & Co., Einswarden	1913	7,30
312	6,1 m Gigboot		Frerichs & Co., Einswarden	1913	6,10
313	4,6 m Arbeitsboot		Frerichs & Co., Einswarden	1913	4,60
314	8,3 m Rettungsboot		Frerichs & Co., Einswarden	1913	8,25
315	8,3 m Rettungsboot		Frerichs & Co., Einswarden	1913	8,25
316	6,1 m Gigboot		Frerichs & Co., Einswarden	1913	6,10
317	3,5 m Dingi		Frerichs & Co., Einswarden	1913	3,45
318	11,5 m Fischkutter		Bromberg & Co., Hamburg	1913	11,50
319	45 qm Nat.-cruiser	Montana	D. Ahlemann, Bremen	1913	9,75
320	75 qm Nat.-cruiser	Beata	Wieland, München	1913	11,50
321	75 qm Nat.-cruiser	Marie-Elisabeth	König, Bremen	1913	11,50
322	20,4 m Motoryacht	Empire	Gradwitz, Hamburg	1913	20,35
323	9,9 m Tourenkreuzer	Delphin	F. Küster, Bremen	1913	9,90
324	2,7 m Dinghy		A & R, Lemwerder	1913	2,70

LIST OF YARD NOS

Yard No	Type	Ship's	Owner – Port of Registry	Built	LOA	Yard No	Type	Ship's	Owner – Port of Registry	Built	LOA
325	2,7 m Dinghy		A & R, Lemwerder	1913	2,70	406	9,2 m Klapp-Rettungsboot	Tecklenburg	Tecklenburg, Geestemünde	1914	9,15
326	2,7 m Dinghy		A & R, Lemwerder	1913	2,70	407	9,2 m Klapp-Rettungsboot	Tecklenburg	Tecklenburg, Geestemünde	1914	9,15
327	2,7 m Dinghy		A & R, Lemwerder	1913	2,70	408	9,2 m Klapp-Rettungsboot	Tecklenburg	Tecklenburg, Geestemünde	1914	9,15
328	75 qm Nat.-cruiser	Föhn	Gr. Bad. Y.C. Friedrichshaven	1913	11,50	409	9,2 m Klapp-Rettungsboot	Tecklenburg	Tecklenburg, Geestemünde	1914	9,15
329	2,4 m Dinghy		v. Borries, Hamburg	1913	2,40	410	9,2 m Klapp-Rettungsboot	Tecklenburg	Tecklenburg, Geestemünde	1914	9,15
330	3,0 m Faltboot		Baumann & Lederer, Kassel	1913	3,00	411	9,2 m Klapp-Rettungsboot	Tecklenburg	Tecklenburg, Geestemünde	1914	9,15
331	7,1 m Flossenkieler		Baltzer, Brandenburg	1913	7,12	412	9,2 m Klapp-Rettungsboot	Tecklenburg	Tecklenburg, Geestemünde	1914	9,15
332	8,5 m Motoryacht		Spörr, Abazia	1913	8,55	413	9,2 m Klapp-Rettungsboot	Tecklenburg	Tecklenburg, Geestemünde	1914	9,15
333	4,2 m Motor-dinghy	Empire	Gradewitz, Hamburg	1913	4,20	414	9,2 m Klapp-Rettungsboot	Tecklenburg	Tecklenburg, Geestemünde	1914	9,15
334	3,0 m Dinghy	Empire	Gradewitz, Hamburg	1913	4,20	415	4,3 m Dinghy		Bromberg & Co., Hamburg	1914	4,30
335	3,3 m Dinghy		A & R, Lemwerder	1913	3,00	416	8,9 m Rettungsboot		Tecklenburg, Geestemünde	1914	8,86
336	3,0 m Dinghy		A & R, Lemwerder	1913	3,00	417	8,9 m Rettungsboot		Tecklenburg, Geestemünde	1914	8,86
337	8 m R-Yacht	Toni X	A. Tobias, Berlin	1913	13,00	418	8,9 m Rettungsboot		Tecklenburg, Geestemünde	1914	8,86
338	5,0 m Centre board boat		Reps, Bremen	1913	5,00	419	8,9 m Rettungsboot		Tecklenburg, Geestemünde	1914	8,86
339	8,5 m Rettungsboot		Hamb. Amer. Linie Hamburg	1913	8,54	420	6,8 m Rettungsboot		Tecklenburg, Geestemünde	1914	6,80
340	4,6 m Rettungsboje		Lauritzen, Flensburg	1913	4,60	421	6,8 m Rettungsboot		Tecklenburg, Geestemünde	1914	6,80
341	3,5 m Dinghy		Kauffmann, Königsberg	1913	3,50	422	6,8 m Rettungsboot		Tecklenburg, Geestemünde	1914	6,80
342	2,7 m Dinghy	Delphin	F. Küster, Bremen	1913	2,70	423	6,8 m Rettungsboot		Tecklenburg, Geestemünde	1914	6,80
343	4,4 m Motorboot		Dr. Seifert, Grohn	1913	4,20	424	2,6 m Dinghy		F. Wüstenhöfer, Bremen	1914	2,60
344	3,6 m Motorboot		H. Pringsheim, Berlin	1913	3,60	425	9,8 m Rettungsboot		Br. Vulkan, Vegesack	1914	9,75
345	5,0 m Segelboot (Centre board boat)		Schmidt, Bremen	1913	5,00	426	9,8 m Rettungsboot		Br. Vulkan, Vegesack	1914	9,75
346	5,0 m Motorboot	Hafri	Wüstenhöfer, Bremen	1913	5,00	427	9,8 m Rettungsboot		Br. Vulkan, Vegesack	1914	9,75
347	11,0 m Motorrettungsboot	Geheimrat Schröter	DGzRS, Bremen	1913	11,00	428	9,8 m Rettungsboot		Br. Vulkan, Vegesack	1914	9,75
348	6,0 m Kielschwertboot	Windspiel	W. Rech, Bremen	1914	6,48	429	9,8 m Rettungsboot		Br. Vulkan, Vegesack	1914	9,75
349	3,0 m Dinghy		A & R, Lemwerder	1914	3,00	430	9,8 m Rettungsboot		Br. Vulkan, Vegesack	1914	9,75
350	3,0 m Dinghy		A & R, Lemwerder	1914	3,00	431	9,8 m Rettungsboot		Br. Vulkan, Vegesack	1914	9,75
351	3,0 m Dinghy		A & R, Lemwerder	1914	3,00	432	9,8 m Rettungsboot		Br. Vulkan, Vegesack	1914	9,75
352	3,0 m Dinghy		A & R, Lemwerder	1914	3,00	433	9,8 m Rettungsboot		Br. Vulkan, Vegesack	1914	9,75
353	3,0 m Dinghy		A & R, Lemwerder	1914	3,00	434	9,8 m Rettungsboot		Br. Vulkan, Vegesack	1914	9,75
354	3,0 m Dinghy		A & R, Lemwerder	1914	3,00	435	9,8 m Rettungsboot		Br. Vulkan, Vegesack	1914	9,75
355	3,0 m Dinghy		A & R, Lemwerder	1914	3,00	436	9,8 m Rettungsboot		Br. Vulkan, Vegesack	1914	9,75
356	3,0 m Dinghy		A & R, Lemwerder	1914	3,00	437	8,6 m Rettungsboot		Br. Vulkan, Vegesack	1914	8,55
357	2,7 m Dinghy		A & R, Lemwerder	1914	2,70	438	8,6 m Rettungsboot		Br. Vulkan, Vegesack	1914	8,55
358	2,7 m Dinghy		A & R, Lemwerder	1914	2,70	439	7,3 m Rettungsboot		Br. Vulkan, Vegesack	1914	7,32
359	2,7 m Dinghy		A & R, Lemwerder	1914	2,70	440	7,3 m Rettungsboot		Br. Vulkan, Vegesack	1914	7,32
360	2,7 m Dinghy		A & R, Lemwerder	1914	2,70	441	9,8 m Klapp-Rettungsboot		Br. Vulkan, Vegesack	1914	9,75
361	2,7 m Dinghy		A & R, Lemwerder	1914	2,70	442	9,8 m Klapp-Rettungsboot		Br. Vulkan, Vegesack	1914	9,75
362	2,7 m Dinghy		A & R, Lemwerder	1914	2,70	443	9,8 m Klapp-Rettungsboot		Br. Vulkan, Vegesack	1914	9,75
363	2,7 m Dinghy		A & R, Lemwerder	1914	2,70	444	9,8 m Klapp-Rettungsboot		Br. Vulkan, Vegesack	1914	9,75
364	2,7 m Dinghy		A & R, Lemwerder	1914	2,70	445	9,8 m Klapp-Rettungsboot		Br. Vulkan, Vegesack	1914	9,75
365	4,5 m Centre board boat		Merkle, Emden	1914	4,50	446	9,8 m Klapp-Rettungsboot		Br. Vulkan, Vegesack	1914	9,75
366	4,0 m Ruderboot		Koch, Farge	1914	4,00	447	9,8 m Klapp-Rettungsboot		Br. Vulkan, Vegesack	1914	9,75
367	4,5 m Ruderboot		Schieke, Bremen	1914	4,50	448	9,8 m Klapp-Rettungsboot		Br. Vulkan, Vegesack	1914	9,75
368	2,4 m Dinghy		Rech, Bremen	1914	2,40	449	9,8 m Klapp-Rettungsboot		Br. Vulkan, Vegesack	1914	9,75
369	2,9 m Dinghy		Pringsheim, München	1914	2,90	450	9,8 m Klapp-Rettungsboot		Br. Vulkan, Vegesack	1914	9,75
370	4,0 m Dinghy		Pringsheim, München	1914	4,00	451	9,8 m Klapp-Rettungsboot		Br. Vulkan, Vegesack	1914	9,75
371	3,8 m Arbeitsboot		A & R, Lemwerder	1914	3,80	452	9,8 m Klapp-Rettungsboot		Br. Vulkan, Vegesack	1914	9,75
372	6,5 m Kielschwertboot	Frechdachs	H. Alfken, Bremen	1914	6,48	453	9,8 m Klapp-Rettungsboot		Br. Vulkan, Vegesack	1914	9,75
373	45 qm Nat.-cruiser	Oreon	Weidlich, Hemelingen	1914	10,00	454	9,8 m Klapp-Rettungsboot		Br. Vulkan, Vegesack	1914	9,75
374	11,0 m Motorboot		Kaiserl. Werft, Wilhelmshaven	1914	11,00	455	9,8 m Klapp-Rettungsboot		Br. Vulkan, Vegesack	1914	9,75
375	11,0 m Motorboot		Kaiserl. Werft, Wilhelmshaven	1914	11,00	456	8,6 m Klapp-Rettungsboot		Br. Vulkan, Vegesack	1914	8,55
376	75 qm Nat.-cruiser	Najade	Blum, Jenny, Zürich	1914	11,70	457	8,6 m Klapp-Rettungsboot		Br. Vulkan, Vegesack	1914	8,55
377	11,0 m Motorboot		Kaiserl. Werft, Wilhelmshaven	1914	11,00	458	7,0 m Nat. Küstenjolle	Lotten	C. Christiansen, Borby	1914	7,00
378	45 qm Nat.-cruiser	Brise II	A. Frese, Bremen	1914	10,20	459	nicht gebaut		König, Bremen	1914	
379	75 qm Nat.-cruiser	Freia	Dr. Freund, Berlin	1914	11,70	460	6,2 m Rettungsboot	Nuscke & Co.	Nüsche & Co., Stettin	1914	6,20
380	12 m R-Yacht	Skeaf	H. Horn, Schleswig	1914	19,90	461	6,2 m Rettungsboot	Nuscke & Co.	Nüsche & Co., Stettin	1914	6,20
381	8 m R-Yacht	Toni XI	A. Tobias, Berlin	1914	13,20	462	6,2 m Rettungsboot	Nuscke & Co.	Nüsche & Co., Stettin	1914	6,20
382	9,2 m Halbklapp-Rettungsboot		N. L. B. Nordd. Lloyd Bremen	1914	9,15	463	6,2 m Rettungsboot	Nuscke & Co.	Nüsche & Co., Stettin	1914	6,20
383	9,2 m Halbklapp-Rettungsboot		N. L. B. Nordd. Lloyd Bremen	1914	9,15	464	5,0 m Motorboot	Heise	Joh. Heise, Bremen	1914	5,00
384	9,2 m Halbklapp-Rettungsboot		N. L. B. Nordd. Lloyd Bremen	1914	9,15	465	4,5 m Faltboot		Baumann & Lederer, Kassel	1914	4,50
385	9,2 m Halbklapp-Rettungsboot		N. L. B. Nordd. Lloyd Bremen	1914	9,15	466	3,6 m Dinghy		SK Yachtclub, Kopenhagen	1914	3,60
386	9,2 m Halbklapp-Rettungsboot		N. L. B. Nordd. Lloyd Bremen	1914	9,15	467	7,0 m Nat. Küstenjolle	Fridolin	Kaufmann, Königsberg	1914	7,00
387	9,2 m Halbklapp-Rettungsboot		N. L. B. Nordd. Lloyd Bremen	1914	9,15	468	9,5 m Klapp-Rettungsboot	Nordd. Lloyd	Nordd. Lloyd Bremen	1914	9,50
388	9,2 m Halbklapp-Rettungsboot		N. L. B. Nordd. Lloyd Bremen	1914	9,15	469	9,5 m Klapp-Rettungsboot	Nordd. Lloyd	Nordd. Lloyd Bremen	1914	9,50
389	9,2 m Halbklapp-Rettungsboot		N. L. B. Nordd. Lloyd Bremen	1914	9,15	470	9,5 m Klapp-Rettungsboot	Nordd. Lloyd	Nordd. Lloyd Bremen	1914	9,50
390	9,2 m Halbklapp-Rettungsboot		N. L. B. Nordd. Lloyd Bremen	1914	9,15	471	9,5 m Klapp-Rettungsboot	Nordd. Lloyd	Nordd. Lloyd Bremen	1914	9,50
391	9,2 m Halbklapp-Rettungsboot		N. L. B. Nordd. Lloyd Bremen	1914	9,15	472	9,5 m Klapp-Rettungsboot	Nordd. Lloyd	Nordd. Lloyd Bremen	1914	9,50
392	9,2 m Halbklapp-Rettungsboot		N. L. B. Nordd. Lloyd Bremen	1914	9,15	473	9,5 m Klapp-Rettungsboot	Nordd. Lloyd	Nordd. Lloyd Bremen	1914	9,50
393	9,2 m Halbklapp-Rettungsboot		N. L. B. Nordd. Lloyd Bremen	1914	9,15	474	9,5 m Klapp-Rettungsboot	Nordd. Lloyd	Nordd. Lloyd Bremen	1914	9,50
394	5,3 m Doppel-Canoe		Visser, Heeg	1914	5,30	475	9,5 m Klapp-Rettungsboot	Nordd. Lloyd	Nordd. Lloyd Bremen	1914	9,50
395	3,5 m Dinghy	Königin	v. Dazur, Hannover	1914	4,50	476	9,5 m Klapp-Rettungsboot	Nordd. Lloyd	Nordd. Lloyd Bremen	1914	9,50
396	12,2 m Tourenkreuzer	Delphin	F. Küster, Bremen	1914	12,15	477	9,5 m Klapp-Rettungsboot	Nordd. Lloyd	Nordd. Lloyd Bremen	1914	9,50
397	3,0 m Dinghy	Najade	Blum, Jenny, Zürich	1914	3,00	478	9,5 m Klapp-Rettungsboot	Nordd. Lloyd	Nordd. Lloyd Bremen	1914	9,50
398	4,7 m Centre board boat		Hanemann, Bremen	1914	4,70	479	9,5 m Klapp-Rettungsboot	Nordd. Lloyd	Nordd. Lloyd Bremen	1914	9,50
399	6,0 m Motorboot		Bosch & Synter, Las Palmas	1914	6,00	480	9,5 m Klapp-Rettungsboot	Nordd. Lloyd	Nordd. Lloyd Bremen	1914	9,50
400	30 qm Nat.-cruiser	Klaus	D. Fischer, Vegesack	1914	7,88	481	9,5 m Klapp-Rettungsboot	Nordd. Lloyd	Nordd. Lloyd Bremen	1914	9,50
401	4,5 m Tourenkreuzer	Sonderling	Hans Frese, Bremen	1914	4,50	482	9,5 m Klapp-Rettungsboot	Nordd. Lloyd	Nordd. Lloyd Bremen	1914	9,50
402	2,6 m Dinghy	Claus	D. Fischer, Blumenthal	1914	2,60	483	9,5 m Klapp-Rettungsboot	Nordd. Lloyd	Nordd. Lloyd Bremen	1914	9,50
403	9,2 m Klapp-Rettungsboot	Tecklenburg	Tecklenburg, Geestemünde	1914	9,15	484	9,5 m Klapp-Rettungsboot	Nordd. Lloyd	Nordd. Lloyd Bremen	1914	9,50
404	9,2 m Klapp-Rettungsboot	Tecklenburg	Tecklenburg, Geestemünde	1914	9,15	485	9,5 m Klapp-Rettungsboot	Nordd. Lloyd	Nordd. Lloyd Bremen	1914	9,50
405	9,2 m Klapp-Rettungsboot	Tecklenburg	Tecklenburg, Geestemünde	1914	9,15	486	9,5 m Klapp-Rettungsboot	Nordd. Lloyd	Nordd. Lloyd Bremen	1914	9,50



Yard No	Type	Ship's	Owner – Port of Registry	Built	LOA
487	9,5 m Klapp-Rettungsboot	Nordd. Lloyd	Nordd. Lloyd Bremen	1914	9,50
488	9,5 m Klapp-Rettungsboot	Nordd. Lloyd	Nordd. Lloyd Bremen	1914	9,50
489	9,5 m Klapp-Rettungsboot	Nordd. Lloyd	Nordd. Lloyd Bremen	1914	9,50
490	30 qm Nat.-cruiser	Marlies	G. Feeser, Straßburg	1914	7,87
491	7,0 m Nat.-Küstenjolle	Rautendelein	Kapt. Wrede, Kiel	1914	7,00
492	4,5 m Ruderboot	Völker	H. Völker, Bremen	1914	4,50
493	4,0 m Centre board boat	Rulevoy	The Rulevay, St. Petersburg.	1914	4,00
494	4,5 m Centre board boat	Viktor	P.V. Wrede, Hannover	1914	4,50
495	9,4 m Klapp-Rettungsboot	N. L. B.	Nordd. Lloyd Bremen	1914	9,40
496	9,4 m Klapp-Rettungsboot	N. L. B.	Nordd. Lloyd Bremen	1914	9,40
497	9,4 m Klapp-Rettungsboot	N. L. B.	Nordd. Lloyd Bremen	1914	9,40
498	9,4 m Klapp-Rettungsboot	N. L. B.	Nordd. Lloyd Bremen	1914	9,40
499	9,4 m Klapp-Rettungsboot	N. L. B.	Nordd. Lloyd Bremen	1914	9,40
500	9,4 m Klapp-Rettungsboot	N. L. B.	Nordd. Lloyd Bremen	1914	9,40
501	9,4 m Klapp-Rettungsboot	N. L. B.	Nordd. Lloyd Bremen	1914	9,40
502	9,4 m Klapp-Rettungsboot	N. L. B.	Nordd. Lloyd Bremen	1914	9,40
503	9,4 m Klapp-Rettungsboot	N. L. B.	Nordd. Lloyd Bremen	1914	9,40
504	9,4 m Klapp-Rettungsboot	N. L. B.	Nordd. Lloyd Bremen	1914	9,40
505	9,4 m Klapp-Rettungsboot	N. L. B.	Nordd. Lloyd Bremen	1914	9,40
506	9,4 m Klapp-Rettungsboot	N. L. B.	Nordd. Lloyd Bremen	1914	9,40
507	9,4 m Klapp-Rettungsboot	N. L. B.	Nordd. Lloyd Bremen	1914	9,40
508	9,4 m Klapp-Rettungsboot	N. L. B.	Nordd. Lloyd Bremen	1914	9,40
509	9,4 m Klapp-Rettungsboot	N. L. B.	Nordd. Lloyd Bremen	1914	9,40
510	9,4 m Klapp-Rettungsboot	N. L. B.	Nordd. Lloyd Bremen	1914	9,40
511	9,4 m Klapp-Rettungsboot	N. L. B.	Nordd. Lloyd Bremen	1914	9,40
512	9,4 m Klapp-Rettungsboot	N. L. B.	Nordd. Lloyd Bremen	1914	9,40
513	9,4 m Klapp-Rettungsboot	N. L. B.	Nordd. Lloyd Bremen	1914	9,40
514	9,4 m Klapp-Rettungsboot	N. L. B.	Nordd. Lloyd Bremen	1914	9,40
515	9,4 m Klapp-Rettungsboot	N. L. B.	Nordd. Lloyd Bremen	1914	9,40
516	9,4 m Klapp-Rettungsboot	N. L. B.	Nordd. Lloyd Bremen	1914	9,40
517	9,4 m Klapp-Rettungsboot	N. L. B.	Nordd. Lloyd Bremen	1914	9,40
518	9,4 m Klapp-Rettungsboot	N. L. B.	Nordd. Lloyd Bremen	1914	9,40
519	14,0 m Motorschlepper	Deutz	Deutz, Köln	1914	14,00
520	12,0 m Motoryacht	Margarethe	P.V. Wrede, Hannover	1914	12,00
521	9,0 m Lotsen-Motorboot	Lotse	Deutz, Köln	1914	9,00
522	7,0 m Marine-Kutter		Kaiserl. Werft, Wilhelmshaven	1914	7,00
523	7,0 m Marine-Kutter		Kaiserl. Werft, Wilhelmshaven	1914	7,00
524	7,0 m Marine-Kutter		Kaiserl. Werft, Wilhelmshaven	1914	7,00
525	7,0 m Marine-Kutter		Kaiserl. Werft, Wilhelmshaven	1914	7,00
526	7,0 m Marine-Kutter		Kaiserl. Werft, Wilhelmshaven	1914	7,00
527	7,0 m Marine-Kutter		Kaiserl. Werft, Wilhelmshaven	1914	7,00
528	7,0 m Marine-Kutter		Kaiserl. Werft, Wilhelmshaven	1914	7,00
529	7,0 m Marine-Kutter		Kaiserl. Werft, Wilhelmshaven	1914	7,00
530	7,0 m Marine-Kutter		Kaiserl. Werft, Wilhelmshaven	1914	7,00
531	7,0 m Marine-Kutter		Kaiserl. Werft, Wilhelmshaven	1914	7,00
532	3,5 m Marine-Dingis		Kaiserl. Werft, Wilhelmshaven	1914	3,45
533	3,5 m Marine-Dingis		Kaiserl. Werft, Wilhelmshaven	1914	3,45
534	5,5 m Rettungsboot		Kaiserl. Werft, Wilhelmshaven	1914	5,50
535	6,6 m Kielschwert Yacht	Franzes-Hellen	R. Schröder, Hannover	1914	6,60
536	15,2 m Motorboot Kl. A		Kaiserl. Werft, Wilhelmshaven	1914	5,20
537	5,6 m Minenjolle		A.G. Neptun, Rostock	1915	5,55
538	5,6 m Minenjolle		A.G. Neptun, Rostock	1915	5,55
539	5,6 m Minenjolle		A.G. Neptun, Rostock	1915	5,55
540	5,6 m Minenjolle		A.G. Neptun, Rostock	1915	5,55
541	5,6 m Minenjolle		A.G. Neptun, Rostock	1915	5,55
542	5,6 m Minenjolle		A.G. Neptun, Rostock	1915	5,55
543	5,6 m Minenjolle		Nordsee-Werke, Emden	1915	5,55
544	5,6 m Minenjolle		Nordsee-Werke, Emden	1915	5,55
545	3,5 m Torpedoddingi		A.G. Neptun, Rostock	1915	3,45
546	3,5 m Torpedoddingi		A.G. Neptun, Rostock	1915	3,45
547	3,5 m Torpedoddingi		A.G. Neptun, Rostock	1915	3,45
548	3,5 m Torpedoddingi		A.G. Neptun, Rostock	1915	3,45
549	3,5 m Torpedoddingi		A.G. Neptun, Rostock	1915	3,45
550	3,5 m Torpedoddingi		A.G. Neptun, Rostock	1915	3,45
551	3,5 m Dingi		Tecklenburg, Geestemünde	1915	3,45
552	3,5 m Dingi		Tecklenburg, Geestemünde	1915	3,45
553	3,5 m Dingi		Tecklenburg, Geestemünde	1915	3,45
554	3,5 m Dingi		Tecklenburg, Geestemünde	1915	3,45
555	5,6 m Minenjolle		Tecklenburg, Geestemünde	1915	5,55
556	5,6 m Minenjolle		Tecklenburg, Geestemünde	1915	5,55
557	5,6 m Minenjolle		Tecklenburg, Geestemünde	1915	5,55
558	5,6 m Minenjolle		Tecklenburg, Geestemünde	1915	5,55
559	6,0 m Jolle Kl. I		Kaiserl. Werft, Kiel	1915	6,00
560	6,0 m Jolle Kl. I		Kaiserl. Werft, Kiel	1915	6,00
561	3,5 m Torpedoddingi		Kaiserl. Werft, Wilhelmshaven	1915	3,45
562	3,5 m Torpedoddingi		Kaiserl. Werft, Wilhelmshaven	1915	3,45
563	3,5 m Torpedoddingi		Kaiserl. Werft, Wilhelmshaven	1915	3,45
564	3,5 m Torpedoddingi		Kaiserl. Werft, Wilhelmshaven	1915	3,45
565	3,5 m Torpedoddingi		Kaiserl. Werft, Wilhelmshaven	1915	3,45
566	3,5 m Torpedoddingi		Kaiserl. Werft, Wilhelmshaven	1915	3,45
567	3,5 m Torpedoddingi		Kaiserl. Werft, Wilhelmshaven	1915	3,45

Yard No	Type	Ship's	Owner – Port of Registry	Built	LOA
568	3,5 m Torpedoddingi		Kaiserl. Werft, Wilhelmshaven	1915	3,45
569	3,5 m Torpedoddingi		Kaiserl. Werft, Wilhelmshaven	1915	3,45
570	3,5 m Torpedoddingi		Kaiserl. Werft, Wilhelmshaven	1915	3,45
571	3,5 m Torpedoddingi		Kaiserl. Werft, Wilhelmshaven	1915	3,45
572	3,5 m Torpedoddingi		Kaiserl. Werft, Wilhelmshaven	1915	3,45
573	3,5 m Torpedoddingi		Kaiserl. Werft, Wilhelmshaven	1915	3,45
574	3,5 m Torpedoddingi		Kaiserl. Werft, Wilhelmshaven	1915	3,45
575	3,5 m Torpedoddingi		Kaiserl. Werft, Wilhelmshaven	1915	3,45
576	3,5 m Torpedoddingi		Kaiserl. Werft, Wilhelmshaven	1915	3,45
577	3,5 m Torpedoddingi		Kaiserl. Werft, Wilhelmshaven	1915	3,45
578	3,5 m Torpedoddingi		Kaiserl. Werft, Wilhelmshaven	1915	3,45
579	3,5 m Torpedoddingi		Kaiserl. Werft, Wilhelmshaven	1915	3,45
580	3,5 m Torpedoddingi		Kaiserl. Werft, Wilhelmshaven	1915	3,45
581	15,2 m Motorboot Kl. A		Kaiserl. Werft, Kiel	1915	15,20
582	6,7 m Tourenkreuzer	Bringfriede	Fr. Horn, Lübeck	1916	6,65
583	9,0 m Dampfboot Kl. II		Kaiserl. Werft, Kiel	1916	9,00
584	15,2 m Motorboot Kl. A		Kaiserl. Werft, Kiel	1916	15,20
585	6,0 m Minenjolle		Kaiserl. Werft, Wilhelmshaven	1916	5,55
586	6,0 m Minenjolle		Kaiserl. Werft, Wilhelmshaven	1916	5,55
587	6,0 m Minenjolle		Kaiserl. Werft, Wilhelmshaven	1916	5,55
588	6,0 m Centre board boat	Luci	Dr. Wilke, Osterholz	1916	6,00
589	6,0 m Jolle Kl. I		Kaiserl. Werft, Wilhelmshaven	1916	6,00
590	6,0 m Jolle Kl. I		Kaiserl. Werft, Wilhelmshaven	1916	6,00
591	5,5 m Fisch.-Aufsichtsboot	Grohn	Wasserbauamt Burgdamm, Grohn	1916	5,50
592	13,0 m Motorboot Kl. C		Kaiserl. Werft, Kiel	1916	13,00
593	3,0 m Dinghy		A & R, Lemwerder	1916	3,00
594	3,5 m Torpedoddingi		Kaiserl. Werft, Wilhelmshaven	1916	3,45
595	3,5 m Torpedoddingi		Kaiserl. Werft, Wilhelmshaven	1916	3,45
596	3,5 m Torpedoddingi		Kaiserl. Werft, Wilhelmshaven	1916	3,45
597	3,5 m Torpedoddingi		Kaiserl. Werft, Wilhelmshaven	1916	3,45
598	3,5 m Torpedoddingi		Kaiserl. Werft, Wilhelmshaven	1916	3,45
599	3,5 m Torpedoddingi		Kaiserl. Werft, Wilhelmshaven	1916	3,45
600	3,5 m Torpedoddingi		Kaiserl. Werft, Wilhelmshaven	1916	3,45
601	3,5 m Torpedoddingi		Kaiserl. Werft, Wilhelmshaven	1916	3,45
602	3,5 m Torpedoddingi		Kaiserl. Werft, Wilhelmshaven	1916	3,45
603	3,5 m Torpedoddingi		Kaiserl. Werft, Wilhelmshaven	1916	3,45
604	3,0 m Dinghy		A & R, Lemwerder	1916	3,00
605	3,0 m Dinghy		A & R, Lemwerder	1916	3,00
606	3,0 m Dinghy		A & R, Lemwerder	1916	3,00
607	3,0 m Dinghy		A & R, Lemwerder	1916	3,00
608	3,0 m Dinghy		A & R, Lemwerder	1916	3,00
609	3,0 m Dinghy		A & R, Lemwerder	1916	3,00
610	3,5 m Torpedoddingi		Kaiserl. Werft, Wilhelmshaven	1916	3,45
611	3,5 m Torpedoddingi		Kaiserl. Werft, Wilhelmshaven	1916	3,45
612	3,5 m Torpedoddingi		Kaiserl. Werft, Wilhelmshaven	1916	3,45
613	3,5 m Torpedoddingi		Kaiserl. Werft, Wilhelmshaven	1916	3,45
614	3,5 m Torpedoddingi		Kaiserl. Werft, Wilhelmshaven	1916	3,45
615	3,5 m Torpedoddingi		Kaiserl. Werft, Wilhelmshaven	1916	3,45
616	3,5 m Torpedoddingi		Kaiserl. Werft, Wilhelmshaven	1916	3,45
617	3,5 m Torpedoddingi		Kaiserl. Werft, Wilhelmshaven	1916	3,45
618	3,5 m Torpedoddingi		Kaiserl. Werft, Wilhelmshaven	1916	3,45
619	3,5 m Torpedoddingi		Kaiserl. Werft, Wilhelmshaven	1916	3,45
620	4,25 m Jolle [Class B]		A & R, Lemwerder	1916	4,25
621	4,25 m Jolle [Class B]		A & R, Lemwerder	1916	4,25
622	4,25 m Jolle [Class B]		A & R, Lemwerder	1916	4,25
623	4,25 m Jolle [Class B]		A & R, Lemwerder	1916	4,25
624	3,5 m Torpedoddingi		Kaiserl. Werft, Wilhelmshaven	1916	3,45
625	3,5 m Torpedoddingi		Kaiserl. Werft, Wilhelmshaven	1916	3,45
626	3,5 m Torpedoddingi		Kaiserl. Werft, Wilhelmshaven	1916	3,45
627	3,5 m Torpedoddingi		Kaiserl. Werft, Wilhelmshaven	1916	3,45
628	3,5 m Torpedoddingi		Kaiserl. Werft, Wilhelmshaven	1916	3,45
629	3,5 m Torpedoddingi		Kaiserl. Werft, Wilhelmshaven	1916	3,45
630	3,5 m Torpedoddingi		Kaiserl. Werft, Wilhelmshaven	1916	3,45
631	3,5 m Torpedoddingi		Kaiserl. Werft, Wilhelmshaven	1916	3,45
632	3,5 m Torpedoddingi		Kaiserl. Werft, Wilhelmshaven	1916	3,45
633	3,5 m Torpedoddingi		Kaiserl. Werft, Wilhelmshaven	1916	3,45
634	10,0 m Motorboot		Kaiserl. Werft, Danzig	1916	10,00
635	6,0 m Jolle Kl. I		Kaiserl. Werft, Kiel	1916	6,00
636	6,0 m Jolle Kl. I		Kaiserl. Werft, Kiel	1916	6,00
637	6,0 m Jolle Kl. I		Kaiserl. Werft, Wilhelmshaven	1916	6,00
638	6,0 m Jolle Kl. I		Kaiserl. Werft, Wilhelmshaven	1916	6,00
639	15,2 m Motorboot Kl. A		Kaiserl. Werft, Kiel	1916	15,20
640	9,0 m Dampfboot Kl. II		Kaiserl. Werft, Kiel	1916	9,00
641	5,5 m Jolle Kl. II		Bremer Vulkan, Vegesack	1916	5,50
642	5,5 m Jolle Kl. II		Bremer Vulkan, Vegesack	1916	5,50
643	5,5 m Jolle Kl. II		Bremer Vulkan, Vegesack	1916	5,50
644	5,5 m Jolle Kl. II		Bremer Vulkan, Vegesack	1916	5,50
645	5,5 m Jolle Kl. II		Bremer Vulkan, Vegesack	1916	5,50
646	5,5 m Jolle Kl. II		Bremer Vulkan, Vegesack	1916	5,50
647	3,5 m Torpedoddingi		Kaiserl. Werft, Wilhelmshaven	1916	3,45
648	3,5 m Torpedoddingi		Kaiserl. Werft, Wilhelmshaven	1916	3,45

LIST OF YARD NOS

Yard No	Type	Ship's	Owner – Port of Registry	Built	LOA
649	3,5 m Torpedoddingi		Kaiserl. Werft, Wilhelmshaven	1916	3,45
650	3,5 m Torpedoddingi		Kaiserl. Werft, Wilhelmshaven	1916	3,45
651	3,5 m Torpedoddingi		Kaiserl. Werft, Wilhelmshaven	1916	3,45
652	3,5 m Torpedoddingi		Kaiserl. Werft, Wilhelmshaven	1916	3,45
653	3,5 m Torpedoddingi		Kaiserl. Werft, Wilhelmshaven	1916	3,45
654	3,5 m Torpedoddingi		Kaiserl. Werft, Wilhelmshaven	1916	3,45
655	3,5 m Torpedoddingi		Kaiserl. Werft, Wilhelmshaven	1916	3,45
656	3,5 m Torpedoddingi		Kaiserl. Werft, Wilhelmshaven	1916	3,45
657	7,5 m Schlepp-Barkasse		A & R, Lemwerder	1916	7,50
658	10,5 m Tourenkreuzer	Adler	Herrn. Alfken, Bremen	1916	10,60
659	6,0 m Jolle Kl. I		Kaiserl. Werft, Kiel	1916	6,00
660	6,0 m Jolle Kl. I		Kaiserl. Werft, Kiel	1916	6,00
661	5,6 m Rettungsboot		Germania-Werft, Kiel	1916	5,60
662	5,6 m Rettungsboot		Germania-Werft, Kiel	1916	5,60
663	3,5 m Torpedoddingi		Neptun-Werft, Rostock	1916	3,45
664	3,5 m Torpedoddingi		Neptun-Werft, Rostock	1916	3,45
665	3,5 m Torpedoddingi		Neptun-Werft, Rostock	1916	3,45
666	3,5 m Torpedoddingi		Neptun-Werft, Rostock	1916	3,45
667	3,5 m Torpedoddingi		Neptun-Werft, Rostock	1916	3,45
668	3,5 m Torpedoddingi		Neptun-Werft, Rostock	1916	3,45
669	3,5 m Torpedoddingi		Neptun-Werft, Rostock	1916	3,45
670	3,5 m Torpedoddingi		Neptun-Werft, Rostock	1916	3,45
671	3,5 m Torpedoddingi		Neptun-Werft, Rostock	1916	3,45
672	6,0 m Jolle Kl. I		Neptun-Werft, Rostock	1916	6,00
673	6,0 m Jolle Kl. I		Neptun-Werft, Rostock	1916	6,00
674	15,2 m Motorboot Kl. A		Kaiserl. Werft, Wilhelmshaven	1916	5,20
675	13,0 m Motorboot Kl. C		Kaiserl. Werft, Wilhelmshaven	1916	8,00
676	13,0 m Motorboot Kl. C		Kaiserl. Werft, Wilhelmshaven	1916	8,00
677	5,5 m Jolle Kl. II		Bremer Vulkan, Vegesack	1916	5,50
678	3,5 m Torpedoddingi		Bremer Vulkan, Vegesack	1916	3,45
679	3,5 m Torpedoddingi		Bremer Vulkan, Vegesack	1916	3,45
680	3,5 m Torpedoddingi		Bremer Vulkan, Vegesack	1916	3,45
681	3,5 m Torpedoddingi		Bremer Vulkan, Vegesack	1916	3,45
682	3,5 m Torpedoddingi		Bremer Vulkan, Vegesack	1916	3,45
683	3,5 m Torpedoddingi		Bremer Vulkan, Vegesack	1916	3,45
684	5,5 m Jolle Kl. II		Bremer Vulkan, Vegesack	1916	3,45
685	9,0 m Dampfboot Kl. II		Kaiserl. Werft, Kiel	1916	9,00
686	11,0 m Rettungsboot	Ulla	DGzRS, Bremen	1916	11,00
687	23,0 m Tourenkreuzer	Jungborn	Fr. Horn, Lübeck	1916	22,65
688	4,0 m Flachboot		A & R, Lemwerder	1916	4,00
689	4,0 m Flachboot		A & R, Lemwerder	1916	4,00
690	4,0 m Flachboot		A & R, Lemwerder	1916	4,00
691	4,0 m Flachboot		A & R, Lemwerder	1916	4,00
692	4,0 m Flachboot		A & R, Lemwerder	1916	4,00
693	4,0 m Flachboot		A & R, Lemwerder	1916	4,00
694	6,0 m Jolle Kl. I		Kaiserl. Werft, Kiel	1916	6,00
695	6,0 m Jolle Kl. I		Kaiserl. Werft, Kiel	1916	6,00
696	4,5 m Katkreuzer	Angerich	W. Angerich, Lichtenfelde	1916	4,50
697	3,5 m Torpedoddingi		Kaiserl. Werft, Kiel	1916	3,45
698	3,5 m Torpedoddingi		Kaiserl. Werft, Kiel	1916	3,45
699	3,5 m Torpedoddingi		Kaiserl. Werft, Kiel	1916	3,45
700	3,5 m Torpedoddingi		Kaiserl. Werft, Kiel	1916	3,45
701	3,5 m Torpedoddingi		Kaiserl. Werft, Kiel	1916	3,45
702	3,5 m Torpedoddingi		Kaiserl. Werft, Kiel	1916	3,45
703	3,5 m Torpedoddingi		Kaiserl. Werft, Kiel	1916	3,45
704	3,5 m Torpedoddingi		Kaiserl. Werft, Kiel	1916	3,45
705	3,5 m Torpedoddingi		Kaiserl. Werft, Kiel	1916	3,45
706	3,5 m Torpedoddingi		Kaiserl. Werft, Kiel	1916	3,45
707	9,0 m Dampfboot Kl. II		Kaiserl. Werft, Wilhelmshaven	1916	9,00
708	9,0 m Dampfboot Kl. II		Kaiserl. Werft, Wilhelmshaven	1916	9,00
709	8,5 m Motor-Rettungsboot	Pionier	Pionier-Lande-Komp., Neuf.	1916	8,50
710	30 qm Nat.-cruiser	Willig	Dr. Willig, München	1916	7,67
711	5,6 m U-Boot-Dingi		Germania-Werft, Kiel	1916	5,60
712	5,6 m U-Boot-Dingi		Germania-Werft, Kiel	1916	5,60
713	5,6 m U-Boot-Dingi		Germania-Werft, Kiel	1916	5,60
714	5,6 m U-Boot-Dingi		Germania-Werft, Kiel	1916	5,60
715	5,6 m U-Boot-Dingi		Germania-Werft, Kiel	1916	5,60
716	5,6 m U-Boot-Dingi		Germania-Werft, Kiel	1916	5,60
717	17,0 m Torpedofangboot		Schwarzkopf, Berlin	1916	17,00
718	23,0 m Tourenkreuzer	Skeaf	H. Horn, Schleswig	1916	22,65
719	27,2 m U-Z Boot	U. Z. 11	Reichs-Marine, Berlin	1916	27,20
720	8,5 m Kutter Kl. II		Bremer Vulkan, Vegesack	1916	8,50
721	8,5 m Kutter Kl. II		Bremer Vulkan, Vegesack	1916	8,50
722	Motorjacht		Selve, Altona	1916	
723	26,0 m U.-Z.-Boot	U. Z. 12	Reichs-Marine, Berlin	1917	26,00
724	20,3 m Kreuzeryacht (Tourenyacht)		Dr. Kraft, München		
725	26,0 m U.-Z.-Boot	U. Z. 13	Reichs-Marine, Berlin	1917	26,00
726	5,5 m Jolle Class II		Bremer Vulkan, Vegesack	1917	5,50
727	5,5 m Jolle Class II		Bremer Vulkan, Vegesack	1917	5,50
728	5,5 m Jolle Class II		Bremer Vulkan, Vegesack	1917	5,50
729	5,5 m Jolle Class II		Bremer Vulkan, Vegesack	1917	5,50

Yard No	Type	Ship's	Owner – Port of Registry	Built	LOA
730	3,5 m Torpedoddingi		Kaiserl. Werft, Kiel	1917	3,45
731	3,5 m Torpedoddingi		Kaiserl. Werft, Kiel	1917	3,45
732	3,5 m Torpedoddingi		Kaiserl. Werft, Kiel	1917	3,45
733	3,5 m Torpedoddingi		Kaiserl. Werft, Kiel	1917	3,45
734	3,5 m Torpedoddingi		Kaiserl. Werft, Kiel	1917	3,45
735	3,5 m Torpedoddingi		Kaiserl. Werft, Kiel	1917	3,45
736	3,5 m Torpedoddingi		Kaiserl. Werft, Kiel	1917	3,45
737	3,5 m Torpedoddingi		Kaiserl. Werft, Kiel	1917	3,45
738	5,5 m Jolle Kl. II		Neptun-Werft, Rostock	1917	5,50
739	5,5 m Jolle Kl. II		Neptun-Werft, Rostock	1917	5,50
740	5,5 m Jolle Kl. II		Neptun-Werft, Rostock	1917	5,50
741	5,5 m Jolle Kl. II		Neptun-Werft, Rostock	1917	5,50
742	17,5 m F-Boot	F-Boot	Kaiserl. Werft, Kiel	1917	17,50
743	17,5 m F-Boot	F-Boot	Kaiserl. Werft, Kiel	1917	17,50
744	3,5 m U-Boot-Dingi		Bremer Vulkan, Vegesack	1917	3,45
745	3,5 m U-Boot-Dingi		Bremer Vulkan, Vegesack	1917	3,45
746	3,5 m U-Boot-Dingi		Bremer Vulkan, Vegesack	1917	3,45
747	3,5 m U-Boot-Dingi		Bremer Vulkan, Vegesack	1917	3,45
748	9,0 m Dampfboot Kl. II		Kaiserl. Werft, Wilhelmshaven	1917	9,00
749	17,5 m F-Boot	F-Boot	Kaiserl. Werft, Kiel	1917	17,50
750	17,5 m F-Boot	F-Boot	Kaiserl. Werft, Kiel	1917	17,50
751	3,5 m Torpedoddingi		Kaiserl. Werft, Wilhelmshaven	1917	3,45
752	3,5 m Torpedoddingi		Kaiserl. Werft, Wilhelmshaven	1917	3,45
753	3,5 m Torpedoddingi		Kaiserl. Werft, Wilhelmshaven	1917	3,45
754	3,5 m Torpedoddingi		Kaiserl. Werft, Wilhelmshaven	1917	3,45
755	3,5 m Torpedoddingi		Kaiserl. Werft, Wilhelmshaven	1917	3,45
756	3,5 m Torpedoddingi		Kaiserl. Werft, Wilhelmshaven	1917	3,45
757	3,5 m Torpedoddingi		Kaiserl. Werft, Wilhelmshaven	1917	3,45
758	3,5 m Torpedoddingi		Kaiserl. Werft, Wilhelmshaven	1917	3,45
759	3,5 m Torpedoddingi		Kaiserl. Werft, Wilhelmshaven	1917	3,45
760	3,5 m Torpedoddingi		Kaiserl. Werft, Wilhelmshaven	1917	3,45
761	3,0 m Dinghy		A & R, Lemwerder	1917	3,00
762	3,0 m Dinghy		A & R, Lemwerder	1917	3,00
763	3,0 m Dinghy		A & R, Lemwerder	1917	3,00
764	3,0 m Dinghy		A & R, Lemwerder	1917	3,00
765	3,0 m Dinghy		A & R, Lemwerder	1917	3,00
766	3,0 m Dinghy		A & R, Lemwerder	1917	3,00
767	17,5 m F-Boot	F-Boot	Kaiserl. Werft, Kiel	1917	17,50
768	17,5 m F-Boot	F-Boot	Kaiserl. Werft, Kiel	1917	17,50
769	3,5 m Torpedoddingi		Neptun-Werft, Rostock	1917	3,45
770	3,5 m Torpedoddingi		Neptun-Werft, Rostock	1917	3,45
771	10,0 m Motorboot Kl. I		Kaiserl. Werft, Wilhelmshaven	1917	10,00
772	10,0 m Motorboot Kl. I		Kaiserl. Werft, Wilhelmshaven	1917	10,00
773	10,0 m Motorboot Kl. I		Kaiserl. Werft, Wilhelmshaven	1917	10,00
774	10,0 m Motorboot		Gener. Inspekt., Berlin	1917	10,08
775	10,0 m Motorboot		Gener. Inspekt., Berlin	1917	10,08
776	10,0 m Motorboot		Gener. Inspekt., Berlin	1917	10,08
777	5,5 m Jolle Kl. II		Neptun-Werft, Rostock	1917	5,50
778	5,5 m Jolle Kl. II		Neptun-Werft, Rostock	1917	5,50
779	3,5 m Torpedoddingi		Bremer Vulkan, Vegesack	1917	3,45
780	3,5 m Torpedoddingi		Bremer Vulkan, Vegesack	1917	3,45
781	3,5 m Torpedoddingi		Bremer Vulkan, Vegesack	1917	3,45
782	3,5 m Torpedoddingi		Bremer Vulkan, Vegesack	1917	3,45
783	3,5 m Torpedoddingi		Bremer Vulkan, Vegesack	1917	3,45
784	3,5 m Torpedoddingi		Bremer Vulkan, Vegesack	1917	3,45
785	3,5 m Torpedoddingi		Bremer Vulkan, Vegesack	1917	3,45
786	3,5 m Torpedoddingi		Bremer Vulkan, Vegesack	1917	3,45
787	3,5 m Torpedoddingi		Bremer Vulkan, Vegesack	1917	3,45
788	3,5 m Torpedoddingi		A.G. Weser, Bremen	1917	3,45
789	3,5 m Torpedoddingi		A.G. Weser, Bremen	1917	3,45
790	3,5 m Torpedoddingi		A.G. Weser, Bremen	1917	3,45
791	3,5 m Torpedoddingi		A.G. Weser, Bremen	1917	3,45
792	3,5 m Torpedoddingi		A.G. Weser, Bremen	1917	3,45
793	3,5 m Torpedoddingi		A.G. Weser, Bremen	1917	3,45
794	3,5 m Torpedoddingi		A.G. Weser, Bremen	1917	3,45
795	3,5 m Torpedoddingi		A.G. Weser, Bremen	1917	3,45
796	3,5 m Torpedoddingi		A.G. Weser, Bremen	1917	3,45
797	3,5 m Torpedoddingi		A.G. Weser, Bremen	1917	3,45
798	3,5 m Torpedoddingi		A.G. Weser, Bremen	1917	3,45
799	3,5 m Torpedoddingi		A.G. Weser, Bremen	1917	3,45
800	3,5 m Torpedoddingi		Kaiserl. Werft, Kiel	1917	3,45
801	3,5 m Torpedoddingi		Kaiserl. Werft, Kiel	1917	3,45
802	3,5 m Torpedoddingi		Kaiserl. Werft, Kiel	1917	3,45
803	3,5 m Torpedoddingi		Kaiserl. Werft, Kiel	1917	3,45
804	3,5 m Torpedoddingi		Kaiserl. Werft, Kiel	1917	3,45
805	3,5 m Torpedoddingi		Kaiserl. Werft, Kiel	1917	3,45
806	3,5 m Torpedoddingi		Kaiserl. Werft, Kiel	1917	3,45
807	3,5 m Torpedoddingi		Kaiserl. Werft, Kiel	1917	3,45
808	3,5 m Torpedoddingi		Kaiserl. Werft, Kiel	1917	3,45
809	3,5 m Torpedoddingi		Kaiserl. Werft, Kiel	1917	3,45
810	3,5 m Torpedoddingi		Kaiserl. Werft, Kiel	1917	3,45



Yard No	Type	Ship's	Owner – Port of Registry	Built	LOA
811	3,5 m Torpedoddingi		Kaiserl. Werft, Kiel	1917	3,45
812	3,5 m Torpedoddingi		Howaldt-Werke, Kiel	1917	3,45
813	3,5 m Torpedoddingi		Howaldt-Werke, Kiel	1917	3,45
814	3,5 m Torpedoddingi		Howaldt-Werke, Kiel	1917	3,45
815	3,5 m Torpedoddingi		Howaldt-Werke, Kiel	1917	3,45
816	8,0 m Kutter Kl. III		Howaldt-Werke, Kiel	1917	8,00
817	8,0 m Kutter Kl. III		Howaldt-Werke, Kiel	1917	8,00
818	8,0 m Kutter Kl. III		Howaldt-Werke, Kiel	1917	8,00
819	8,0 m Kutter Kl. III		Howaldt-Werke, Kiel	1917	8,00
820	9,0 m Dampfboot Kl. II		Kaiserl. Werft, Kiel	1917	9,00
821	10,0 m Dampfboot Kl. I		Kaiserl. Werft, Kiel	1917	10,00
822	9,0 m Dampfboot Kl. II		Kaiserl. Werft, Kiel	1917	9,00
823	16,5 m Minensuchboot		Kramer & Sohn, Elmshorn	1917	16,50
824	16,5 m Minensuchboot		Kramer & Sohn, Elmshorn	1917	16,50
825	16,5 m Minensuchboot		Kramer & Sohn, Elmshorn	1917	16,50
826	16,5 m Minensuchboot		Kramer & Sohn, Elmshorn	1917	16,50
827	16,5 m Minensuchboot		Kramer & Sohn, Elmshorn	1917	16,50
828	16,5 m Minensuchboot		Kramer & Sohn, Elmshorn	1917	16,50
829	16,5 m Minensuchboot		Kramer & Sohn, Elmshorn	1917	16,50
830	16,5 m Minensuchboot		Kramer & Sohn, Elmshorn	1917	16,50
831	16,5 m Minensuchboot		Kramer & Sohn, Elmshorn	1917	16,50
832	16,5 m Minensuchboot		Kramer & Sohn, Elmshorn	1917	16,50
833	10,0 m Dampfboot Kl.		Kaiserl. Werft, Wilhelmshaven	1917	10,00
834	10,0 m Dampfboot Kl.		Kaiserl. Werft, Kiel	1917	10,00
835	13,0 m Motorboot Kl. C		Kaiserl. Werft, Kiel	1917	13,00
836	7,6 m Motorboot Kl. III		Kaiserl. Werft, Wilhelmshaven	1917	7,60
837	7,6 m Motorboot Kl. III		Kaiserl. Werft, Wilhelmshaven	1917	7,60
838	7,6 m Motorboot Kl. III		Kaiserl. Werft, Wilhelmshaven	1917	7,60
839	3,5 m Torpedoddingi		Neptun-Werft, Rostock	1917	3,45
840	3,5 m Torpedoddingi		Neptun-Werft, Rostock	1917	3,45
841	3,5 m Torpedoddingi		Neptun-Werft, Rostock	1917	3,45
842	3,5 m Torpedoddingi		Neptun-Werft, Rostock	1917	3,45
843	31,0 m U.-Z.-Boot	U. Z. 29	Kaiserl. Werft, Kiel	1917	31,00
844	31,0 m U.-Z.-Boot	U. Z. 30	Kaiserl. Werft, Kiel	1917	31,00
845	31,0 m U.-Z.-Boot	U. Z. 31	Kaiserl. Werft, Kiel	1917	31,00
846	3,5 m Torpedoddingi		Bremer Vulkan, Vegesack	1917	3,45
847	3,5 m Torpedoddingi		Bremer Vulkan, Vegesack	1917	3,45
848	3,5 m Torpedoddingi		Bremer Vulkan, Vegesack	1917	3,45
849	3,5 m Torpedoddingi		Bremer Vulkan, Vegesack	1917	3,45
850	3,5 m Torpedoddingi		Bremer Vulkan, Vegesack	1917	3,45
851	3,5 m Torpedoddingi		Bremer Vulkan, Vegesack	1917	3,45
852	3,5 m Torpedoddingi		Bremer Vulkan, Vegesack	1917	3,45
853	3,5 m Torpedoddingi		Bremer Vulkan, Vegesack	1917	3,45
854	3,5 m Torpedoddingi		Bremer Vulkan, Vegesack	1917	3,45
855	3,5 m Torpedoddingi		Bremer Vulkan, Vegesack	1917	3,45
856	3,5 m Torpedoddingi		Bremer Vulkan, Vegesack	1917	3,45
857	3,5 m Torpedoddingi		Bremer Vulkan, Vegesack	1917	3,45
858	10,0 m Dampfboot Kl. I		Kaiserl. Werft, Kiel	1917	10,00
859	10,0 m Dampfboot Kl. I		Kaiserl. Werft, Wilhelmshaven	1917	10,00
860	11,0 m Motorboot		Takraft, Berlin	1917	11,00
861	11,0 m Motorboot		Takraft, Berlin	1917	11,00
862	11,0 m Motorboot		Takraft, Berlin	1917	11,00
863	11,0 m Motorboot		Takraft, Berlin	1917	11,00
864	15,2 m Motorboot Kl. A		Kaiserl. Werft, Wilhelmshaven	1917	15,20
865	7,6 m Motorboot Kl. III		Kaiserl. Werft, Wilhelmshaven	1917	7,60
866	7,6 m Motorboot Kl. III		Kaiserl. Werft, Wilhelmshaven	1917	7,60
867	9,0 m Dampfboot Kl. II		Kaiserl. Werft, Wilhelmshaven	1917	9,00
868	3,5 m Torpedoddingi		Kaiserl. Werft, Wilhelmshaven	1917	3,45
869	3,5 m Torpedoddingi		Kaiserl. Werft, Wilhelmshaven	1917	3,45
870	3,5 m Torpedoddingi		Kaiserl. Werft, Wilhelmshaven	1917	3,45
871	3,5 m Torpedoddingi		Kaiserl. Werft, Wilhelmshaven	1917	3,45
872	3,5 m Torpedoddingi		Kaiserl. Werft, Wilhelmshaven	1917	3,45
873	3,5 m Torpedoddingi		Kaiserl. Werft, Wilhelmshaven	1917	3,45
874	3,5 m Torpedoddingi		Kaiserl. Werft, Wilhelmshaven	1917	3,45
875	3,5 m Torpedoddingi		Kaiserl. Werft, Wilhelmshaven	1917	3,45
876	3,5 m Torpedoddingi		Kaiserl. Werft, Wilhelmshaven	1917	3,45
877	3,5 m Torpedoddingi		Kaiserl. Werft, Wilhelmshaven	1917	3,45
878	3,5 m Torpedoddingi		Kaiserl. Werft, Wilhelmshaven	1917	3,45
879	3,5 m Torpedoddingi		Kaiserl. Werft, Wilhelmshaven	1917	3,45
880	3,5 m Torpedoddingi		Kaiserl. Werft, Wilhelmshaven	1917	3,45
881	3,5 m Torpedoddingi		Kaiserl. Werft, Wilhelmshaven	1917	3,45
882	3,5 m Torpedoddingi		Kaiserl. Werft, Wilhelmshaven	1917	3,45
883	4,5 m Flachboot		P. V. Wrede, Hannover	1917	4,50
884	7,0 m Motorboot		Schiffb. Kanal, Bremerhaven	1917	7,00
885	5,5 m Jolle Kl. II		Kaiserl. Werft, Wilhelmshaven	1917	5,50
886	5,5 m Jolle Kl. II		Kaiserl. Werft, Wilhelmshaven	1917	5,50
887	5,5 m Jolle Kl. II		Kaiserl. Werft, Wilhelmshaven	1917	5,50
888	5,5 m Jolle Kl. II		Kaiserl. Werft, Wilhelmshaven	1917	5,50
889	5,5 m Jolle Kl. II		Kaiserl. Werft, Wilhelmshaven	1917	5,50
890	4,2 m Canoe	Fiddi	F. Küster, Bremen	1917	4,20
891	7,0 m Lotsenvers.-Boot		Kaiserl. Werft, Kiel	1917	6,96

Yard No	Type	Ship's	Owner – Port of Registry	Built	LOA
892	7,0 m Lotsenvers.-Boot		Kaiserl. Werft, Kiel	1917	6,96
893	7,0 m Lotsenvers.-Boot		Kaiserl. Werft, Kiel	1917	6,96
894	3,5 m Torpedoddingi		Neptun-Werft, Rostock	1917	3,45
895	3,5 m Torpedoddingi		Neptun-Werft, Rostock	1917	3,45
896	7,6 m Motorboot Kl. III		Kaiserl. Werft, Kiel	1917	7,60
897	7,6 m Motorboot Kl. III		Kaiserl. Werft, Kiel	1917	7,60
898	7,0 m Lotsenvers.-Boot		Kaiserl. Werft, Kiel	1918	6,96
899	7,0 m Lotsenvers.-Boot		Kaiserl. Werft, Kiel	1918	6,96
900	7,0 m Lotsenvers.-Boot		Kaiserl. Werft, Kiel	1918	6,96
901	3,5 m Torpedoddingi		Kaiserl. Werft, Kiel	1918	3,45
902	3,5 m Torpedoddingi		Kaiserl. Werft, Kiel	1918	3,45
903	3,5 m Torpedoddingi		Kaiserl. Werft, Kiel	1918	3,45
904	3,5 m Torpedoddingi		Kaiserl. Werft, Kiel	1918	3,45
905	3,5 m Torpedoddingi		Kaiserl. Werft, Kiel	1918	3,45
906	3,5 m Torpedoddingi		Kaiserl. Werft, Kiel	1918	3,45
907	3,5 m Torpedoddingi		Kaiserl. Werft, Kiel	1918	3,45
908	3,5 m Torpedoddingi		Kaiserl. Werft, Kiel	1918	3,45
909	3,5 m Torpedoddingi		Kaiserl. Werft, Kiel	1918	3,45
910	3,5 m Torpedoddingi		Kaiserl. Werft, Kiel	1918	3,45
911	3,5 m U-Boot-Dingi		Bremer Vulkan, Vegesack	1918	3,45
912	3,5 m U-Boot-Dingi		Bremer Vulkan, Vegesack	1918	3,45
913	3,5 m U-Boot-Dingi		Bremer Vulkan, Vegesack	1918	3,45
914	3,5 m U-Boot-Dingi		Bremer Vulkan, Vegesack	1918	3,45
915	3,5 m U-Boot-Dingi		Bremer Vulkan, Vegesack	1918	3,45
916	3,5 m U-Boot-Dingi		Bremer Vulkan, Vegesack	1918	3,45
917	3,5 m U-Boot-Dingi		Bremer Vulkan, Vegesack	1918	3,45
918	3,5 m U-Boot-Dingi		Bremer Vulkan, Vegesack	1918	3,45
919	3,5 m U-Boot-Dingi		Bremer Vulkan, Vegesack	1918	3,45
920	3,5 m U-Boot-Dingi		Bremer Vulkan, Vegesack	1918	3,45
921	3,5 m U-Boot-Dingi		Bremer Vulkan, Vegesack	1918	3,45
922	3,5 m U-Boot-Dingi		Bremer Vulkan, Vegesack	1918	3,45
923	3,5 m U-Boot-Dingi		Bremer Vulkan, Vegesack	1918	3,45
924	3,5 m U-Boot-Dingi		Bremer Vulkan, Vegesack	1918	3,45
925	3,5 m U-Boot-Dingi		Bremer Vulkan, Vegesack	1918	3,45
926	3,5 m U-Boot-Dingi		Bremer Vulkan, Vegesack	1918	3,45
927	7,0 m Lotsenvers.-Boot		Kaiserl. Werft, Kiel	1918	6,96
928	7,0 m Lotsenvers.-Boot		Kaiserl. Werft, Kiel	1918	6,96
929	10,0 m Dampfboot Kl. I		Kaiserl. Werft, Kiel	1918	10,00
930	10,0 m Dampfboot Kl. I		Kaiserl. Werft, Kiel	1918	10,00
931	7,6 m Motorboot Kl. III		Kaiserl. Werft, Danzig	1918	7,60
932	7,6 m Motorboot Kl. III		Kaiserl. Werft, Danzig	1918	7,60
933	17,0 m Verk.-Motorboot		Kaiserl. Werft, Kiel	1918	17,00
934	17,0 m Verk.-Motorboot		Kaiserl. Werft, Kiel	1918	17,00
935	3,5 m Dinghy		Fr. Horn, Lübeck	1919	3,50
936	3,5 m Dinghy	Skeaf	H. Horn, Schleswig	1919	3,50
937	13,0 m Motoryacht	Wolf	Schäffer, Bremen	1919	13,00
938	7,0 m Flossenkieler	Bobchen	W. R. Sellner, St. Moritz	1919	7,00
939	4,2 m Motor-dinghy	Jungborn	Fr. Horn, Lübeck	1919	4,20
940	15,1 m Tourenkreuzer	Fortuna	Pr. Estlander, Helsingfors	1919	15,10
941	4,2 m Motor-dinghy	Skeaf	H. Horn, Schleswig	1919	4,20
942	20,8 m Tourenkreuzer	Brandenburg II	Büxenstein, Berlin	1919	20,80
943	12,2 m Tourenkreuzer	Wulp	G. Brandt, Utrecht	1919	12,15
944	18,6 m Tourenkreuzer	Talisman	H. Schröder, Hamburg	1919	18,60
945	8,5 m Tourenkreuzer	Betty-Dorothea	A. Leib, Bremen	1919	8,50
946	4,5 m Flachboot		A & R, Lemwerder	1919	4,50
947	4,5 m Flachboot		A & R, Lemwerder	1919	4,50
948	4,5 m Flachboot		A & R, Lemwerder	1919	4,50
949	4,5 m Flachboot		A & R, Lemwerder	1919	4,50
950	4,5 m Flachboot		A & R, Lemwerder	1919	4,50
951	4,5 m Flachboot		A & R, Lemwerder	1919	4,50
952	4,5 m Flachboot		A & R, Lemwerder	1919	4,50
953	4,5 m Flachboot		A & R, Lemwerder	1919	4,50
954	4,5 m Flachboot		A & R, Lemwerder	1919	4,50
955	4,5 m Flachboot		A & R, Lemwerder	1919	4,50
956	4,5 m Flachboot		A & R, Lemwerder	1919	4,50
957	4,5 m Flachboot		A & R, Lemwerder	1919	4,50
958	4,25 m Class B		A & R, Lemwerder	1919	4,25
959	4,25 m Class B		A & R, Lemwerder	1919	4,25
960	4,25 m Class B		A & R, Lemwerder	1919	4,25
961	4,25 m Class B		A & R, Lemwerder	1919	4,25
962	4,25 m Class B		A & R, Lemwerder	1919	4,25
963	4,25 m Class B		A & R, Lemwerder	1919	4,25
964	4,25 m Class B		A & R, Lemwerder	1919	4,25
965	4,25 m Class B		A & R, Lemwerder	1919	4,25
966	4,25 m Class B		A & R, Lemwerder	1919	4,25
967	4,25 m Class B		A & R, Lemwerder	1919	4,25
968	4,25 m Class B		A & R, Lemwerder	1919	4,25
969	4,25 m Class B		A & R, Lemwerder	1919	4,25
970	3,0 m Dinghy		A & R, Lemwerder	1919	3,00
971	3,0 m Dinghy		A & R, Lemwerder	1919	3,00
972	3,0 m Dinghy		A & R, Lemwerder	1919	3,00

LIST OF YARD NOS

Yard No	Type	Ship's	Owner – Port of Registry	Built	LOA	Yard No	Type	Ship's	Owner – Port of Registry	Built	LOA
973	3,0 m Dinghy		A & R, Lemwerder	1919	3,00	1054	4,25 m Class B		A & R, Lemwerder	1920	4,25
974	3,0 m Dinghy		A & R, Lemwerder	1919	3,00	1055	4,25 m Class B		A & R, Lemwerder	1920	4,25
975	3,0 m Dinghy		A & R, Lemwerder	1919	3,00	1056	4,25 m Class B		A & R, Lemwerder	1920	4,25
976	3,0 m Dinghy		A & R, Lemwerder	1919	3,00	1057	4,25 m Class B		A & R, Lemwerder	1920	4,25
977	3,0 m Dinghy		A & R, Lemwerder	1919	3,00	1058	4,25 m Class B		A & R, Lemwerder	1920	4,25
978	3,0 m Dinghy		A & R, Lemwerder	1919	3,00	1059	4,25 m Class B		A & R, Lemwerder	1920	4,25
979	3,0 m Dinghy		A & R, Lemwerder	1919	3,00	1060	4,25 m Class B		A & R, Lemwerder	1920	4,25
980	3,0 m Dinghy		A & R, Lemwerder	1919	3,00	1061	4,25 m Class B		A & R, Lemwerder	1920	4,25
981	3,0 m Dinghy		A & R, Lemwerder	1919	3,00	1062	4,25 m Class B		A & R, Lemwerder	1920	4,25
982	11,3 m Tourenkreuzer	Klaus V	D. Fischer, Vegesack	1919	11,30	1063	30 qm Square skerry yacht		Jul. Hackmann, Hamburg	1920	11,02
983	6,0 m Motorboot		Ivensen, Bremen	1919	6,00	1064	2,4 m Dinghy		A & R, Lemwerder	1920	2,40
984	75 qm Square skerry yacht		G. Estlander, Helsingfors	1919	16,92	1065	2,4 m Dinghy		A & R, Lemwerder	1920	2,40
985	6,1 m Nat.-Jolle		Rutishaussen, Konstanz	1919	6,10	1066	2,4 m Dinghy		A & R, Lemwerder	1920	2,40
986	6,0 m Motorboot		A & R, Lemwerder	1919	6,00	1067	2,4 m Dinghy		A & R, Lemwerder	1920	2,40
987	6,0 m Motorboot		A & R, Lemwerder	1919	6,00	1068	2,4 m Dinghy		A & R, Lemwerder	1920	2,40
988	6,0 m Motorboot		A & R, Lemwerder	1919	6,00	1069	2,4 m Dinghy		A & R, Lemwerder	1920	2,40
989	2,4 m Dinghy		A & R, Lemwerder	1919	2,40	1070	7,0 m Flossenkieler		A & R, Lemwerder	1920	7,00
990	2,4 m Dinghy		A & R, Lemwerder	1919	2,40	1071	7,0 m Flossenkieler		A & R, Lemwerder	1920	7,00
991	2,4 m Dinghy		A & R, Lemwerder	1919	2,40	1072	7,0 m Flossenkieler		A & R, Lemwerder	1920	7,00
992	2,4 m Dinghy		A & R, Lemwerder	1919	2,40	1073	2,7 m Dinghy		A & R, Lemwerder	1920	2,70
993	2,4 m Dinghy		A & R, Lemwerder	1919	2,40	1074	2,7 m Dinghy		A & R, Lemwerder	1920	2,70
994	2,4 m Dinghy		A & R, Lemwerder	1919	2,40	1075	2,7 m Dinghy		A & R, Lemwerder	1920	2,70
995	2,4 m Dinghy		A & R, Lemwerder	1919	2,40	1076	2,7 m Dinghy		A & R, Lemwerder	1920	2,70
996	2,4 m Dinghy		A & R, Lemwerder	1919	2,40	1077	2,7 m Dinghy		A & R, Lemwerder	1920	2,70
997	2,4 m Dinghy		A & R, Lemwerder	1919	2,40	1078	2,7 m Dinghy		A & R, Lemwerder	1920	2,70
998	2,4 m Dinghy		A & R, Lemwerder	1919	2,40	1079	2,4 m Dinghy		A & R, Lemwerder	1920	2,40
999	2,4 m Dinghy		A & R, Lemwerder	1919	2,40	1080	2,4 m Dinghy		A & R, Lemwerder	1920	2,40
1000	2,4 m Dinghy		A & R, Lemwerder	1919	2,40	1081	2,4 m Dinghy		A & R, Lemwerder	1920	2,40
1001	7,0 m Starboot	Onkel August	Weser-Y.C., Bremen	1919	7,00	1082	2,4 m Dinghy		A & R, Lemwerder	1920	2,40
1002	7,0 m Starboot	Max Tille	Weser-Y.C., Bremen	1919	7,00	1083	2,4 m Dinghy		A & R, Lemwerder	1920	2,40
1003	7,0 m Motorboot		A & R, Lemwerder	1919	7,00	1084	2,4 m Dinghy		A & R, Lemwerder	1920	2,40
1004	7,0 m Motorboot		A & R, Lemwerder	1919	7,00	1085	7,0 m Motorboot	Saar	C. Fuchs, Merzig	1921	7,00
1005	7,0 m Motorboot		A & R, Lemwerder	1919	7,00	1086	9,9 m Tourenkreuzer	Ellide	Lupke, Berlin	1921	9,90
1006	7,0 m Motorboot		A & R, Lemwerder	1919	7,00	1087	40 qm Square skerry yacht	Pema	Hellwig, Berlin	1921	13,88
1007	7,0 m Motorboot		A & R, Lemwerder	1919	7,00	1088	3,0 m Dinghy	Ellide	Lupke, Berlin	1921	3,00
1008	7,0 m Motorboot		A & R, Lemwerder	1919	7,00	1089	75 qm Nat.-cruiser	Kismet	Thomas, Berlin	1921	12,50
1009	7,0 m Motorboot		A & R, Lemwerder	1919	7,00	1090	4,25 m Class B		A & R, Lemwerder	1921	4,25
1010	6,5 m Flossenkieler	Salambo	W. Müller, Bremen	1920	6,50	1091	4,25 m Class B		A & R, Lemwerder	1921	4,25
1011	11,3 m Tourenkreuzer	Gorm	H. Rasmussen, Lemwerder	1920	11,30	1092	4,25 m Class B		A & R, Lemwerder	1921	4,25
1012	15,1 m Tourenkreuzer	Lota	Fr. Horn, Lübeck	1920	15,10	1093	4,25 m Class B		A & R, Lemwerder	1921	4,25
1013	4,5 m Arbeitsboot		A & R, Lemwerder	1920	4,50	1094	4,25 m Class B		A & R, Lemwerder	1921	4,25
1014	7,0 m Flossenkieler		Ivensen, Bremen	1920	7,00	1095	4,25 m Class B		A & R, Lemwerder	1921	4,25
1015	6,5 m Schwertyacht (Kielschwertyacht)		Ivensen, Bremen	1920	6,50	1096	6 m R-Yacht	Star IV	Hasselbach, Kopenhagen	1921	10,78
1016	22 qm Square skerry yacht	Tutta	Ch. Cahier, Kopenhagen	1920	9,71	1097	6 m R-Yacht	Da-Da	Vett, Kopenhagen	1921	10,78
1017	9,9 m Tourenkreuzer	Staut	Jørgensen, Knebel	1920	9,89	1098	6 m R-Yacht	Daisy III	Henforth, Kopenhagen	1921	10,78
1018	55 qm Square skerry yacht		Estlander, Helsingfors	1920	14,45	1099	6 m R-Yacht	Goldfluer	Graf Moltke, Kopenhagen	1921	10,78
1019	30 qm Square skerry yacht		Estlander, Helsingfors	1920	11,02	1100	30 qm Nat.-cruiser	Brigit	F. Tobias, Berlin	1921	8,70
1020	40 qm Square skerry yacht		Estlander, Helsingfors	1920	13,39	1101	30 qm Nat.-cruiser	Onkel Arnold II	M. Radziejewski, Berlin	1921	8,77
1021	22 qm Square skerry yacht		Estlander, Helsingfors	1920	9,71	1102	3,6 m Standardjolle		G. Brandt, Utrecht	1921	3,65
1022	8,5 m Motorboot		Ivensen, Bremen	1920	8,50	1103	6 m R-Yacht	Ran VIII	Knud Degn, Kopenhagen	1921	10,55
1023	8,5 m Motorboot		Ivensen, Bremen	1920	8,50	1104	6 m R-Yacht	Doreen	M. Horn, Kopenhagen	1921	10,55
1024	4,0 m Flachboot		L. Göbel, Groningen	1920	4,00	1105	6,0 m Centre board boat	Senta	Vollrath, Köln	1921	6,00
1025	4,0 m Flachboot		L. Göbel, Groningen	1920	4,00	1106	6 m R-Yacht	Chelonier	A. Hansen, Kopenhagen	1921	10,55
1026	4,0 m Flachboot		L. Göbel, Groningen	1920	4,00	1107	35 qm Nat.-cruiser	Rautendelein	Dr. Tobias, Berlin	1921	
1027	4,0 m Flachboot		L. Göbel, Groningen	1920	4,00	1108	3,7 m Standardjolle		de Groot, Warmond	1921	3,65
1028	4,0 m Flachboot		L. Göbel, Groningen	1920	4,00	1109	3,7 m Standardjolle		de Groot, Warmond	1921	3,65
1029	4,25 m Class B		L. Göbel, Groningen	1920	4,25	1110	3,7 m Standardjolle		de Groot, Warmond	1921	3,65
1030	4,25 m Class B		L. Göbel, Groningen	1920	4,25	1111	3,7 m Standardjolle		de Groot, Warmond	1921	3,65
1031	4,25 m Class B		L. Göbel, Groningen	1920	4,25	1112	3,7 m Standardjolle		de Groot, Warmond	1921	3,65
1032	4,25 m Class B		L. Göbel, Groningen	1920	4,25	1113	3,7 m Standardjolle		de Groot, Warmond	1921	3,65
1033	4,25 m Class B		L. Göbel, Groningen	1920	4,25	1114	6 m R-Yacht	Lillau	Dahlmann, Kopenhagen	1921	10,55
1034	4,25 m Class B		L. Göbel, Groningen	1920	4,25	1115	4,0 m Schwertjollen		A & R, Lemwerder	1921	4,00
1035	3,0 m Dinghy		A & R, Lemwerder	1920	3,00	1116	4,0 m Schwertjollen		A & R, Lemwerder	1921	4,00
1036	3,0 m Dinghy		A & R, Lemwerder	1920	3,00	1117	4,0 m Schwertjollen		A & R, Lemwerder	1921	4,00
1037	3,0 m Dinghy		A & R, Lemwerder	1920	3,00	1118	4,0 m Schwertjollen		A & R, Lemwerder	1921	4,00
1038	3,0 m Dinghy		A & R, Lemwerder	1920	3,00	1119	4,0 m Schwertjollen		A & R, Lemwerder	1921	4,00
1039	3,0 m Dinghy		A & R, Lemwerder	1920	3,00	1120	4,0 m Schwertjollen		A & R, Lemwerder	1921	4,00
1040	3,0 m Dinghy		A & R, Lemwerder	1920	3,00	1121	3,5 m Dinghy		Horn, Kopenhagen	1921	3,50
1041	3,0 m Dinghy		A & R, Lemwerder	1920	3,00	1122	4,25 m Class B		Schröder, Hamburg	1921	4,25
1042	3,0 m Dinghy		A & R, Lemwerder	1920	3,00	1123	4,25 m Class B		Schröder, Hamburg	1921	4,25
1043	3,0 m Dinghy		A & R, Lemwerder	1920	3,00	1124	4,25 m Class B		Schröder, Hamburg	1921	4,25
1044	3,0 m Dinghy		A & R, Lemwerder	1920	3,00	1125	4,25 m Class B		Schröder, Hamburg	1921	4,25
1045	6,8 m Tourenkreuzer	Kiek-Ut	v. Kampen, Amsterdam	1920	6,80	1126	4,25 m Class B		Schröder, Hamburg	1921	4,25
1046	35 qm Nat.-cruiser	de Jong	de Jong, Groningen	1920	8,50	1127	4,25 m Class B		Schröder, Hamburg	1921	4,25
1047	17,9 m Tourenkreuzer	Aegir	R. Nilson, Wismar	1920	17,90	1128	4,25 m Class B		Schröder, Hamburg	1921	4,25
1048	14,3 m Tourenkreuzer	Sunbeam	O. Halberg, Svendborg	1920	14,25	1129	4,25 m Class B		Schröder, Hamburg	1921	4,25
1049	14,3 m Tourenkreuzer	Tip-Top	Rene Bauer, Helsingfors	1920	14,25	1130	4,25 m Class B		Schröder, Hamburg	1921	4,25
1050	7,5 m Tourenkreuzer	Gladiator	W. Ehlers, Vegesack	1920	7,50	1131	4,25 m Class B		Schröder, Hamburg	1921	4,25
1051	4,25 m Class B		A & R, Lemwerder	1920	4,25	1132	4,25 m Class B		Schröder, Hamburg	1921	4,25
1052	4,25 m Class B		A & R, Lemwerder	1920	4,25	1133	4,25 m Class B		Schröder, Hamburg	1921	4,25
1053	4,25 m Class B		A & R, Lemwerder	1920	4,25	1134	4,25 m Class B		Schröder, Hamburg	1921	4,25

LIST OF YARD NOS

Yard No	Type	Ship's	Owner – Port of Registry	Built	LOA	Yard No	Type	Ship's	Owner – Port of Registry	Built	LOA
1297	3,0 m Dinghy		A & R, Lemwerder	1921	3,00	1378	40,0 m Penische		Wiederaufbau, Berlin	1922	ca 40
1298	3,0 m Dinghy		A & R, Lemwerder	1921	3,00	1379	9,9 m Tourenkreuzer		A & R, Lemwerder	1922	9,89
1299	3,0 m Dinghy		A & R, Lemwerder	1921	3,00	1380	5,0 m Fischerboot		v. d. Wedder, Gravenhng.	1922	5,00
1300	3,0 m Dinghy		A & R, Lemwerder	1921	3,00	1381	45 qm Nat.-cruiser	Norma IV	Mieland, Berlin	1922	10,50
1301	3,0 m Dinghy		A & R, Lemwerder	1921	3,00	1382	125 qm Nat.-cruiser	Sprott	C. Andersen, Kiel	1922	14,50
1302	2,7 m Dinghy		A & R, Lemwerder	1921	2,70	1383	15 qm Nat.-Jolle		Jarick, Neukölln	1922	5,00
1303	2,7 m Dinghy		A & R, Lemwerder	1921	2,70	1384	40,0 m Penische		Wiederaufbau, Berlin	1922	ca 40
1304	2,7 m Dinghy		A & R, Lemwerder	1921	2,70	1385	4,25 m Class B		A & R, Lemwerder	1922	4,25
1305	2,7 m Dinghy		A & R, Lemwerder	1921	2,70	1386	4,25 m Class B		A & R, Lemwerder	1922	4,25
1306	2,7 m Dinghy		A & R, Lemwerder	1921	2,70	1387	4,25 m Class B		A & R, Lemwerder	1922	4,25
1307	2,7 m Dinghy		A & R, Lemwerder	1921	2,70	1388	4,25 m Class B		A & R, Lemwerder	1922	4,25
1308	2,7 m Dinghy		A & R, Lemwerder	1921	2,70	1389	4,25 m Class B		A & R, Lemwerder	1922	4,25
1309	2,7 m Dinghy		A & R, Lemwerder	1921	2,70	1390	4,25 m Class B		A & R, Lemwerder	1922	4,25
1310	6,5 m Segeljolle (Centre board boat)	Mensen	Mensen, Haag	1921	6,50	1391	4,25 m Class B		A & R, Lemwerder	1922	4,25
1311	5,0 m Motorboot		A & R, Lemwerder	1921	5,00	1392	4,25 m Class B		A & R, Lemwerder	1922	4,25
1312	75 qm Nat.-cruiser	Jutta III	W. Schnell, Stettin	1922	12,50	1393	4,25 m Class B		A & R, Lemwerder	1922	4,25
1313	5,6 m Motorboot		Kan, Leiden	1922	5,60	1394	4,25 m Class B		A & R, Lemwerder	1922	4,25
1314	6,7 m Standardjolle		A & R, Lemwerder	1922	3,65	1395	4,25 m Class B		A & R, Lemwerder	1922	4,25
1315	6,7 m Standardjolle		A & R, Lemwerder	1922	3,65	1396	4,25 m Class B		A & R, Lemwerder	1922	4,25
1316	6,7 m Standardjolle		A & R, Lemwerder	1922	3,65	1397	4,25 m Class B		A & R, Lemwerder	1922	4,25
1317	6,7 m Standardjolle		A & R, Lemwerder	1922	3,65	1398	4,25 m Class B		A & R, Lemwerder	1922	4,25
1318	6,7 m Standardjolle		A & R, Lemwerder	1922	3,65	1399	4,25 m Class B		A & R, Lemwerder	1922	4,25
1319	6,7 m Standardjolle		A & R, Lemwerder	1922	3,65	1400	4,25 m Class B		A & R, Lemwerder	1922	4,25
1320	4,25 m Class B		A & R, Lemwerder	1922	4,25	1401	4,25 m Class B		A & R, Lemwerder	1922	4,25
1321	4,25 m Class B		A & R, Lemwerder	1922	4,25	1402	4,25 m Class B		A & R, Lemwerder	1922	4,25
1322	4,25 m Class B		A & R, Lemwerder	1922	4,25	1403	4,25 m Class B		A & R, Lemwerder	1922	4,25
1323	4,25 m Class B		A & R, Lemwerder	1922	4,25	1404	4,25 m Class B		A & R, Lemwerder	1922	4,25
1324	4,25 m Class B		A & R, Lemwerder	1922	4,25	1405	4,25 m Class B		A & R, Lemwerder	1922	4,25
1325	4,25 m Class B		A & R, Lemwerder	1922	4,25	1406	4,25 m Class B		A & R, Lemwerder	1922	4,25
1326	4,25 m Class B		A & R, Lemwerder	1922	4,25	1407	4,25 m Class B		A & R, Lemwerder	1922	4,25
1327	4,25 m Class B		A & R, Lemwerder	1922	4,25	1408	4,25 m Class B		A & R, Lemwerder	1922	4,25
1328	4,25 m Class B		A & R, Lemwerder	1922	4,25	1409	4,25 m Class B		A & R, Lemwerder	1922	4,25
1329	4,25 m Class B		A & R, Lemwerder	1922	4,25	1410	4,25 m Class B		A & R, Lemwerder	1922	4,25
1330	4,25 m Class B		A & R, Lemwerder	1922	4,25	1411	4,25 m Class B		A & R, Lemwerder	1922	4,25
1331	4,25 m Class B		A & R, Lemwerder	1922	4,25	1412	4,25 m Class B		A & R, Lemwerder	1922	4,25
1332	4,25 m Class B		A & R, Lemwerder	1922	4,25	1413	4,25 m Class B		A & R, Lemwerder	1922	4,25
1333	4,25 m Class B		A & R, Lemwerder	1922	4,25	1414	4,25 m Class B		A & R, Lemwerder	1922	4,25
1334	4,25 m Class B		A & R, Lemwerder	1922	4,25	1415	4,25 m Class B		A & R, Lemwerder	1922	4,25
1335	4,25 m Class B		A & R, Lemwerder	1922	4,25	1416	4,25 m Class B		A & R, Lemwerder	1922	4,25
1336	4,25 m Class B		A & R, Lemwerder	1922	4,25	1417	4,25 m Class B		A & R, Lemwerder	1922	4,25
1337	4,25 m Class B		A & R, Lemwerder	1922	4,25	1418	4,25 m Class B		A & R, Lemwerder	1922	4,25
1338	4,25 m Class B		A & R, Lemwerder	1922	4,25	1419	4,25 m Class B		A & R, Lemwerder	1922	4,25
1339	4,25 m Class B		A & R, Lemwerder	1922	4,25	1420	4,25 m Class B		A & R, Lemwerder	1922	4,25
1340	4,25 m Class B		A & R, Lemwerder	1922	4,25	1421	4,25 m Class B		A & R, Lemwerder	1922	4,25
1341	4,25 m Class B		A & R, Lemwerder	1922	4,25	1422	4,25 m Class B		A & R, Lemwerder	1922	4,25
1342	4,25 m Class B		A & R, Lemwerder	1922	4,25	1423	4,25 m Class B		A & R, Lemwerder	1922	4,25
1343	4,25 m Class B		A & R, Lemwerder	1922	4,25	1424	4,25 m Class B		A & R, Lemwerder	1922	4,25
1344	4,25 m Class B		A & R, Lemwerder	1922	4,25	1425	8,5 m Tourenkreuzer		Stockmann, Susek	1922	8,50
1345	4,25 m Class B		A & R, Lemwerder	1922	4,25	1426	10,0 m Motorboot	Estrella	H. Baudad, Hamburg	1922	10,00
1346	4,25 m Class B		A & R, Lemwerder	1922	4,25	1427	6,0 m Motorboot	Garonne	H. Lassen, Svendborg	1922	6,00
1347	4,25 m Class B		A & R, Lemwerder	1922	4,25	1428	75 qm Nat.-cruiser	Pema	Helwig, Berlin	1922	12,50
1348	4,25 m Class B		A & R, Lemwerder	1922	4,25	1429					
1349	4,25 m Class B		A & R, Lemwerder	1922	4,25	1430	7,0 m Motorboot	Saar	A & R, Lemwerder	1922	7,00
1350	4,25 m Class B		A & R, Lemwerder	1922	4,25	1431	6,8 m Dänische-Jolle	Kis II	Horjth, Svendborg	1922	6,80
1351	4,25 m Class B		A & R, Lemwerder	1922	4,25	1432	5,6 m Motorboot	Holland	Struys, Warmond	1922	5,60
1352	4,25 m Class B		A & R, Lemwerder	1922	4,25	1433	4,25 m Class B		C. Freese, Bremen	1922	4,25
1353	4,25 m Class B		A & R, Lemwerder	1922	4,25	1434	4,25 m Class B		Gewerbeschau, Münster	1922	4,25
1354	4,25 m Class B		A & R, Lemwerder	1922	4,25	1435	8,9 m Spitzgattkreuzer (Tourenkreuzer)	Basse	H. Olesen, Svendborg	1922	8,86
1355	4,25 m Class B		A & R, Lemwerder	1922	4,25	1436	3,5 m Dinghy		Böning, Hamburg	1922	3,50
1356	4,25 m Class B		A & R, Lemwerder	1922	4,25	1437	6,5 m Franz. Class	Tanit	Societe Nautique, Marseille	1922	6,50
1357	4,25 m Class B		A & R, Lemwerder	1922	4,25	1438	7,0 m Motorboot		A & R, Lemwerder	1922	7,00
1358	4,25 m Class B		A & R, Lemwerder	1922	4,25	1439	6,5 m Kielschwertyacht		R. Neugebauer, Lemwerder	1922	6,50
1359	4,25 m Class B		A & R, Lemwerder	1922	4,25	1440	75 qm Nat.-cruiser	Rico	Thörl, Berlin	1922	12,50
1360	5,0 m Scheldejolle		A & R, Lemwerder	1922	5,00	1441	30 qm Nat.-cruiser	Gipsy X	Gipkens, Berlin	1922	8,70
1361	6,4 m Tourenkreuzer		Lüske, Amsterdam	1922	6,73	1442	4,25 m Class B		Berliner Ausstellung	1922	4,25
1362	7,0 m Motorboot		A & R, Lemwerder	1922	7,00	1443	6,5 m Flossenkieler		v. d. Houte, Haarlem	1922	6,50
1363	7,5 m Tourenkreuzer	Simmerwille	Schmilenga, Warmond	1922	7,50	1444	7,0 m Motorboot		Rodenknis	1922	7,00
1364	8,5 m Tourenkreuzer	Summernacht	Dr. de Jonge, Hilvers.	1922	8,50	1445	7,0 m Motorboot		A & R, Lemwerder	1922	7,00
1365	35 qm Nat.-cruiser	Rautendelein	Dr. Tobias, Berlin	1922	8,50	1446	3,7 m Standardjolle		de Groot, Warmond	1922	3,65
1366	18,5 m Motoryacht	Drei Freunde	Caspary, Berlin	1922	18,50	1447	3,7 m Standardjolle		de Groot, Warmond	1922	3,65
1367	6,5 m Kielschwertyacht	Frechdachs	H. Alfken, Bremen	1922	6,50	1448	3,7 m Standardjolle		de Groot, Warmond	1922	3,65
1368	5,2 m Kajak		A & R, Lemwerder	1922	5,20	1449	3,7 m Standardjolle		de Groot, Warmond	1922	3,65
1369	6,5 m Kielschwertyacht	Tini	Arch. Behrens, Bremen	1922	6,50	1450	3,7 m Standardjolle		de Groot, Warmond	1922	3,65
1370	45 qm Nat.-cruiser	Pichelsdorf	Wichmann, Berlin	1922	10,50	1451	3,7 m Standardjolle		de Groot, Warmond	1922	3,65
1371	40 qm Square skerry yacht	Tisteln	Bjoekman, Göteborg	1922	10,50	1452	3,7 m Standardjolle		de Groot, Warmond	1922	3,65
1372	5,0 m Fischerboot		Pet, Rotterdam	1922	5,00	1453	3,7 m Standardjolle		de Groot, Warmond	1922	3,65
1373	45 qm Nat.-cruiser	Walta	Pieter Bau, Amsterdam	1922	10,50	1454	3,7 m Standardjolle		de Groot, Warmond	1922	3,65
1374	6,5 m Flossenkieler		Laros, Amsterdam	1922	6,50	1455	3,7 m Standardjolle		de Groot, Warmond	1922	3,65
1375	40,0 m Penische		Wiederaufbau, Berlin	1922	ca 40	1456	3,7 m Standardjolle		de Groot, Warmond	1922	3,65
1376	40,0 m Penische		Wiederaufbau, Berlin	1922	ca 40	1457	3,7 m Standardjolle		de Groot, Warmond	1922	3,65
1377	40,0 m Penische		Wiederaufbau, Berlin	1922	ca 40	1458	5,0 m Kiel-Schwertyacht		Gildemeister, Rio de J.	1922	5,00

LIST OF YARD NOS

Yard No	Type	Ship's	Owner – Port of Registry	Built	LOA	Yard No	Type	Ship's	Owner – Port of Registry	Built	LOA
1621	2,7 m Dinghy		A & R, Lemwerder	1922	2,70	1702	4,25 m Class B		A & R, Lemwerder	1923	4,25
1622	2,7 m Dinghy		A & R, Lemwerder	1922	2,70	1703	4,25 m Class B		A & R, Lemwerder	1923	4,25
1623	2,7 m Dinghy		A & R, Lemwerder	1922	2,70	1704	4,25 m Class B		A & R, Lemwerder	1923	4,25
1624	2,4 m Dinghy		A & R, Lemwerder	1922	2,40	1705	4,25 m Class B		A & R, Lemwerder	1923	4,25
1625	2,4 m Dinghy		A & R, Lemwerder	1922	2,40	1706	4,25 m Class B		A & R, Lemwerder	1923	4,25
1626	2,4 m Dinghy		A & R, Lemwerder	1922	2,40	1707	4,25 m Class B		A & R, Lemwerder	1923	4,25
1627	2,4 m Dinghy		A & R, Lemwerder	1922	2,40	1708	4,25 m Class B		A & R, Lemwerder	1923	4,25
1628	2,4 m Dinghy		A & R, Lemwerder	1922	2,40	1709	4,25 m Class B		A & R, Lemwerder	1923	4,25
1629	2,4 m Dinghy		A & R, Lemwerder	1922	2,40	1710	4,25 m Class B		A & R, Lemwerder	1923	4,25
1630	2,4 m Dinghy		A & R, Lemwerder	1922	2,40	1711	4,25 m Class B		A & R, Lemwerder	1923	4,25
1631	2,4 m Dinghy		A & R, Lemwerder	1922	2,40	1712	4,25 m Class B		A & R, Lemwerder	1923	4,25
1632	2,4 m Dinghy		A & R, Lemwerder	1922	2,40	1713	4,25 m Class B		A & R, Lemwerder	1923	4,25
1633	2,4 m Dinghy		A & R, Lemwerder	1922	2,40	1714	4,25 m Class B		A & R, Lemwerder	1923	4,25
1634	3,5 m Motorboat		A & R, Lemwerder	1922	3,50	1715	4,25 m Class B		A & R, Lemwerder	1923	4,25
1635	3,5 m Motorboat		A & R, Lemwerder	1922	3,50	1716	4,25 m Class B		A & R, Lemwerder	1923	4,25
1636	3,5 m Motorboat		A & R, Lemwerder	1922	3,50	1717	4,25 m Class B		A & R, Lemwerder	1923	4,25
1637	3,5 m Motorboat		A & R, Lemwerder	1922	3,50	1718	4,25 m Class B		A & R, Lemwerder	1923	4,25
1638	3,5 m Motorboat		A & R, Lemwerder	1922	3,50	1719	4,25 m Class B		A & R, Lemwerder	1923	4,25
1639	3,5 m Motorboat		A & R, Lemwerder	1922	3,50	1720	4,25 m Class B		A & R, Lemwerder	1923	4,25
1640	3,5 m Motorboat		A & R, Lemwerder	1922	3,50	1721	4,25 m Class B		A & R, Lemwerder	1923	4,25
1641	30 qm Nat.-cruiser	Seestern	Hüttenrauch, Berlin	1922	8,70	1722	4,25 m Class B		A & R, Lemwerder	1923	4,25
1642	2,7 m Dinghy		Ebrecht, St. Magnus	1922	2,70	1723	4,25 m Class B		A & R, Lemwerder	1923	4,25
1643	40 qm Square skerry yacht	Windsbraut III	Friedländer, Berlin	1922	13,86	1724	4,25 m Class B		A & R, Lemwerder	1923	4,25
1644	75 qm Nat.-cruiser		Thörl, Hamburg	1922	12,50	1725	4,25 m Class B		A & R, Lemwerder	1923	4,25
1645						1726	3,7 m Standardjolle		A & R, Lemwerder	1923	3,65
1646	45 qm Nat.-cruiser	Kamerad	Heckendorf, Berlin	1923	10,50	1727	3,7 m Standardjolle		A & R, Lemwerder	1923	3,65
1647	5,0 m Kajak		A & R, Lemwerder	1923		1728	3,7 m Standardjolle		A & R, Lemwerder	1923	3,65
1648	9,9 m Tourenkreuzer	Tony	Riemens, Ryswyk	1923	9,90	1729	3,7 m Standardjolle		A & R, Lemwerder	1923	3,65
1649	10,6 m Motor-Barkasse		Hapag, Hamburg	1923	10,60	1730	3,7 m Standardjolle		A & R, Lemwerder	1923	3,65
1650	10,6 m Motor-Barkasse		Hapag, Hamburg	1923	10,60	1731	3,7 m Standardjolle		A & R, Lemwerder	1923	3,65
1651	3,7 m Standardjolle		A & R, Lemwerder	1923	3,65	1732	3,7 m Standardjolle		A & R, Lemwerder	1923	3,65
1652	3,7 m Standardjolle		A & R, Lemwerder	1923	3,65	1733	3,5 m Dinghy	Aegir	Nilsson, Wismar	1923	3,50
1653	3,7 m Standardjolle		A & R, Lemwerder	1923	3,65	1734	4,25 m Class B		Kester & Co., Göteborg	1923	4,25
1654	3,7 m Standardjolle		A & R, Lemwerder	1923	3,65	1735	4,25 m Class B		Kester & Co., Göteborg	1923	4,25
1655	3,7 m Standardjolle		A & R, Lemwerder	1923	3,65	1736	4,25 m Class B		Kester & Co., Göteborg	1923	4,25
1656	3,7 m Standardjolle		A & R, Lemwerder	1923	3,65	1737	4,25 m Class B		Kester & Co., Göteborg	1923	4,25
1657	3,7 m Standardjolle		A & R, Lemwerder	1923	3,65	1738	4,25 m Class B		Kester & Co., Göteborg	1923	4,25
1658	3,7 m Standardjolle		A & R, Lemwerder	1923	3,65	1739	4,25 m Class B		Kester & Co., Göteborg	1923	4,25
1659	3,7 m Standardjolle		A & R, Lemwerder	1923	3,65	1740	3,7 m Standardjolle		Fridt, Antwerpen	1923	3,65
1660	3,7 m Standardjolle		A & R, Lemwerder	1923	3,65	1741	3,7 m Standardjolle		Fridt, Antwerpen	1923	3,65
1661	3,7 m Standardjolle		A & R, Lemwerder	1923	3,65	1742	16,7 m Tourenyacht	AR	H. Rasmussen, Lemwd.	1923	16,65
1662	3,7 m Standardjolle		A & R, Lemwerder	1923	3,65	1743	5,5 m Ruderboot		Woermann, Hamburg	1923	5,50
1663	3,7 m Standardjolle		A & R, Lemwerder	1923	3,65	1744	3,7 m Standardjolle		A & R, Lemwerder	1923	3,65
1664	3,7 m Standardjolle		A & R, Lemwerder	1923	3,65	1745	3,7 m Standardjolle		A & R, Lemwerder	1923	3,65
1665	3,7 m Standardjolle		A & R, Lemwerder	1923	3,65	1746	3,7 m Standardjolle		A & R, Lemwerder	1923	3,65
1666	3,7 m Standardjolle		A & R, Lemwerder	1923	3,65	1747	3,7 m Standardjolle		A & R, Lemwerder	1923	3,65
1667	3,7 m Standardjolle		A & R, Lemwerder	1923	3,65	1748	3,7 m Standardjolle		A & R, Lemwerder	1923	3,65
1668	3,7 m Standardjolle		A & R, Lemwerder	1923	3,65	1749	3,7 m Standardjolle		A & R, Lemwerder	1923	3,65
1669	3,7 m Standardjolle		A & R, Lemwerder	1923	3,65	1750	3,7 m Standardjolle		A & R, Lemwerder	1923	3,65
1670	3,7 m Standardjolle		A & R, Lemwerder	1923	3,65	1751	3,7 m Standardjolle		A & R, Lemwerder	1923	3,65
1671	3,7 m Standardjolle		A & R, Lemwerder	1923	3,65	1752	3,7 m Standardjolle		A & R, Lemwerder	1923	3,65
1672	3,7 m Standardjolle		A & R, Lemwerder	1923	3,65	1753	3,7 m Standardjolle		A & R, Lemwerder	1923	3,65
1673	3,7 m Standardjolle		A & R, Lemwerder	1923	3,65	1754	3,7 m Standardjolle		A & R, Lemwerder	1923	3,65
1674	3,7 m Standardjolle		A & R, Lemwerder	1923	3,65	1755	3,7 m Standardjolle		A & R, Lemwerder	1923	3,65
1675	5,0 m Schwertjolle		de Boer, Amsterdams	1923	5,00	1756	5,0 m Scheldejolle		Lang & Engel, Hamburg	1923	5,00
1676	3,5 m Motorboat		Czarnikow, Berlin	1923	3,50	1757	3,5 m Motorboat		Fridt, Antwerpen	1923	3,50
1677	7,0 m Motorboat		Dr. Hertzfel, Bremen	1923	7,00	1758	3,5 m Motorboat		Fridt, Antwerpen	1923	3,50
1678	7,0 m Nat.-Küsten-Jolle	Claus VI	D. Fischer, Rodby Havn	1923	7,00	1759	3,5 m Motorboat		Fridt, Antwerpen	1923	3,50
1679	3,5 m Motorboat		A & R, Lemwerder	1923	3,50	1760	3,5 m Motorboat		Fridt, Antwerpen	1923	3,50
1680	3,5 m Motorboat		A & R, Lemwerder	1923	3,50	1761	3,5 m Motorboat		Fridt, Antwerpen	1923	3,50
1681	4,25 m Class B		A & R, Lemwerder	1923	4,25	1762	4,25 m Class B		A & R, Lemwerder	1923	4,25
1682	4,25 m Class B		A & R, Lemwerder	1923	4,25	1763	4,25 m Class B		A & R, Lemwerder	1923	4,25
1683	4,25 m Class B		A & R, Lemwerder	1923	4,25	1764	4,25 m Class B		A & R, Lemwerder	1923	4,25
1684	4,25 m Class B		A & R, Lemwerder	1923	4,25	1765	4,25 m Class B		A & R, Lemwerder	1923	4,25
1685	4,25 m Class B		A & R, Lemwerder	1923	4,25	1766	4,25 m Class B		A & R, Lemwerder	1923	4,25
1686	4,25 m Class B		A & R, Lemwerder	1923	4,25	1767	4,25 m Class B		A & R, Lemwerder	1923	4,25
1687	4,25 m Class B		A & R, Lemwerder	1923	4,25	1768	4,25 m Class B		A & R, Lemwerder	1923	4,25
1688	4,25 m Class B		A & R, Lemwerder	1923	4,25	1769	4,25 m Class B		A & R, Lemwerder	1923	4,25
1689	4,25 m Class B		A & R, Lemwerder	1923	4,25	1770	4,25 m Class B		A & R, Lemwerder	1923	4,25
1690	4,25 m Class B		A & R, Lemwerder	1923	4,25	1771	4,25 m Class B		A & R, Lemwerder	1923	4,25
1691	4,25 m Class B		A & R, Lemwerder	1923	4,25	1772	4,25 m Class B		A & R, Lemwerder	1923	4,25
1692	4,25 m Class B		A & R, Lemwerder	1923	4,25	1773	4,25 m Class B		A & R, Lemwerder	1923	4,25
1693	4,25 m Class B		A & R, Lemwerder	1923	4,25	1774	45 qm Nat.-cruiser	Engelsböckchen	H. Kirsten, Berlin	1923	10,50
1694	4,25 m Class B		A & R, Lemwerder	1923	4,25	1775	7,6 m Canoe Yawl	Methea	R. Brown, Glasgow	1923	7,62
1695	6 m R-Yacht	Margarethe	H. Kirsten, Hamburg	1923	11,61	1776	2,9 m Dinghy	Andromeda	Plettenberg, Prag	1923	2,90
1696	9,9 m Tourenkreuzer	Nirwana	Diedenhofer, Uerdingen	1923	9,89	1777	7,0 m Motorboat		A & R, Lemwerder	1923	7,00
1697	14,7 m Tourenkreuzer	Andromeda	Plettenberg, Prag	1923	14,66	1778	3,5 m Dinghy	Alk	F. Küster, Bremen	1923	3,50
1698	3,5 m Dinghy		A & R, Lemwerder	1923	3,50	1779	4,25 m Class B		A & R, Lemwerder	1923	4,25
1699	12,2 m Tourenkreuzer	S 65	Pieper, Berlin	1923	12,15	1780	4,25 m Class B		A & R, Lemwerder	1923	4,25
1700	11,0 m Tourenkreuzer	Windsbraut	P. Heckendorf, Berlin	1923	11,00	1781	4,25 m Class B		A & R, Lemwerder	1923	4,25
1701	7,0 m Tourenkreuzer	Wippsteert	Bohnekamp, Dreweneck	1923	7,00	1782	4,25 m Class B		A & R, Lemwerder	1923	4,25



Yard No	Type	Ship's	Owner – Port of Registry	Built	LOA
1783	4,25 m Class B		A & R, Lemwerder	1923	4,25
1784	4,25 m Class B		A & R, Lemwerder	1923	4,25
1785	4,25 m Class B		A & R, Lemwerder	1923	4,25
1786	4,25 m Class B		A & R, Lemwerder	1923	4,25
1787	4,25 m Class B		A & R, Lemwerder	1923	4,25
1788	4,25 m Class B		A & R, Lemwerder	1923	4,25
1789	4,25 m Class B		A & R, Lemwerder	1923	4,25
1790	4,25 m Class B		A & R, Lemwerder	1923	4,25
1791	9,9 m Tourenkreuzer	Hai	Dr. Heinemann, Berlin	1923	9,89
1792	3,7 m Standardjolle		A & R, Lemwerder	1923	3,65
1793	3,7 m Standardjolle		A & R, Lemwerder	1923	3,65
1794	3,7 m Standardjolle		A & R, Lemwerder	1923	3,65
1795	3,7 m Standardjolle		A & R, Lemwerder	1923	3,65
1796	3,7 m Standardjolle		A & R, Lemwerder	1923	3,65
1797	3,7 m Standardjolle		A & R, Lemwerder	1923	3,65
1798	3,7 m Standardjolle		A & R, Lemwerder	1923	3,65
1799	3,7 m Standardjolle		A & R, Lemwerder	1923	3,65
1800	3,7 m Standardjolle		A & R, Lemwerder	1923	3,65
1801	3,7 m Standardjolle		A & R, Lemwerder	1923	3,65
1802	3,7 m Standardjolle		A & R, Lemwerder	1923	3,65
1803	3,7 m Standardjolle		A & R, Lemwerder	1923	3,65
1804	30 qm Nat.-cruiser	Gesie	Sievert, Berlin	1923	8,70
1805	75 qm Nat.-cruiser	Windsbraut	Sponholz, Berlin	1924	12,50
1806	30 qm Nat.-cruiser	Gipsi XI	Gipkens, Berlin	1923	8,70
1807	21,5 m Tourenkreuzer	Aegir	Nilsson, Wismar	1924	21,50
1808	30 qm Nat.-cruiser	Carmen IV	F. Mödebeck, Berlin	1923	8,70
1809	30 qm Nat.-cruiser	Uwe	Wolf, Berlin	1924	8,70
1810	3,5 m Motorboot		A & R, Lemwerder	1924	3,50
1811	3,5 m Motorboot		A & R, Lemwerder	1924	3,50
1812	3,5 m Motorboot		A & R, Lemwerder	1924	3,50
1813	3,5 m Motorboot		A & R, Lemwerder	1924	3,50
1814	3,5 m Motorboot		A & R, Lemwerder	1924	3,50
1815	3,5 m Motorboot		A & R, Lemwerder	1924	3,50
1816	4,25 m Class B		A & R, Lemwerder	1924	4,25
1817	4,25 m Class B		A & R, Lemwerder	1924	4,25
1818	4,25 m Class B		A & R, Lemwerder	1924	4,25
1819	4,25 m Class B		A & R, Lemwerder	1924	4,25
1820	4,25 m Class B		A & R, Lemwerder	1924	4,25
1821	4,25 m Class B		A & R, Lemwerder	1924	4,25
1822	45 qm Nat.-cruiser	Oisean-bleu	Lanein, Brüssel	1924	10,50
1823	35 qm Nat.-cruiser	Irmgard	Kämmer, Berlin	1923	8,45
1824	7,0 m Nat.-Küstenjolle	Kehrwieder	Arch. Frey, Berlin	1923	7,00
1825	4,25 m Class B		A & R, Lemwerder	1923	4,25
1826	4,25 m Class B		A & R, Lemwerder	1923	4,25
1827	4,25 m Class B		A & R, Lemwerder	1923	4,25
1828	4,25 m Class B		A & R, Lemwerder	1923	4,25
1829	4,25 m Class B		A & R, Lemwerder	1923	4,25
1830	4,25 m Class B		A & R, Lemwerder	1923	4,25
1831	4,25 m Class B		A & R, Lemwerder	1923	4,25
1832	4,25 m Class B		A & R, Lemwerder	1923	4,25
1833	4,25 m Class B		A & R, Lemwerder	1923	4,25
1834	4,25 m Class B		A & R, Lemwerder	1923	4,25
1835	4,25 m Class B		A & R, Lemwerder	1923	4,25
1836	4,25 m Class B		A & R, Lemwerder	1923	4,25
1837	3,7 m Standardjolle		A & R, Lemwerder	1923	3,65
1838	3,7 m Standardjolle		A & R, Lemwerder	1923	3,65
1839	3,7 m Standardjolle		A & R, Lemwerder	1923	3,65
1840	3,7 m Standardjolle		A & R, Lemwerder	1923	3,65
1841	3,7 m Standardjolle		A & R, Lemwerder	1923	3,65
1842	3,7 m Standardjolle		A & R, Lemwerder	1923	3,65
1843	3,7 m Standardjolle		A & R, Lemwerder	1923	3,65
1844	3,7 m Standardjolle		A & R, Lemwerder	1923	3,65
1845	3,7 m Standardjolle		A & R, Lemwerder	1923	3,65
1846	3,7 m Standardjolle		A & R, Lemwerder	1923	3,65
1847	3,7 m Standardjolle		A & R, Lemwerder	1923	3,65
1848	3,7 m Standardjolle		A & R, Lemwerder	1923	3,65
1849	5,0 m Centre board boat		Oppermann, Hamburg	1923	5,00
1850	5,0 m Centre board boat		Oppermann, Hamburg	1923	5,00
1851	45 qm Nat.-cruiser	Primula	Dewitt, Berlin	1924	10,50
1852	10,2 m Tourenkreuzer	Sleipner	W. Kück, Bremen	1924	10,24
1853	75 qm Nat.-cruiser	Hertha III	R. Schelling, Berlin	1924	12,50
1854	11,3 m Tourenkreuzer	Iltilis	Bausmer, Berlin	1924	11,30
1855	4,25 m Class B		A & R, Lemwerder	1924	4,25
1856	4,25 m Class B		A & R, Lemwerder	1924	4,25
1857	4,25 m Class B		A & R, Lemwerder	1924	4,25
1858	4,25 m Class B		A & R, Lemwerder	1924	4,25
1859	4,25 m Class B		A & R, Lemwerder	1924	4,25
1860	4,25 m Class B		A & R, Lemwerder	1924	4,25
1861	4,25 m Class B		A & R, Lemwerder	1924	4,25
1862	4,25 m Class B		A & R, Lemwerder	1924	4,25
1863	4,25 m Class B		A & R, Lemwerder	1924	4,25

Yard No	Type	Ship's	Owner – Port of Registry	Built	LOA
1864	4,25 m Class B		A & R, Lemwerder	1924	4,25
1865	4,25 m Class B		A & R, Lemwerder	1924	4,25
1866	4,25 m Class B		A & R, Lemwerder	1924	4,25
1867	3,0 m Dinghy	Windsbraut	Spohnholz, Berlin	1924	3,00
1868	4,5 m Ruderboot		Fridt, Antwerpen	1924	4,50
1869	4,5 m Ruderboot		Fridt, Antwerpen	1924	4,50
1870	4,5 m Ruderboot		Fridt, Antwerpen	1924	4,50
1871	4,5 m Ruderboot		Fridt, Antwerpen	1924	4,50
1872	4,5 m Ruderboot		Fridt, Antwerpen	1924	4,50
1873	4,5 m Ruderboot		Fridt, Antwerpen	1924	4,50
1874	4,5 m Ruderboot		Fridt, Antwerpen	1924	4,50
1875	4,5 m Ruderboot		Fridt, Antwerpen	1924	4,50
1876	4,5 m Ruderboot		Fridt, Antwerpen	1924	4,50
1877	4,5 m Ruderboot		Fridt, Antwerpen	1924	4,50
1878	4,5 m Ruderboot		Fridt, Antwerpen	1924	4,50
1879	4,5 m Ruderboot		Fridt, Antwerpen	1924	4,50
1880	4,25 m Class B		A & R, Lemwerder	1924	4,25
1881	4,25 m Class B		A & R, Lemwerder	1924	4,25
1882	4,25 m Class B		A & R, Lemwerder	1924	4,25
1883	4,25 m Class B		A & R, Lemwerder	1924	4,25
1884	4,25 m Class B		A & R, Lemwerder	1924	4,25
1885	4,25 m Class B		A & R, Lemwerder	1924	4,25
1886	4,25 m Class B		A & R, Lemwerder	1924	4,25
1887	4,25 m Class B		A & R, Lemwerder	1924	4,25
1888	4,25 m Class B		A & R, Lemwerder	1924	4,25
1889	4,25 m Class B		A & R, Lemwerder	1924	4,25
1890	4,25 m Class B		A & R, Lemwerder	1924	4,25
1891	4,25 m Class B		A & R, Lemwerder	1924	4,25
1892	75 qm Nat.-cruiser	Hansi II	Gohlke, Berlin	1924	12,50
1893	35 qm Nat.-cruiser	Seestern III	Hüttenrauch, Berlin	1924	8,45
1894	45 qm Square skerry yacht	Windsbraut IV	Friedländer, Berlin	1924	14,33
1895	30 qm Nat.-cruiser	Carmen V	F. Mödebeck, Berlin	1924	9,10
1896	4,25 m Class B		A & R, Lemwerder	1924	4,25
1897	4,25 m Class B		A & R, Lemwerder	1924	4,25
1898	4,25 m Class B		A & R, Lemwerder	1924	4,25
1899	4,25 m Class B		A & R, Lemwerder	1924	4,25
1900	4,25 m Class B		A & R, Lemwerder	1924	4,25
1901	4,25 m Class B		A & R, Lemwerder	1924	4,25
1902	4,25 m Class B		A & R, Lemwerder	1924	4,25
1903	4,25 m Class B		A & R, Lemwerder	1924	4,25
1904	4,25 m Class B		A & R, Lemwerder	1924	4,25
1905	4,25 m Class B		A & R, Lemwerder	1924	4,25
1906	4,25 m Class B		A & R, Lemwerder	1924	4,25
1907	4,25 m Class B		A & R, Lemwerder	1924	4,25
1908	4,25 m Class B		A & R, Lemwerder	1924	4,25
1909	4,25 m Class B		A & R, Lemwerder	1924	4,25
1910	4,25 m Class B		A & R, Lemwerder	1924	4,25
1911	4,25 m Class B		A & R, Lemwerder	1924	4,25
1912	4,25 m Class B		A & R, Lemwerder	1924	4,25
1913	4,25 m Class B		A & R, Lemwerder	1924	4,25
1914	4,25 m Class B		A & R, Lemwerder	1924	4,25
1915	4,25 m Class B		A & R, Lemwerder	1924	4,25
1916	4,25 m Class B		A & R, Lemwerder	1924	4,25
1917	4,25 m Class B		A & R, Lemwerder	1924	4,25
1918	4,25 m Class B		A & R, Lemwerder	1924	4,25
1919	4,25 m Class B		A & R, Lemwerder	1924	4,25
1920	16,7 m Tourenkreuzer	S 65 V	Piper, Berlin	1924	16,65
1921	45 qm Nat.-cruiser	Quosego	Herrmann, Berlin	1924	10,50
1922	40 qm Square skerry yacht	Oberon	Sievert, Berlin	1924	14,67
1923	45 qm Nat.-cruiser	Sleipner	P. Heikel, Berlin	1924	10,50
1924	19,2 m Tourenkreuzer	Null III	Sartori, Kiel	1924	19,15
1925	19,7 m Tourenkreuzer	Sprott	C. Andersen, Kiel	1924	19,65
1926	75 qm Nat.-cruiser	Hessen	Rakenius, Berlin	1924	12,50
1927	4,25 m Class B		A & R, Lemwerder	1924	4,25
1928	4,25 m Class B		A & R, Lemwerder	1924	4,25
1929	4,25 m Class B		A & R, Lemwerder	1924	4,25
1930	4,25 m Class B		A & R, Lemwerder	1924	4,25
1931	4,25 m Class B		A & R, Lemwerder	1924	4,25
1932	4,25 m Class B		A & R, Lemwerder	1924	4,25
1933	4,25 m Class B		A & R, Lemwerder	1924	4,25
1934	4,25 m Class B		A & R, Lemwerder	1924	4,25
1935	4,25 m Class B		A & R, Lemwerder	1924	4,25
1936	4,25 m Class B		A & R, Lemwerder	1924	4,25
1937	4,25 m Class B		A & R, Lemwerder	1924	4,25
1938	4,25 m Class B		A & R, Lemwerder	1924	4,25
1939	4,25 m Class B		A & R, Lemwerder	1924	4,25
1940	4,25 m Class B		A & R, Lemwerder	1924	4,25
1941	4,25 m Class B		A & R, Lemwerder	1924	4,25
1942	4,25 m Class B		A & R, Lemwerder	1924	4,25
1943	4,25 m Class B		A & R, Lemwerder	1924	4,25
1944	4,25 m Class B		A & R, Lemwerder	1924	4,25

LIST OF YARD NOS

Yard No	Type	Ship's	Owner – Port of Registry	Built	LOA
1945	4,25 m Class B		A & R, Lemwerder	1924	4,25
1946	4,25 m Class B		A & R, Lemwerder	1924	4,25
1947	4,25 m Class B		A & R, Lemwerder	1924	4,25
1948	4,25 m Class B		A & R, Lemwerder	1924	4,25
1949	4,25 m Class B		A & R, Lemwerder	1924	4,25
1950	4,25 m Class B		A & R, Lemwerder	1924	4,25
1951	40 qm Square skerry yacht	Mia VI	Dr. Andersen, Kiel	1924	14,46
1952	30 qm Racing Yacht	Froh II	Rich. Berg, Wien	1924	10,00
1953	4,25 m Class B		A & R, Lemwerder	1924	4,25
1954	4,25 m Class B		A & R, Lemwerder	1924	4,25
1955	4,25 m Class B		A & R, Lemwerder	1924	4,25
1956	4,25 m Class B		A & R, Lemwerder	1924	4,25
1957	4,25 m Class B		A & R, Lemwerder	1924	4,25
1958	4,25 m Class B		A & R, Lemwerder	1924	4,25
1959	4,25 m Class B		A & R, Lemwerder	1924	4,25
1960	4,25 m Class B		A & R, Lemwerder	1924	4,25
1961	4,25 m Class B		A & R, Lemwerder	1924	4,25
1962	4,25 m Class B		A & R, Lemwerder	1924	4,25
1963	4,25 m Class B		A & R, Lemwerder	1924	4,25
1964	4,25 m Class B		A & R, Lemwerder	1924	4,25
1965	4,25 m Class B		A & R, Lemwerder	1924	4,25
1966	4,25 m Class B		A & R, Lemwerder	1924	4,25
1967	4,25 m Class B		A & R, Lemwerder	1924	4,25
1968	4,25 m Class B		A & R, Lemwerder	1924	4,25
1969	4,25 m Class B		A & R, Lemwerder	1924	4,25
1970	4,25 m Class B		A & R, Lemwerder	1924	4,25
1971	4,25 m Class B		A & R, Lemwerder	1924	4,25
1972	4,25 m Class B		A & R, Lemwerder	1924	4,25
1973	4,25 m Class B		A & R, Lemwerder	1924	4,25
1974	4,25 m Class B		A & R, Lemwerder	1924	4,25
1975	4,25 m Class B		A & R, Lemwerder	1924	4,25
1976	4,25 m Class B		A & R, Lemwerder	1924	4,25
1977	6 m R-Yacht	Uilenspiegel	S. del Monte, Brüssel	1924	11,43
1978	6 m R-Yacht	Ciss	Syndikate Ciss, Antwerpen	1924	10,82
1979	30 qm Nat.-cruiser	Geier II	K. Geier, Berlin	1924	9,10
1980	45 qm Nat.-cruiser	Eljjo	Siebert, Berlin	1924	10,50
1981	75 qm Nat.-cruiser	Hessen	Elloc, Berlin	1924	12,50
1982	60 qm Nat.-cruiser	Frigga II	Büchelen, Berlin	1924	12,30
1983	20 qm Nat.-cruiser	Matlai	Beselin, Hamburg	1924	9,80
1984	75 qm Nat.-cruiser	Wolfram IV	Meyer, Berlin	1924	12,50
1985	45 qm Nat.-cruiser	Hay	S. C. Baltik, Königsberg	1924	10,50
1986	4,25 m Class B		A & R, Lemwerder	1924	4,25
1987	4,25 m Class B		A & R, Lemwerder	1924	4,25
1988	4,25 m Class B		A & R, Lemwerder	1924	4,25
1989	4,25 m Class B		A & R, Lemwerder	1924	4,25
1990	4,25 m Class B		A & R, Lemwerder	1924	4,25
1991	4,25 m Class B		A & R, Lemwerder	1924	4,25
1992	4,25 m Class B		A & R, Lemwerder	1924	4,25
1993	4,25 m Class B		A & R, Lemwerder	1924	4,25
1994	4,25 m Class B		A & R, Lemwerder	1924	4,25
1995	4,25 m Class B		A & R, Lemwerder	1924	4,25
1996	4,25 m Class B		A & R, Lemwerder	1924	4,25
1997	4,25 m Class B		A & R, Lemwerder	1924	4,25
1998	4,25 m Class B		A & R, Lemwerder	1924	4,25
1999	4,25 m Class B		A & R, Lemwerder	1924	4,25
2000	4,25 m Class B		A & R, Lemwerder	1924	4,25
2001	4,25 m Class B		A & R, Lemwerder	1924	4,25
2002	4,25 m Class B		A & R, Lemwerder	1924	4,25
2003	4,25 m Class B		A & R, Lemwerder	1924	4,25
2004	4,25 m Class B		A & R, Lemwerder	1924	4,25
2005	4,25 m Class B		A & R, Lemwerder	1924	4,25
2006	4,25 m Class B		A & R, Lemwerder	1924	4,25
2007	4,25 m Class B		A & R, Lemwerder	1924	4,25
2008	4,25 m Class B		A & R, Lemwerder	1924	4,25
2009	4,25 m Class B		A & R, Lemwerder	1924	4,25
2010	30 qm Square skerry yacht	Pan	E. F. Laeisz, Hamburg	1924	12,70
2011	6,5 m Kielschwertboot		C. Schünemann, Bremen	1924	6,50
2012	75 qm Nat.-cruiser	Henrik-Skongaard	Memel S.-Verein, Memel	1924	12,50
2013	45 qm Nat.-cruiser	Ohne Sorge	Schilling, Berlin	1924	10,50
2014	9,9 m Tourenkreuzer	Seeadler	Rodewald, Bremen	1924	9,89
2015	3,0 m Dinghy	Null III	Sartori, Kiel	1924	3,00
2016	20 qm Nat.-cruiser	Schelm	Jarik, Berlin	1924	9,80
2017	5,0 m Centre board boat		Oloff, Berlin	1924	5,00
2018	6,5 m Kielschwertboot	Brise	A. Frese, Bremen	1924	6,50
2019	3,5 m Motor-dinghy	Sprott	C. Andersen, Kiel	1924	3,50
2020	20 qm Nat.-cruiser	Bursch-Hein	Hoeffler, Berlin	1924	9,80
2021	3,7 m Motorboat		de Groot, Warmond	1924	3,65
2022	Fr. 35 qm Racing-class	Erika II	Eberhard, Starnberg	1924	10,00
2023	4,25 m Class B		A & R, Lemwerder	1924	4,25
2024	4,25 m Class B		A & R, Lemwerder	1924	4,25
2025	4,25 m Class B		A & R, Lemwerder	1924	4,25

Yard No	Type	Ship's	Owner – Port of Registry	Built	LOA
2026	4,25 m Class B		A & R, Lemwerder	1924	4,25
2027	4,25 m Class B		A & R, Lemwerder	1924	4,25
2028	4,25 m Class B		A & R, Lemwerder	1924	4,25
2029	4,25 m Class B		A & R, Lemwerder	1924	4,25
2030	4,25 m Class B		A & R, Lemwerder	1924	4,25
2031	4,25 m Class B		A & R, Lemwerder	1924	4,25
2032	4,25 m Class B		A & R, Lemwerder	1924	4,25
2033	4,25 m Class B		A & R, Lemwerder	1924	4,25
2034	4,25 m Class B		A & R, Lemwerder	1924	4,25
2035	4,25 m Class B		A & R, Lemwerder	1924	4,25
2036	4,25 m Class B		A & R, Lemwerder	1924	4,25
2037	4,25 m Class B		A & R, Lemwerder	1924	4,25
2038	4,25 m Class B		A & R, Lemwerder	1924	4,25
2039	4,25 m Class B		A & R, Lemwerder	1924	4,25
2040	4,25 m Class B		A & R, Lemwerder	1924	4,25
2041	4,25 m Class B		A & R, Lemwerder	1924	4,25
2042	4,25 m Class B		A & R, Lemwerder	1924	4,25
2043	4,25 m Class B		A & R, Lemwerder	1924	4,25
2044	4,25 m Class B		A & R, Lemwerder	1924	4,25
2045	4,25 m Class B		A & R, Lemwerder	1924	4,25
2046	4,25 m Class B		A & R, Lemwerder	1924	4,25
2047	4,25 m Class B		A & R, Lemwerder	1924	4,25
2048	4,25 m Class B		A & R, Lemwerder	1924	4,25
2049	4,25 m Class B		A & R, Lemwerder	1924	4,25
2050	4,25 m Class B		A & R, Lemwerder	1924	4,25
2051	4,25 m Class B		A & R, Lemwerder	1924	4,25
2052	4,25 m Class B		A & R, Lemwerder	1924	4,25
2053	4,25 m Class B		A & R, Lemwerder	1924	4,25
2054	4,25 m Class B		A & R, Lemwerder	1924	4,25
2055	4,25 m Class B		A & R, Lemwerder	1924	4,25
2056	4,25 m Class B		A & R, Lemwerder	1924	4,25
2057	4,25 m Class B		A & R, Lemwerder	1924	4,25
2058	4,25 m Class B		A & R, Lemwerder	1924	4,25
2059	4,25 m Class B		A & R, Lemwerder	1924	4,25
2060	4,25 m Class B		A & R, Lemwerder	1924	4,25
2061	4,25 m Class B		A & R, Lemwerder	1924	4,25
2062	4,25 m Class B		A & R, Lemwerder	1924	4,25
2063	4,25 m Class B		A & R, Lemwerder	1924	4,25
2064	4,25 m Class B		A & R, Lemwerder	1924	4,25
2065	4,25 m Class B		A & R, Lemwerder	1924	4,25
2066	4,25 m Class B		A & R, Lemwerder	1924	4,25
2067	4,25 m Class B		A & R, Lemwerder	1924	4,25
2068	4,25 m Class B		A & R, Lemwerder	1924	4,25
2069	4,25 m Class B		A & R, Lemwerder	1924	4,25
2070	4,25 m Class B		A & R, Lemwerder	1924	4,25
2071	4,25 m Class B		A & R, Lemwerder	1924	4,25
2072	4,25 m Class B		A & R, Lemwerder	1924	4,25
2073	4,25 m Class B		A & R, Lemwerder	1924	4,25
2074	4,25 m Class B		A & R, Lemwerder	1924	4,25
2075	4,25 m Class B		A & R, Lemwerder	1924	4,25
2076	4,25 m Class B		A & R, Lemwerder	1924	4,25
2077	4,25 m Class B		A & R, Lemwerder	1924	4,25
2078	4,25 m Class B		A & R, Lemwerder	1924	4,25
2079	4,25 m Class B		A & R, Lemwerder	1924	4,25
2080	4,25 m Class B		A & R, Lemwerder	1924	4,25
2081	4,25 m Class B		A & R, Lemwerder	1924	4,25
2082	4,25 m Class B		A & R, Lemwerder	1924	4,25
2083	4,25 m Class B		A & R, Lemwerder	1924	4,25
2084	4,25 m Class B		A & R, Lemwerder	1924	4,25
2085	4,25 m Class B		A & R, Lemwerder	1924	4,25
2086	4,25 m Class B		A & R, Lemwerder	1924	4,25
2087	4,25 m Class B		A & R, Lemwerder	1924	4,25
2088	4,25 m Class B		A & R, Lemwerder	1924	4,25
2089	4,25 m Class B		A & R, Lemwerder	1924	4,25
2090	4,25 m Class B		A & R, Lemwerder	1924	4,25
2091	4,25 m Class B		A & R, Lemwerder	1924	4,25
2092	4,25 m Class B		A & R, Lemwerder	1924	4,25
2093	4,25 m Class B		A & R, Lemwerder	1924	4,25
2094	4,25 m Class B		A & R, Lemwerder	1924	4,25
2095	4,25 m Class B		A & R, Lemwerder	1924	4,25
2096	4,25 m Class B		A & R, Lemwerder	1924	4,25
2097	4,25 m Class B		A & R, Lemwerder	1924	4,25
2098	4,25 m Class B		A & R, Lemwerder	1924	4,25
2099	4,25 m Class B		A & R, Lemwerder	1924	4,25
2100	4,25 m Class B		A & R, Lemwerder	1924	4,25
2101	4,25 m Class B		A & R, Lemwerder	1924	4,25
2102	4,25 m Class B		A & R, Lemwerder	1924	4,25
2103	4,25 m Class B		A & R, Lemwerder	1924	4,25
2104	4,25 m Class B		A & R, Lemwerder	1924	4,25
2105	4,25 m Class B		A & R, Lemwerder	1924	4,25
2106	4,25 m Class B		A & R, Lemwerder	1924	4,25



Yard No	Type	Ship's	Owner – Port of Registry	Built	LOA
2107	75 qm Nat.-cruiser	Windsbraut II	Sponholz, Berlin	1925	12,50
2108	8,0 m Motoryacht	Glückauf	Massen, Nordenham	1925	8,00
2109	2,4 m Dinghy		A & R, Lemwerder	1925	2,40
2110	2,4 m Dinghy		A & R, Lemwerder	1925	2,40
2111	2,4 m Dinghy		A & R, Lemwerder	1925	2,40
2112	2,4 m Dinghy		A & R, Lemwerder	1925	2,40
2113	2,4 m Dinghy		A & R, Lemwerder	1925	2,40
2114	2,4 m Dinghy		A & R, Lemwerder	1925	2,40
2115	2,7 m Dinghy		A & R, Lemwerder	1925	2,70
2116	2,7 m Dinghy		A & R, Lemwerder	1925	2,70
2117	2,7 m Dinghy		A & R, Lemwerder	1925	2,70
2118	2,7 m Dinghy		A & R, Lemwerder	1925	2,70
2119	2,7 m Dinghy		A & R, Lemwerder	1925	2,70
2120	2,7 m Dinghy		A & R, Lemwerder	1925	2,70
2121	2,7 m Dinghy		A & R, Lemwerder	1925	2,70
2122	2,7 m Dinghy		A & R, Lemwerder	1925	2,70
2123	2,7 m Dinghy		A & R, Lemwerder	1925	2,70
2124	2,7 m Dinghy		A & R, Lemwerder	1925	2,70
2125	3,0 m Dinghy		A & R, Lemwerder	1925	3,00
2126	3,0 m Dinghy		A & R, Lemwerder	1925	3,00
2127	3,0 m Dinghy		A & R, Lemwerder	1925	3,00
2128	3,0 m Dinghy		A & R, Lemwerder	1925	3,00
2129	3,0 m Dinghy		A & R, Lemwerder	1925	3,00
2130	3,0 m Dinghy		A & R, Lemwerder	1925	3,00
2131	3,0 m Dinghy		A & R, Lemwerder	1925	3,00
2132	3,0 m Dinghy		A & R, Lemwerder	1925	3,00
2133	3,0 m Dinghy		A & R, Lemwerder	1925	3,00
2134	3,0 m Dinghy		A & R, Lemwerder	1925	3,00
2135	60 qm Nat.-cruiser	Pinguin	Beringer, Berlin / Charlottenburg	1925	12,90
2136	30 qm Jollen-cruiser	Edi	H. Fischer, Rostock	1925	7,68
2137	30 qm Nat.-cruiser	Greif II	Greppert, Brandenburg	1925	8,75
2138	75 qm Nat.-cruiser	Hertha IV	R. Spelling, Berlin	1925	12,50
2139	60 qm Nat.-cruiser	Windsbraut IV	Greppert, Brandenburg	1925	12,90
2140	30 qm Square skerry yacht	Treu	N.D.R.-Verein, Hamburg	1925	12,70
2141	30 qm Jollen-cruiser	Ole Hop	v. Spreckelsen, Hamburg	1925	7,68
2142	7,0 m Centre board boat	Ferien v. Ich	Dr. Schäffer, Bremen	1925	7,00
2143	11,8 m Class R-Yachten		A. Blom, Boston	1925	11,82
2144	11,8 m Class R-Yachten		A. Blom, Boston	1925	11,82
2145	4,25 m Class B		A & R, Lemwerder	1925	4,25
2146	4,25 m Class B		A & R, Lemwerder	1925	4,25
2147	9,2 m Lib.-SonderClass	Alice	Berend, Riga	1925	9,24
2148	7,0 m Nat. Küstenjolle	Masovia	S. C. Masovia, Lötzen	1925	7,00
2149	4,6 m Wannsee-Jolle	Windspiel	F. Sponholz, Berlin	1925	4,56
2150	30 qm Square skerry yacht	Smut	L. Prien, Hamburg	1925	12,70
2151	6,0 m Kielschwertboot	Karma	Herm. Busch, Bremen	1925	6,00
2152	45 qm Nat.-cruiser	Heinz III	Heintzeler, Stuttgart	1925	10,50
2153	30 qm Nat.-cruiser	Carmen VI	Mödebeck, Berlin	1925	8,73
2154	6,0 m Canoe-cruiser	Noa-Noa	A. Welp, Bremen	1925	6,00
2155	11,6 m Class R-Yachten		A. Blom, Boston	1925	11,58
2156	11,6 m Class R-Yachten		A. Blom, Boston	1925	11,58
2157	30 qm Nat.-cruiser	Onkel Arnold V	Radziejewski, Berlin	1925	8,73
2158	30 qm Nat.-cruiser	Brigit II	Fr. Tobias, Berlin	1925	8,73
2159	4,25 m Class B		A & R, Lemwerder	1925	4,25
2160	3,7 m Standardjolle		de Groot, Warmond	1925	3,65
2161	3,7 m Standardjolle		de Groot, Warmond	1925	3,65
2162	3,7 m Standardjolle		de Groot, Warmond	1925	3,65
2163	3,7 m Standardjolle		de Groot, Warmond	1925	3,65
2164	3,7 m Standardjolle		de Groot, Warmond	1925	3,65
2165	3,7 m Standardjolle		de Groot, Warmond	1925	3,65
2166	9,0 m Motorboot	Wölfchen	Reichsw.-Schutz, Oberelbe	1925	9,00
2167	Fr. 30 qm Racing Yacht	Rakete XVIII	Kustermann, München	1925	10,00
2168	3,7 m Standardjolle		A & R, Lemwerder	1925	3,65
2169	3,7 m Standardjolle		A & R, Lemwerder	1925	3,65
2170	3,7 m Standardjolle		A & R, Lemwerder	1925	3,65
2171	3,7 m Standardjolle		A & R, Lemwerder	1925	3,65
2172	4,6 m Wannsee-Jolle	Nurmi	Sponholz, Berlin	1925	4,56
2173	3,0 m Dinghy		A & R, Lemwerder	1925	3,00
2174	3,0 m Dinghy		A & R, Lemwerder	1925	3,00
2175	3,0 m Dinghy		A & R, Lemwerder	1925	3,00
2176	3,0 m Dinghy		A & R, Lemwerder	1925	3,00
2177	3,0 m Dinghy		A & R, Lemwerder	1925	3,00
2178	3,0 m Dinghy		A & R, Lemwerder	1925	3,00
2179	3,0 m Dinghy		A & R, Lemwerder	1925	3,00
2180	3,0 m Dinghy		A & R, Lemwerder	1925	3,00
2181	3,0 m Dinghy		A & R, Lemwerder	1925	3,00
2182	3,0 m Dinghy		A & R, Lemwerder	1925	3,00
2183	20 qm Bundeskreuzer	Nirwana V	W. Giesicke, Hamburg	1925	7,50
2184	5,5 m Autoboot	Schleppfuchs	Dr. Radziejewski, Berlin	1925	5,50
2185	7,8 m Scandv. Class A	Eva	Dr. Ellmer, Aarhus	1925	7,79
2186	7,0 m Autoboot	Bienchen II	Baron v. Dazur, Berlin	1925	7,00
2187	9,9 m Tourenkreuzer	Kamerad	G. Ross, Naklo	1925	9,90

Yard No	Type	Ship's	Owner – Port of Registry	Built	LOA
2188	30 qm Nat.-cruiser	Onkel Arnold VI	Dr. Radziejewski, Berlin	1925	8,74
2189	30 qm Nat.-cruiser	Carmen VII	Fr. Mödebeck, Berlin	1925	8,74
2190	30 qm Square skerry yacht	Marama V	Dr. Schlubach, Hamburg	1925	11,32
2191	30 qm Square skerry yacht	Pan	F. Laeisz, Hamburg	1925	11,32
2192	3,0 m Dinghy [Leder]		Mr. Edw. Abbot, USA	1925	3,00
2193	30 qm Square skerry yacht	Sphinx	N.R.V., Hamburg	1926	11,30
2194	11,8 m R-Class	Ellen	Dr. Morton, Boston	1926	11,83
2195	11,8 m R-Class	Rebell	J. F. Moebis, Boston	1926	11,82
2196	6,0 m Autoboot	Helene	A & R, Lemwerder	1926	6,00
2197	7,0 m Motorboot	Schwalbe	Talsp.-Bauamt, Muldenburg	1926	7,00
2198	11,5 m Motorkreuzer	Phönix	Dr. Levy, Berlin	1926	11,50
2199	12,5 m Motorkreuzer	Zähringen	A. Schweizer, Berlin / Potsdam	1926	12,50
2200	6,0 m Autoboot	Helene	A & R, Lemwerder	1926	6,00
2201	3,5 m Dinghy		Pitsch, Berlin	1926	3,50
2202	8,8 m Einheits-Yacht		Bermuda Y. C., Bermuda	1926	8,84
2203	8,8 m Einheits-Yacht		Bermuda Y. C., Bermuda	1926	8,84
2204	8,8 m Einheits-Yacht		Bermuda Y. C., Bermuda	1926	8,84
2205	8,8 m Einheits-Yacht		Bermuda Y. C., Bermuda	1926	8,84
2206	8,8 m Einheits-Yacht		Bermuda Y. C., Bermuda	1926	8,84
2207	8,8 m Einheits-Yacht		Bermuda Y. C., Bermuda	1926	8,84
2208	8,8 m Einheits-Yacht		Bermuda Y. C., Bermuda	1926	8,84
2209	3,0 m Dinghy		Schweizer, Berlin / Potsdam	1926	3,00
2210	3,0 m Dinghy		Levy, Berlin / Potsdam	1926	3,00
2211	4,8 m Motorboot		Burgess, Boston	1926	4,80
2212	4,8 m Motorboot		Burgess, Boston	1926	4,80
2213	4,5 m Arbeitsboot		H. Leymann, Bremen	1926	4,50
2214	4,5 m Arbeitsboot		H. Leymann, Bremen	1926	4,50
2215	4,5 m Arbeitsboot		H. Leymann, Bremen	1926	4,50
2216	4,5 m Arbeitsboot		H. Leymann, Bremen	1926	4,50
2217	4,5 m Arbeitsboot		H. Leymann, Bremen	1926	4,50
2218	4,5 m Arbeitsboot		H. Leymann, Bremen	1926	4,50
2219	3,0 m Dinghy		H. Schröder, Berlin	1926	3,00
2220	3,0 m Dinghy		H. Schröder, Berlin	1926	3,00
2221	7,3 m Ankerboot		H. Leymann, Bremen	1926	7,25
2222	7,3 m Ankerboot		H. Leymann, Bremen	1926	7,25
2223	7,3 m Ankerboot		H. Leymann, Bremen	1926	7,25
2224	7,3 m Ankerboot		H. Leymann, Bremen	1926	7,25
2225	17,4 m Schnellboot		Marine, Berlin	1926	17,40
2226	3,0 m Dinghy		A & R, Lemwerder	1926	3,00
2227	20,5 m Eimerbagger	Überall	H. Leymann, Bremen	1926	
2228	4,25 m Ruderboot		de Groot, Warmond	1926	
2229	4,25 m Ruderboot		de Groot, Warmond	1926	
2230	3,0 m Dinghy		A & R, Lemwerder	1926	3,00
2231	3,0 m Dinghy		A & R, Lemwerder	1926	3,00
2232	3,0 m Dinghy		A & R, Lemwerder	1926	3,00
2233	3,0 m Dinghy		A & R, Lemwerder	1926	3,00
2234	3,0 m Dinghy		A & R, Lemwerder	1926	3,00
2235	3,0 m Dinghy		A & R, Lemwerder	1926	3,00
2236	3,0 m Dinghy		A & R, Lemwerder	1926	3,00
2237	3,0 m Dinghy		A & R, Lemwerder	1926	3,00
2238	3,0 m Dinghy		A & R, Lemwerder	1926	3,00
2239	3,0 m Dinghy		A & R, Lemwerder	1926	3,00
2240	30 qm Square skerry yacht	Onkel Arnold VII	Dr. Radziejewski, Berlin	1927	11,32
2241	30 qm Nat.-cruiser	Carmen VIII	Fr. Mödebeck, Berlin	1927	9,00
2242	30 qm Square skerry yacht	Pan	F. Laeisz, Hamburg	1927	11,35
2243	30 qm Square skerry yacht	Wannsee	Dr. Rakenius, Berlin	1927	11,35
2244	30 qm Square skerry yacht	Marama VI	Dr. Schlubach, Hamburg	1927	11,55
2245					
2246					
2247	22 qm Square skerry yacht	Freja	H.S.Verein, Hamburg	1927	9,64
2248	22 qm Square skerry yacht	Tilly 18	R. Kirsten & Krogmann, Hamburg	1927	9,64
2249	22 qm Square skerry yacht	Nestra	O. H. Thomsen, Hamburg	1927	9,64
2250	22 qm Square skerry yacht	Sybillie	Mutzenbecker, Hamburg	1927	9,64
2251	22 qm Square skerry yacht	Ilse	Kaiserl. Y. C., Kiel	1927	9,64
2252	22 qm Square skerry yacht	Vege sack	H. Meyerdiercks, Blumenthal	1927	9,64
2253	22 qm Square skerry yacht	Elite	H. Schaedla, Vege sack	1927	9,64
2254	22 qm Square skerry yacht	Kieler Jung	Kieler S.V., Kiel	1927	9,64
2255	10 m R-Yacht	Twilight	C. D. Mallory, New York / Greenwich	1927	17,94
2256	10 m R-Yacht	Revenge	F. L. Carlisle, New York	1927	17,94
2257	10 m R-Yacht	Synthetic	H. L. Maxwell, New York	1927	17,94
2258	10 m R-Yacht	Cythera	A. W. Stewart, New York	1927	17,94
2259	10 m R-Yacht	Valencia	C. B. Alker, New York	1927	17,94
2260	10 m R-Yacht	Narcissus	F. S. Page, New York / Greenwich	1927	17,94
2261	10 m R-Yacht	Branta	G. G. Milne, New York	1927	17,94
2262	30 qm Square skerry yacht	Bremen	W.Y. Bremen, Bremen	1927	11,55
2263	10 m R-Yacht	Esquila	V. W. Reynders, New York / Greenwich	1927	17,94
2264	10 m R-Yacht	Blazing Star	G. Draper, New York / Stamford	1927	17,94
2265	10 m R-Yacht	Raeburn	L. R. Waesey, New York / Greenwich	1927	17,94
2266	10 m R-Yacht	Dragon	R. Ellis, New York	1927	17,94
2267	10 m R-Yacht	Redhead	R. Mallory, New York	1927	17,94
2268	10 m R-Yacht	Shawara	H. Wessow, New York	1927	17,94

LIST OF YARD NOS

Yard No	Type	Ship's	Owner – Port of Registry	Built	LOA
2269	10 m R-Yacht	Nautilus	J. H. Ottley, New York	1927	17,94
2270	30 qm Nat.-cruiser	Topsy	W. Salinger, Berlin	1927	11,92
2271	30 qm Square skerry yacht	Ines V	E. Glässel, Bremen	1927	11,92
2272	30 qm Square skerry yacht	Spätzchen	E. P. Röttger, Berlin	1927	11,55
2273	30 qm Square skerry yacht	Ziu	Chr. Wilkens, Bremen	1927	11,55
2274	30 qm Square skerry yacht	Felix Berger	D.Z.Y.C., Danzig	1927	11,55
2275	Standardjolle		A & R, Lemwerder	1927	3,66
2276	22 qm Square skerry yacht	Imme	P. Kirsten, Hamburg	1927	9,92
2277	22 qm Square skerry yacht	Hilde III	P. Damke, Berlin	1927	9,92
2278	22 qm Square skerry yacht	Ilse	Marssen, Kiel	1927	9,92
2279	22 qm Square skerry yacht	Liesbeth	F. Grünhagen, Bremen	1927	9,92
2280	7,0 m Autoboot		Fris Hansen, Kopenhagen	1927	7,00
2281	45 qm Nat.-cruiser	Rakete XX	Kustermann, München	1927	10,50
2282	3,5 m Dinghy	Latona	H. v. Eicken, Hamburg	1927	3,50
2283	6 m R-Yacht	Hamburg	F. Laeisz, Hamburg	1927	10,98
2284	30 qm Square skerry yacht	Agesha	S.K.H. Prinz Heinrich, Kiel	1927	11,92
2285	30 qm Square skerry yacht	Hein Godenwind	Baurat Pforr, Berlin	1927	11,45
2286	2,7 m Dinghy		A & R, Lemwerder	1927	2,90
2287	2,7 m Dinghy		A & R, Lemwerder	1927	2,90
2288	2,7 m Dinghy		A & R, Lemwerder	1927	2,90
2289	2,7 m Dinghy		A & R, Lemwerder	1927	2,90
2290	2,7 m Dinghy		A & R, Lemwerder	1927	2,90
2291	2,7 m Dinghy		A & R, Lemwerder	1927	2,90
2292	2,7 m Dinghy		A & R, Lemwerder	1927	2,90
2293	2,7 m Dinghy		A & R, Lemwerder	1927	2,90
2294	2,7 m Dinghy		A & R, Lemwerder	1927	2,90
2295	2,7 m Dinghy		A & R, Lemwerder	1927	2,90
2296	3,7 m Standardjolle		A & R, Lemwerder	1927	3,66
2297	3,7 m Standardjolle		A & R, Lemwerder	1927	3,66
2298	3,7 m Standardjolle		A & R, Lemwerder	1927	3,66
2299	3,7 m Standardjolle		A & R, Lemwerder	1927	3,66
2300	3,7 m Standardjolle		A & R, Lemwerder	1927	3,66
2301	3,7 m Standardjolle		A & R, Lemwerder	1927	3,66
2302	3,7 m Standardjolle		A & R, Lemwerder	1927	3,66
2303	3,7 m Standardjolle		A & R, Lemwerder	1927	3,66
2304	3,7 m Standardjolle		A & R, Lemwerder	1927	3,66
2305	3,7 m Standardjolle		A & R, Lemwerder	1927	3,66
2306	4,25 m Class B		A & R, Lemwerder	1927	5,00
2307	3,0 m Dinghy		A & R, Lemwerder	1927	3,00
2308	3,0 m Dinghy		A & R, Lemwerder	1927	3,00
2309	3,0 m Dinghy		A & R, Lemwerder	1927	3,00
2310	3,0 m Dinghy		A & R, Lemwerder	1927	3,00
2311	3,0 m Dinghy		A & R, Lemwerder	1927	3,00
2312	3,0 m Dinghy		A & R, Lemwerder	1927	3,00
2313	3,0 m Dinghy		A & R, Lemwerder	1927	3,00
2314	3,0 m Dinghy		A & R, Lemwerder	1927	3,00
2315	3,0 m Dinghy		A & R, Lemwerder	1927	3,00
2316	3,0 m Dinghy		A & R, Lemwerder	1927	3,00
2317	nicht gebaut				
2318	Motorkreuzer	Southern Cross II	Labberton, Holland	1927	13,00
2319	Standardjolle		A & R, Lemwerder	1927	3,66
2320	Standardjolle		A & R, Lemwerder	1927	3,66
2321	Standardjolle		A & R, Lemwerder	1927	3,66
2322	Standardjolle		A & R, Lemwerder	1927	3,66
2323	Standardjolle		A & R, Lemwerder	1927	3,66
2324	Standardjolle		A & R, Lemwerder	1927	3,66
2325	Standardjolle		A & R, Lemwerder	1927	3,66
2326	Standardjolle		A & R, Lemwerder	1927	3,66
2327	Standardjolle		A & R, Lemwerder	1927	3,66
2328	Standardjolle		A & R, Lemwerder	1927	3,66
2329	Class B		A & R, Lemwerder	1927	4,25
2330	Class B		A & R, Lemwerder	1927	4,25
2331	Class B		A & R, Lemwerder	1927	4,25
2332	Class B		A & R, Lemwerder	1927	4,25
2333	Class B		A & R, Lemwerder	1927	4,25
2334	Class B		A & R, Lemwerder	1927	4,25
2335	Class B		A & R, Lemwerder	1927	4,25
2336	Class B		A & R, Lemwerder	1927	4,25
2337	Class B		A & R, Lemwerder	1927	4,25
2338	Class B		A & R, Lemwerder	1927	4,25
2339	Class B		A & R, Lemwerder	1927	4,25
2340	Class B		A & R, Lemwerder	1927	4,25
2341	Class B		A & R, Lemwerder	1927	4,25
2342	Class B		A & R, Lemwerder	1927	4,25
2343	Class B		A & R, Lemwerder	1927	4,25
2344	Class B		A & R, Lemwerder	1927	4,25
2345	Class B		A & R, Lemwerder	1927	4,25
2346	Class B		A & R, Lemwerder	1927	4,25
2347	Class B		A & R, Lemwerder	1927	4,25
2348	Class B		A & R, Lemwerder	1927	4,25
2349	Motorboat		Reichsfinanzministerium, Berlin	1927	4,80

Yard No	Type	Ship's	Owner – Port of Registry	Built	LOA
2350	Motorboat		Reichsfinanzministerium, Berlin	1927	4,80
2351	Motorboat		Reichsfinanzministerium, Berlin	1927	4,80
2352	Dinghy		Reichsfinanzministerium, Berlin	1927	3,50
2353	Dinghy		Reichsfinanzministerium, Berlin	1927	3,50
2354	Admiralsboot		Marinewerft, Wilhelmshaven	1928	13,00
2355	15,0 m Motoryacht	Eres	R. Schenk, Berlin	1928	15,00
2356	5,0 m Autoboot	v. Opel	Fr. v. Opel, Rüsselsheim	1928	5,00
2357	5,0 m Autoboot		Fr. v. Opel, Rüsselsheim	1928	
2358	6,0 m Autoboot	Helene	Dir. Ott, Hannover	1928	6,00
2359	30 qm Square skerry yacht	Glückauf	H. Stinnes, Kiel	1928	11,44
2360	10,5 m Limousine	Trott	H. Stinnes, Kiel	1928	10,50
2361	11,0 m Limousine	Spozi	Sponholz, Berlin	1928	11,00
2362	12 m R-Yacht	Waian-Danee	Goodwin, New York	1928	21,10
2363	12 m R-Yacht	Isolde	Maxwell, New York	1928	21,10
2364	12 m R-Yacht	Tyceon	Mallory, New York	1928	21,10
2365	12 m R-Yacht	Iris	Steward, New York	1928	21,10
2366	12 m R-Yacht	Anita	Harding, New York	1928	21,10
2367	12 m R-Yacht	Onawa	Forbes, New York	1928	21,10
2368	21,4 m Torpedofangboot	Fritz	R-Marine, Eckernförde	1928	21,40
2369	3,8 m Auto-Rennboot	Fr. v. Opel	Fr. v. Opel, Rüsselsheim	1928	3,80
2370	22,6 m Zolkkreuzer	Otter	Reichs-Finanz, Cuxhaven	1928	22,63
2371	9,2 m Atlanticboot	Burgess	Burgess, New York	1928	9,15
2372	8 m R-Yacht	Ruth	F. C. Edson, New York	1928	14,75
2373	8 m R-Yacht	A.C.E. II	A. Iselin, New York	1928	14,75
2374	8 m R-Yacht	Alala	N. S. Corin, New York	1928	14,75
2375	8 m R-Yacht	Citana	J. K. Rosevelt, New York	1928	14,75
2376	8 m R-Yacht	Taurus	W. W. Inslee, New York	1928	14,75
2377	8 m R-Yacht	Silhouette II	R. B. Amberg, New York	1928	14,75
2378	8 m R-Yacht	Whippet	T. W. Russel, New York	1928	14,75
2379	8 m R-Yacht	Jaekeen	S. A. Fahnestock, New York	1928	14,75
2380	8 m R-Yacht	Margaret	L. P. Fisher, New York	1928	14,75
2381	8 m R-Yacht	Loke	F. T. Bedford, New York	1928	14,75
2382	8 m R-Yacht	Babe	W. Churchill, New York	1928	14,75
2383	30 qm Square skerry yacht	Windsbraut	Friedländer, Berlin	1928	11,66
2384	30 qm Square skerry yacht	Der Mohr	Dr. Morell, Berlin	1928	11,66
2385	30 qm Square skerry yacht	Hathi	Hans Theode, Kiel	1928	11,66
2386	6 m R-Yacht	Pan	E. Laeisz, Hamburg	1928	11,00
2387	12,2 m R-Class	Robin	Ch. Hovey, Boston	1928	12,23
2388	80 qm Seef.-cruiser	Athena	R. Schilling, Bremen	1928	15,15
2389	30 qm Square skerry yacht	Wölfein	H. Freudenberg, Hamburg	1928	11,21
2390	24,6 m M-Class	Valiant	W. Aldrich, New York	1928	24,60
2391	3,0 m Dinghy		A & R, Lemwerder	1928	3,00
2392	3,0 m Dinghy		A & R, Lemwerder	1928	3,00
2393	3,0 m Dinghy		A & R, Lemwerder	1928	3,00
2394	3,0 m Dinghy		A & R, Lemwerder	1928	3,00
2395	3,0 m Dinghy		A & R, Lemwerder	1928	3,00
2396	3,0 m Dinghy		A & R, Lemwerder	1928	3,00
2397	3,0 m Dinghy		A & R, Lemwerder	1928	3,00
2398	3,0 m Dinghy		A & R, Lemwerder	1928	3,00
2399	3,0 m Dinghy		A & R, Lemwerder	1928	3,00
2400	3,0 m Dinghy		A & R, Lemwerder	1928	3,00
2401	3,0 m Dinghy		A & R, Lemwerder	1928	3,00
2402	3,0 m Dinghy		A & R, Lemwerder	1928	3,00
2403	3,0 m Dinghy		A & R, Lemwerder	1928	3,00
2404	3,0 m Dinghy		A & R, Lemwerder	1928	3,00
2405	3,0 m Dinghy		A & R, Lemwerder	1928	3,00
2406	7,0 m Autoboot	Oho	Fr. v. Opel, Rüsselsheim	1928	7,00
2407	30 qm Square skerry yacht	Wannsee	Dr. Kraemer, Leipzig	1928	11,45
2408	2,5 m Dinghy		Burgess, New York	1928	2,45
2409	2,5 m Dinghy		Burgess, New York	1928	2,45
2410	2,5 m Dinghy		Burgess, New York	1928	2,45
2411	2,5 m Dinghy		Burgess, New York	1928	2,45
2412	2,5 m Dinghy		Burgess, New York	1928	2,45
2413	2,5 m Dinghy		Burgess, New York	1928	2,45
2414	2,5 m Dinghy		Burgess, New York	1928	2,45
2415	2,5 m Dinghy		Burgess, New York	1928	2,45
2416	2,5 m Dinghy		Burgess, New York	1928	2,45
2417	4,25 m Class B		A & R, Lemwerder	1928	4,25
2418	4,25 m Class B		A & R, Lemwerder	1928	4,25
2419	4,25 m Class B		A & R, Lemwerder	1928	4,25
2420	4,25 m Class B		A & R, Lemwerder	1928	4,25
2421	4,25 m Class B		A & R, Lemwerder	1928	4,25
2422	4,25 m Class B		A & R, Lemwerder	1928	4,25
2423	4,25 m Class B		A & R, Lemwerder	1928	4,25
2424	4,25 m Class B		A & R, Lemwerder	1928	4,25
2425	4,25 m Class B		A & R, Lemwerder	1928	4,25
2426	4,25 m Class B		A & R, Lemwerder	1928	4,25
2427	4,25 m Class B		A & R, Lemwerder	1928	4,25
2428	4,25 m Class B		A & R, Lemwerder	1928	4,25
2429	4,25 m Class B		A & R, Lemwerder	1928	4,25
2430	4,25 m Class B		A & R, Lemwerder	1928	4,25



Yard No	Type	Ship's	Owner – Port of Registry	Built	LOA
2431	4,25 m Class B		A & R, Lemwerder	1928	4,25
2432	4,25 m Class B		A & R, Lemwerder	1928	4,25
2433	4,25 m Class B		A & R, Lemwerder	1928	4,25
2434	4,25 m Class B		A & R, Lemwerder	1928	4,25
2435	4,25 m Class B		A & R, Lemwerder	1928	4,25
2436	4,25 m Class B		A & R, Lemwerder	1928	4,25
2437	7,0 m Autoboot		A & R, Lemwerder	1928	7,00
2438	7,0 m Autoboot		A & R, Lemwerder	1928	7,00
2439	7,0 m Autoboot		A & R, Lemwerder	1928	7,00
2440	21.4 m Torpedofangboot	Gustav	R-Marine, Eckernförde	1928	21,40
2441	17,0 m Bereisungsboot	Anderten	Maschinenbau, Minden	1928	17,00
2442	24.9 m M-Class	Avator	Carlisle, New York	1928	24,85
2443	1 1,0 m Insp.-Barkasse	Piep	E. F. Laeisz, Hamburg	1928	11,00
2444	30 qm Square skerry yacht	Marama VIII	Dr. Schlubach	1928	11,80
2445	24,9 m M-Class	Simba	Alker, New York	1928	24,85
2446	4,8 m Motorboot	ohne Namen	Zollamt, Emden	1928	4,80
2447	9,3 m Atlanticboot		Burgess & Morgan, New York	1928	9,30
2448	9,3 m Atlanticboot		Burgess & Morgan, New York	1928	9,30
2449	9,3 m Atlanticboot		Burgess & Morgan, New York	1928	9,30
2450	9,3 m Atlanticboot		Burgess & Morgan, New York	1928	9,30
2451	9,3 m Atlanticboot		Burgess & Morgan, New York	1928	9,30
2452	9,3 m Atlanticboot		Burgess & Morgan, New York	1928	9,30
2453	9,3 m Atlanticboot		Burgess & Morgan, New York	1928	9,30
2454	9,3 m Atlanticboot		Burgess & Morgan, New York	1928	9,30
2455	9,3 m Atlanticboot		Burgess & Morgan, New York	1928	9,30
2456	9,3 m Atlanticboot		Burgess & Morgan, New York	1928	9,30
2457	9,3 m Atlanticboot		Burgess & Morgan, New York	1928	9,30
2458	9,3 m Atlanticboot		Burgess & Morgan, New York	1928	9,30
2459	9,3 m Atlanticboot		Burgess & Morgan, New York	1928	9,30
2460	9,3 m Atlanticboot		Burgess & Morgan, New York	1928	9,30
2461	9,3 m Atlanticboot		Burgess & Morgan, New York	1928	9,30
2462	9,3 m Atlanticboot		Burgess & Morgan, New York	1928	9,30
2463	9,3 m Atlanticboot		Burgess & Morgan, New York	1928	9,30
2464	9,3 m Atlanticboot		Burgess & Morgan, New York	1928	9,30
2465	9,3 m Atlanticboot		Burgess & Morgan, New York	1928	9,30
2466	9,3 m Atlanticboot		Burgess & Morgan, New York	1928	9,30
2467	9,3 m Atlanticboot		Burgess & Morgan, New York	1928	9,30
2468	9,3 m Atlanticboot		Burgess & Morgan, New York	1928	9,30
2469	9,3 m Atlanticboot		Burgess & Morgan, New York	1928	9,30
2470	9,3 m Atlanticboot		Burgess & Morgan, New York	1928	9,30
2471	9,3 m Atlanticboot		Burgess & Morgan, New York	1928	9,30
2472	9,3 m Atlanticboot		Burgess & Morgan, New York	1928	9,30
2473	9,3 m Atlanticboot		Burgess & Morgan, New York	1928	9,30
2474	9,3 m Atlanticboot		Burgess & Morgan, New York	1928	9,30
2475	9,3 m Atlanticboot		Burgess & Morgan, New York	1928	9,30
2476	9,3 m Atlanticboot		Burgess & Morgan, New York	1928	9,30
2477	9,3 m Atlanticboot		Burgess & Morgan, New York	1928	9,30
2478	9,3 m Atlanticboot		Burgess & Morgan, New York	1928	9,30
2479	9,3 m Atlanticboot		Burgess & Morgan, New York	1928	9,30
2480	9,3 m Atlanticboot		Burgess & Morgan, New York	1928	9,30
2481	9,3 m Atlanticboot		Burgess & Morgan, New York	1928	9,30
2482	9,3 m Atlanticboot		Burgess & Morgan, New York	1928	9,30
2483	9,3 m Atlanticboot		Burgess & Morgan, New York	1928	9,30
2484	9,3 m Atlanticboot		Burgess & Morgan, New York	1928	9,30
2485	9,3 m Atlanticboot		Burgess & Morgan, New York	1928	9,30
2486	9,3 m Atlanticboot		Burgess & Morgan, New York	1928	9,30
2487	9,3 m Atlanticboot		Burgess & Morgan, New York	1928	9,30
2488	9,3 m Atlanticboot		Burgess & Morgan, New York	1928	9,30
2489	9,3 m Atlanticboot		Burgess & Morgan, New York	1928	9,30
2490	9,3 m Atlanticboot		Burgess & Morgan, New York	1928	9,30
2491	9,3 m Atlanticboot		Burgess & Morgan, New York	1928	9,30
2492	9,3 m Atlanticboot		Burgess & Morgan, New York	1928	9,30
2493	9,3 m Atlanticboot		Burgess & Morgan, New York	1928	9,30
2494	9,3 m Atlanticboot		Burgess & Morgan, New York	1928	9,30
2495	9,3 m Atlanticboot		Burgess & Morgan, New York	1928	9,30
2496	9,3 m Atlanticboot		Burgess & Morgan, New York	1928	9,30
2497	9,3 m Atlanticboot		Burgess & Morgan, New York	1928	9,30
2498	9,3 m Atlanticboot		Burgess & Morgan, New York	1928	9,30
2499	9,3 m Atlanticboot		Burgess & Morgan, New York	1928	9,30
2500	9,3 m Atlanticboot		Burgess & Morgan, New York	1928	9,30
2501	9,3 m Atlanticboot		Burgess & Morgan, New York	1928	9,30
2502	9,3 m Atlanticboot		Burgess & Morgan, New York	1928	9,30
2503	9,3 m Atlanticboot		Burgess & Morgan, New York	1928	9,30
2504	9,3 m Atlanticboot		Burgess & Morgan, New York	1928	9,30
2505	9,3 m Atlanticboot		Burgess & Morgan, New York	1928	9,30
2506	9,3 m Atlanticboot		Burgess & Morgan, New York	1928	9,30
2507	3,5 m Dinghy	Gachguche	W. Heinrich, Zwickau-Sa.	1929	3,50
2508	6 m R-Yacht	Pan	E. F. Laeisz, Hamburg	1929	10,51
2509	75 qm Square skerry yacht	Albatros III	Dr. Springer, Berlin	1929	17,83
2510	30 qm Square skerry yacht	Glückauf	H. Stinnes, Kiel	1929	11,80
2511	13,2 m Tourenkreuzer	Mary	J. Köpke, Berlin	1929	13,20

Yard No	Type	Ship's	Owner – Port of Registry	Built	LOA
2512	9,3 m Atlanticboot		Burgess & Morgan, New York	1929	9,30
2513	9,3 m Atlanticboot		Burgess & Morgan, New York	1929	9,30
2514	9,3 m Atlanticboot		Burgess & Morgan, New York	1929	9,30
2515	9,3 m Atlanticboot		Burgess & Morgan, New York	1929	9,30
2516	9,3 m Atlanticboot		Burgess & Morgan, New York	1929	9,30
2517	9,3 m Atlanticboot		Burgess & Morgan, New York	1929	9,30
2518	9,3 m Atlanticboot		Burgess & Morgan, New York	1929	9,30
2519	9,3 m Atlanticboot		Burgess & Morgan, New York	1929	9,30
2520	9,3 m Atlanticboot		Burgess & Morgan, New York	1929	9,30
2521	9,3 m Atlanticboot		Burgess & Morgan, New York	1929	9,30
2522	9,3 m Atlanticboot		Burgess & Morgan, New York	1929	9,30
2523	9,3 m Atlanticboot		Burgess & Morgan, New York	1929	9,30
2524	9,3 m Atlanticboot		Burgess & Morgan, New York	1929	9,30
2525	9,3 m Atlanticboot		Burgess & Morgan, New York	1929	9,30
2526	30 qm Square skerry yacht	Pasch	E. F. Laeisz, Hamburg	1929	11,50
2527	30 qm Square skerry yacht	Kickerle	Ross, Berlin	1929	11,85
2528	30 qm Seefahrtkreuzer	Hero III	D.S.V., Berlin	1929	9,75
2529	9,3 m Atlanticboot		Burgess & Morgan, New York	1929	9,30
2530	9,3 m Atlanticboot		Burgess & Morgan, New York	1929	9,30
2531	9,3 m Atlanticboot		Burgess & Morgan, New York	1929	9,30
2532	9,3 m Atlanticboot		Burgess & Morgan, New York	1929	9,30
2533	9,3 m Atlanticboot		Burgess & Morgan, New York	1929	9,30
2534	9,3 m Atlanticboot		Burgess & Morgan, New York	1929	9,30
2535	7,9 m Eigner-Boot	Carissima	Germania-Werft, Kiel	1929	7,92
2536	6,7 m Maschinen-Boot	Carissima	Germania-Werft, Kiel	1929	6,70
2537	6,1 m Rettungsboot	Carissima	Germania-Werft, Kiel	1929	6,09
2538	6,1 m Rettungsboot	Carissima	Germania-Werft, Kiel	1929	6,09
2539	4,3 m Dingi	Carissima	Germania-Werft, Kiel	1929	4,26
2540	3,5 m Dinghy	Otter	Reichs-Finanz, Luxhaven	1929	3,50
2541	3,5 m Dinghy	Burgess	Burgess & Morgan, New York	1929	3,50
2542	1 1,0 m Sonderclass	Buccaneer	Burgess & Morgan, New York	1929	11,00
2543	Standardjolle		A & R, Lemwerder	1929	3,66
2544	Standardjolle		A & R, Lemwerder	1929	3,66
2545	Standardjolle		A & R, Lemwerder	1929	3,66
2546	30 qm Square skerry yacht	Wilderich	Wilde, Berlin	1929	11,85
2547	9,3 m Atlanticboot	Elf	Burgess & Morgan, New York	1929	9,30
2548	9,3 m Atlanticboot		Burgess & Morgan, New York	1929	9,30
2549	9,3 m Atlanticboot		Burgess & Morgan, New York	1929	9,30
2550	9,3 m Atlanticboot		Burgess & Morgan, New York	1929	9,30
2551	9,3 m Atlanticboot		Burgess & Morgan, New York	1929	9,30
2552	9,3 m Atlanticboot		Burgess & Morgan, New York	1929	9,30
2553	4,25 m Class B		A & R, Lemwerder	1929	4,25
2554	4,25 m Class B		A & R, Lemwerder	1929	4,25
2555	4,25 m Class B		A & R, Lemwerder	1929	4,25
2556	4,25 m Class B		A & R, Lemwerder	1929	4,25
2557	4,25 m Class B		A & R, Lemwerder	1929	4,25
2558	4,25 m Class B		A & R, Lemwerder	1929	4,25
2559	4,25 m Class B		A & R, Lemwerder	1929	4,25
2560	4,25 m Class B		A & R, Lemwerder	1929	4,25
2561	4,25 m Class B		A & R, Lemwerder	1929	4,25
2562	4,25 m Class B		A & R, Lemwerder	1929	4,25
2563	4,25 m Class B		A & R, Lemwerder	1929	4,25
2564	4,25 m Class B		A & R, Lemwerder	1929	4,25
2565	4,25 m Class B		A & R, Lemwerder	1929	4,25
2566	4,25 m Class B		A & R, Lemwerder	1929	4,25
2567	4,25 m Class B		A & R, Lemwerder	1929	4,25
2568	4,25 m Class B		A & R, Lemwerder	1929	4,25
2569	4,25 m Class B		A & R, Lemwerder	1929	4,25
2570	4,25 m Class B		A & R, Lemwerder	1929	4,25
2571	4,25 m Class B		A & R, Lemwerder	1929	4,25
2572	4,25 m Class B		A & R, Lemwerder	1929	4,25
2573	4,25 m Class B		A & R, Lemwerder	1929	4,25
2574	4,25 m Class B		A & R, Lemwerder	1929	4,25
2575	4,25 m Class B		A & R, Lemwerder	1929	4,25
2576	4,25 m Class B		A & R, Lemwerder	1929	4,25
2577	4,25 m Class B		A & R, Lemwerder	1929	4,25
2578	30 qm Square skerry yacht	Onkel Arnold VIII	Dr. Radziejewski, Berlin	1929	11,85
2579	9,2 m Motorkreuzer	ohne Namen	Riekenbach, New York	1929	9,15
2580	Standardjolle		A & R, Lemwerder	1929	3,66
2581	Standardjolle		A & R, Lemwerder	1929	3,66
2582	Standardjolle		A & R, Lemwerder	1929	3,66
2583	13,1 m Rettungsboot	KonsulJohn	D. Ges. z. R. Sch., Bremen	1929	13,10
2584	4,25 m Class B	de Groot	de Groot, Warmond	1929	4,25
2585	4,25 m Class B		A & R, Lemwerder	1929	4,25
2586	4,25 m Class B		A & R, Lemwerder	1929	4,25
2587	4,25 m Class B		A & R, Lemwerder	1929	4,25
2588	4,25 m Class B		A & R, Lemwerder	1929	4,25
2589	4,25 m Class B		A & R, Lemwerder	1929	4,25
2590	4,25 m Class B		A & R, Lemwerder	1929	4,25
2591	4,25 m Class B		A & R, Lemwerder	1929	4,25
2592	4,25 m Class B		A & R, Lemwerder	1929	4,25

LIST OF YARD NOS

Yard No	Type	Ship's	Owner – Port of Registry	Built	LOA	Yard No	Type	Ship's	Owner – Port of Registry	Built	LOA
2593	4,25 m Class B		A & R, Lemwerder	1929	4,25	2674	6,5 m Motorrettungsboot	ohne Namen	Wasserbauamt Tönning	1931	6,50
2594	4,25 m Class B		A & R, Lemwerder	1929	4,25	2675	5,0 m Aussenb.-Motorboot	ohne Namen	A & R, Lemwerder	1931	5,00
2595	4,9 m Aussenb.-Motorboot	Wochenente	T. Weber, Svendborg	1929	4,88	2676	5,0 m Aussenb.-Motorboot	ohne Namen	A & R, Lemwerder	1931	5,00
2596	9,3 m Atlanticboot	Rampage	Burgess & Morgan, New York	1929	9,30	2677	5,0 m Aussenb.-Motorboot	ohne Namen	A & R, Lemwerder	1931	5,00
2597	9,3 m Atlanticboot	Celeritas	Burgess & Morgan, New York	1929	9,30	2678	5,0 m Aussenb.-Motorboot	ohne Namen	A & R, Lemwerder	1931	5,00
2598	9,3 m Atlanticboot	Zest	Burgess & Morgan, New York	1929	9,30	2679	5,0 m Aussenb.-Motorboot	ohne Namen	A & R, Lemwerder	1931	5,00
2599	9,3 m Atlanticboot	Lynx II	Burgess & Morgan, New York	1929	9,30	2680	5,0 m Aussenb.-Motorboot	ohne Namen	A & R, Lemwerder	1931	5,00
2600	9,3 m Atlanticboot	Solera	Burgess & Morgan, New York	1929	9,30	2681	30 qm Seefahrtkreuzer	Bütelhans	Dr. Klement, Chalottenburg	1931	9,75
2601	9,3 m Atlanticboot	Venture	Burgess & Morgan, New York	1929	9,30	2682	Scharpiejolle 12 qm	Störtebecker II	A. Cordes, Hamburg	1931	5,99
2602	9,3 m Atlanticboot	Thane	Burgess & Morgan, New York	1929	9,30	2683	Scharpiejolle 12 qm	Triebt	Dr. Vogeler, Berlin	1931	5,99
2603	9,3 m Atlanticboot	Nichevo III	Burgess & Morgan, New York	1929	9,30	2684	Scharpiejolle 12 qm	Mamselle NiTouche	A. Bakker, Warmond	1931	5,99
2604	9,3 m Atlanticboot	Maori	Burgess & Morgan, New York	1929	9,30	2685	Scharpiejolle 12 qm	Pfeil	J. Springer, Berlin	1931	5,99
2605	9,3 m Atlanticboot	Virginia	Burgess & Morgan, New York	1929	9,30	2686	Scharpiejolle 12 qm	Hein Tüt IV	E. Lehfeld, Hamburg	1931	5,99
2606	9,0 m Motor-Barkasse	Coíra II	F. H. Schmidt, Hamburg	1929	9,00	2687	Scharpiejolle 12 qm	Wijde Keel	C. Huysken, Hilversum	1931	5,99
2607	30 qm Square skerry yacht	Glückauf II	H. Stinnes, Berlin	1930	12,10	2688	Scharpiejolle 12 qm	Waschtobbe	C. Huysken, Hilversum	1931	5,99
2608	6,5 m Rettungsboot	ohne Namen	Wasserb.-Amt, Tönning	1930	6,50	2689	Scharpiejolle 12 qm	Extra Dry	Spiers Hallet, London	1931	5,99
2609	4,25 m Class B	de Groot	de Groot, Warmond	1930	4,25	2690	Scharpiejolle 12 qm	Duitsche Ribbe	C. Huysken, Hilversum	1931	5,99
2610	11,1 m Motorboot	Gneisenau	Reichs-Finanz, Stettin	1930	11,08	2691	Scharpiejolle 12 qm	Ellemann	C. Huysken, Hilversum	1931	5,99
2611	30 qm Square skerry yacht	Wannsee	Dr. W. Kraemer, Leipzig	1930	12,20	2692	Scharpiejolle 12 qm	Star	C. Huysken, Hilversum	1931	5,99
2612	22 qm Square skerry yacht	Sternschnuppe	R. Fichtener, Berlin	1930	10,62	2693	Scharpiejolle 12 qm	Hondjes, Hofstede	C. Huysken, Hilversum	1931	5,99
2613	9,3 m Atlanticboot	Vaite	Burgess & Morgan, New York	1930	9,30	2694	Scharpiejolle 12 qm	Susi	Dr. Bühmann, Nienbg.	1931	5,99
2614	9,3 m Atlanticboot	ohne Namen	Burgess & Morgan, New York	1930	9,30	2695	Starboot	Holland	J. Maas, Hilversum	1931	6,88
2615	23,5 m Schnellboote	V.M.V. 1	Finn. Zoll, Finnland	1930	23,50	2696	Starboot	Ha-Eff	R. Constanta, Rumänien	1931	6,88
2616	23,5 m Schnellboote		Finn. Zoll, Finnland	1930	23,50	2697	Starboot	YC.R.R.	Broschek, Hamburg	1931	6,88
2617	4,9 m Außenb.-Motorb.	Wochenente	H. Weber, Svendborg	1930	4,88	2698	3,0 m Dinghy		A & R, Lemwerder	1931	3,00
2618	9,2 m Motorboot		Rickenbach, New York	1930	9,15	2699	3,0 m Dinghy		A & R, Lemwerder	1931	3,00
2619	9,2 m Motorboot		Rickenbach, New York	1930	9,15	2700	3,0 m Dinghy		A & R, Lemwerder	1931	3,00
2620	9,2 m Motorboot		Rickenbach, New York	1930	9,15	2701	3,0 m Dinghy		A & R, Lemwerder	1931	3,00
2621	Standardjolle		A & R, Lemwerder	1930	3,66	2702	3,0 m Dinghy		A & R, Lemwerder	1931	3,00
2622	Standardjolle		A & R, Lemwerder	1930	3,66	2703	3,0 m Dinghy		A & R, Lemwerder	1931	3,00
2623	22 qm Square skerry yacht	Ilse II	J. Greve, Kiel	1930	10,62	2704	3,0 m Dinghy		A & R, Lemwerder	1931	3,00
2624	9,3 m Atlanticboot	Oolong	Burgess & Morgan, New York	1930	9,30	2705	3,0 m Dinghy		A & R, Lemwerder	1931	3,00
2625	9,3 m Atlanticboot	Corisande III	Burgess & Morgan, New York	1930	9,30	2706	3,0 m Dinghy		A & R, Lemwerder	1931	3,00
2626	3,7 m Dinghy	V.M.V. 1	Finn. Zoll, Finnland	1930	3,66	2707	3,0 m Dinghy		A & R, Lemwerder	1931	3,00
2627	3,7 m Dinghy		Finn. Zoll, Finnland	1930	3,66	2708	Scharpiejolle 12 qm	Betty	Major Smiley, London	1931	5,99
2628	30 qm Square skerry yacht	Hathi	J. Theede, Kiel	1930	12,33	2709	Scharpiejolle 12 qm	Meerkoet	H. Boomsma, Amsterdam	1931	5,99
2629	12,2 m Tourenkreuzer	Zwerver	v. Gravhorst, Holland	1930	12,20	2710	Scharpiejolle 12 qm	Adonis	C. Huysken, Hilversum	1931	5,99
2630	Standardjolle		A & R, Lemwerder	1930	3,66	2711	Scharpiejolle 12 qm	Motketel	C. Huysken, Hilversum	1931	5,99
2631	Standardjolle		A & R, Lemwerder	1930	3,66	2712	Scharpiejolle 12 qm	Esmeralda VII	K. Borgwardt, Kiel	1931	5,99
2632	Standardjolle		A & R, Lemwerder	1930	3,66	2713	Scharpiejolle 12 qm	ohne Namen	Wiedicke, Dessau	1931	5,99
2633	9,2 m Motoryacht		Rickenbach, New York	1930	9,15	2714	Scharpiejolle 12 qm	Vanity SS 3	J. Bagwell, Ireland	1931	5,99
2634	9,2 m Motoryacht		Rickenbach, New York	1930	9,15	2715	Scharpiejolle 12 qm	Mist SS 4	J. Bagwell, Ireland	1931	5,99
2635	9,2 m Motoryacht		Rickenbach, New York	1930	9,15	2716	Scharpiejolle 12 qm		Shipsales, England	1931	5,99
2636	2,7 m Dinghy	ohne Namen	A & R, Lemwerder	1930	2,70	2717	Scharpiejolle 12 qm		Shipsales, England	1931	5,99
2637	4,9 m Aussenb.-Motorboot	ohne Namen	T. Weber, Svendborg	1930	4,88	2718	2,7 m Dinghy	Landfall	P. Hammond, New York	1931	2,70
2638	4,9 m Aussenb.-Motorboot	ohne Namen	T. Weber, Svendborg	1930	4,88	2719	26,5 m R-Boot	R 3	Marine, Berlin	1932	26,50
2639	4,9 m Aussenb.-Motorboot	ohne Namen	T. Weber, Svendborg	1930	4,88	2720	26,5 m R-Boot	R 4	Marine, Berlin	1932	26,50
2640	4,9 m Aussenb.-Motorboot	ohne Namen	T. Weber, Svendborg	1930	4,88	2721	26,5 m R-Boot	R 5	Marine, Berlin	1932	26,50
2641	4,9 m Aussenb.-Motorboot	ohne Namen	T. Weber, Svendborg	1930	4,88	2722	30 qm Square skerry yacht	Starling	E. Root, New York	1932	12,20
2642	4,9 m Aussenb.-Motorboot	ohne Namen	T. Weber, Svendborg	1930	4,88	2723	Scharpiejolle 12 qm	Wetterflügel	N. Bos, Holland	1932	5,99
2643	4,9 m Aussenb.-Motorboot	ohne Namen	T. Weber, Svendborg	1930	4,88	2724	Scharpiejolle 12 qm		de Groot, Warmond	1932	5,99
2644	4,9 m Aussenb.-Motorboot	ohne Namen	T. Weber, Svendborg	1930	4,88	2725	Scharpiejolle 12 qm	Muck	Baurat Biebrach, Stargard/R	1932	5,99
2645	4,9 m Aussenb.-Motorboot	ohne Namen	T. Weber, Svendborg	1930	4,88	2726	Scharpiejolle 12 qm	Nebelspalter II	R. Eggenschwyler, Schaffhausen	1932	5,99
2646	4,9 m Aussenb.-Motorboot	ohne Namen	T. Weber, Svendborg	1930	4,88	2727	Scharpiejolle 12 qm	Stromer II	R. Jung, Blumenthal	1932	5,99
2647	Standardjolle		de Groot, Holland	1930	3,66	2728	Scharpiejolle 12 qm	Edith	Dr. Radziejewski	1932	5,99
2648	Standardjolle		de Groot, Holland	1930	3,66	2729	Scharpiejolle 12 qm	Lilo	H. Schmidt, Bremen	1932	5,99
2649	Standardjolle		A & R, Lemwerder	1930	3,66	2730	Scharpiejolle 12 qm		B. Wilton, Warmond	1932	5,99
2650	Standardjolle		A & R, Lemwerder	1930	3,66	2731	Scharpiejolle 12 qm		H. de Brey, Haag	1932	5,99
2651	Standardjolle		A & R, Lemwerder	1930	3,66	2732	Scharpiejolle 12 qm		Pluygers, Rotterdam	1932	5,99
2652	Standardjolle		A & R, Lemwerder	1930	3,66	2733	Scharpiejolle 12 qm	Solvey	E. Poulsen, Vegesack	1932	5,99
2653	Standardjolle		A & R, Lemwerder	1930	3,66	2734	Scharpiejolle 12 qm		de Groot, Warmond	1932	5,99
2654	Standardjolle		A & R, Lemwerder	1930	3,66	2735	Scharpiejolle 12 qm		M. v. Waasdijk, Rotterdam	1932	5,99
2655	24,5 m Dienstfahrzeug	R 2	Marine, Berlin	1930	24,50	2736	Scharpiejolle 12 qm		de Groot, Warmond	1932	5,99
2656	9,0 m Tunnelmotorboot	Schwalbe	Wasserb.-Dir. Dresden	1930	9,00	2737	Scharpiejolle 12 qm	Komphaantle	Pluygers, Rotterdam	1932	5,99
2657	9,2 m Fischboot	Alva	Germania-Werft, Kiel	1931	9,14	2738	Scharpiejolle 12 qm		Pluygers, Rotterdam	1932	5,99
2658	7,6 m Mannschaftsboot	Alva	Germania-Werft, Kiel	1931	7,62	2739	Scharpiejolle 12 qm		Pluygers, Rotterdam	1932	5,99
2659	8,0 m Rettungsboot	Alva	Germania-Werft, Kiel	1931	7,92	2740	Scharpiejolle 12 qm		Sternberg, Soest	1932	5,99
2660	8,0 m Rettungsboot		Germania-Werft, Kiel	1931	7,92	2741	Scharpiejolle 12 qm		Pluygers, Rotterdam	1932	5,99
2661	30 qm Square skerry yacht	Glückauf II	H. Stinnes, Kiel	1931	12,20	2742	Scharpiejolle 12 qm		Pluygers, Rotterdam	1932	5,99
2662	Starboot	Paka	E. Laeisz, Kiel	1931	6,88	2743	21,4 m Torpedofangboot	Ida	Torpedovers.-Anst. Eckemf.	1932	21,40
2663	21,7 m Tourenkreuzer	Landfall	P. Hammond, New York	1931	21,67	2744	26,5 in R-Boot	R 6	Marine, Berlin	1932	26,50
2664	75 qm Square skerry yacht	Albatros IV	Dr. Springer, Berlin	1931	17,84	2745	26,5 m R-Boot	R 7	Marine, Berlin	1932	26,50
2665	nicht gebaut					2746	Square skerry yacht	Schwanenweiss VI	Dr. Schmidt, Berlin	1932	18,25
2666	4,9 m Aussenb.-Motorb.	Centa mella	Crochi, Italien	1931	4,88	2747	3,3 m Dinghy	Landfall	P. Hammond, New York	1932	3,30
2667	8,6 m Eigner-Motorboot	Argosy	Germania-Werft, Kiel	1931	8,53	2748	Scharpiejolle 12 qm		Pluygers, Rotterdam	1932	5,99
2668	8,0 m Mannschaftsboot	Argosy	Germania-Werft, Kiel	1931	7,92	2749	Scharpiejolle 12 qm		Pluygers, Rotterdam	1932	5,99
2669	6,4 m Rettungsboot	Argosy	Germania-Werft, Kiel	1931	6,40	2750	4,25 m Class B		A & R, Lemwerder	1932	4,25
2670	6,4 m Rettungsboot	Argosy	Germania-Werft, Kiel	1931	6,40	2751	4,25 m Class B		A & R, Lemwerder	1932	4,25
2671	5,2 m Ruderdingi	Argosy	Germania-Werft, Kiel	1931	5,18	2752	4,25 in Class B	ohne Namen	H. Kampmann, Essen	1932	4,25
2672	Starboot	Bambuko	Domizlaff, Hamburg	1931	6,88	2753	4,25 in Class B	ohne Namen	A & R, Lemwerder	1932	4,25
2673	Starboot	Markab	Brinkmann, Hamburg	1931	6,88	2754	9,0 m Tunnelmot.-Boot	Schwalbe	Talsperrenamt Lehmühle	1932	9,00



Yard No	Type	Ship's	Owner – Port of Registry	Built	LOA
2755	Scharpiejolle 12 qm		Pluygers, Rotterdam	1932	5,99
2756	Scharpiejolle 12 qm		Pluygers, Rotterdam	1932	5,99
2757	Scharpiejolle 12 qm		Pluygers, Rotterdam	1932	5,99
2758	Scharpiejolle 12 qm		Pluygers, Rotterdam	1932	5,99
2759	Scharpiejolle 12 qm		Pluygers, Rotterdam	1933	5,99
2760	Scharpiejolle 12 qm		Pluygers, Rotterdam	1933	5,99
2761	Scharpiejolle 12 qm		Pluygers, Rotterdam	1933	5,99
2762	Scharpiejolle 12 qm		Pluygers, Rotterdam	1933	5,99
2763	Scharpiejolle 12 qm		Pluygers, Rotterdam	1933	5,99
2764	Scharpiejolle 12 qm		Pluygers, Rotterdam	1933	5,99
2765	Scharpiejolle 12 qm		Pluygers, Rotterdam	1933	5,99
2766	Scharpiejolle 12 qm		Pluygers, Rotterdam	1933	5,99
2767	Scharpiejolle 12 qm		Oswald, Hamburg	1933	5,99
2768	Scharpiejolle 12 qm		de Groot, Warmond	1933	5,99
2769	Scharpiejolle 12 qm		de Groot, Warmond	1933	5,99
2770	Scharpiejolle 12 qm	Sirocco	de Groot, Warmond	1933	5,99
2771	Scharpiejolle 12 qm		Pluygers, Rotterdam	1933	5,99
2772	Scharpiejolle 12 qm		Pluygers, Rotterdam	1933	5,99
2773	Scharpiejolle 12 qm		Pluygers, Rotterdam	1933	5,99
2774	Scharpiejolle 12 qm		Pluygers, Rotterdam	1933	5,99
2775	4,0 m Rettungsboot		Feuerwehr Hannover	1933	4,00
2776	25 qm Einheits-Yacht	Scharmützel IV	Dipl.-Ing. Krüger, Berlin	1933	8,57
2777	25 qm Einheits-Yacht	Dico	Dr. Dinse, Berlin	1933	8,57
2778	25 qm Einheits-Yacht	Molch VI	E. Lohmann, Berlin	1933	8,57
2779	nicht gebaut				
2780	nicht gebaut				
2781	nicht gebaut				
2782	22,0 Tourenkreuzer	Vamarie	Makaroff, New York	1933	21,94
2783	Scharpiejolle 12 qm		Baldeney-See, Essen	1933	5,99
2784	Scharpiejolle 12 qm		Pluygers, Rotterdam	1933	5,99
2785	Scharpiejolle 12 qm		Pluygers, Rotterdam	1933	5,99
2786	Scharpiejolle 12 qm		Pluygers, Rotterdam	1933	5,99
2787	Scharpiejolle 12 qm		Pluygers, Rotterdam	1933	5,99
2788	Scharpiejolle 12 qm	Gorch-Fock	Schulsch. Gorch-Fock, Kiel	1933	5,99
2789	Scharpiejolle 12 qm		Baldeney-See, Essen	1933	5,99
2790	Scharpiejolle 12 qm		Baldeney-See, Essen	1933	5,99
2791	Scharpiejolle 12 qm		Baldeney-See, Essen	1933	5,99
2792	Scharpiejolle 12 qm	Marianne	Kersten, Rees/Rh.	1933	5,99
2793	10,25 m Pol.-Motorboot	Möwe	Pol.-Präsidium, Dresd.	1933	10,25
2794	12,5 m Motorschleppboot	Thüringen	AG Ob. Saale, Weimar	1933	12,50
2795	6,0 m Motorboot	Blitz	F. Smeding, Emden	1933	6,00
2796	4,2 in Dinghy	Vamarie	Makaroff, New York	1933	4,26
2797	6,7 m Tourenyacht	Olga	Dr. Boon-Hartsing, Hilversum	1933	6,70
2798	2,45 m Dingis		Zollschutz, Colomb.	1933	2,45
2799	2,45 m Dingis		Zollschutz, Colomb.	1933	2,45
2800	2,45 m Dingis		Zollschutz, Colomb.	1933	2,45
2801	2,45 m Dingis		Zollschutz, Colomb.	1933	2,45
2802	Scharpiejolle 12 qm	Gorch-Fock	E. Pankow, Stargard	1933	5,99
2803	Scharpiejolle 12 qm		de Groot, Warmond	1933	5,99
2804	Scharpiejolle 12 qm		de Groot, Warmond	1933	5,99
2805	Scharpiejolle 12 qm		Pluygers, Rotterdam	1933	5,99
2806	Scharpiejolle 12 qm		Pluygers, Rotterdam	1933	5,99
2807	Scharpiejolle 12 qm		Pluygers, Rotterdam	1933	5,99
2808	15,5 m Verk.-Motorboot		Marine Wilhelmshaven	1933	11,52
2809	15,5 m Verk.-Motorboot		Marine Wilhelmshaven	1933	11,52
2810	27,8 m R-Boot	R 9	Marine Berlin	1933	27,75
2811	27,8 m R-Boot	R 10	Marine Berlin	1933	27,75
2812	27,8 m R-Boot	R 11	Marine Berlin	1933	27,75
2813	27,8 m R-Boot	R 12	Marine Berlin	1933	27,75
2814	27,8 m R-Boot	R 13	Marine Berlin	1933	27,75
2815	27,8 m R-Boot	R 14	Marine Berlin	1933	27,75
2816	8,8 m Barkasse	Pionier	E. Laeisz, Hamburg	1933	8,80
2817	21,5 m Tourenyacht	Svastika	P. Müller, Chur/Schwz.	1933	21,45
2818	4,25 m Class B		Dr. Gose, Halle / Saale	1933	4,25
2819	4,25 m Class B		A & R, Lemwerder	1933	4,25
2820	4,25 m Class B		A & R, Lemwerder	1933	4,25
2821	4,25 m Class B		A & R, Lemwerder	1933	4,25
2822	6 m R-Yacht	Irmii III	Dr. Lubinus, Kiel	1934	11,60
2823	6 m R-Yacht	Sleipnir	M.R.V., Kiel	1934	11,50
2824	Scharpiejolle 12 qm		Pluygers, Rotterdam	1934	5,99
2825	Scharpiejolle 12 qm		Pluygers, Rotterdam	1934	5,99
2826	Scharpiejolle 12 qm		Pluygers, Rotterdam	1934	5,99
2827	Scharpiejolle 12 qm		Pluygers, Rotterdam	1934	5,99
2828	Scharpiejolle 12 qm		Pluygers, Rotterdam	1934	5,99
2829	Scharpiejolle 12 qm		Pluygers, Rotterdam	1934	5,99
2830	Scharpiejolle 12 qm		Pluygers, Rotterdam	1934	5,99
2831	Scharpiejolle 12 qm		Pluygers, Rotterdam	1934	5,99
2832	Scharpiejolle 12 qm		Pluygers, Rotterdam	1934	5,99
2833	Scharpiejolle 12 qm		Pluygers, Rotterdam	1934	5,99
2834	Scharpiejolle 12 qm		Pluygers, Rotterdam	1934	5,99
2835	Scharpiejolle 12 qm		Pluygers, Rotterdam	1934	5,99

Yard No	Type	Ship's	Owner – Port of Registry	Built	LOA
2836	Scharpiejolle 12 qm		Pluygers, Rotterdam	1934	5,99
2837	Scharpiejolle 12 qm		Pluygers, Rotterdam	1934	5,99
2838	Scharpiejolle 12 qm		Pluygers, Rotterdam	1934	5,99
2839	Scharpiejolle 12 qm		Pluygers, Rotterdam	1934	5,99
2840	Scharpiejolle 12 qm		Pluygers, Rotterdam	1934	5,99
2841	Scharpiejolle 12 qm	Molch	M.R.V., Kiel	1934	5,99
2842	Scharpiejolle 12 qm	Knurrhahn	M.R.V., Kiel	1934	5,99
2843	Scharpiejolle 12 qm	Frisch	Marine Wilhelmshaven	1934	5,99
2844	Scharpiejolle 12 qm	Fromm	Marine Wilhelmshaven	1934	5,99
2845	2,8 m Dinghy	Svastika	P. Müller, Chur/Schwz.	1934	2,80
2846	2,8 m Dinghy	ohne Namen	A. Tiller, Berlin	1934	2,80
2847	3,6 m Motor-dinghy	Svasüka	P. Müller, Chur/Schwz.	1934	3,60
2848	Scharpiejolle 12 qm	Frohlich	Marine Wilhelmshaven	1934	5,99
2849	Scharpiejolle 12 qm	Frei	Marine Wilhelmshaven	1934	5,99
2850	60 qm Seefahrtkreuzer	Wiking III	R. Ronning, Bremen	1934	13,35
2851	Scharpiejolle 12 qm		Vollebregt, Rotterdam	1934	5,99
2852	Scharpiejolle 12 qm		van Riel, Holland	1934	5,99
2853	Scharpiejolle 12 qm		van Riel, Holland	1934	5,99
2854	Scharpiejolle 12 qm		G. Heines, England	1934	5,99
2855	Scharpiejolle 12 qm		Deichmann & Ritschie, Holl.	1934	5,99
2856	8 m R-Yacht	Germania II	Krupp v. Bohlen u. Halbach, Essen	1934	15,05
2857	2,7 m Dinghy	Königin	E. Strassburg, Bremen	1934	2,70
2858	Scharpiejolle 12 qm	Holnis	Marineschule Mürwik	1934	5,99
2859	Scharpiejolle 12 qm	Schostbüll	Marineschule Mürwik	1934	5,99
2860	Scharpiejolle 12 qm	Rinkenis	Marineschule Mürwik	1934	5,99
2861	Scharpiejolle 12 qm	Laagmai	Marineschule Mürwik	1934	5,99
2862	Scharpiejolle 12 qm	Fiedje	Fliegerhorst Kdt. Kiel	1934	5,99
2863	Scharpiejolle 12 qm	Ikarus	Deutsche Fliegerschule	1934	5,99
2864	Scharpiejolle 12 qm	Flieger	Deutsche Fliegerschule	1934	5,99
2865	Scharpiejolle 12 qm	Blitz	Deutsche Fliegerschule	1934	5,99
2866	Scharpiejolle 12 qm	Dädalus	Deutsche Fliegerschule	1934	5,99
2867	Scharpiejolle 12 qm	Makao	L. Alsen, Hamburg	1934	5,99
2868	Scharpiejolle 12 qm	Geestemünde	M.R.V., Wilhelmshaven	1934	5,99
2869	Scharpiejolle 12 qm	Lehe	M.R.V., Wilhelmshaven	1934	5,99
2870	Scharpiejolle 12 qm	Schaferl	Dpl.-Ing. Hendel, Essen	1934	5,99
2871	Scharpiejolle 12 qm	Himpamp	W. Behrens, Hamburg	1934	5,99
2872	Scharpiejolle 12 qm	Tetje	R.L.M., Kiel-Holt.	1934	5,99
2873	20 qm Jollenkreuzer	Capella	M.R.V., Wilhelmshaven	1934	7,72
2874	36,9 m R-Boot	R 18	Marine Berlin	1935	36,90
2875	36,9 m R-Boot	R 19	Marine Berlin	1935	36,90
2876	36,9 m R-Boot	R 20	Marine Berlin	1935	36,90
2877	100 qm Seefahrtkreuzer	Königin	E. Strassburg, Bremen	1935	16,80
2878	100 qm Seefahrtkreuzer	Möwe	C. Schünemann, Bremen	1935	16,80
2879	Scharpiejolle 12 qm	Tünnes	R. L.M., Travemünde	1935	5,99
2880	Scharpiejolle 12 qm	Scheel	R.L.M., Travemünde	1935	5,99
2881	21,4 m Nydamsschiff	Stedingsehre	NS-Kulturgem., Rastede	1934	21,38
2882	3,8 m Rettungsboot	Svasüka	P. Müller, Chur/Schwz.	1934	3,75
2883	Starboot	Stipper 32	M. Hochhaus, Berlin	1935	6,90
2884	Starboot	Nr. 2	J. Regal Roman, Bukarest	1935	6,90
2885	Starboot	Nr. 3	J. Regal Roman, Bukarest	1935	6,90
2886	Starboot	Bremen	W.Y.C., Bremen	1935	6,90
2887	Starboot	Roland v. Br.	W.Y.C., Bremen	1935	6,90
2888	25 qm Einheits-Yacht	Albatros	M. Mitzlaff, Rostock	1935	8,57
2889	Starboot	Besar II	Konsul Behnke, Kiel	1935	6,90
2890	Starboot	Hilda III	Dr. Giesecke, Kiel	1935	6,88
2891	Starboot	ohne Namen	K.Y.C., Kiel	1935	6,88
2892	18,5 m Dies.-Trajekt-F.	Stedingen	W. Niekamp, Lemwerder	1935	18,50
2893	6 m R-Yacht	Sleipnir II	M.R.V., Kiel	1935	11,48
2894	6 m R-Yacht	Irmii IV	Dr. Lubinus, Kiel	1935	11,48
2895	13,6 m Stat.-Schnellboot	Fl. A. 201	R.L.M., Bug auf Rügen	1935	13,60
2896	13,6 m Stat.-Schnellboot	Fl. A. 202	R.L.M., Norderney	1935	13,60
2897	13,6 m Stat.-Schnellboot	Fl. A. 203	R.L.M., List auf Sylt	1935	13,60
2898	13,6 m Stat.-Schnellboot	Fl. A. 204	R.L.M., Rechlin	1935	13,60
2899	Starboot	Paka	E. Laeisz, Hamburg	1935	6,90
2900	nicht gebaut				
2901	15 qm Wanderjolle	Alter Mecker	F. Freiberg, Dresden	1935	6,00
2902	Olympiajolle	Wirena	H. Krüger, Berlin	1935	5,00
2903	Olympiajolle	ohne Namen	Kaiserl. Y.C., Kiel	1935	5,00
2904	Olympiajolle	Vorschuss bitte	Dr. R. Heesen, Hannover	1935	5,00
2905	Olympiajolle	Mien Scheeken	R. Döbler, Hamburg	1935	5,00
2906	Olympiajolle	Vineta	Segelw. Weser, Bremen	1935	5,00
2907	50 qm Seefahrtkreuzer	Seebär	M.R.V., Kiel	1935	12,45
2908	Starboot	Stichling	R. Ronning, Bremen	1935	6,90
2909	Starboot	Aldebaran	M.R.V., Kiel	1935	6,90
2910	Starboot	Arcturus	M.R.V., Kiel	1935	6,90
2911	Starboot	Atair	M.R.V., Kiel	1935	6,90
2912	Starboot	Bellatrix	M.R.V., Kiel	1935	6,90
2913	Starboot	Deneb	M.R.V., Kiel	1935	6,90
2914	Starboot	Polads	M.R.V., Kiel	1935	6,90
2915	Starboot	Regulus	M.R.V., Kiel	1935	6,90
2916	Starboot	Spica	M.R.V., Kiel	1935	6,90

LIST OF YARD NOS

Yard No	Type	Ship's	Owner – Port of Registry	Built	LOA	Yard No	Type	Ship's	Owner – Port of Registry	Built	LOA
2917	Olympiajolle	Harry Scholz	S.C. Rhe., Königsberg	1935	5,00	2998	21,4 m Torpedofangboot	Wilhelm	Marine Wilhelmshaven	1936	21,40
2918	Olympiajolle	Ernst Burow	S.C. Rhe., Königsberg	1935	5,00	2999	6 m R-Yacht	Sleipnir III	M.R.V., Kiel	1936	11,69
2919	Olympiajolle	Siegrune	v. d. Vorde, Bremen	1935	5,00	3000	6 m R-Yacht	Irmii V	Dr. Lubinus, Kiel	1936	11,13
2920	Olympiajolle	Huschele	Dr. Jonen, Berlin	1935	5,00	3001	Starboot	Paka III	E. Laeisz, Hamburg	1936	6,90
2921	21,4 m Torpedofangboot	Lucie	Torpedoversuchsanstalt, Eckernförde	1935	21,40	3002	14,7 m Lotsenmotorboot	Trave I	Wasserstraßenamt, Lübeck	1936	14,72
2922	21,4 m Torpedofangboot	Max	Torpedoversuchsanstalt, Eckernförde	1935	21,40	3003	150 qm Seefahrtkreuzer	Athena	E. Schilling	1936	20,55
2923	21,4 m Torpedofangboot	Otto	Torpedoversuchsanstalt, Eckernförde	1935	21,40	3004	11 m Verkehrsmotorboot	ohne Namen	Hafenbauamt Kiel	1936	11,00
2924	Starboot	Rigel	M.R.V., Kiel-M.	1935	6,90	3005	30 qm Seefahrtkreuzer	Aegir	Marine Kiel	1936	9,75
2925	Starboot	Sirius	M.R.V., Kiel-M.	1935	6,90	3006	30 qm Seefahrtkreuzer	Odin	Marine Kiel	1936	9,75
2926	30 qm Seefahrtkreuzer	Vitalienbruder	M.R.V., Kiel-M.	1935	9,75	3007	100 qm Seefahrtkreuzer	Albatros V	Dr. Springer, Berlin	1936	17,77
2927	100 qm Seefahrtkreuzer	Reiher	R.L.M., Kiel-Holt.	1935	17,40	3008	16,7 m Ocean-Yacht	Hamburg	Atlantic-Ausschuss, Hamburg	1936	16,75
2928	100 qm Seefahrtkreuzer	Flamingo	R.L.M., Kiel-Holt.	1935	17,40	3009	50 qm Seefahrtkreuzer	Drossel	R.L.M., Parow	1936	12,52
2929	100 qm Seefahrtkreuzer	Marabu	R.L.M., Kiel-Holt.	1935	17,40	3010	50 qm Seefahrtkreuzer	Stieglitz	R.L.M., Kiel-Holt.	1936	12,52
2930	50 qm Seefahrtkreuzer	Amsel	R.L.M., Kiel	1935	12,45	3011	50 qm Seefahrtkreuzer	Meise	R.L.M., Kiel-Holt.	1936	12,52
2931	50 qm Seefahrtkreuzer	Fink	R.L.M., Kiel	1935	12,45	3012	50 qm Seefahrtkreuzer	Zeisig	R.L.M., Kiel	1936	12,52
2932	50 qm Seefahrtkreuzer	Lerche	R.L.M., Bug a. Rügen	1935	12,45	3013	50 qm Seefahrtkreuzer	Kuckuck	R.L.M., Norderney	1936	12,52
2933	50 qm Seefahrtkreuzer	Dompfaff	R.L.M., Travemünde	1935	12,45	3014	50 qm Seefahrtkreuzer	Nachtigall	R.L.M., Wilhelmshaven	1936	12,52
2934	50 qm Seefahrtkreuzer	Pirol	R.L.M., Kiel	1935	12,45	3015	100 qm Seefahrtkreuzer	Austernfischer	R.L.M., List auf Sylt	1936	17,40
2935	Starboot	Koncha	Officerski Y.C., Polen	1935	6,90	3016	100 qm Seefahrtkreuzer	Pelikan	R.L.M. Kiel	1936	17,40
2936	Starboot	Jantar	Officerski Y.C., Polen	1935	6,90	3017	100 qm Seefahrtkreuzer	Ibis	R.L.M., Kiel-Holt.	1936	17,40
2937	Starboot	Muszla	Officerski Y.C., Polen	1935	6,90	3018	30 qm Seefahrtkreuzer	Zaunkönig	R.L.M., Kiel-Holt.	1936	9,95
2938	Starboot	Koral	Officerski Y.C., Polen	1935	6,90	3019	30 qm Seefahrtkreuzer	Grasmücke	R.L.M., Kiel-Holt.	1936	9,95
2939	25 qm Einheits-Yacht	Irene IV	Dr. Solmssen, Berlin	1935	8,57	3020	2,7 m Dinghy		A & R, Lemwerder	1936	2,70
2940	Drachenboot	Woge VI	O. Ernst, Hamburg	1935	8,85	3021	2,7 m Dinghy		A & R, Lemwerder	1936	2,70
2941	50 qm Seefahrtkreuzer	Seefalke	M.R.V., Wilhelmshaven	1935	12,45	3022	2,7 m Dinghy		A & R, Lemwerder	1936	2,70
2942	30 qm Seefahrtkreuzer	Hanseat	M.R.V., Wilhelmshaven	1935	9,75	3023	2,7 m Dinghy		A & R, Lemwerder	1936	2,70
2943	Olympiajolle		England	1935	5,00	3024	2,7 m Dinghy		A & R, Lemwerder	1936	2,70
2944	Olympiajolle		England	1935	5,00	3025	2,7 m Dinghy		A & R, Lemwerder	1936	2,70
2945	Olympiajolle		England	1935	5,00	3026	16,7 m Ocean-R-Yacht	Brema	WY.C., Bremen	1936	16,75
2946	Olympiajolle		England	1935	5,00	3027	30 qm Seefahrtkreuzer	Hasko	Marine, Flensburg	1936	9,75
2947	Olympiajolle	Min Jung V	W. Krogmann, Hamburg	1935	5,00	3028	30 qm Seefahrtkreuzer	Geuse	Marine, Mürwik	1936	9,75
2948	Olympiajolle	Rara avis	Baurat Schubert, Berlin	1935	5,00	3029	30 qm Seefahrtkreuzer	Friese	Marine, Mürwik	1936	9,75
2949	Olympiajolle	Aen	H. Dörner, Hannover	1935	5,00	3030	30 qm Seefahrtkreuzer	Alemanne	Marine, Mürwik	1936	9,75
2950	Olympiajolle	ohne Namen	England	1935	5,00	3031	Starboot		J. Regal Roman, Rumänien	1936	6,90
2951	21,4 m Torpedofangboot	Paul	Torp.-Vers.-Anstalt, Eckernförde	1935	21,40	3032	Starboot		J. Regal Roman, Rumänien	1936	6,90
2952	Scharpiejolle 12 qm	Tum	R.L.M., Stettin	1935	5,99	3033	Starboot		Y.C. Athen, Griechenland	1936	6,90
2953	Scharpiejolle 12 qm	Rolle	R.L.M., Stettin	1935	5,99	3034	Starboot		Y.C. Athen, Griechenland	1936	6,90
2954	Scharpiejolle 12 qm	Kod	R.L.M., Stettin	1935	5,99	3035	Starboot	Starlight	Y.C. Athen, Griechenland	1936	6,90
2955	Scharpiejolle 12 qm	Klas	R.L.M., Kiel-Holt.	1935	5,99	3036	Olympiajolle	Netze	Torpedosch. Flensburg	1936	5,00
2956	Scharpiejolle 12 qm	Jon	R.L.M., Kiel-Holt.	1935	5,99	3037	Olympiajolle	Warthe	Torpedosch. Flensburg	1936	5,00
2957	Scharpiejolle 12 qm	Jens	R.L.M., Kiel-Holt.	1935	5,99	3038	50 qm Seefahrtkreuzer	Seehecht	Marine, Wilhelmshaven	1936	12,60
2958	Scharpiejolle 12 qm	Brass	R.L.M., Kiel-Holt.	1935	5,99	3039	Starboot	Benetnasch	M.R.V., Kiel	1936	6,90
2959	Scharpiejolle 12 qm	Herrn	R.L.M., Kiel-Holt.	1935	5,99	3040	Starboot	Canopus	M.R.V., Kiel	1936	6,90
2960	Scharpiejolle 12 qm	Hinnerk	R.L.M., Kiel-Holt.	1935	5,99	3041	Starboot	Castor	M.R.V., Kiel	1936	6,90
2961	Scharpiejolle 12 qm	ohne Narml	W.v. Kuyk, Holland	1935	5,99	3042	Starboot	Pollux	M.R.V., Kiel	1936	6,90
2962	Scharpiejolle 12 qm	ohne Namen	Marine Werft, Wilhelmshaven	1935	5,99	3043	Starboot	Procyon	M.R.V., Kiel	1936	6,90
2963	Scharpiejolle 12 qm	HorstWessel	Marine Werft, Wilhelmshaven	1935	5,99	3044	Starboot	Sirrah	M.R.V., Kiel	1936	6,90
2964	50 qm Seefahrtkreuzer	Seeigel	Marine Werft, Wilhelmshaven	1935	12,45	3045	Starboot	Antares	M.R.V., Kiel	1936	6,90
2965	7 m Motorboot	Bakolle	Afric. Frucht Comp. Hamburg	1935	7,00	3046	Starboot	Mirak	M.R.V., Kiel	1936	6,90
2966	2,7 m Dinghy		A & R, Lemwerder	1935	2,70	3047	Starboot	Cemma	M.R.V., Kiel	1936	6,90
2967	2,7 m Dinghy		A & R, Lemwerder	1935	2,70	3048	Starboot	Scheat	M.R.V., Kiel	1936	6,90
2968	2,7 m Dinghy		A & R, Lemwerder	1935	2,70	3049	Starboot	Markab	M.R.V., Kiel	1936	6,90
2969	2,7 m Dinghy		A & R, Lemwerder	1935	2,70	3050	Starboot	Algenib	M.R.V., Kiel	1936	6,90
2970	2,7 m Dinghy		A & R, Lemwerder	1935	2,70	3051	4,7 m Arbeitsboot		A & R, Lemwerder	1936	4,70
2971	2,7 m Dinghy		A & R, Lemwerder	1935	2,70	3052	4,7 m Arbeitsboot		A & R, Lemwerder	1936	4,70
2972	2,7 m Dinghy		A & R, Lemwerder	1935	2,70	3053	Olympiajolle	Pekari	E. Laeisz, Hamburg	1936	5,00
2973	2,7 m Dinghy		A & R, Lemwerder	1935	2,70	3054	50 qm Seefahrtkreuzer	Seeotter	Marine, Kiel	1936	12,60
2974	8 m R-Yacht	Germania III	Krupp v. Bohlen, Essen	1935	15,04	3055	15,9 m Torpedofangboot	M.A.R.	Marine, Wilhelmshaven	1936	15,86
2975	15,2 m Motorrettungsboot	Daniel Denker	D. G. z. R. Sch., Bremen	1936	15,22	3056	Ponton	ohne Namen	A & R, Lemwerder	1936	
2976	125 qm Seefahrtkreuzer	AR	H. Rasmussen, Lemwerder	1936	19,27	3057	30 qm Seefahrtkreuzer	Gote	Marine, Kiel	1936	9,75
2977	37,0 m R-Boot	R 21	Marine, Berlin	1937	37,00	3058	4,9 m Motor-dinghy	Krischan I	Norderwerft, Hamburg	1936	4,92
2978	37,0 m R-Boot	R 22	Marine, Berlin	1937	37,00	3059	Olympiajolle	Gryps	Universität Greifswald	1936	5,00
2979	37,0 m R-Boot	R 23	Marine, Berlin	1937	37,00	3060	Olympiajolle	Uni	Universität Greifswald	1936	5,00
2980	100 qm Seefahrtkreuzer	Neck III	Deutsche Werke, Kiel	1936	17,40	3061	Olympiajolle	Ahoi	Universität Greifswald	1936	5,00
2981	6,5 m Motorrettungsboot		Wasserbauamt Kiel	1936	6,50	3062	Olympiajolle	Schwennau	R. Petersen, Flensburg	1936	5,00
2982	6,5 m Motorrettungsboot		Wasserbauamt Kiel	1936	6,50	3063	6 m R-Yacht	Havel	R.L.M., Berlin	1936	11,13
2983	50 qm Seefahrtkreuzer	Skjold XI	H. Horn, Hamburg	1936	12,52	3064	30 qm Seefahrtkreuzer	Bukanier	Marine, Flensburg	1936	9,75
2984	50 qm Seefahrtkreuzer	Goldammer	R.L.M., Berlin	1936	12,52	3065	Scharpiejolle 12 qm	Strick	Th. Siegfried, Hannover	1936	5,99
2985	3,0 m Dinghy		A & R, Lemwerder	1936	3,00	3066	Scharpiejolle 12 qm	Stadtjapper	Dr. med. Buchholz, Hannover	1936	5,99
2986	3,0 m Dinghy		A & R, Lemwerder	1936	3,00	3067	Scharpiejolle 12 qm		Kuckuck & Bode, Hannover	1936	5,99
2987	3,0 m Dinghy		A & R, Lemwerder	1936	3,00	3068	2,7 m Dinghy		A & R, Lemwerder	1936	2,70
2988	3,0 m Dinghy		A & R, Lemwerder	1936	3,00	3069	2,7 m Dinghy		A & R, Lemwerder	1936	2,70
2989	3,0 m Dinghy		A & R, Lemwerder	1936	3,00	3070	2,7 m Dinghy		A & R, Lemwerder	1936	2,70
2990	3,0 m Dinghy		A & R, Lemwerder	1936	3,00	3071	2,7 m Dinghy		A & R, Lemwerder	1936	2,70
2991	25 qm Einheits-Yacht	Stipper XXXIII	M. Hochhaus, Berlin	1936	8,57	3072	2,7 m Dinghy		A & R, Lemwerder	1936	2,70
2992	Drachenboot	Aegir	J. de Jong, Holland	1936	8,57	3073	2,7 m Dinghy		A & R, Lemwerder	1936	2,70
2993	9,2 m Motorbarkasse		Marine Wilhelmshaven	1936	9,20	3074	80 qm Seefahrtkreuzer	Hetmann	Officerski Y.C., Polen	1936	15,67
2994	9,2 m Motorbarkasse		Marine Wilhelmshaven	1936	9,20	3075	80 qm Seefahrtkreuzer	Admiral	Officerski Y.C., Polen	1936	15,67
2995	9,2 m Motorbarkasse		Marine Wilhelmshaven	1936	9,20	3076	50 qm Seefahrtkreuzer	Panna Wodna	Officerski Y.C., Polen	1936	12,60
2996	3,4 m Motor-dinghy	ohne Namen	D.G.z. R.S., Bremen	1936	3,35	3077	50 qm Seefahrtkreuzer	Rusatka	Officerski Y.C., Polen	1936	12,60
2997	21,4 m Torpedofangboot	Viktor	Marine Wilhelmshaven	1936	21,40	3078	50 qm Seefahrtkreuzer	Bozenna	Officerski Y.C., Polen	1936	12,60



Yard No	Type	Ship's	Owner – Port of Registry	Built	LOA
3079	50 qm Seefahrtskreuzer	Goplana	Oficerski Y.C., Polen	1936	12,60
3080	6 m R-Yacht	Bystry	Oficerski Y.C., Polen	1936	11,13
3081	6 m R-Yacht	Lotny	Oficerski Y.C., Polen	1936	11,48
3082	Starboot	AM	Oficerski Y.C., Polen	1936	6,90
3083	Starboot	Glon	Oficerski Y.C., Polen	1936	6,90
3084	Starboot	Fala	Oficerski Y.C., Polen	1936	6,90
3085	Starboot	Tryton	Oficerski Y.C., Polen	1936	6,90
3086					
3087	80 qm Seefahrtskreuzer	Regina	Grabbe & Sack, Bremen	1936	15,67
3088	Scharpiejolle 12 qm	ohne Namen	Archt. Möll, Hannover	1936	5,99
3089	4,25 m Class 8	ohne Namen	Kuckuck & Bode, Hannover	1936	4,25
3090	4,25 m Class 8	ohne Namen	Dr. Flick, Bedin	1936	4,25
3091	4,25 m Class 8	ohne Namen	J. Morgen, New York	1936	4,25
3092	Scharpiejolle 12 qm	Schiel	Dr. Birkel, Hannover	1936	5,99
3093	Scharpiejolle 12 qm	Piltsch	H. J. Rockahr, Hannover	1936	5,99
3094	Starboot	Besar 11	Kons. L. Behnke, Hamburg	1936	6,90
3095	4,25 m Class B		Dr. Hohorst, Delmenhorst	1936	4,25
3096	4,25 m Class B		A & R, Lemwerder	1936	4,25
3097	4,25 m Class B		A & R, Lemwerder	1936	4,25
3098	4,25 m Class B		A & R, Lemwerder	1936	4,25
3099	3,0 m Dinghy		A & R, Lemwerder	1936	3,00
3100	3,0 m Dinghy		A & R, Lemwerder	1936	3,00
3101	3,0 m Dinghy		H. Hauschildt, Berlin	1936	3,00
3102	3,0 m Dinghy		Schwiedecke, Berlin	1936	3,00
3103	2,7 m Dinghy		A & R, Lemwerder	1936	2,70
3104	2,7 m Dinghy		A & R, Lemwerder	1936	2,70
3105	2,7 m Dinghy		A & R, Lemwerder	1936	2,70
3106	2,7 m Dinghy		A & R, Lemwerder	1936	2,70
3107	Olympiajolle	Luv	Pionierschule, Rehagen-Klausdorf	1936	5,00
3108	Olympiajolle	Lee	Pionierschule, Rehagen-Klausdorf	1936	5,00
3109	Olympiajolle	Renate	Pionierschule, Rehagen-Klausdorf	1936	5,00
3110	Olympiajolle	Brigitte	Pionierschule, Rehagen-Klausdorf	1936	5,00
3111	11 m Motorboot	Barne	Wasserstr.-Amt Hannover	1936	11,00
3112	Scharpiejolle 12 qm	Loki 3	W. Buchholz, Berlin	1936	5,99
3113	Scharpiejolle 12 qm		A & R, Lemwerder	1936	5,99
3114	Scharpiejolle 12 qm		A & R, Lemwerder	1936	5,99
3115	Scharpiejolle 12 qm		A & R, Lemwerder	1936	5,99
3116	Drachenboot	Para Hebb	E. F. Laeisz, Hamburg	1937	8,85
3117	Drachenboot	Woge XII	O. A. Emst, Hamburg	1937	8,85
3118	Motorboot	Schwalbe	Schütte & Bünenmann, Brem.	1937	9,00
3119	11,5 m Verkehrsmotorboot		Marine, Wilhelmshaven	1937	11,52
3120	11,5 m Verkehrsmotorboot		Marine, Wilhelmshaven	1937	11,52
3121	3,0 m Dinghy	ohne Namen	Schäffer & Co., Bremen	1937	3,00
3122	4,5 m Scheuerprahm	ohne Namen	Emscher Genossenschaft, Essen	1936	4,50
3123	4,5 m Dinghy	ohne Namen	Pumpspeicherwerk Waldeck	1936	4,50
3124	10,3 m Motorschnellboot	ohne Namen	Schneider, Hamburg	1937	10,30
3125	10,3 m Motorschnellboot	ohne Namen	Schneider, Hamburg	1937	10,30
3126	10,3 m Motorschnellboot	ohne Namen	Schneider, Hamburg	1937	10,30
3127	10,3 m Motorschnellboot	ohne Namen	Schneider, Hamburg	1937	10,30
3128	Scharpiejolle 12 qm	ohne Namen	A & R, Lemwerder	1937	5,99
3129	Scharpiejolle 12 qm	ohne Namen	A & R, Lemwerder	1937	5,99
3130	Scharpiejolle 12 qm	Silbermöwe	R.L.M., Wustrow	1937	5,99
3131	Scharpiejolle 12 qm	Seeschwalbe	R.L.M., Wustrow	1937	5,99
3132	Scharpiejolle 12 qm	Milan	R.L.M., Wustrow	1937	5,99
3133	Scharpiejolle 12 qm	Erpel	R.L.M., Wustrow	1937	5,99
3134	50 qm Seefahrtskreuzer	Seeforelle	Marine, Wilhelmshaven	1937	12,60
3135	11,5 m Verkehrsmotorboot	ohne Namen	Marine, Wilhelmshaven	1937	11,52
3136	11,5 m Verkehrsmotorboot	ohne Namen	Marine, Wilhelmshaven	1937	11,52
3137	Starboot	Pimm	v. Hütschler, Hamburg	1937	6,90
3138	22,6 m Schuneryacht	Lelanta	Pevedy, England	1937	22,55
3139	13,7 in Tourenyacht	Mar-i-sol	Fr. Feldhoff, Wuppertal	1937	13,68
3140	Starboot	Kuder II	A. Fiohr, Bremen	1937	6,90
3141	35,4 m R-Boot	R 27	Marine, Berlin	1938	35,40
3142	35,4 m R-Boot	R 28	Marine, Berlin	1938	35,40
3143	35,4 m R-Boot	R 29	Marine, Berlin	1938	35,40
3144	35,4 m R-Boot	R 30	Marine, Berlin	1938	35,40
3145	50 qm Seefahrtskreuzer	Seerabe	Manne, Wilhelmshaven	1937	12,60
3146	9,0 m Motorschleppboot	Thedinghausen	Wasserbauamt Braunschweig	1937	9,00
3147	Starboot	Wega	M.R.V., Kiel	1937	6,90
3148	Starboot	Capella	M.R.V., Kiel	1937	6,90
3149	50 qm Seefahrtskreuzer	Hutschi III	H. R. Praesent, Hamburg	1937	12,60
3150	11,5 m Verkehrsmotorboot	ohne Namen	Schichau, Eibing	1937	11,52
3151	11,5 m Verkehrsmotorboot	ohne Namen	Schichau, Eibing	1937	11,52
3152	11,5 m Verkehrsmotorboot	ohne Namen	Schichau, Eibing	1937	11,52
3153	11,5 m Verkehrsmotorboot	ohne Namen	Schichau, Eibing	1937	11,52
3154	Scharpiejolle 12 qm	ohne Namen	R.C.Y.C., Rumänien	1937	5,99
3155	Scharpiejolle 12 qm	ohne Namen	R.C.Y.C., Rumänien	1937	5,99
3156	Scharpiejolle 12 qm	ohne Namen	R.C.Y.C., Rumänien	1937	5,99
3157	Scharpiejolle 12 qm	ohne Namen	R.C.Y.C., Rumänien	1937	5,99
3158	Scharpiejolle 12 qm	ohne Namen	R.C.Y.C., Rumänien	1937	5,99
3159	Scharpiejolle 12 qm	ohne Namen	R.C.Y.C., Rumänien	1937	5,99

Yard No	Type	Ship's	Owner – Port of Registry	Built	LOA
3160	2,1 m Dinghy	Mar-i-sol	F. Feldhoff, Wuppertal	1937	2,10
3161	50 qm Seefahrtskreuzer	Wotan	Marine, Wilhelmshaven	1937	12,60
3162	nicht gebaut				
3163	80 qm Seefahrtskreuzer	Nane	W. Raatsch, Berlin	1937	15,67
3164	11,5 m Verkehrsmotorboot	ohne Namen	Howaldtwerke, Kiel	1937	11,52
3165	11,5 m Verkehrsmotorboot	ohne Namen	Howaldtwerke, Kiel	1937	11,52
3166	4,25 m Dinghy	Lelanta II	Peveley, England	1937	4,25
3167	4,25 m Dinghy	Lelanta II	Peveley, England	1937	4,25
3168	150 qm Seefahrtskreuzer	Jucunda III	O. Lampe, Kiel	1937	20,55
3169	18,6 m Hochseeyacht	Heiko	Marine, Berlin	1937	18,55
3170	10,2 m Tourenyacht	Störtebeker	Kap. Schlimbach, Hamburg	1937	10,20
3171	50 qm Seefahrtskreuzer	Seesturm	Manne, Kiel	1937	12,60
3172	50 qm Seefahrtskreuzer	Seeschlange	Marine, Kiel	1937	12,60
3173	50 qm Seefahrtskreuzer	Seeadler	Marine, Kiel	1937	12,60
3174	50 qm Seefahrtskreuzer	Seenixe	Marine, Kiel	1937	12,60
3175	40 qm Jollenkreuzer	Mary-Ursula	R. Duntz, Hannover	1937	10,00
3176	30 qm Seefahrtskreuzer	Heiko	Torpedosch. Mürwik	1937	9,75
3177	Olympiajolle	ohne Namen	Papatheodoron, Athen	1937	5,00
3178	Scharpiejolle 12 qm	Husch	W. Schröder, Altona	1937	5,99
3179	Scharpiejolle 12 qm	Peter	E. Griebler, Hannover	1937	5,99
3180	Scharpiejolle 12 qm	Taid	T. Tannen, Wunstorf	1937	5,99
3181	Scharpiejolle 12 qm	ohne Namen	Dr. Altrogge, Hannover	1937	5,99
3182	Scharpiejolle 12 qm	IV B	F. R. Pabst, Hannover	1937	5,99
3183	Scharpiejolle 12 qm	Babara	R.L.M., Deep	1937	5,99
3184	9,2 m Motorpinasse	ohne Namen	Marine, Wilhelmshaven	1937	9,20
3185	9,2 m Motorpinasse	ohne Namen	Marine, Wilhelmshaven	1937	9,20
3186	Starboot	Isel	Papatheodoron, Athen	1937	6,90
3187	30 qm Seefahrtskreuzer	Rotkelchen	Marine, Berlin	1937	9,75
3188	30 qm Seefahrtskreuzer	Bachstelze	Marine, Berlin	1937	9,75
3189	30 qm Seefahrtskreuzer	Schwalbe	Marine, Berlin	1937	9,75
3190	30 qm Seefahrtskreuzer	Hänfling	Marine, Berlin	1937	9,75
3191	Starboot	Berlin	O.S.V., Berlin	1937	6,90
3192	Starboot	Carmita	R. Miranda, Kuba	1937	6,90
3193	Scharpiejolle 12 qm	Ask	R.L.M., W.-Dievenow	1937	5,99
3194	Scharpiejolle 12 qm	Embla	R.L.M., W.-Dievenow	1937	5,99
3195	Scharpiejolle 12 qm	Loki	R.L.M., Travemünde	1937	5,99
3196	Scharpiejolle 12 qm	Hödur	R.L.M., Travemünde	1937	5,99
3197	Scharpiejolle 12 qm	Hel	R.L.M., Heiligenhafen	1937	5,99
3198	Scharpiejolle 12 qm	Ran	R.L.M., Heiligenhafen	1937	5,99
3199	Scharpiejolle 12 qm	Rota	R.L.M., Warnemünde	1937	5,99
3200	Scharpiejolle 12 qm	Wanadis	R.L.M., Warnemünde	1937	5,99
3201	Scharpiejolle 12 qm	Hugin	R.L.M., Wustrow	1937	5,99
3202	Scharpiejolle 12 qm	Munin	R.L.M., Wustrow	1937	5,99
3203	Scharpiejolle 12 qm	Gerl	R.L.M., Holtenu	1937	5,99
3204	Scharpiejolle 12 qm	Freki	R.L.M., Holtenu	1937	5,99
3205	50 qm Seefahrtskreuzer	Brunhilde	Marine, Kiel	1937	12,60
3206	50 qm Seefahrtskreuzer	Ortrud	Marine, Kiel	1937	12,60
3207	30 qm Seefahrtskreuzer	Eda	Marine, Kiel	1937	9,75
3208	11,5 m Verkehrsmotorboot	ohne Namen	Deutsche Werke	1937	11,52
3209	11,5 m Verkehrsmotorboot	ohne Namen	Deutsche Werke	1937	11,52
3210	30 qm Seefahrtskreuzer	Holste	Marine, Kiel	1937	9,75
3211	Olympiajolle	ohne Namen	Y.G. Regal Roman, Bukarest	1937	5,00
3212	Olympiajolle	ohne Namen	Y.G. Regal Roman, Bukarest	1937	5,00
3213	Olympiajolle	ohne Namen	Y.G. Regal Roman, Bukarest	1937	5,00
3214	Olympiajolle	ohne Namen	Y.G. Regal Roman, Bukarest	1937	5,00
3215	Olympiajolle	ohne Namen	Y.G. Regal Roman, Bukarest	1937	5,00
3216	Olympiajolle	ohne Namen	Y.G. Regal Roman, Bukarest	1937	5,00
3217	Torpedo-Transportboot	Puck	Arsenal Kiel	1937	23,70
3218	11,5 m Verkehrsmotorboot	ohne Namen	Schickau, Eibing	1938	11,52
3219	11,5 m Verkehrsmotorboot	ohne Namen	Schickau, Eibing	1938	11,52
3220	35,4 m R-Boot	R 33	Marine, Berlin	1939	35,40
3221	35,4 m R-Boot	R 34	Marine, Berlin	1939	35,40
3222	35,4 m R-Boot	R 35	Marine, Berlin	1939	35,40
3223	35,4 m R-Boot	R 36	Marine, Berlin	1939	35,40
3224	35,4 m R-Boot	R 37	Marine, Berlin	1939	35,40
3225	Starboot	Paka IV	E. F. Laeisz, Hamburg	1938	6,90
3226	37,8 m R-Boot	R 107	Marine, Berlin	1942	2,70
3227	37,8 m R-Boot	R 108	Marine, Berlin	1942	2,70
3228	37,8 m R-Boot	R 109	Marine, Berlin	1942	2,70
3229	37,8 m R-Boot	R 110	Manne, Berlin	1942	2,70
3230	37,8 m R-Boot	R 111	Manne, Berlin	1942	2,70
3231	37,8 m R-Boot	R 112	Marine, Berlin	1942	2,70
3232	50 qm Seefahrtskreuzer	Seebrise	Marine, Wilhelmshaven	1937	12,60
3233	80 qm Seefahrtskreuzer	Skjold XII	H. Horn, Hamburg	1938	15,67
3234	18,5 m Bereisungsbarkasse	Braunschweig	Maschinenbauamt Magdeburg	1938	18,50
3235	35,4 m R-Boot	R 31	Marine, Berlin	1938	35,40
3236	35,4 m R-Boot	R 32	Marine, Berlin	1938	35,40
3237	10,6 m Motorschleppboot	ohne Namen	Schneider, Hamburg	1938	10,54
3238	10,6 m Motorschleppboot	ohne Namen	Schneider, Hamburg	1938	10,54
3239	10,6 m Motorschleppboot	ohne Namen	Schneider, Hamburg	1938	10,54
3240	10,6 m Motorschleppboot	ohne Namen	Schneider, Hamburg	1938	10,54

LIST OF YARD NOS

Yard No	Type	Ship's	Owner – Port of Registry	Built	LOA
3241	12 m R-Yacht	Anita	W Rau, Mecklenburg	1938	21,55
3242	12 m R-Yacht	Inga	J. T. Essberger, Hamburg	1938	21,55
3243	6,5 m Motorrettungsboot	ohne Namen	Wasserbauamt, Kiel	1938	6,50
3244	6,5 m Motorrettungsboot	ohne Namen	Wasserbauamt, Kiel	1938	6,50
3245	12,5 m Bootsschuppen	ohne Namen	Wasserbauamt Braunschweig	1938	12,50
3246	Starboot	Hasjo	J. Weise, Berlin	1938	6,90
3247	22,8 m Flugsicherungsboot	R. A. 401	R.L.M., Berlin	1939	22,80
3248	Scharpiejolle 12 qm	Barbara	Ltn. Thümann, Grohn	1938	5,99
3249	Scharpiejolle 12 qm	Goldana	Steinker, Hannover	1938	5,99
3250	Scharpiejolle 12 qm	Spatz	R.L.M., Nest	1938	5,99
3251	Scharpiejolle 12 qm	Wilhelmstein	v. Roden, Hannover	1938	5,99
3252	Olympiajolle	Windsbraut	J. Lüscher, Prag	1938	5,00
3253	Olympiajolle	Aeolus	v. Calcar, Emden	1938	5,00
3254	Olympiajolle	Odin	R.L.M., Wildp. Werd.	1938	5,00
3255	Drachenboot	Aquamarijn	C. Huisken, Amsterdam	1938	8,85
3256	Starboot	Starlight II	Papatheodoron, Athen	1938	6,90
3257	Starboot	ohne Namen	Papatheodoron, Athen	1938	6,90
3258	Starboot	Perseus	Marine, Kiel	1938	6,90
3259	Starboot	Pegasus	Marine, Kiel	1938	6,90
3260	Starboot	Aquilla	Marine, Kiel	1938	6,90
3261	8,9 m Motorboot	ohne Namen	Blohm & Voss, Hamburg	1938	8,68
3262	7,9 m Motorkutter	ohne Namen	Blohm & Voss, Hamburg	1938	7,92
3263	Starboot	Müggel	D.S.V., Berlin	1938	6,90
3264	Starboot	Dahme	D.S.V., Berlin	1938	6,90
3265	21,7 m Torpedofangboot	FLT 11	R.L.M., Grossenbrode	1938	21,70
3266	21,7 m Torpedofangboot	FLT 12	R.L.M., Grossenbrode	1938	21,70
3267	Starboot	Bellatrix	Kgl. Marine, Holland	1938	6,90
3268	21,0 m Kohlenheb.-Pont.	Heber III	Früchtenicht, Bremen	1938	21,00
3269	Starboot	Grünau	Bad. Y.C., Berlin	1938	6,90
3270	4,1 m Motor-dinghy	Dirk III	Domizlaff, Hamburg	1938	4,08
3271	50 qm Seefahrtskreuzer	Seetaube	Marine, Wilhelmshaven	1938	12,60
3272	Starboot	Til VII	F. Schäfer, Berlin	1938	6,90
3273	2,1 m Dinghy	Mar-i-sol	Fr. Feldhoff, Wuppertal	1938	2,10
3274	6 m R-Yacht	Michel III	Collignon, Berlin	1938	11,03
3275	3,6 m Motor-dinghy	Inga	J. T. Essberger, Hamburg	1938	3,60
3276	3,6 m Motor-dinghy	Anita	W. Rau, Mecklenburg	1938	3,60
3277	Scharpiejolle 12 qm	ohne Namen	v. Rhoden, Hannover	1938	5,99
3278	Scharpiejolle 12 qm	ohne Namen	v. Rhoden, Hannover	1938	5,99
3279	Scharpiejolle 12 qm	ohne Namen	Arch. Nöhl, Hannover	1938	5,99
3280	Scharpiejolle 12 qm	Schwalbe	W. Umberg, Berlin	1938	5,99
3281	50 qm Seefahrtskreuzer	Hilftrut	Marine, Kiel	1938	12,60
3282	30 qm Seefahrtskreuzer	Gernot	Mahne, Kiel	1938	9,75
3283	2,7 m Dinghy	ohne Namen	A & R, Lemwerder	1938	2,70
3284	2,7 m Dinghy	ohne Namen	A & R, Lemwerder	1938	2,70
3285	2,7 m Dinghy	ohne Namen	A & R, Lemwerder	1938	2,70
3286	2,7 m Dinghy	ohne Namen	A & R, Lemwerder	1938	2,70
3287	2,7 m Dinghy	ohne Namen	A & R, Lemwerder	1938	2,70
3288	2,7 m Dinghy	ohne Namen	W. Buchholz, Berlin	1938	2,70
3289	nicht gebaut				
3290	4,25 m Class B	Bam III	E. Marquardt, Berlin	1938	4,25
3291	4,25 m Class B	Etta-Maria	Dr. E. Schäfer, Berlin	1938	4,25
3292	4,25 m Class B	ohne Namen	C. W. Alves, Stadthagen	1938	4,25
3293	4,25 m Class B	Daddy	W. Duntz, Hannover	1938	4,25
3294	14,5 m Motoryacht	Roland	H. Sievors, Bremen	1939	14,45
3295	2,4 m Dinghy	ohne Namen	Campell, New York	1938	2,45
3296	6 m R-Yacht	Sleipnir IV	Marine, Kiel	1938	11,12
3297	2,2 m Dinghy	Roland	H. Sievors, Bremen	1939	2,20
3298	27,3 m Hochseejacht	Skagerrak	Marine, Berlin	1939	27,25
3299	3,7 m Dinghy	Skagerrak	Marine, Berlin	1939	3,66
3300	13,5 m K.-R.-Boot	KR 1	Marine, Berlin	1939	13,50
3301	13,5 m K.-R.-Boot	KR 2	Marine, Berlin	1939	13,50
3302	14,0 m Motorboot	Peter	J. Essberger, Hamburg	1939	14,00
3303	16,5 m M.-R.-Boot	MR1	Marine, Berlin	1939	16,50
3304	16,5 m M.-R.-Boot	MR2	Marine, Berlin	1939	16,50
3305	16,5 m M.-R.-Boot	MR3	Marine, Berlin	1939	16,50
3306	16,5 m M.-R.-Boot	MR4	Marine, Berlin	1939	16,50
3307	nicht gebaut				
3308	nicht gebaut				
3309	28,4 m Motoryacht	Dialian	H. Fothergill, London	1939	28,35
3310	3,7 m Dinghy	Dialian	K. Fothergill, London	1939	3,66
3311	4,6 m Dinghy	Dialian	H. Fothergill, London	1939	4,57
3312	22 m R-Yacht	Sphinx	N.R.V., Hamburg	1939	21,48
3313	15,0 m Hafenverkehrs-Motorboot	Wasserschutzpolizei	Hafenarzt, Stettin	1939	14,96
3314	3,6 m Motor-dinghy	Skagerrak	Manne, Berlin	1939	3,60
3315	Starboot	Pandar II	Yachtclub v. Deutschl., Kiel	1939	6,92
3316	Starboot	Menjuly	Habana Y.C., Cuba	1939	6,92
3317	Starboot	Amphitrite	Marine, Kiel	1939	6,92
3318	Starboot	Atalanta	Marine, Kiel	1939	6,92
3319	Starboot	Asträa	Marine, Kiel	1939	6,92
3320	Starboot	Bellona	Marine, Kiel	1939	6,92
3321	Starboot	Calliope	Marine, Kiel	1939	6,92

Yard No	Type	Ship's	Owner – Port of Registry	Built	LOA
3322	Starboot	Daphne	Marine, Kiel	1939	6,92
3323	Starboot	Doris	Marine, Kiel	1939	6,92
3324	Starboot	Circe	Marine, Kiel	1939	6,92
3325	Starboot	Fortuna	Marine, Kiel	1939	6,92
3326	Starboot	Egeria	Marine, Kiel	1939	6,92
3327	Starboot	Hestia	Marine, Kiel	1939	6,92
3328	Starboot	Melpomena	Marine, Kiel	1939	6,92
3329	Starboot	Pomona	Marine, Kiel	1939	6,92
3330	Starboot	Parthenope	Marine, Kiel	1939	6,92
3331	Starboot	Virginia	Marine, Kiel	1939	6,92
3332	Starboot	Themis	Marine, Kiel	1939	6,92
3333	Starboot	Penico II	N. A. Vlangalis, Athen	1939	6,92
3334	Starboot	Toi ei Moi	O. G. Carrer, Athen	1939	6,92
3335	Starboot	Popop	D. Willoeg, Frankfurt	1939	6,92
3336	15,5 m Tourenyacht	Hog-Stein	Fr. Foldhoff, Wuppertal	1939	15,50
3337	nicht gebaut				
3338	8 m R-Yacht	Windsbraut III	Fr. Sponholz, Charlottenburg	1939	14,63
3339	13,5 m Tourenyacht	Die drei Schwestern	Dr. Heidenhain, Berlin	1939	13,50
3340	8 m R-Yacht	Germania IV	Krupp v. Bohlen und Halbach, Essen	1939	14,80
3341	6 m R-Yacht	Irmi VI	Dr. Lubinus, Kiel	1939	11,30
3342	Starboot	Spandau	Spandauer Y.C., Spandau	1939	6,92
3343	Starboot	Jutta	W. Liesfeld, Berlin	1939	6,92
3344	Starboot	Albatros	H.L.M., Berlin	1939	6,92
3345	Starboot	Möwe	R.L.M., Berlin	1939	6,92
3346	Starboot	Tilki	Y.C. Regal Roman, Bukarest	1939	6,92
3347	Starboot	Voevod	Y.C. Regal Roman, Bukarest	1939	6,92
3348	Starboot	Avalun IX	v. Reclam, Berlin	1939	6,92
3349	Starboot	Mona III	H. Gumrecht, London	1939	6,92
3350	37,8 m R-Boot	R 44	Marine, Berlin	1940	37,80
3351	37,8 m R-Boot	R 45	Marine, Berlin	1940	37,80
3352	37,8 m R-Boot	R 46	Marine, Berlin	1940	37,80
3353	37,8 m R-Boot	R 47	Marine, Berlin	1940	37,80
3354	37,8 m R-Boot	R 48	Marine, Berlin	1940	37,80
3355	nicht gebaut				
3356	nicht gebaut				
3357	9,8 m Motorbarkasse	ohne Namen	Largo TI- und Transp.-Ges.,	1939	9,75
3358	9,8 m Motorbarkasse	ohne Namen	Largo TI- und Transp.-Ges.,	1939	9,75
3359	6 m R-Yacht	Nirwana	Dr. Elsner, Berlin	1939	11,02
3360	3,6 m Motor-dinghy	Sphinx	N.R.V., Hamburg	1939	3,60
3361	Starboot	ohne Namen	Estländische Marine, Estland	1939	6,92
3362	Starboot	ohne Namen	Estländische Marine, Estland	1939	6,92
3363	2,1 m Dinghy	Die drei Schwestern	Dr. Heidenhain, Berlin	1939	2,10
3364	6 m R-Yacht	Kismet	H. S. Thomas, Berlin	1939	11,03
3365	3,0 m Dinghy	ohne Namen	Dr. Langerrort, Berlin	1939	3,00
3366	3,0 m Dinghy	ohne Namen	Dr. Küchert, Wien	1939	3,00
3367	3,0 m Dinghy	R D 94	R.L.M., Berlin	1939	3,00
3368	3,0 m Dinghy	R D 95	R.L.M., Berlin	1939	3,00
3369	3,0 m Dinghy	R D 96	R.L.M., Berlin	1939	3,00
3370	3,0 m Dinghy	R D 97	R.L.M., Berlin	1939	3,00
3371	nicht gebaut				
3372	37,8 m R-Boot	R 49	Marine, Berlin	1940	37,80
3373	37,8 m R-Boot	R 50	Marine, Berlin	1940	37,80
3374	37,8 m R-Boot	R 51	Marine, Berlin	1940	37,80
3375	37,8 m R-Boot	R 52	Marine, Berlin	1940	37,80
3376	37,8 m R-Boot	R 53	Marine, Berlin	1940	37,80
3377	37,8 m R-Boot	R 54	Marine, Berlin	1940	37,80
3378	4,25 m Class B	ohne Namen	Marine, Kiel	1940	4,25
3379	4,25 m Class B	ohne Namen	Marine, Kiel	1940	4,25
3380	4,25 m Class B	ohne Namen	Marine, Kiel	1940	4,25
3381	4,25 m Class B	ohne Namen	Marine, Kiel	1940	4,25
3382	4,25 m Class B	ohne Namen	Marine, Kiel	1940	4,25
3383	4,25 m Class B	ohne Namen	Marine, Kiel	1940	4,25
3384	4,25 m Class B	ohne Namen	Marine, Kiel	1940	4,25
3385	4,25 m Class B	ohne Namen	Marine, Kiel	1940	4,25
3386	4,25 m Class B	ohne Namen	Marine, Kiel	1940	4,25
3387	4,25 m Class B	ohne Namen	Marine, Kiel	1940	4,25
3388	4,25 m Class B	ohne Namen	Marine, Kiel	1940	4,25
3389	11,5 m Verkehrsmotorboot	ohne Namen	Schickau, Elbing	1940	11,52
3390	11,5 m Verkehrsmotorboot	ohne Namen	Schickau, Elbing	1940	11,52
3391	2,1 m Dinghy	Störtebeker	C. O. Bohnenkamp, Düsseldorf	1940	2,10
3392	37,8 m R-Boot	R 57	Marine, Berlin	1940	37,80
3393	37,8 m R-Boot	R 58	Marine, Berlin	1940	37,80
3394	37,8 m R-Boot	R 59	Marine, Berlin	1940	37,80
3395	37,8 m R-Boot	R 60	Marine, Berlin	1940	37,80
3396	37,8 m R-Boot	R 61	Marine, Berlin	1940	37,80
3397	37,8 m R-Boot	R 62	Marine, Berlin	1940	37,80
3398	37,8 m R-Boot	R 63	Marine, Berlin	1941	37,80
3399	37,8 m R-Boot	R 64	Marine, Berlin	1941	37,80
3400	37,8 m R-Boot	R 65	Marine, Berlin	1941	37,80
3401	37,8 m R-Boot	R 66	Marine, Berlin	1941	37,80
3402	37,8 m R-Boot	R 67	Marine, Berlin	1941	37,80



Yard No	Type	Ship's	Owner – Port of Registry	Built	LOA
3403	37,8 m R-Boot	R 68	Marine, Berlin	1941	37,80
3404	37,8 m R-Boot	R 69	Marine, Berlin	1941	37,80
3405	37,8 m R-Boot	R 70	Marine, Berlin	1941	37,80
3406	37,8 m R-Boot	R 71	Marine, Berlin	1941	37,80
3407	37,8 m R-Boot	R 72	Marine, Berlin	1941	37,80
3408	37,8 m R-Boot	R 55	Marine, Berlin	1940	37,80
3409	37,8 m R-Boot	R 56	Marine, Berlin	1940	37,80
3410	nicht gebaut				
3411	30 qm Einheits-Yacht	Kismet IX	Dr. M. Schmidt, Wien	1940	10,50
3412	37,8 m R-Boot	R 73	Marine, Berlin	1941	37,80
3413	37,8 m R-Boot	R 74	Marine, Berlin	1941	37,80
3414	37,8 m R-Boot	R 75	Marine, Berlin	1941	37,80
3415	37,8 m R-Boot	R 76	Marine, Berlin	1941	37,80
3416	37,8 m R-Boot	R 77	Marine, Berlin	1941	37,80
3417	37,8 m R-Boot	R 78	Marine, Berlin	1941	37,80
3418	37,8 m R-Boot	R 79	Marine, Berlin	1941	37,80
3419	37,8 m R-Boot	R 80	Marine, Berlin	1941	37,80
3420	37,8 m R-Boot	R 81	Marine, Berlin	1941	37,80
3421	37,8 m R-Boot	R 82	Marine, Berlin	1941	37,80
3422	37,8 m R-Boot	R 83	Marine, Berlin	1941	37,80
3423	37,8 m R-Boot	R 84	Marine, Berlin	1941	37,80
3424	37,8 m R-Boot	R 85	Marine, Berlin	1941	37,80
3425	37,8 m R-Boot	R 86	Marine, Berlin	1941	37,80
3426	37,8 m R-Boot	R 87	Marine, Berlin	1941	37,80
3427	37,8 m R-Boot	R 88	Marine, Berlin	1941	37,80
3428	4,0 m Dinghy	ohne Namen	Saalsperre, Weimar	1941	4,00
3429	2,7 m Dinghy	ohne Namen	M. Wilkens, Glücksstadt	1940	2,70
3430	3,0 m Dinghy	Hanna III	Dir. M. Meyer, Vegesack	1940	3,00
3431	37,8 m R-Boot	R 97	Marine, Berlin	1942	37,80
3432	37,8 m R-Boot	R 98	Marine, Berlin	1942	37,80
3433	37,8 m R-Boot	R 99	Marine, Berlin	1942	37,80
3434	37,8 m R-Boot	R 100	Marine, Berlin	1942	37,80
3435	37,8 m R-Boot	R 101	Marine, Berlin	1942	37,80
3436	2,7 m Dinghy	ohne Namen	Dr. M. Schmidt, Wien	1940	2,70
3437	2,7 m Dinghy	ohne Namen	Dr. R. Friedinger-Pranter, W	1940	2,70
3438	25 qm Einheits-Yacht	Molch VII	E. Lohmann, Berlin	1941	8,57
3439	3,0 m Dinghy	ohne Namen	A. Demmer, Berlin	1940	3,00
3440	2,7 m Dinghy	ohne Namen	O. Mietke, Hamburg	1940	2,70
3441	25 qm Einheits-Yacht	Wenn schon VI	Dr. Unruh, Berlin	1941	8,57
3442	Drachenboot	Beata	R. Dübler, Hamburg	1942	8,55
3443	Drachenboot	Ziu	R. Brandis, Hamburg	1942	8,85
3444	37,8 m R-Boot	R 89	Marine, Berlin	1941	37,80
3445	37,8 m R-Boot	R 90	Marine, Berlin	1941	37,80
3446	37,8 m R-Boot	R 91	Marine, Berlin	1941	37,80
3447	37,8 m R-Boot	R 92	Marine, Berlin	1942	37,80
3448	37,8 m R-Boot	R 93	Marine, Berlin	1942	37,80
3449	37,8 in R-Boot	R 94	Marine, Berlin	1942	37,80
3450	37,8 in R-Boot	R 95	Marine, Berlin	1942	37,80
3451	37,8 m R-Boot	R 96	Marine, Berlin	1942	37,80
3452	25 qm Einheits-Yacht	Zausel	B. Knoll, Berlin	1941	8,57
3453	nicht gebaut				
3454	19,4 m Feuerlöschboot	Feuerlöschboot 1	Feuerwehr, Bremen	1946	19,35
3455	Olympiajolle	Putzi	G. Müller, Dresden	1941	5,00
3456	Olympiajolle	D.S.c.	W. Stülzner, Dresden	1941	5,00
3457	nicht gebaut				
3458	30 m Einheits-Yacht	Ariel	Schneckenburger, Berlin	1943	10,50
3459	Drachenboot	Harro VIII	Schröder, Hamburg	1949	8,85
3460	nicht gebaut				
3461	25 qm Einheits-Yacht	Hidder III	Dr. W. Zentz, München	1941	8,57
3462	25 qm Einheits-Yacht	Hidder IV	Dr. W. Zentz, München	1941	8,57
3463	2,7 m Dinghy	ohne Namen	K. Schörling, Hannover	1941	2,70
3464	2,7 m Dinghy	Molch VI 1	E. Lohmann, Berlin	1941	2,70
3465	2,7 m Dinghy	ohne Namen	Dipl.-Ing. Eiermann, Berlin	1942	2,70
3466	2,7 m Dinghy	Ariel	Schneckenburger, Berlin	1943	2,70
3467	2,7 m Dinghy	ohne Namen	C. Reich, Hamburg	1944	2,70
3468	2,7 m Dinghy	ohne Namen	H. Brüning, Lesum	1941	2,70
3469	3,0 m Dinghy	ohne Namen	Marine, Kiel	1941	3,00
3470	3,0 m Dinghy	ohne Namen	Marine, Kiel	1941	3,00
3471	3,0 m Dinghy	ohne Namen	J. H. Plettenberg, Berlin	1941	3,00
3472	3,0 m Dinghy	ohne Namen	Schaeffer, Starnberg	1944	3,00
3473	3,0 m Dinghy	ohne Namen	Schaeffer, Starnberg	1944	3,00
3474	3,0 m Dinghy	ohne Namen	Schaeffer, Starnberg	1944	3,00
3475	4,25 m Class B	ohne Namen	Dipl.-Ing. Krüger, Berlin	1941	4,25
3476	4,25 m Class B	Jutta	Fr. Feldhoff, Wuppertal	1941	4,25
3477	4,25 m Class B	ohne Namen	M. Ferch, Graz	1941	4,25
3478	4,25 m Class 6	ohne Namen	Dipl.-Ing. Herbst, München	1943	4,25
3479	4,25 m Class B	ohne Namen	Dr. W Pinggera, Bad Kohlgrub	1943	4,25
3480	4,25 m Class B	ohne Namen	K. Schmidt, München	1943	4,25
3481	25 qm Einheits-Yacht	ohne Namen	Dipl.-Ing. Dr. Kötter, München	1943	8,57
3482	25 qm Einheits-Yacht	ohne Namen	K. Gruner, Berlin	1941	8,57
3483	Starboot	ohne Namen	O. Gleier, Berlin	1941	6,92

Yard No	Type	Ship's	Owner – Port of Registry	Built	LOA
3484	nicht gebaut				
3485	nicht gebaut				
3486	6,1 m Rettungsboot	ohne Namen	Wass.-Straßenamt, Cuxhaven	1947	6,10
3487	6,1 m Rettungsboot	ohne Namen	Wass.-Straßenamt, Cuxhaven	1947	6,10
3488	7,7 m Pumpenponton	ohne Namen	Wifo, Farge	1941	2,70
3489	2,7 m Dinghy	ohne Namen	de Groot, Bochum	1947	2,70
3490	2,7 m Dinghy	ohne Namen	A. Bothe, Bremen	1949	2,70
3491	5,3 m Lotsenboot	Lotse	Lotsenamt, Bremerhaven	1946	5,30
3492	Piratenjolle	ohne Namen	Jugendgruppe, Berlin	1941	5,00
3493	Piratenjolle	ohne Namen	Jugendgruppe, Berlin	1941	5,00
3494	Piratenjolle	ohne Namen	Jugendgruppe, Berlin	1941	5,00
3495	Piratenjolle	ohne Namen	Jugendgruppe, Berlin	1941	5,00
3496	Piratenjolle	ohne Namen	Jugendgruppe, Berlin	1941	5,00
3497	Piratenjolle	ohne Namen	Jugendgruppe, Berlin	1941	5,00
3498	Piratenjolle	ohne Namen	Jugendgruppe, Berlin	1941	5,00
3499	Piratenjolle	ohne Namen	Jugendgruppe, Berlin	1941	5,00
3500	Piratenjolle	ohne Namen	Jugendgruppe, Berlin	1941	5,00
3501	Piratenjolle	ohne Namen	Jugendgruppe, Berlin	1941	5,00
3502	Piratenjolle	ohne Namen	Jugendgruppe, Berlin	1941	5,00
3503	Piratenjolle	ohne Namen	Jugendgruppe, Berlin	1941	5,00
3504	Piratenjolle	ohne Namen	Jugendgruppe, Berlin	1941	5,00
3505	Piratenjolle	ohne Namen	Jugendgruppe, Berlin	1941	5,00
3506	Piratenjolle	ohne Namen	Jugendgruppe, Berlin	1941	5,00
3507	Piratenjolle	Nedlitz	V.S.a. Wannsee, Berlin	1942	5,00
3508	Piratenjolle	Schildhorn	V.S.a. Wannsee, Berlin	1942	5,00
3509	Piratenjolle	Itze	Fr. Ludwig, Berlin	1942	5,00
3510	Piratenjolle	Pöselndorf	N.R.V., Hamburg	1942	5,00
3511	Piratenjolle	ohne Namen	Jugendgruppe, Hamburg	1942	5,00
3512	Piratenjolle	ohne Namen	Jugendgruppe, Hamburg	1942	5,00
3513	Piratenjolle	ohne Namen	Jugendgruppe, Hamburg	1942	5,00
3514	Piratenjolle	ohne Namen	Jugendgruppe, Hamburg	1942	5,00
3515	Piratenjolle	ohne Namen	Jugendgruppe, Hamburg	1942	5,00
3516	Piratenjolle	ohne Namen	Jugendgruppe, Hamburg	1942	5,00
3517	Piratenjolle	ohne Namen	Jugendgruppe, Hamburg	1942	5,00
3518	2,4 m Arbeitsboot	ohne Namen	Reymers, Cuxhaven	1948	2,40
3519	14,4 m Tourenkreuzer	Taiping	Com. Jeffs, Bremen	1947	14,40
3520	14,4 m Tourenkreuzer	Typee	Com. Brewer, USA	1947	14,40
3521	37,8 m R-Boot	R 102	Marine, Berlin	1942	37,80
3522	37,8 m R-Boot	R 103	Marine, Berlin	1942	37,80
3523	37,8 m R-Boot	R 104	Marine, Berlin	1942	37,80
3524	37,8 m R-Boot	R 105	Marine, Berlin	1942	37,80
3525	37,8 m R-Boot	R 105	Marine, Berlin	1942	37,80
3526	37,8 m R-Boot	R 105	Marine, Berlin	1942	37,80
3527	37,8 m R-Boot	R 105	Marine, Berlin	1942	37,80
3528	37,8 m R-Boot	R 105	Marine, Berlin	1942	37,80
3529	37,8 m R-Boot	R 105	Marine, Berlin	1942	37,80
3530	37,8 m R-Boot	R 105	Marine, Berlin	1942	37,80
3531	37,8 m R-Boot	R 105	Marine, Berlin	1942	37,80
3532	37,8 m R-Boot	R 105	Marine, Berlin	1942	37,80
3533	37,8 m R-Boot	R 105	Marine, Berlin	1942	37,80
3534	37,8 m R-Boot	R 105	Marine, Berlin	1942	37,80
3535	37,8 m R-Boot	R 105	Marine, Berlin	1942	37,80
3536	37,8 m R-Boot	R 105	Marine, Berlin	1942	37,80
3537	Olympiajolle	Schnopsi	Ing. V. Thausing, Wien	1942	5,00
3538	Olympiajolle	Darling II	Frau v. Engelshofen, Gmunden	1942	5,00
3539	7,0 m Motorboot	Energie	Stülcken & Sohn, Hamburg	1948	7,00
3540	Olympiajolle	Sakuntala III	Dr. Frh. v. d. Wense, Gmunden	1942	5,00
3541	5,0 m Dielenschiff	Weser	Weser-Kanal, Bremen	1946	5,00
3542	Olympiajolle	Pimpf II	G. Lohmann, Berlin	1942	5,00
3543	5,0 m Dielenschiff	Weser	Weser-Kanal, Bremen	1946	5,00
3544	6,0 m Dielenschiff	ohne Namen	Wayss & Freitag, Bremen	1946	6,00
3545	6,0 m Dielenschiff	ohne Namen	Müller, Bremerhaven	1946	6,00
3546	Olympiajolle	Condor	R.L.M., Fürstenfeldbruck	1942	5,00
3547	Olympiajolle	mü. Y. Ci.	O. Ramsteller, München	1942	5,00
3548	Olympiajolle	Fritzl X	A. Bauch, München	1943	5,00
3549	Olympiajolle	Seemayserl III	Zechbauer, München	1943	5,00
3550	5,0 m Dielenschiff	1035	Rochner, Bremen	1946	5,00
3551	Olympiajolle	Admiral V	Schaeffer, Starnberg	1944	5,00
3552	Olympiajolle	Fritzel	Schaeffer, Starnberg	1944	5,00
3553	Olympiajolle	ohne Namen	Cap. Paulsen, USA	1947	5,00
3554	Olympiajolle	Schlingel	Jürgen Wenzel, Hamburg	1947	5,00
3555	Olympiajolle	Stipper II	Fd. Waltemath, Bremen	1947	5,00
3556	Piratenjolle	Westpreußen	Allenst. S.V., Allenstein	1943	5,00
3557	Piratenjolle	Posen	Allenst. S.V., Allenstein	1943	5,00
3558	Piratenjolle	Masuren	Allenst. S.V., Allenstein	1943	5,00
3559	2,4 m Dinghy	Stella	Hajungs, Bremen	1942	2,40
3560	5,0 m Dielenschiff	Berta	Gebr. Noll, Bremen	1946	5,00
3561	5,0 m Dielenschiff	Renate	A. Schmielau, Grohn	1946	5,00
3562	5,5 m Centre board boat	Vogelsang	Höchsten, Neuwerk	1948	5,50
3563	Olympiajolle	Danzig	K. Brandt, Allenstein	1942	5,00
3564	Olympiajolle	Günther Prien	H. Rohde, Allenstein	1942	5,00

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Yard No	Type	Ship's	Owner – Port of Registry	Built	LOA
3565	Olympiajolle	Narvik	Z. Nejedly, Allenstein	1943	5,00
3566	Olympiajolle	Kiel	H. Link, Allenstein	1943	5,00
3567	Starboot	V.S.N.A.B.	Kapt. Hardt, USA	1946	6,92
3568	7,7 m Pumpenpontoon	ohne Namen	Witsch. Forsch.-Ges., Nürnberg	1941	7,70
3569	2,7 m Dinghy	Tetje Vi	Spars, Hamburg	1944	2,70
3570	2,7 m Dinghy	Lumme	Kapt. Mecke, Bremen	1942	2,70
3571	2,7 m Dinghy	ohne Namen	Schaeffer, Starnberg	1944	2,70
3572	2,7 m Dinghy	ohne Namen	K. Müller, Berlin	1943	2,70
3573	2,7 m Dinghy	ohne Namen	Dr. E. Brix, Berlin	1943	2,70
3574	2,7 m Dinghy	ohne Namen	W. Gronau, Berlin	1943	2,70
3575	4,1 m Arbeitsboot	Bremen	Flohr & Co., Bremen	1947	4,10
3576	4,1 m Arbeitsboot	Niedersachsen	Flohr & Co., Bremen	1947	4,10
3577	4,1 m Arbeitsboot	Westfalen	Flohr & Co., Bremen	1947	4,10
3578	4,1 m Arbeitsboot	Rheinland	Flohr & Co., Bremen	1947	4,10
3579	4,1 m Arbeitsboot	ohne Namen	Lüb. Masch.-Fabrik, Lübeck	1947	4,10
3580	4,1 m Arbeitsboot	ohne Namen	Lüb. Masch.-Fabrik, Lübeck	1947	4,10
3581	5,0 m Dielenschiff	Weser	Weser-Kanal, Bremen	1946	5,00
3582	5,0 m Dielenschiff	Weser	Weser-Kanal, Bremen	1946	5,00
3583	5,0 m Dielenschiff	Weser	Weser-Kanal, Bremen	1946	5,00
3584	5,0 m Dielenschiff	Nr. 847	Schumacher, Bremen	1946	5,00
3585	5,0 m Dielenschiff	A.G. Weser	A.G. Weser, Bremen	194	5,00
3586	37,8 m R-Boot	R 118	Marine, Berlin	1943	37,80
3587	37,8 m R-Boot	R 119	Marine, Berlin	1943	37,80
3588	37,8 m R-Boot	R 120	Marine, Berlin	1943	37,80
3589	37,8 m R-Boot	R 121	Marine, Berlin	1943	37,80
3590	37,8 m R-Boot	R 122	Marine, Berlin	1943	37,80
3591	37,8 m R-Boot	R 123	Marine, Berlin	1943	37,80
3592	37,8 m R-Boot	R 124	Marine, Berlin	1943	37,80
3593	37,8 m R-Boot	R 125	Marine, Berlin	1943	37,80
3594	37,8 m R-Boot	R 126	Marine, Berlin	1943	37,80
3595	37,8 m R-Boot	R 127	Marine, Berlin	1943	37,80
3596	37,8 m R-Boot	R 128	Marine, Berlin	1943	37,80
3597	37,8 m R-Boot	R 129	Marine, Berlin	1943	37,80
3598	5,0 m Dielenschiff	ohne Namen	Wayss & Freitag, Bremen	1945	5,00
3599	5,0 m Dielenschiff	ohne Namen	Wayss & Freitag, Bremen	1945	5,00
3600	Olympiajolle	Flohli	A. Rost, Dresden	1943	5,00
3601	Olympiajolle	Kamerad	Dresd. Segelclub, Dresden	1943	5,00
3602	Olympiajolle	Alte Liebe	Dr. med. Frhr. v. d. Wense, Innsbruck	1943	5,00
3603	Olympiajolle	Heidi	H. Bezdeck, Wien	1944	5,00
3604	Olympiajolle	Jocker	Dr. J. Jeannee, Wien	1944	5,00
3605	Olympiajolle	Sonntagslunge	Fr. Tobias, Berlin	1945	5,00
3606	4,25 m Class B	ohne Namen	Bade- u. Schwimmverein, Ilmenau	1943	4,25
3607	4,25 m Class B	ohne Namen	Bade- u. Schwimmverein, Ilmenau	1943	4,25
3608	4,25 m Class B	ohne Namen	K. Schörli, Hannover	1943	4,25
3609	4,25 m Class B	ohne Namen	Dr. F. Friedlingen-Pranter, London	1943	4,25
3610	4,25 m Class B	Samlem	v. Socher, Innsbruck	1944	4,25
3611	4,25 m Class B	ohne Namen	H. C. Fickler, Dortmund	1944	4,25
3612	Piratenjolle	Prosper	Hachmann, Hamburg	1947	5,00
3613	Piratenjolle	Moorhex V	Backhaus, Hamburg	1947	5,00
3614	2,7 m Dinghy	ohne Namen	Grieger, Berlin	1943	2,70
3615	2,7 m Dinghy	Lütten	B. Thieme, Berlin	1943	2,70
3616	2,7 m Dinghy	ohne Namen	Küst, Berlin	1943	2,70
3617	5,3 m Lotsenboot	ohne Namen	Lotsenam, Bremerhaven	1948	5,30
3618	5,7 m Lotsen-Motorboot	ohne Namen	Lotsenam, Bremerhaven	1948	5,70
3619	Olympiajolle	Rumpelstilzchen	Dr. Wassala, Pörtltscha	1944	5,00
3620	41,0 m R-Boot	R 301	Marine, Berlin	1943	41,04
3621	41,0 m R-Boot	R 302	Marine, Berlin	1943	41,04
3622	41,0 m R-Boot	R 303	Marine, Berlin	1943	41,04
3623	41,0 m R-Boot	R 304	Marine, Berlin	1943	41,04
3624	41,0 m R-Boot	R 305	Marine, Berlin	1943	41,04
3625	41,0 m R-Boot	R 306	Marine, Berlin	1943	41,04
3626	41,0 m R-Boot	R 307	Marine, Berlin	1944	41,04
3627	41,0 m R-Boot	R 308	Marine, Berlin	1944	41,04
3628	41,0 m R-Boot	R 309	Marine, Berlin	1944	41,04
3629	41,0 m R-Boot	R 310	Marine, Berlin	1944	41,04
3630	41,0 m R-Boot	R 311	Marine, Berlin	1944	41,04
3631	41,0 m R-Boot	R 312	Marine, Berlin	1944	41,04
3632	17,0 m Barkasse	Möwe	Hafenbauamt, Bremen	1946	17,00
3633	28,6 m Fischkutter	Bremen	Flohr & Co., Bremen	1947	28,55
3634	28,6 m Fischkutter	Niedersachsen	Flohr & Co., Bremen	1947	28,55
3635	28,6 m Fischkutter	Westfalen	Flohr & Co., Bremen	1947	28,55
3636	28,6 m Fischkutter	Rheinland	Flohr & Co., Bremen	1948	28,55
3637	28,6 m Fischkutter	Martin Schilling	Flohr & Co., Bremen	1948	28,55
3638	28,6 m Fischkutter	Hermann Leymann	Flohr & Co., Bremen	1948	28,55
3639	4,0 m Arbeitsboot	Paar	E. Paar, Elsfleth	1946	4,00
3640	Piratenjolle	Karl Kins	Stett. Sgl.-V., Stettin	1943	5,00
3641	Piratenjolle	Mönne	Stett. Sgl.-V., Stettin	1943	5,00
3642	Piratenjolle	Swante	Stett. Sgl.-V., Stettin	1943	5,00
3643	Piratenjolle	Martin	Stett. Sgl.-V., Stettin	1943	5,00
3644	Piratenjolle	Hans	Stett. Sgl.-V., Stettin	1943	5,00
3645	Piratenjolle	Hertha	Stett. Sgl.-V., Stettin	1943	5,00

Yard No	Type	Ship's	Owner – Port of Registry	Built	LOA
3646	4,7 m Fährboot	Undine	Wlegleb, Beidenfleth	1946	4,70
3647	2,1 m Dinghy	Woge-Baby	Otto Ernst, Hamburg	1947	2,10
3648	2,1 m Dinghy	Moorchen	E. Ehrst, Hamburg	1947	2,10
3649	Piratenjolle	Vineta	Stett. Y.C., Stettin	1943	5,00
3650	Piratenjolle	Racker III	Segel-Verein Ahoi, Düsseldorf	1943	5,00
3651	Piratenjolle	Reiher	Segel-Verein Ahoi, Düsseldorf	1943	5,00
3652	Olympiajolle	Hansi	G. Müller, Dresden	1944	5,00
3653	Olympiajolle	Putzi	G. Müller, Dresden	1944	5,00
3654	Olympiajolle	B.Y.C.	Y.C., Bremerhaven	1947	5,00
3655	Olympiajolle	Svantewitt	Dr. Jungbauer, Klagenfurt	1947	5,00
3656	Olympiajolle	Svantewitt	B.Y.C., Bremerhaven	1947	5,00
3657	Olympiajolle	Knülich IV	K. Gunzer, Kärnten	1944	5,00
3658	Olympiajolle	Sanum II	A. Köditz, Bedin	1945	5,00
3659	Olympiajolle	Pamela	Fillmore, Kansas, USA	1946	5,00
3660	Olympiajolle	Connie	Capt. Poulsen, USA	1946	5,00
3661	Olympiajolle	Gode Wind	H. Claasen, Bremen	1945	5,00
3662	2,7 m Dinghy	ohne Namen	Ramstedten, München	1944	2,70
3663	2,7 m Dinghy	Angelika	R. Döbler, Hamburg	1944	2,70
3664	2,7 m Dinghy	ohne Namen	Helmstein, Linz	1945	2,70
3665	2,7 m Dinghy	ohne Namen	C. Reich, Hamburg	1944	2,70
3666	2,7 m Dinghy	ohne Namen	C. Reich, Hamburg	1944	2,70
3667	2,7 m Dinghy	Hidder	W. Zentz, München	1944	2,70
3668	2,7 m Dinghy	Buizer	H. Schröder, Berlin	1944	2,70
3669	3,0 m Dinghy	Olferna	Dir. A. Meyer, Bremen	1944	3,00
3670	3,0 m Dinghy	ohne Namen	Schick, Berlin	1944	3,00
3671	3,0 m Dinghy	Eva	E. Rühl, Hamburg	1944	3,00
3672	3,0 m Dinghy	Kamerad	H. Kurz, Berlin	1945	3,00
3673	3,0 m Dinghy	ohne Namen	Eiermann, Berlin	1945	3,00
3674	6,1 m Sonderling	Traut	Waltr. Horn, Hamburg	1949	6,13
3675	Olympiajolle	Dapa	Capt. Poulsen, USA	1946	5,00
3676	Olympiajolle	Margaret	Odr. Me. Ku., USA	1946	5,00
3677	Olympiajolle	ohne Namen	Kapt. Ahrens, Bremen	1947	5,00
3678	Olympiajolle	Holole	Horst Lehnert, Lemwerder	1947	5,00
3679	Olympiajolle	V.S.a.W.	Fr. Sponholz, Berlin	1945	5,00
3680	Olympiajolle	Luv	Dr. Geißler, Mittelsbü. r.	1947	5,00
3681	Piratenjolle	ohne Namen	N.R.V., Hamburg	1944	5,00
3682	Piratenjolle	ohne Namen	N.R.V., Hamburg	1944	5,00
3683	Piratenjolle	ohne Namen	N.R.V., Hamburg	1944	5,00
3684	Piratenjolle	ohne Namen	N.R.V., Hamburg	1944	5,00
3685	Piratenjolle	ohne Namen	N.R.V., Hamburg	1944	5,00
3686	Piratenjolle	ohne Namen	N.R.V., Hamburg	1944	5,00
3687	Piratenjolle	ohne Namen	N.R.V., Hamburg	1944	5,00
3688	Piratenjolle	Strolch IV	Segel-Club Ahoi, Düsseldorf	1944	5,00
3689	nicht gebaut				
3690	nicht gebaut				
3691	nicht gebaut				
3692	nicht gebaut				
3693	nicht gebaut				
3694	nicht gebaut				
3695	Scharpiejolle 12 qm	ohne Namen	Segel-Verein Madi, Stargard	1944	5,99
3696	Scharpiejolle 12 qm	ohne Namen	Segel-Verein Madi, Stargard	1944	5,99
3697	Scharpiejolle 12 qm	ohne Namen	Dr. Neumann, Stargard	1944	5,99
3698	Scharpiejolle 12 qm	ohne Namen	Hausmann, Stargard	1944	5,99
3699	Scharpiejolle 12 qm	ohne Namen	v. Rohr, Stargard	1944	5,99
3700	Scharpiejolle 12 qm	ohne Namen	B. Sölling, Bremen	1945	5,99
3701	41,0 m R-Boot	R 130	Marine, Berlin	1943	41,05
3702	41,0 m R-Boot	R 131	Marine, Berlin	1943	41,05
3703	41,0 m R-Boot	R 132	Marine, Berlin	1944	41,05
3704	41,0 m R-Boot	R 133	Marine, Berlin	1944	41,05
3705	41,0 m R-Boot	R 134	Marine, Berlin	1944	41,05
3706	41,0 m R-Boot	R 135	Marine, Berlin	1944	41,05
3707	41,0 m R-Boot	R 136	Marine, Berlin	1944	41,05
3708	41,0 m R-Boot	R 137	Marine, Berlin	1944	41,05
3709	Piratenjolle	ohne Namen	Segelkamerad, Bremen	1947	5,00
3710	Piratenjolle	ohne Namen	Segelkamerad, Bremen	1947	5,00
3711	Piratenjolle	ohne Namen	Segelkamerad, Bremen	1947	5,00
3712	Piratenjolle	ohne Namen	Segelkamerad, Bremen	1947	5,00
3713	Olympiajolle	ohne Namen	Jürgen Knigge, Bremen	1948	5,00
3714	Olympiajolle	ohne Namen	Dr. Carsten, Brake	1948	5,00
3715	Olympiajolle	ohne Namen	Th. Freiburg, Hamburg	1948	5,00
3716	Olympiajolle	Misterling	Gebr. Freiburg, Hamburg	1948	5,00
3717	Olympiajolle	Ursebill	Arn. Hinte, Grohn	1948	5,00
3718	Olympiajolle	Nei-em	H. Kohlhorst, Schönebeck	1948	5,00
3719	Olympiajolle	Imbu	Harmstod, Hamburg	1948	5,00
3720	Olympiajolle	ohne Namen	Wunderwald, Düsseldorf	1948	5,00
3721	8,15 m Fischerboot	Wilhelmine	Th. Kluin, Weserm.	1947	8,15
3722	nicht gebaut				
3723	5,0 m Lotsenboot	ohne Namen	Lotsenwesen, Bremerhaven	1948	5,30
3724	5,0 m Lotsenboot	ohne Namen	Lotsenwesen, Bremerhaven	1948	5,30
3725	nicht gebaut				
3726	Piratenjolle	Marlene	M. Waltemath, Bremen	1947	5,00



Yard No	Type	Ship's	Owner – Port of Registry	Built	LOA
3727	Piratenjolle	Le Rouge	S. B. Lashman, New Jersey	1947	5,00
3728	Piratenjolle	Marie	R. T. Mc. Cue USNR, New Jers.	1945	5,00
3729	Piratenjolle	Jeanne		1945	5,00
3730	Piratenjolle	Leila	Trast, USA	1946	5,00
3731	Scharpiejolle 12 qm	Olelia	R. L. Lentz, Ohio	1945	5,99
3732	Scharpiejolle 12 qm	ohne Namen	Lt. Reese, Baltimore	1946	5,99
3733	Scharpiejolle 12 qm	Udo Graf	C. L. Curry, Texas	1945	5,99
3734	Olympiajolle	Linie	O. Schäffer, Hamburg	1947	5,00
3735	Olympiajolle	ohne Namen	Achim Fritz, Hamburg	1947	5,00
3736	Olympiajolle	Bine	E. v. Keitz, Essen	1948	5,00
3737	Olympiajolle	Nix as ran	F. Cordes, Bremen	1948	5,00
3738	Olympiajolle	ohne Namen	Mohr, Starnberg	1948	5,00
3739	Olympiajolle	Kleine Brise	Dr. Münstermann, Düsseldorf	1948	5,00
3740	15,7 m Tourenyacht	Whisper	Brigadis Palmer, England	1949	15,65
3741	4,5 m Dielenschiff	WE S 167	Th. Klein, Bremerhaven	1946	4,50
3742	4,5 m Dielenschiff	ohne Namen	Kurt Müller, Bremerhaven	1946	4,50
3743	4,5 m Dielenschiff	ohne Namen	Beirich, Bremerhaven	1946	4,50
3744	4,5 m Dielenschiff	Emma 520	Weser-Kanal, Bremen	1946	4,50
3745	4,5 m Dielenschiff	Klaus 359	Stiel, Bremen	1946	4,50
3746	4,5 m Dielenschiff	Bremen 1434	Mohrwinkel, Bremen	1946	4,50
3747	4,5 m Dielenschiff	1385	Weihmann, Bremen	1946	4,50
3748	4,5 in Dielenschiff	8.V.F.G.	Bremen Veg.-F.-Ges., Grohn	1946	4,50
3749	4,5 m Dielenschiff	ohne Namen	Franke-Werke, Bremen	1946	4,50
3750	2,7 m Dinghy	ohne Namen	Feuerwehr, Bremen	1946	2,70
3751	2,7 m Dinghy	Klein Wega	W. Wilke, Berlin	1946	2,70
3752	2,7 m Dinghy	Galathea	S. B. Lashman, New Jersey	1945	2,70
3753	2,7 m Dinghy	Lütti	E. Mohr, Hamburg	1946	2,70
3754	2,7 m Dinghy	ohne Namen	Lt. Gamelson, New Jersey	1945	2,70
3755	3,0 m Dinghy	Teddy II	Joh. Wieß, Hamburg	1947	3,00
3756	4,5 m Dielenschiff	ohne Namen	Kladde, Bremen	1947	4,50
3757	4,5 m Dielenschiff	ohne Namen	Lühring, Hammelw.	1947	4,50
3758	Scharpiejolle 12 qm	ohne Namen	Bar. v. Plessen, Stargard	1944	5,99
3759	Scharpiejolle 12 qm	ohne Namen	Frau Homp, Stargard	1944	5,99
3760	41,0 m R-Boot	R 138	Marine, Berlin	1944	41,05
3761	41,0 m R-Boot	R 139	Marine, Berlin	1944	41,05
3762	41,0 m R-Boot	R 140	Marine, Berlin	1944	41,05
3763	41,0 m R-Boot	R 141	Marine, Berlin	1944	41,05
3764	41,0 m R-Boot	R 142	Mahne, Berlin	1944	41,05
3765	41,0 m R-Boot	R 143	Mahne, Bedin	1944	41,05
3766	41,0 m R-Boot	R 144	Manne, Bedin	1944	41,05
3767	41,0 m R-Boot	R 145	Manne, Bedin	1944	41,05
3768	41,0 m R-Boot	R 146	Mahne, Bedin	1944	41,05
3769	41,0 m R-Boot	R 147	Manne, Berlin	1944	41,05
3770	41,0 m R-Boot	R148	Manne, Berlin	1944	41,05
3771	41,0 m R-Boot	R 149	Manne, Bedin	1944	41,05
3772	41,0 m R-Boot	R 150	Manne, Bedin	1944	41,05
3773	Olympiajolle	Pichelsdorf	Mähltitz, Lemwerder	1949	5,00
3774	Olympiajolle	Brücko II	Schümann, Hamburg	1949	5,00
3775	Olympiajolle	Kira	Brinkmann, Hamburg	1949	5,00
3776	Olympiajolle	Teddy III	Plathner, Hannover	1949	5,00
3777	Olympiajolle	Pitt II	Wolf, Hamburg	1949	5,00
3778	Olympiajolle	Helion II	E. Schafe, Hannover	1949	5,00
3779	5,5 m Tourenyacht	Hera	H. Rasmussen, Lemwerder	1947	5,45
3780	5,0 m Dielenschiff	Holzmann	Holzmann, Bremen	1946	5,00
3781	5,0 m Dielenschiff	Holzmann	Holzmann, Bremen	1946	5,00
3782	5,0 m Dielenschiff	Holzmann	Holzmann, Bremen	1946	5,00
3783	5,0 m Dielenschiff	Holzmann	Holzmann, Bremen	1946	5,00
3784	5,0 m Dielenschiff	Holzmann	Holzmann, Bremen	1946	5,00
3785	5,0 m Dielenschiff	Holzmann	Holzmann, Bremen	1946	5,00
3786	4,0 m Rettungsboot	Hannover	Feuerlöschpol., Hannover	1943	4,00
3787	5,4 m Rettungsboot	ohne Namen	Unterweser AG, Bremerhaven	1946	5,35
3788	5,4 m Rettungsboot	ohne Namen	Unterweser AG, Bremerhaven	1946	5,35
3789	5,4 m Rettungsboot	ohne Namen	Unterweser AG, Bremerhaven	1946	5,35
3790	5,4 m Rettungsboot	ohne Namen	Unterweser AG, Bremerhaven	1946	5,35
3791	5,4 m Rettungsboot	ohne Namen	Unterweser AG, Bremerhaven	1946	5,35
3792	5,4 m Rettungsboot	ohne Namen	Unterweser AG, Bremerhaven	1946	5,35
3793	6,0 m Dielenschiff	ohne Namen	E. W. Rogge, Bremerhaven	1946	6,00
3794	6,0 m Dielenschiff	ohne Namen	E. W. Rogge, Bremerhaven	1946	6,00
3795	6,0 m Dielenschiff	ohne Namen	Müller, Bremerhaven	1946	6,00
3796	6,0 m Dielenschiff	ohne Namen	Wayss & Freitag, Bremen	1946	6,00
3797	2,7 m Dingi	Tauping	Com. Jeffs, USA	1949	2,70
3798	2,7 m Dingi	Typee	Brewer, USA	1947	2,70
3799	2,4 m Dingi	Senta	Rolf Schmidt, Lesum	1947	2,40
3800	2,4 m Dingi	Helgoland	H. Löffler, Hamburg	1947	2,40
3801	39,4 m R-Boot	R 401	Marine, Berlin	1944	39,35
3802	39,4 m R-Boot	R 402	Marine, Berlin	1944	39,35
3803	39,4 m R-Boot	R 403	Marine, Berlin	1944	39,35
3804	39,4 m R-Boot	R 404	Marine, Berlin	1944	39,35
3805	39,4 m R-Boot	R 405	Marine, Berlin	1944	39,35
3806	39,4 m R-Boot	R 406	Marine, Berlin	1944	39,35
3807	39,4 m R-Boot	R 407	Marine, Berlin	1944	39,35

Yard No	Type	Ship's	Owner – Port of Registry	Built	LOA
3808	39,4 m R-Boot	R 408	Marine, Berlin	1944	39,35
3809	39,4 m R-Boot	R 409	Marine, Berlin	1944	39,35
3810	39,4 m R-Boot	R 410	Marine, Berlin	1944	39,35
3811	39,4 in R-Boot	R 411	Marine, Berlin	1944	39,35
3812	39,4 m R-Boot	R 412	Marine, Berlin	1944	39,35
3813	39,4 m R-Boot	R 413	Marine, Berlin	1945	39,35
3814	39,4 m R-Boot	R 414	Marine, Berlin	1945	39,35
3815	39,4 m R-Boot	R 415	Marine, Berlin	1945	39,35
3816	39,4 m R-Boot	R 416	Marine, Berlin	1945	39,35
3817	39,4 m R-Boot	R 417	Marine, Berlin	1945	39,35
3818	39,4 m R-Boot	R 418	Marine, Berlin	1945	39,35
3819	5,0 m Dielenschiff	ohne Namen	Hafenbauamt, Bremen	1947	5,00
3820	5,0 m Dielenschiff	ohne Namen	Noll, Bremen	1947	5,00
3821	5,0 m Dielenschiff	ohne Namen	Früchtenicht, Bremen	1947	5,00
3822	5,0 m Dielenschiff	ohne Namen	Rahlenbeck, Bremen	1947	5,00
3823	5,0 m Dielenschiff	ohne Namen	Wayss & Freitag, Bremen	1946	5,00
3824	5,0 m Dielenschiff	ohne Namen	Wasserstr.-Dir., Hoja	1947	5,00
3825	5,0 m Dielenschiff	ohne Namen	O. Rahlenbeck, Bremen	1947	5,00
3826	5,0 m Dielenschiff	ohne Namen	Fr. Wilkens, Einsward.	1947	5,00
3827	5,0 m Dielenschiff	ohne Namen	v. Bostel, Hamburg	1947	5,00
3828	5,0 m Schulboot	ohne Namen	E. F. Laeisz, Hamburg	1947	4,97
3829	5,0 m Schulboot	ohne Namen	E. F. Laeisz, Hamburg	1947	4,97
3830	5,0 m Schulboot	ohne Namen	E. F. Laeisz, Hamburg	1947	4,97
3831	5,0 m Schulboot	ohne Namen	Seeschiffahrt, Hamburg	1947	4,97
3832	5,0 m Schulboot	ohne Namen	Seeschiffahrt, Hamburg	1947	4,97
3833	5,0 m Schulboot	ohne Namen	Seeschiffahrt, Hamburg	1947	4,97
3834	5,0 m Schulboot	ohne Namen	Seeschiffahrt, Hamburg	1947	4,97
3835	5,0 m Schulboot	ohne Namen	Seeschiffahrt, Hamburg	1947	4,97
3836	5,0 m Schulboot	ohne Namen	Seeschiffahrt, Hamburg	1947	4,97
3837	5,0 m Schulboot	ohne Namen	Seeschiffahrt, Hamburg	1947	4,97
3838	5,0 m Schulboot	ohne Namen	Seeschiffahrt, Hamburg	1947	4,97
3839	5,0 m Schulboot	ohne Namen	Seeschiffahrt, Hamburg	1947	4,97
3840	7,7 m Pumpenponton	Wifo	Wifo, Berlin	1943	7,70
3841	7,7 m Pumpenponton	Wifo	Wifo, Berlin	1943	7,70
3842	nicht gebaut				
3843	4,25 m Class B	ohne Namen	E. F. Laeisz, Hamburg	1944	4,25
3844	Scharpiejolle 12 qm	ohne Namen	Dr. Pinggera, Bad Kohlgrub	1944	5,99
3845	2,7 m Dinghy	ohne Namen	Siemer, Bremen	1943	2,70
3846	Piratenjolle	Cornelia Lee	P. Curry, Texas	1945	5,00
3847	Piratenjolle	ohne Namen	C. E. Müller, Bremen	1947	5,00
3848	Piratenjolle	ohne Namen	O.I.S.W., Grohn	1947	5,00
3849	Piratenjolle	Möwe II	Frau Lindemann, Schöneb.	1945	5,00
3850	Piratenjolle	Gen	C. Chesebro, USA	1947	5,00
3851	Piratenjolle	H.S.C.	H.S.C., Hamburg	1946	5,00
3852	Scharpiejolle 12 qm	Nordstern	R. Schütt, Hamburg	1946	5,99
3853	Scharpiejolle 12 qm	ohne Namen	Zwischenahner Segel-Club, Bad Zwischenahn	1946	5,99
3854	4,25 m Class B	ohne Namen	A. Weerda, Norden	1948	4,25
3855	4,25 m Class B	Inge IX	Hans Howaldt, Lübeck	1947	4,25
3856	4,25 m Class B	ohne Namen	Jacob Röhrig, Bremen	1947	4,25
3857	4,25 m Class B	ohne Namen	Fuchs, Merzig	1948	4,25
3858	4,25 m Class B	ohne Namen	Hammerstein, Haan	1948	4,25
3859	4,25 m Class B	Briese	W Wiegand, Blumenthal	1948	4,25
3860	2,7 m Dinghy	ohne Namen	Lt. Hairston, USA	1945	2,70
3861	2,7 m Dingi	ohne Namen	Comd. McKee, USA	1946	2,70
3862	2,7 m Dingi	Dee Mohr	E. Mohr, Hamburg	1946	2,70
3863	2,7 m Dingi	Gold. Löwe	Gapt. Ingram, USA	1946	2,70
3864	2,7 m Dingi	ohne Namen	Gapt. Poulsen, USA	1946	2,70
3865	2,7 m Dingi	ohne Namen	Richter, Hamburg	1946	2,70
3866	3,0 m Dinghy	ohne Namen	Chr. Sommer, Flensburg	1947	3,00
3867	3,0 m Dinghy	Whisper	Phor Palmer, England	1947	3,00
3868	3,0 m Dinghy	Otto	Schmidtman, St. Magnus	1947	3,00
3869	3,0 m Dinghy	ohne Namen	Capt. Poulsen, USA	1947	3,00
3870	3,0 m Dinghy	ohne Namen	Becker, Bremen	1947	3,00
3871	3,0 m Dinghy	ohne Namen	Capt. Poulsen, USA	1947	3,00
3872	4,0 m Rettungsboot	Tiefbau	Tiefbauamt, Hannover	1946	4,00
3873	4,0 m Rettungsboot	Tiefbau	Tiefbauamt, Hannover	1946	4,00
3874	4,0 m Rettungsboot	Tiefbau	Tiefbauamt, Hannover	1946	4,00
3875	Drachenboot	Breeze	Byroet, Holland	1947	8,90
3876	21,0 m Schute	Hafenamt 5	Hafenbauamt, Bremen	1948	21,00
3877	21,0 m Schute	Hafenamt 6	Hafenbauamt, Bremen	1949	21,00
3878	21,0 m Schute	Hafenamt 7	Hafenbauamt, Bremen	1949	21,00
3879	10 qm Kielboot	ohne Namen	H. Horn, Hamburg	1944	4,97
3880	6,5 m Tourenkreuzer	Wheatley	H. S. Townsend, USA	1947	6,51
3881	4,25 m Class B	ohne Namen	General Star, Saarow	1944	4,25
3882	4,25 m Class B	ohne Namen	Schaeffer, Starnberg	1944	4,25
3883	4,25 m Class B	ohne Namen	Schaeffer, Starnberg	1944	4,25
3884	4,25 m Class B	ohne Namen	J. Rührig, Köln	1944	4,25
3885	4,25 m Class B	ohne Namen	Manne, Kiel	1944	4,25
3886	4,25 m Class B	ohne Namen	Manne, Kiel	1944	4,25
3887	15 qm Kielboot	ohne Namen	Reederei Laeisz, Hamburg	1944	6,20
3888	15 qm Kielboot	ohne Namen	Reederei Laeisz, Hamburg	1944	6,20

LIST OF YARD NOS

Yard No	Type	Ship's	Owner – Port of Registry	Built	LOA
3889	7,0 m Gigboot	ohne Namen	Reederei Laeisz, Hamburg	1944	7,00
3890	5,0 m Dinghy	ohne Namen	Reederei Laeisz, Hamburg	1944	5,00
3891	3,6 m Rettungsboot	ohne Namen	Drecoll, Hamburg	1947	3,60
3892	3,6 m Rettungsboot	ohne Namen	Drecoll, Hamburg	1947	3,60
3893	3,6 m Rettungsboot	ohne Namen	Drecoll, Hamburg	1947	3,60
3894	3,6 m Rettungsboot	ohne Namen	Drecoll, Hamburg	1947	3,60
3895	3,6 m Rettungsboot	ohne Namen	Drecoll, Hamburg	1947	3,60
3896	3,6 m Rettungsboot	ohne Namen	Drecoll, Hamburg	1947	3,60
3897	3,6 m Rettungsboot	ohne Namen	Drecoll, Hamburg	1947	3,60
3898	3,6 m Rettungsboot	ohne Namen	Drecoll, Hamburg	1947	3,60
3899	3,6 m Rettungsboot	ohne Namen	Drecoll, Hamburg	1947	3,60
3900	3,6 m Rettungsboot	ohne Namen	Drecoll, Hamburg	1947	3,60
3901	39,5 m R-Boot	R 419	Marine, Berlin	1945	39,50
3902	39,5 m R-Boot	R 420	Marine, Berlin	1945	39,50
3903	39,5 m R-Boot	R 421	Marine, Berlin	1945	39,50
3904	39,5 m R-Boot	R 422	Marine, Berlin	1945	39,50
3905	39,5 m R-Boot	R 423	Marine, Berlin	1945	39,50
3906	39,5 m R-Boot	R 424	Marine, Berlin	1945	39,50
3907	39,5 m R-Boot	R 425	Marine, Berlin	1945	39,50
3908	nicht gebaut		Marine, Berlin		
3909	nicht gebaut		Marine, Berlin		
3910	nicht gebaut		Marine, Berlin		
3911	nicht gebaut		Marine, Berlin		
3912	nicht gebaut		Marine, Berlin		
3913	2,7 m Dinghy	ohne Namen	Rud. W. Holm, Hamburg	1947	2,70
3914	2,7 m Dinghy	ohne Namen	W. Bruns, Hamburg	1947	2,70
3915	2,7 m Dinghy	Blanca-Maria	Edgar Beyer, Hamburg	1947	2,70
3916	2,7 m Dinghy	ohne Namen	Dr. Rautenberger, Flensburg	1947	2,70
3917	3,0 m Dinghy	ohne Namen	H. Becker, Hamburg	1948	3,00
3918	3,0 m Dinghy	Luti-Lun	O. Ernst, Hamburg	1948	3,00
3919	3,0 m Dinghy	ohne Namen	G. Spangenberg, Hamburg	1948	3,00
3920	3,0 m Dinghy	ohne Namen	Gotthard, Bremen	1948	3,00
3921	10,5 m Tourenkreuzer	Trotzkopf	E. Krassmann, Hamburg	1949	10,50
3922	4,0 m Flachboot	309	Alb. Meyer, Bremen	1947	4,00
3923	4,0 m Flachboot	ohne Namen	W. Sanders, Millig	1947	4,00
3924	4,0 m Flachboot	ohne Namen	Fr. Meyer, Lemwerder	1947	4,00
3925	4,0 m Flachboot	ohne Namen	Plath, Speckenbüttel	1947	4,00
3926	4,0 m Flachboot	ohne Namen	Plath, Speckenbüttel	1947	4,00
3927	4,0 m Flachboot	Zwiebelfisch	Wehner, Delmenhorst	1947	4,00
3928	4,5 m Dielenschiff	ohne Namen	E. Bruns, Badenerberg	1947	4,50
3929	4,5 m Dielenschiff	ohne Namen	Jakobscheck, Bremerhaven	1947	4,50
3930	4,0 m Flachbodenboot	ohne Namen	Stump, Warfleth	1945	4,00
3931	4,0 m Flachbodenboot	ohne Namen	Wifo, Farge	1945	4,00
3932	4,0 m Flachbodenboot	ohne Namen	Hartmann, Delmenhorst	1945	4,00
3933	4,0 m Flachbodenboot	ohne Namen	Hartmann, Delmenhorst	1945	4,00
3934	4,0 m Flachbodenboot	ohne Namen	Sanders, Brake	1945	4,00
3935	4,0 m Flachbodenboot	ohne Namen	Schonvogel, Ochtum	1945	4,00
3936	4,0 m Flachbodenboot	ohne Namen	Schonvogel, Ochtum	1945	4,00
3937	4,0 m Flachbodenboot	ohne Namen	G. Holscher, Delmenhorst	1945	4,00
3938	4,0 m Flachbodenboot	ohne Namen	Segel-Club, Ochtum	1945	4,00
3939	4,0 m Flachbodenboot	ohne Namen	Wifo, Farge	1945	4,00
3940	4,0 m Flachboot	ohne Namen	R. Meier, Br.-Grohn	1946	4,00
3941	4,0 in Flachboot	ohne Namen	E. Krieg, Br.-Grohn	1946	4,00
3942	4,0 m Flachboot	ohne Namen	R. Bohn, Altenesch	1946	4,00
3943	4,0 m Flachboot	ohne Namen	R. Paskowitz, Vegesack	1946	4,00
3944	4,0 Flachboot	ohne Namen	C. Paar, Elsfleth	1946	4,00
3945	6,0 m Dielenschiff	ohne Namen	Schwering, Bremen	1945	6,00
3946	6,0 m Dielenschiff	ohne Namen	Schwering, Bremen	1945	6,00
3947	4,0 m Rettungsboot	ohne Namen	Feuerlöschpol., Hannover	1945	4,00
3948	4,0 m Rettungsboot	ohne Namen	Feuerlöschpol., Hannover	1945	4,00
3949	4,0 m Flachbodenboot	ohne Namen	Diek, Vegesack	1945	4,00
3950	4,0 m Flachbodenboot	ohne Namen	Müller, Husum	1945	4,00
3951	4,0 m Flachbodenboot	ohne Namen	Schonvogel, Ochtum	1945	4,00
3952	4,0 m Flachbodenboot	ohne Namen	Schonvogel, Ochtum	1945	4,00
3953	4,0 m Flachbodenboot	ohne Namen	Schonvogel, Ochtum	1945	4,00
3954	4,0 m Flachbodenboot	ohne Namen	Schonvogel, Ochtum	1945	4,00
3955	4,0 m Flachbodenboot	ohne Namen	Lüttke, Vegesack	1945	4,00
3956	4,0 m Flachbodenboot	ohne Namen	Bloess, Grohn	1945	4,00
3957	4,0 m Flachbodenboot	ohne Namen	Hafenbauamt, Bremen	1945	4,00
3958	4,0 m Flachbodenboot	ohne Namen	Segel-C. St. Veith, Ochtum	1945	4,00
3959	4,0 m Flachbodenboot	ohne Namen	Kükel, Elsfleth	1945	4,00
3960	4,0 m Flachbodenboot	ohne Namen	Humpe, Warfleth	1945	4,00
3961	4,0 m Flachbodenboot	ohne Namen	Wehrhahn, Delmenhorst	1945	4,00
3962	4,0 m Flachbodenboot	Brummer	W. Finke, Ritzenbüttel	1945	4,00
3963	4,0 m Flachbodenboot	ohne Namen	Amt f. Strassenbau, Bremen	1945	4,00
3964	4,0 m Flachbodenboot	ohne Namen	Nordenholz, Farge	1945	4,00
3965	4,0 m Flachbodenboot	ohne Namen	Nordenholz, Farge	1945	4,00
3966	4,0 m Flachbodenboot	ohne Namen	Dr. Bormann, Lemwerder	1945	4,00
3967	4,0 m Flachbodenboot	ohne Namen	Diekmannschenke, Delmenhorst	1945	4,00
3968	4,0 m Flachbodenboot	ohne Namen	Krüger, Elsfleth	1945	4,00
3969	4,0 m Flachbodenboot	ohne Namen	Schonvogel, Ochtum	1945	4,00

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3970	4,0 m Flachbodenboot	ohne Namen	Schonvogel, Ochtum	1945	4,00
3971	10,5 m Strandboot	ohne Namen	DGzRS Bremen	1945	10,50
3972	10,5 m Strandboot	ohne Namen	DGzRS Bremen	1945	10,50
3973	10,5 m Strandboot	ohne Namen	DGzRS Bremen	1945	10,50
3974	10,5 m Strandboot	ohne Namen	DGzRS Bremen	1948	10,50
3975	nicht gebaut				
3976	4,0 m Hummelboot	Hummel	N.R.V., Hamburg	1948	4,00
3977	4,0 m Hummelboot	Moskito	N.R.V., Hamburg	1948	4,00
3978	Hansajolle	ohne Namen	N.R.V., Hamburg	1948	5,85
3979	Hansajolle	ohne Namen	N.R.V., Hamburg	1948	5,85
3980	nicht gebaut				
3981	Piratenjolle	ohne Namen	Warner	1945	5,00
3982	Piratenjolle	Pirat 1	Miller	1945	5,00
3983	Piratenjolle	ohne Namen	Pyner	1945	5,00
3984	Piratenjolle	ohne Namen	Bell	1945	5,00
3985	Piratenjolle	ohne Namen	A. Windhorst, Bremen	1946	5,00
3986	Piratenjolle	ohne Namen	Döbler, Lemburg	1946	5,00
3987	Piratenjolle	ohne Namen	W. H. Zingelmann, Hamburg	1946	5,00
3988	Piratenjolle	Port of Bremen	Hentske, Hamburg	1946	5,00
3989	Piratenjolle	ohne Namen	Capt. Maddat, USA	1946	5,00
3990	Piratenjolle	Port of Bremen	Lt. Prideaux, USA	1946	5,00
3991	4,25 m Class B	ohne Namen	Maj Rolt, USA	1946	4,25
3992	4,25 m Class B	ohne Namen	Kapt. Hardt, Bremerhaven	1946	4,25
3993	4,25 m Class B	ohne Namen	Janssen, Duisburg	1946	4,25
3994	4,25 m Class B	Helga	Dr R. Bröning, Wilhelmshaven	1946	4,25
3995	4,25 m Class B	Dart II	Com. Brewer, Warnemünde	1947	4,25
3996	4,25 m Class B	ohne Namen	Lt. Simon, USA	1946	4,25
3997	4,25 m Class B	Neia	Rogge, Farge	1947	4,25
3998	4,25 m Class B	ohne Namen	Palmeier, Blumenthal	1947	4,25
3999	4,25 m Class B	ohne Namen	Feldhoff, Wuppertal	1947	4,25
4000	4,25 m Class B	Hein Godewind	Fehner, Lemwerder	1947	4,25
4001	4,0 m Flachboot	ohne Namen	Sarstedt, Farge	1946	4,00
4002	4,0 m Flachboot	ohne Namen	Sarstedt, Farge	1946	4,00
4003	4,0 m Flachboot	ohne Namen	W. Vogel, Blumenthal	1946	4,00
4004	4,0 m Flachboot	ohne Namen	Sanders, Brake	1946	4,00
4005	4,0 m Flachboot	ohne Namen	Schonvogel, Lemwerder	1946	4,00
4006	4,0 m Flachboot	ohne Namen	Sanders, Brake	1946	4,00
4007	4,0 m Flachboot	ohne Namen	Siemer, Delmenhorst	194	4,00
4008	4,0 m Flachboot	ohne Namen	Hartmann, Delmenhorst	1946	4,00
4009	4,0 m Flachboot	ohne Namen	A. Klein, Bremerhaven	1946	4,00
4010	4,0 m Flachboot	ohne Namen	O. Klein, Bremerhaven	1946	4,00
4011	4,0 m Flachboot	ohne Namen	Dr. Meier, Vegesack	1946	4,00
4012	4,0 m Flachboot	ohne Namen	E. Bauer, Vegesack	1946	4,00
4013	4,0 m Flachboot	ohne Namen	A. Becker, Bremen	1946	4,00
4014	4,0 m Flachboot	ohne Namen	Brüning, Lesum	1946	4,00
4015	4,0 m Flachboot	WE.S. 167	Th. Klein, Bremerhaven	1946	4,00
4016	4,0 m Flachboot	ohne Namen	Galisch, Bremen	1946	4,00
4017	4,0 m Flachboot	ohne Namen	Schonvogel, Bremen	1946	4,00
4018	4,0 m Flachboot	ohne Namen	Schonvogel, Bremen	1946	4,00
4019	4,0 m Flachboot	ohne Namen	Schonvogel, Bremen	1946	4,00
4020	4,0 m Flachboot	ohne Namen	Schonvogel, Bremen	1946	4,00
4021	5,0 m Dielenschiff	Hafenbauamt	Hafenbauamt, Bremen	1947	5,00
4022	5,0 m Dielenschiff	Hafenbauamt	Wass.-Direkt., Hoya	1947	5,00
4023	5,0 m Dielenschiff	Hafenbauamt	Wass.-Direkt., Hoya	1947	5,00
4024	5,0 m Dielenschiff	Hafenbauamt	Wass.-Dir., Hannover	1947	5,00
4025	5,0 m Dielenschiff	Hafenbauamt	Wass.-Dir., Hannover	1947	5,00
4026	Olympiajolle	Mrs. Smith	Usher, USA	1947	5,00
4027	Olympiajolle	ohne Namen	Howie, USA	1947	5,00
4028	Olympiajolle	ohne Namen	Kap. Lt. Rowe, USA	1947	5,00
4029	Olympiajolle	Juanita	Maj. Conny, USA	1947	5,00
4030	Olympiajolle	Walnut	Maj. Scott, USA	1947	5,00
4031	Olympiajolle	Chestnut	Kapt. Peal, USA	1947	5,00
4032	Olympiajolle	ohne Namen	Mai. Walter, USA	1947	5,00
4033	Olympiajolle	Snowgoose	84. Good Body, England	1948	5,00
4034	Olympiajolle	ohne Namen	Lt. Col. Scott, England	1948	5,00
4035	Olympiajolle	ohne Namen	H. Bühring, Steinhude	1948	5,00
4036	6,0 m Dielenschiff	ohne Namen	Städt. Tiefbau, Hannover	1947	6,00
4037	6,0 m Dielenschiff	ohne Namen	Städt. Tiefbau, Hannover	1947	6,00
4038	6,0 m Dielenschiff	ohne Namen	Städt. Tiefbau, Hannover	1947	6,00
4039	6,0 m Dielenschiff	ohne Namen	Wayss & Freitag, Bremen	1947	6,00
4040	6,0 m Dielenschiff	ohne Namen	Wayss & Freitag, Bremen	1947	6,00
4041	6,0 m Dielenschiff	ohne Namen	Gem. Drakenburg, Drakenburg	1947	6,00
4042	3,0 m Flachboot	ohne Namen	Jürgens, Bardewisch	1947	3,00
4043	5,0 m Dielenschiff	Hafenbauamt P1 und P2	Hafenbauamt, Bremen	1945	5,00
4044	5,0 m Dielenschiff	Hafenbauamt P1 und P2	Hafenbauamt, Bremen	1945	5,00
4045	4,0 m Außenb. Motorboot	Pinguin	W. Fuchs, Merigg	1946	4,00
4046	5,0 m Dielenschiff	ohne Namen	Joh. Köser, Stade	1947	5,00
4047	5,0 m Dielenschiff	ohne Namen	Wass.-Str.-Dir., Hannover	1947	5,00
4048	5,0 m Dielenschiff	ohne Namen	Wass.-Str.-Dir., Hannover	1947	5,00
4049	5,0 m Dielenschiff	ohne Namen	Wass.-Str.-Dir., Hannover	1947	5,00
4050	5,0 m Dielenschiff	ohne Namen	Hafenbauamt, Bremen	1947	5,00



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4051	5,0 m Dielenschiff	ohne Namen	Hafenbauamt, Bremen	1947	5,00
4052	5,0 m Dielenschiff	ohne Namen	Elfers, Bremen	1948	5,00
4053	5,0 m Dielenschiff	ohne Namen	Hafenbauamt, Bremen	1947	5,00
4054	5,4 m Rettungsboot	ohne Namen	Unterw. Reederei, Bremerhaven	1948	5,35
4055	5,4 m Rettungsboot	ohne Namen	Unterw. Reederei, Bremerhaven	1948	5,35
4056	5,4 m Rettungsboot	ohne Namen	Unterw. Reederei, Bremerhaven	1948	5,35
4057	5,4 m Rettungsboot	ohne Namen	Unterw. Reederei, Bremerhaven	1948	5,35
4058	5,4 m Rettungsboot	ohne Namen	Unterw. Reederei, Bremerhaven	1948	5,35
4059	5,4 m Rettungsboot	ohne Namen	Unterw. Reederei, Bremerhaven	1948	5,35
4060	5,4 m Rettungsboot	ohne Namen	Kohlenberg, Bremerhaven	1948	5,35
4061	5,4 m Rettungsboot	ohne Namen	Argo-Reederei, Bremen	1948	5,35
4062	5,4 m Rettungsboot	ohne Namen	Howaldt-Werke, Kiel	1948	5,35
4063	5,4 m Rettungsboot	ohne Namen	Howaldt-Werke, Kiel	1948	5,35
4064	6,5 m Gig-Einer	ohne Namen	V.R.V., Vegesack	1948	6,50
4065	6,5 m Gig-Einer	ohne Namen	V.R.V., Vegesack	1948	6,50
4066	8,5 m Gig-Zweier	ohne Namen	Th. Freiburg	1949	8,50
4067	8,5 m Gig-Zweier	ohne Namen	Osriesland	1949	8,50
4068	11,0 m Gig-Vierer	Zugvogel	Rud. Verein Weser, Hameln	1949	11,00
4069	11,0 m Gig-Vierer	Goldenes Mainz	R.V. Mainz, Mainz	1949	11,00
4070	4,0 m Flachboot	ohne Namen	Gloustein, Vegesack	1947	4,00
4071	4,0 m Flachboot	ohne Namen	Wellmann, Elsfleth	1947	4,00
4072	4,0 m Flachboot	ohne Namen	Bartels, Saarstedt	1947	4,00
4073	4,0 m Flachboot	ohne Namen	H. Kuhn, Delmenhorst	1947	4,00
4074	4,0 m Flachboot	ohne Namen	Noltenius, Borgfeld	1947	4,00
4075	4,0 m Flachboot	ohne Namen	J. Hoffmann, Lemwerder	1947	4,00
4076	Piratenjolle	Neger	E. Mohr, Hamburg	1948	5,00
4077	Piratenjolle	ohne Namen	Vogel, Düsseldorf	1948	5,00
4078	Piratenjolle	Astrid	R. W Holm, Hamburg	1948	5,00
4079	Piratenjolle	ohne Namen	F. Kreismann, Wilhelmshaven	1948	5,00
4080	Piratenjolle	Falke	S.K.Wv.B., Bremen	1948	5,00
4081	7,8 m Swallow Glass	Gleam	Maj. Vesej, England	1948	7,77
4082	7,8 m Swallow Class	Hoopoe	Maj. Rowley-Conwey, England	1948	7,77
4083	7,8 m Swallow Class	Thurne	Maj. Scott, England	1948	7,77
4084	7,8 m Swallow Class	Kelpie	Kap. Hughes, England	1948	7,77
4085	5,0 m Dielenschiff	ohne Namen	K. Müller, Bremen	1948	5,00
4086	5,0 m Dielenschiff	ohne Namen	Schumacher, Bremen	1948	5,00
4087	5,0 m Dielenschiff	ohne Namen	Schumacher, Bremen	1948	5,00
4088	5,0 m Dielenschiff	ohne Namen	Sanders, Bremen	1948	5,00
4089	5,0 m Dielenschiff	ohne Namen	Bothe, Lesumbrook	1948	5,00
4090	5,0 m Dielenschiff	ohne Namen	Mohr, Hamburg	1948	5,00
4091	5,0 m Dielenschiff	ohne Namen	Wass.-Str.-Amt, Minden	1949	5,00
4092	5,0 m Dielenschiff	ohne Namen	Wass.-Str.-Amt, Minden	1949	5,00
4093	5,0 m Dielenschiff	ohne Namen	Wass.-Str.-Amt, Minden	1949	5,00
4094	5,0 m Dielenschiff	ohne Namen	Wass.-Str.-Amt, Minden	1949	5,00
4095	5,0 m Dielenschiff	ohne Namen	Wass.-Str.-Amt, Hannover	1948	5,00
4096	5,0 m Dielenschiff	ohne Namen	Wass.-Str.-Amt, Hannover	1948	5,00
4097	5,0 m Dielenschiff	ohne Namen	Wass.-Str.-Amt, Hannover	1948	5,00
4098	5,0 m Dielenschiff	ohne Namen	Wass.-Str.-Amt, Hannover	1948	5,00
4099	5,0 m Dielenschiff	ohne Namen	Hafenamt, Bremen	1948	5,00
4100	6,0 m Rettungsboot	ohne Namen	Schiffb. Unterweser, Bremerh.	1947	6,00
4101	6,0 m Rettungsboot	ohne Namen	Schiffb. Unterweser, Bremerh.	1947	6,00
4102	6,0 m Rettungsboot	ohne Namen	Schiffb. Unterweser, Bremerh.	1947	6,00
4103	6,0 m Rettungsboot	ohne Namen	Schiffb. Unterweser, Bremerh.	1947	6,00
4104	2,0 m Dinghy	ohne Namen	H. Rasmussen, Lemwerder	1947	2,00
4105	4,0 m Flachboot	ohne Namen	Rulfs, Lemwerder	1947	4,00
4106	4,0 m Flachboot	ohne Namen	Warner, Farge	1947	4,00
4107	4,0 m Flachboot	ohne Namen	C. Büttner, Leer	1947	4,00
4108	4,0 m Flachboot	ohne Namen	Mohr, Hamburg	1947	4,00
4109	4,0 m Flachboot	ohne Namen	H. Fittger, Lohne	1947	4,00
4110	4,0 m Flachboot	ohne Namen	H. Busch, Lesum	1947	4,00
4111	4,0 m Flachboot	ohne Namen	Mohr, Hamburg	1947	4,00
4112	4,0 m Flachboot	ohne Namen	Hollwedel, Blumenthal	1947	4,00
4113	4,0 m Flachboot	ohne Namen	W. Westphal, Aumund	1947	4,00
4114	4,0 m Flachboot	ohne Namen	Prengschat, Buxtehude	1947	4,00
4115	2,7 m Dinghy	ohne Namen	Duntz, Hannover	1948	2,70
4116	2,7 m Dinghy	Michel	Dr. Collignon, Bedin	1948	2,70
4117	2,7 m Dinghy	ohne Namen	Kümmel, Hamburg	1948	2,70
4118	2,7 m Dinghy	ohne Namen	Lasser, Hamburg	1948	2,70
4119	2,7 m Dinghy	ohne Namen	Höhe, Hamburg	1948	2,70
4120	2,7 m Dinghy	Rose Joan	Dr. Waldeck, Berlin	1949	2,70
4121	5,0 m Dielenschiff	ohne Namen	Wass.-Str.-Amt, Hannover	1948	5,00
4122	5,0 m Dielenschiff	ohne Namen	Wass.-Str.-Amt, Hannover	1948	5,00
4123	5,0 m Dielenschiff	ohne Namen	Wass.-Str.-Amt, Hoya	1948	5,00
4124	5,0 m Dielenschiff	ohne Namen	Hollmann, Bremen	1948	5,00
4125	5,0 m Dielenschiff	ohne Namen	Hollmann, Bremen	1948	5,00
4126	Piratenjolle	Mars	N.R.V., Hamburg	1948	5,00
4127	Piratenjolle	Jupiter	N.R.V., Hamburg	1948	5,00
4128	Piratenjolle	Satan III	Herb. lilles, Hamburg	1948	5,00
4129	Piratenjolle	Venus	N.R.V., Hamburg	1948	5,00
4130	Piratenjolle	Neptun	N.R.V., Hamburg	1948	5,00
4131	4,0 m Hummelboot	Biene	N.R.V., Hamburg	1948	4,00

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4132	4,0 m Hummelboot	Wespe	N.R.V., Hamburg	1948	4,00
4133	4,0 m Hummelboot	Fliege	N.R.V., Hamburg	1948	4,00
4134	4,0 m Hummelboot	Mücke	N.R.V., Hamburg	1948	4,00
4135	4,0 m Hummelboot	Brummer	N.R.V., Hamburg	1948	4,00
4136	4,0 m Hummelboot	Bremse	N.R.V., Hamburg	1948	4,00
4137	4,0 m Hummelboot	Hornisse	N.R.V., Hamburg	1948	4,00
4138	4,0 m Hummelboot	Maikäfer	N.R.V., Hamburg	1948	4,00
4139	4,0 m Hummelboot	Libelle	N.R.V., Hamburg	1948	4,00
4140	4,0 m Hummelboot	Falter	N.R.V., Hamburg	1948	4,00
4141	Piratenjolle	Toni VI	Jul. Gahde, Hamburg	1948	5,00
4142	Piratenjolle	Kawale	Loos, Ratzeburg	1948	5,00
4143	Piratenjolle	Bajazzo IV	Spangenberg, Hamburg	1948	5,00
4144	Piratenjolle	Alt	E. Ridder, Wilhelmshaven	1948	5,00
4145	Piratenjolle	Blanca-Maha	E. Beyer, Hamburg	1948	5,00
4146	4,25 m Class B	Petede	Emeis, Heide	1948	4,25
4147	4,25 m Class B	ohne Namen	Henning, Essen	1948	4,25
4148	4,25 m Class B	Ruhreck	Egon Echt, Essen	1948	4,25
4149	4,25 m Class B	ohne Namen	Bdg. Thomsen, USA	1948	4,25
4150	4,25 m Class B	Little Vigilant	Cochran, New York	1949	4,25
4151	4,25 m Class B	ohne Namen	Schaeffer, Starnberg	1949	4,25
4152	9,8 m Motorboot	Hans	B.V.F.G., Grohn	1948	9,80
4153	14,0 m Seilfähre	Drakenburg	Gern. Drakenburg, Drakenbg.	1948	14,00
4154	4,0 m Flachboot	ohne Namen	Bloess, Aumund	1948	4,00
4155	4,0 m Flachboot	ohne Namen	M. Haarde, Aumund	1948	4,00
4156	4,0 m Flachboot	ohne Namen	Mester, Deichshausen	1948	4,00
4157	4,0 m Flachboot	ohne Namen	Uhlhorn, Krögerdorf	1948	4,00
4158	4,0 m Flachboot	ohne Namen	Noll, Bremen	1948	4,00
4159	4,0 m Flachboot	ohne Namen	Rühe, Oeynhaus	1948	4,00
4160	4,0 m Flachboot	ohne Namen	Müller, Bremerhaven	1948	4,00
4161	4,0 m Flachboot	ohne Namen	Grabhorn, Elsfleth	1948	4,00
4162	4,0 m Flachboot	ohne Namen	Mohr, Hamburg	1948	4,00
4163	4,0 m Flachboot	ohne Namen	Mohr, Hamburg	1948	4,00
4164	5,0 m Dielenschiff	ohne Namen	Wasserstr.-Amt Hameln	1948	5,00
4165	5,0 m Dielenschiff	ohne Namen	Wasserbauamt, Bremerhaven	1948	5,00
4166	5,0 m Dielenschiff	ohne Namen	Wasserbauamt, Bremerhaven	1948	5,00
4167	5,0 m Dielenschiff	ohne Namen	Wasserstr.-Amt, Hoya	1948	5,00
4168	5,0 m Dielenschiff	ohne Namen	Wasserstr.-Amt, Celle	1948	5,00
4169	5,0 m Dielenschiff	ohne Namen	Wasserstr.-Amt, Celle	1948	5,00
4170	Piratenjolle	Minki	Hans v. Eicken, Hamburg	1948	5,00
4171	Piratenjolle	Seeteufel	Alt v. Harder, Hamburg	1948	5,00
4172	Piratenjolle	Steppy	E. A. Ernst, Hamburg	1948	5,00
4173	Piratenjolle	Tabu	Tölcke, Hamburg	1948	5,00
4174	Piratenjolle	Maskee XIV	Günter Joost, Hamburg	1948	5,00
4175	Piratenjolle	Neger	E. Mohr, Hamburg	1948	5,00
4176	4,1 m Rettungsboot	ohne Namen	Spiess & Co., Hamburg	1948	4,10
4177	4,1 m Rettungsboot	ohne Namen	Spiess & Co., Hamburg	1948	4,10
4178	4,1 m Rettungsboot	ohne Namen	Spiess & Co., Hamburg	1948	4,10
4179	4,1 m Rettungsboot	ohne Namen	Howaldt-Werke, Kiel	1948	4,10
4180	4,1 m Rettungsboot	ohne Namen	Howaldt-Werke, Kiel	1948	4,10
4181	4,1 m Rettungsboot	Helgoland	Broscheit	1948	4,10
4182	4,1 m Rettungsboot	ohne Namen	Flohr & Co., Bremen	1948	4,10
4183	4,1 m Rettungsboot	ohne Namen	Howaldt-Werke, Kiel	1948	4,10
4184	4,1 m Rettungsboot	ohne Namen	Howaldt-Werke, Kiel	1948	4,10
4185	4,1 m Rettungsboot	Martin Schilling	Flohr & Co., Bremen	1949	4,10
4186	4,1 m Rettungsboot	ohne Namen	Flohr & Co., Bremen	1948	4,10
4187	4,1 m Rettungsboot	ohne Namen	HDW, Kiel	1948	4,10
4188	4,1 m Rettungsboot	ohne Namen	HDW, Kiel	1948	4,10
4189	4,1 m Rettungsboot	ohne Namen	HDW, Kiel	1948	4,10
4190	4,1 m Rettungsboot	ohne Namen	Flohr & Co., Bremen	1948	4,10
4191	4,1 m Rettungsboot	ohne Namen	Flohr & Co., Bremen	1948	4,10
4192	4,1 m Rettungsboot	ohne Namen	Flohr & Co., Bremen	1948	4,10
4193	4,1 m Rettungsboot	ohne Namen	Flohr & Co., Bremen	1949	4,10
4194	4,1 m Rettungsboot	ohne Namen	Hoffmann, Barssel	1950	4,10
4195	4,1 m Rettungsboot	ohne Namen	Hitzler, Lauenburg	1949	4,10
4196	4,1 m Rettungsboot	ohne Namen	Gerken, Ostendorf	1950	4,10
4197	4,1 m Rettungsboot	ohne Namen		1950	4,10
4198	4,1 m Rettungsboot	ohne Namen	Berger Tiefb., Hamburg	1950	4,10
4199	4,1 m Rettungsboot	ohne Namen		1950	4,10
4200	nicht gebaut				
4201	4,25 m Class B	ohne Namen	Schaeffer, Starnberg	1949	4,25
4202	4,25 m Class B	Ingeborg	Hoffmann, Bremerhaven	1949	4,25
4203	4,25 m Class B	Illusion	Tott, Essen	1949	4,25
4203	4,25 m Class B	ohne Namen	Tott, Essen	1949	4,25
4205	4,25 m Class B	ohne Namen	Neuhaus, Wuppertal	1949	4,25
4206	4,25 m Class B	ohne Namen	Sauermilch, Wuppertal	1949	4,25
4207	4,25 m Class B	ohne Namen	Mebus, Wuppertal	1949	4,25
4208	4,25 m Class B	ohne Namen	Tatt, Essen	1949	4,25
4209	4,25 m Class B	ohne Namen	Tatt, Essen	1949	4,25
4210	4,25 m Class B	ohne Namen	Tatt, Essen	1949	4,25
4211	Olympiajolle	Musterkind	Th. Freiburg, Hamburg	1949	5,00
4212	Olympiajolle	Misterling	Th. Freiburg, Hamburg	1949	5,00

LIST OF YARD NOS

Yard No	Type	Ship's	Owner – Port of Registry	Built	LOA	Yard No	Type	Ship's	Owner – Port of Registry	Built	LOA
4213	Olympiajolle	Veritas	Lür Lüssen, Bremen	1949	5,00	4294	Olympiajolle	Peter	Peter Spoden, Essen	1949	5,00
4214	Olympiajolle	Edith	Fr. Groffy, Wiesbaden	1949	5,00	4295	Olympiajolle	ohne Namen	H. Hammacher, Essen	1949	5,00
4215	Olympiajolle	ohne Namen	Seagers, Steinhude	1949	5,00	4296	Olympiajolle	Schwarzer Peter	Alt Scheepers, Essen	1949	5,00
4216	Olympiajolle	ohne Namen	Schaeffer, Hamburg	1949	5,00	4297	Olympiajolle	Anita	Fischer, Hannover	1949	5,00
4217	2,7 m Dinghy	ohne Namen	Freudenberg, Hamburg	1948	2,70	4298	Olympiajolle	ohne Namen	Frau Dr. Majring, Hannover	1949	5,00
4218	2,7 m Dinghy	ohne Namen	Krassmann, Hamburg	1949	2,70	4299	Olympiajolle	ohne Namen	Dr. Lange, Krefeld	1950	5,00
4219	2,7 m Dinghy	ohne Namen	Rob. Leicht, Stuttgart	1949	2,70	4300	Olympiajolle	Lümmelchen	Fabricsius, Siegsburg	1950	5,00
4220	2,7 m Dinghy	ohne Namen	M. Adolf, Backnang	1949	2,70	4301	2,7 m Dinghy	ohne Namen	H. Löffler, Hamburg	1949	2,70
4221	2,7 m Dinghy	ohne Namen	Messe, Hannover	1949	2,70	4302	2,7 m Dingi	ohne Namen	Rene Svetnik, Venezuela	1950	2,70
4222	2,7 m Dinghy	ohne Namen	Schäffer, Hamburg	1949	2,70	4303	2,7 m Dingi	Windfall II	F Nichols., USA	1950	2,70
4223	2,7 m Dinghy	ohne Namen	K. Gack, Erlangen	1948	2,70	4304	2,7 m Dingi	Kilian	A. Schnitzler, Düsseldorf	1950	2,70
4224	2,7 m Dinghy	ohne Namen	Profass, Hamburg	1949	2,70	4305	2,7 m Dingi	ohne Namen	Schröder, Lesum	1950	2,70
4225	2,7 m Dinghy	ohne Namen	Brüning, Lesum	1949	2,70	4306	2,7 m Dinghy	ohne Namen	Brit. Y.C., Kiel	1949	2,70
4226	2,7 m Dinghy	Seeadler	Gerding, Blumenthal	1949	2,70	4307	2,7 m Dinghy	ohne Namen	Brit. Y.C., Kiel	1949	2,70
4227	Piratenjolle	Daphne II	K. Pielstick, Hamburg	1948	5,00	4308	2,7 m Dingi	Regina	Timm, Hamburg	1950	2,70
4228	Piratenjolle	Bajazzo V	Spangenberg, Hamburg	1949	5,00	4309	2,7 m Dinghy	ohne Namen	Schäffer, Starnberg	1949	2,70
4229	Piratenjolle	Nore	Fr. Frey, Hamburg	1949	5,00	4310	2,7 m Dinghy	ohne Namen	für Yacht „Brema“	1949	2,70
4230	Piratenjolle	Piese	Herb. Persiehl, Hamburg	1948	5,00	4311	nicht gebaut				
4231	Piratenjolle	Hannes	H. Schmidt, Düsseldorf	1949	5,00	4312	nicht gebaut				
4232	Piratenjolle	Antje	H. Arend, Stade	1949	5,00	4313	nicht gebaut				
4233	4,0 m Flachboot	ohne Namen	L. v. d. Loo, Essen	1949	4,00	4314	nicht gebaut				
4234	4,0 m Flachboot	ohne Namen	Wasser-Wirtsch.-Amt, Bremen	1949	4,00	4315	nicht gebaut				
4235	4,0 m Flachboot	ohne Namen	Möbius, Erlangen	1949	4,00	4316	nicht gebaut				
4236	4,0 m Flachboot	ohne Namen	Kimmelskamp, Essen	1949	4,00	4317	nicht gebaut				
4237	4,0 m Flachboot	ohne Namen	Ges. öff. Bäder, Bremen	1949	4,00	4318	nicht gebaut				
4238	4,0 m Flachboot	ohne Namen	Girmes & Co., Lobberich	1950	4,00	4319	nicht gebaut				
4239	4,0 m Flachboot	ohne Namen	Girmes & Co., Lobberich	1950	4,00	4320	nicht gebaut				
4240	4,0 m Flachboot	Elisabeth	Dr. Rooge, Hamburg	1950	4,00	4321	18,5 m Motorboot	Ostfriesland	Zollgrenzsch., Cuxhaven	1949	18,55
4241	Hansajolle	Ziu	Chr. Wilkens, Bremen	1948	5,85	4322	18,5 m Motorboot	Niedersachsen	Zollgrenzsch., Cuxhaven	1949	18,55
4242	Hansajolle	ohne Namen	B. Rogge, Husum	1948	5,85	4323	5,0 m Dielenschiff	ohne Namen	Wass.-Str.-Amt, Minden	1949	5,00
4243	Hansajolle	ohne Namen	N.R.V., Hamburg	1949	5,85	4324	5,0 m Dielenschiff	ohne Namen	Wass.-Str.-Amt, Minden	1949	5,00
4244	Hansajolle	Irm II	Lorenzen, Hamburg	1949	5,85	4325	5,0 m Dielenschiff	ohne Namen	Wass.-Str.-Amt, Minden	1949	5,00
4245	Hansajolle	ohne Namen	Dr. Grimm, Hamburg	1949	5,85	4326	5,0 m Dielenschiff	ohne Namen	Wasser- und Schiffb., Cuxhav.	1950	5,00
4246	Hansajolle	Avanti V	Höger, Hamburg	1949	5,85	4327	5,0 m Dielenschiff	ohne Namen	Holzmann, Bremerhaven	1950	5,00
4247	Hansajolle	Norder Till	Dr. Sumfleth, Hamburg	1949	5,85	4328	5,0 m Dielenschiff	ohne Namen	Harmsdorf, Hamburg	1950	5,00
4248	Hansajolle	ohne Namen	Th. Entz, Rendsburg	1949	5,85	4329	5,0 m Dielenschiff	ohne Namen	Harmsdorf, Hamburg	1950	5,00
4249	Hansajolle	Noll V	Döbler, Hamburg	1949	5,85	4330	5,0 m Dielenschiff	ohne Namen	Kapt. Kleinen, Lesum	1952	5,00
4250	Hansajolle	Ziu	Chr. Wilkens, Bremen	1949	5,85	4331	Hansajolle	Dugong II	Dr. Steenken, Oldenburg	1949	5,85
4251	Hansajolle	Häschen	Terhaggen, Hamburg	1949	5,85	4332	Hansajolle	ohne Namen	Chr. Gräber, Hamburg	1949	5,85
4252	Hansajolle	Alkyon II	Backhaus, Hamburg	1949	5,85	4333	Hansajolle	Maharani II	Dr. Schulemann, Hannover	1949	5,85
4253	5,0 m Dielenschiffe	ohne Namen	Wass.-Str.-Amt, Minden	1948	5,00	4334	Hansajolle	Hansa	A. Pyszka, Meersburg	1950	5,85
4254	5,0 m Dielenschiffe	ohne Namen	Wass.-Str.-Amt, Minden	1948	5,00	4335	Hansajolle	Raja III	Kopperschmidt, Hamburg	1949	5,85
4255	5,0 m Dielenschiffe	ohne Namen	Wass.-Str.-Amt, Minden	1948	5,00	4336	Hansajolle	Ino	Winkler, Bremen	1949	5,85
4256	5,0 m Dielenschiffe	ohne Namen	Wass.-Str.-Amt, Minden	1948	5,00	4337	9,9 m Flossenkieler	Lisbeth XVII	Fr. Grünhagen, Bremen	1948	9,90
4257	5,0 m Dielenschiffe	ohne Namen	Wass.-Str.-Amt, Minden	1948	5,00	4338	Drachenboot	Stromer	J. Münstermann, Schöneberg	1949	8,85
4258	5,0 m Dielenschiffe	ohne Namen	Wass.-Str.-Amt, Minden	1948	5,00	4339	45 qm Nat.-cruiser	Maria	F. Daelen, Wiesbaden	1949	10,50
4259	5,0 m Dielenschiffe	ohne Namen	Wass.-Str.-Amt, Minden	1948	5,00	4340	Drachenboot	ohne Namen	W. Kubenz, Eutin	1949	8,85
4260	5,0 m Dielenschiffe	ohne Namen	Wass.-Str.-Amt, Minden	1948	5,00	4341	4,25 m Class B	ohne Namen	W. Nobel, Essen	1951	4,25
4261	5,5 m Rettungsboot	ohne Namen	Flensburg. Schiffsb., Flensburg	1949	5,50	4342	4,25 m Class B	ohne Namen	8.M.S.C., Soest	1951	4,25
4262	5,5 m Rettungsboot	ohne Namen	Flensburg. Schiffsb., Flensburg	1949	5,50	4343	4,25 m Class B	ohne Namen	8.M.S.C., Soest	1951	4,25
4263	5,5 m Rettungsboot	ohne Namen	Flensburg. Schiffsb., Flensburg	1949	5,50	4344	4,25 m Class B	ohne Namen	8.M.S.C., Soest	1951	4,25
4264	5,5 m Rettungsboot	ohne Namen	Flensburg. Schiffsb., Flensburg	1949	5,50	4345	4,25 m Class B	ohne Namen	Walichewski, Bremerhaven	1951	4,25
4265	5,5 m Rettungsboot	ohne Namen	Rickmers, Bremerhaven	1949	5,50	4346	4,25 m Class B	ohne Namen	M.Y.C., Möhnesee	1951	4,25
4266	5,5 m Rettungsboot	ohne Namen	Rickmers, Bremerhaven	1949	5,50	4347	4,25 m Class B	ohne Namen	M.Y.C., Möhnesee	1951	4,25
4267	Olympiajolle	Libelle	Gh. Luh, Niederwalluf	1949	5,00	4348	4,25 m Class B	Renate	Wieykn, Krefeld	1952	4,25
4268	Olympiajolle	Lore	Fr. Becker, Niederwalluf	1949	5,00	4349	4,25 m Class B	ohne Namen	L. Mitchell, USA	1953	4,25
4269	Olympiajolle	Albatros II	Manfr. Anke, Essen	1949	5,00	4350	4,25 m Class B	Vedersein	A. Laytham, USA	1955	4,25
4270	Olympiajolle	ohne Namen	Helmut Barry, Essen	1949	5,00	4351	Hansajolle	Rigel	H. Fritze, St. Magnus	1950	5,85
4271	Olympiajolle	Hanny	Pet. Murrmann, Essen	1949	5,00	4352	Hansajolle	Rajah	Wellenkamp, Bremen	1950	5,85
4272	Olympiajolle	LY	Jos. Klein, Essen	1949	5,00	4353	Hansajolle	Lothar	G. Meynen, Remscheid	1950	5,85
4273	Piratenjolle	Delphin	Hillebrand, Rodenkirchen	1949	5,00	4354	Hansajolle	Mucki III	E. Kisker, Bielefeld	1952	5,85
4274	Piratenjolle	Bums II	Elsb. Kluth, Hamburg	1949	5,00	4355	Hansajolle	Helene IV	K. Hillig, Braunschweig	1953	5,85
4275	Piratenjolle	Superior	Neumann, Hamburg	1949	5,00	4356	Hansajolle	Solveig	E. Poulsen, Vegesack	1951	5,85
4276	Piratenjolle	Raudi	Herrn. Lohmüller, Blumenthal	1949	5,00	4357	nicht gebaut				
4277	Piratenjolle	Pussel	K. Ehlers, Hamburg	1949	5,00	4358	nicht gebaut				
4278	Piratenjolle	Mü 13	H. Rehmann, Velbert	1949	5,00	4359	4,0 m Rettungsboot	ohne Namen	Feuerwehr, Bremen	1948	4,00
4279	Piratenjolle	Barbara	R. Walsemann, Hamburg	1949	5,00	4360	4,0 m Rettungsboot	ohne Namen	Feuerwehr, Bremen	1948	4,00
4280	Piratenjolle	Pik-Ass	Baron v. Stempel, Kiel	1949	5,00	4361	Piratenjolle	Lumpi	Hengeroth, Kiel	1949	5,00
4281	Scharpiejolle 12 qm	Keamalzus II	Kl. Steinker, Hannover	1949	5,99	4362	Piratenjolle	Cöbes	Comberg, Kiel	1949	5,00
4282	Scharpiejolle 12 qm	Eva	B. Janssen, Oldenburg	1952	5,99	4363	Piratenjolle	Hanwat	H. Stehmeyer, Bremen	1949	5,00
4283	2,0m Dinghy	ohne Namen	Perrin		2,00	4364	Piratenjolle	Taufun	F. Detering, Eniden	1949	5,00
4284	12 m Motorboot	Ansgar	Gesundh.-Amt, Bremen	1949	12,00	4365	Piratenjolle	Forelle	K. Tentke, Brerm	1949	5,00
4285	14 m Touren-Ketsch	Rose-Joan	Lacombe, Frankreich	1949	14,50	4366	Piratenjolle	Putzchen	Frau Testorp, Hamburg	1949	5,00
4286	7 KR Yacht	Piraga	H. Wilkens, Bremen	1949	10,20	4367	Piratenjolle	Meerkätzchen	Joch. Müller, Steinhude	1949	5,00
4287	5,0 m Peilboote	ohne Namen	Wass.-Str.-Amt, Bremerhaven	1948	5,00	4368	Piratenjolle	Heidi	G. Rodewald, Kiel	1949	5,00
4288	5,0 m Peilboote	ohne Namen	Wass.-Str.-Amt, Bremerhaven	1948	5,00	4369	Piratenjolle	ohne Namen	Christian Aechter, München	1952	5,00
4289	5,0 m Peilboote	ohne Namen	Wass.-Str.-Amt, Bremerhaven	1948	5,00	4370	Piratenjolle	ohne Namen	Christian Aechter, München	1952	5,00
4290	5,0 m Peilboote	ohne Namen	Wass.-Str.-Amt, Bremerhaven	1948	5,00	4371	Olympiajolle	Sturmgeselle	Dr. Heinke, Hannover	1950	5,00
4291	6,5 m Motorboot	ohne Namen	Ges.-Amt, Bremerhaven	1949	6,50	4372	Olympiajolle	Poldi	R. Meyer, Essen	1954	5,00
4292	6,5 m Motorboot	ohne Namen	Ges.-Amt, Bremerhaven	1949	6,50	4373	Olympiajolle	Hobby	W. Brenke, Essen	1954	5,00
4293	Olympiajolle	ohne Namen	Schäffer, Hamburg	1949	5,00	4374	Olympiajolle	Bambi	W. Rüsck, Essen	1954	5,00



Yard No	Type	Ship's	Owner – Port of Registry	Built	LOA
4375	Olympiajolle	Fibs	1. Geldmann, Haltem	1954	5,00
4376	Olympiajolle	Biene	A. Wage, Neustadt	1950	5,00
4377	Olympiajolle	Kiebitz	K. Wandhoff, Wuppertal	1954	5,00
4378	Olympiajolle	Mutz	R. Sorber, Bochum	1954	5,00
4379	Olympiajolle	Pille III	K.Y.C., Kiel	1954	5,00
4380	Olympiajolle	Jan	K.Y.C., Kiel	1954	5,00
4381	5,5 m Rettungsboot	ohne Namen	Flensburg. Schiffb. Flensburg	1949	5,50
4382	5,5 m Rettungsboot	ohne Namen	Flensburg. Schiffb. Flensburg	1949	5,50
4383	5,5 m Rettungsboot	ohne Namen	Flensburg. Schiffb. Flensburg	1949	5,50
4384	5,5 m Rettungsboot	ohne Namen	Flensburg. Schiffb. Flensburg	1949	5,50
4385	5,5 m Rettungsboot	ohne Namen	Brem. Vulk. Vegesack	1949	5,50
4386	5,5 m Rettungsboot	ohne Namen	Brem. Vulk. Vegesack	1949	5,50
4387	5,5 m Rettungsboot	ohne Namen	Brem. Vulk. Vegesack	1949	5,50
4388	5,5 m Rettungsboot	ohne Namen	Brem. Vulk. Vegesack	1949	5,50
4389	5,5 m Rettungsboot	ohne Namen	Brem. Vulk. Vegesack	1949	5,50
4390	5,5 m Rettungsboot	ohne Namen	Brem. Vulk. Vegesack	1949	5,50
4391	Piratenjolle	Störtebeker	Dr. Murken, Gütersloh	1949	5,00
4392	Piratenjolle	Palette	O. Ermis, Hude	1949	5,00
4393	Piratenjolle	Windspiel II	Frau Loosen, Rodenk.	1949	5,00
4394	Piratenjolle	Moorchen	Prof. Mohr, Kiel	1949	5,00
4395	Piratenjolle	ohne Namen	O. Klärer, Siegen	1949	5,00
4396	Piratenjolle	Holep	H. Goldschmidt, Essen	1949	5,00
4397	Piratenjolle	Assindla	H. Kalthoff, Essen	1949	5,00
4398	Piratenjolle	Bär	H. Werres, Essen	1949	5,00
4399	Piratenjolle	Pitt II	Berchen, Essen	1949	5,00
4400	Piratenjolle	Anna-Maria	Dr. Mahnert, Essen	1949	5,00
4401	30 qm Square skerry yacht	Windjammer IV	R. Leicht, Stuttgart	1949	12,89
4402	11,0 m Gig-Vierer	ohne Namen	Würzb. R.C., Würzburg	1949	11,00
4403	11,0 m Gig-Vierer	Neptun	Emder R.V., Emden	1949	11,00
4404	11,0 m Gig-Vierer	ohne Namen	R.C. Witten	1949	11,00
4405	11,0 m Gig-Vierer	Ostfriesland	R.V. Leer, Leer	1949	11,00
4406	11,0 m Gig-Vierer	Bergedorf	Berged. R.C., Bergedorf	1949	11,00
4407	11,0 m Gig-Vierer	Mainperle	Frkf. R.-Ges., Frankfurt	1949	11,00
4408	11,0 m Gig-Vierer	ohne Namen	Sportv. R. G.	1949	11,00
4409	11,0 m Gig-Vierer	Merkur	Emder R.V., Emden	1949	11,00
4410	11,0 m Gig-Vierer	Joseph Grass	Rüs. R.C., Rüsselsheim	1949	11,00
4411	11,0 m Gig-Vierer	Franz Müller	Lauenb. R.-Ges., Lauenburg	1949	11,00
4412	11,0 m Gig-Vierer	Trave	Lübecker R.C., Lübeck	1949	11,00
4413	11,0 m Gig-Vierer	Schleswig-Holstein	Lübecker R.C., Lübeck	1949	11,00
4414	8,5 m Gig-Zweier	Spätlese	R.C. Witten, Witten	1949	8,50
4415	8,5 m Gig-Zweier	Neckar	Stuttg. R.C., Stuttgart	1949	8,50
4416	8,5 m Gig-Zweier	Barbara	Uerd. R.C., Uerdingen	1949	8,50
4417	8,5 m Gig-Zweier	Tummelskist	K.R.C., Krefeld	1950	8,50
4418	8,5 m Gig-Zweier	Geeste	B.R.V., Bremerhaven	1950	8,50
4419	8,5 m Gig-Zweier	Schwalm	R.G.K., Kassel	1950	8,50
4420	5,4 m Punt	Strolch	Claasen, Bremen	1949	5,40
4421	H-Jolle	Avanti	J. Schuchmann, Hamburg	1949	5,64
4422	H-Jolle	Jörn	H. Witt, Hamburg	1949	5,64
4423	5,0 m Rettungsboot	ohne Namen	B. V., Fischerei, Grohn	1950	5,00
4424	5,0 m Rettungsboot	ohne Namen	B. V., Fischerei, Grohn	1950	5,00
4425	5,0 m Rettungsboot	ohne Namen	B.V.F.G., Grohn	1951	5,00
4426	2,0 m Dinghy	ohne Namen	Feuerwehr, Bremen	1949	2,00
4427	Starboot	Biba	H. Greven, Wallmenroth	1949	6,92
4428	13,0 m Motorboot	Holpe	Wass.-Str.-Amt, Minden	1949	13,00
4429	13,0 m Motorboot	Hamel	Wass.-Str.-Amt, Minden	1949	13,00
4430	Drachenboot	Mucky	L. v. d. Loo, Essen	1950	8,85
4431	4,6 m Motorboot	Greeta	Wass.-Str.-Amt, Aurich	1950	4,60
4432	6,1 m Sonderling	Ino	Winkler, Bremen	1950	6,13
4433	6,1 m Sonderling	Orion	D. Wisch, Bremerhaven	1950	6,13
4434	30 qm BinnenClass	Li	A. Letschert, Wiesbaden	1949	9,00
4435	30 qm BinnenClass	Butschi	E. Hammerstein, Haan	1949	9,00
4436	30 qm Square skerry yacht	Manjana	Adolff, Starnberg	1949	12,89
4437	6,5 m Gig-Einer	Friedr. Wilhelm	Lakmann, Hamburg	1949	6,50
4438	6,5 m Gig-Einer	ohne Namen	Henze, Hüxter	1949	6,50
4439	6,5 m Gig-Einer	Störtebeker	Emdener R.V., Emden	1949	6,50
4440	6,5 m Gig-Einer	Radbod	Emdener R.V., Emden	1949	6,50
4441	5,5 m Rettungsboot	ohne Namen	Brem. Vulkan, Vegesack	1949	5,50
4442	5,5 m Rettungsboot	ohne Namen	Brem. Vulkan, Vegesack	1949	5,50
4443	5,5 m Rettungsboot	Hildegard	Nord-Ost-Reederei, Hamburg	1953	5,50
4444	5,5 m Rettungsboot	Margarete Peters	Peters, Hamburg	1953	5,50
4445	5,5 m Rettungsboot	ohne Namen	Schickau, Bremerhaven	1953	5,50
4446	5 m Rettungsboot	Seefahrer	Kapt. Borm, Brake	1952	5,00
4447	5 m Rettungsboot	Galtgarben	Kapt. Kleinen, Lesum	1952	5,00
4448	5 m Rettungsboot	Trostbrücke	Wesemeyer & Co., Hamburg	1952	5,00
4449	5 m Rettungsboot	Seewanderer	Kapt. Borm, Brake	1953	5,00
4450	5,5 m Rettungsboot	Newuid	Krüger, Hamburg	1953	5,50
4451	11,0 Gig-Vierer	ohne Namen	Inst. f. Sport, Göttingen	1949	11,00
4452	11,0 Gig-Vierer	Wiking	Karls. R.V., Karlsruhe	1949	11,00
4453	11,0 Gig-Vierer	Ulrich-Korfmann	R.V. Witten, Witten	1949	11,00
4454	11,0 Gig-Vierer	ohne Namen	Schweinf. R.C. Schweinfurt	1949	11,00
4455	11,0 Gig-Vierer	Main	R.V. Kassel, Kassel	1949	11,00

Yard No	Type	Ship's	Owner – Port of Registry	Built	LOA
4456	11,0 Gig-Vierer	Cowboy	Grzn. R.V., Grenznach	1949	11,00
4457	11,0 Gig-Vierer	ohne Namen	Regensburg. R.V., Regensburg	1949	11,00
4458	11,0 Gig-Vierer	Flora	Elmsh. R.C., Elmshorn	1949	11,00
4459	11,0 Gig-Vierer	Weser	R.V. Kassel, Kassel	1949	11,00
4460	11,0 Gig-Vierer	Ran	Kass. Fr.-R.-V., Kassel	1949	11,00
4461	11,0 Gig-Vierer	Heinr. Pauli	Sport-Hochschule, Köln	1949	11,00
4462	11,0 Gig-Vierer	Hessenland	Rud.-Ges. Kassel, Kassel	1949	11,00
4463	10,5 m Gig-Vierer	Kriemhild	Rud.-Ges. Germania, Kiel	1949	10,50
4464	10,5 m Gig-Vierer	ohne Namen	R.R.V., Regensburg	1949	10,50
4465	10,5 m Gig-Vierer	Rhein	R.R.C., Krefeld	1949	10,50
4466	10,5 m Gig-Vierer	A.R.V.	A. R.V., Kiel	1951	10,50
4467	nicht gebaut				
4468	6,5 m Gig-Einer	Freia	R.V.W., Hameln	1950	6,50
4469	6,5 m Gig-Einer	Hildegard	R.V.W., Hameln	1950	6,50
4470	6,5 m Gig-Einer	ohne Namen	Mr. Cochran, USA	1950	6,50
4471	Starboot	Sfera	R.Y.C., Griechenland	1949	6,92
4472	Starboot	Toxon	R.Y.C., Griechenland	1949	6,92
4473	Starboot	Alma	R.Y.C., Griechenland	1949	6,92
4474	Starboot	Agon	R.Y.C., Griechenland	1949	6,92
4475	6,5 m Gig-Einer	Presto	F Blume, Nordhorn	1949	6,50
4476	6,5 m Gig-Einer	ohne Namen	H. Heihmann, Hagen	1950	6,50
4477	35,8 m Logger	Schleswig	Br.-V.-F.-Ges., Grohn	1950	35,75
4478	35,8 m Logger	Holstein	Br.-V.-F.-Ges., Grohn	1950	35,75
4479	38,9 m Logger	Niedersachsen	Br.V.F.Ges., Grohn	1951	38,90
4480	Drachenboot	Gustel IX	Th. Thomsen, Kiel	1949	8,85
4481	11,0 m Gig-Vierer	Gerd	S.C.R.C., Stuttgart	1949	11,00
4482	11,0 m Gig-Vierer	Trotzallem	R.G.R., Kassel	1949	11,00
4483	11,0 m Gig-Vierer	Oskar Ruperti	S.H.K., Köln	1949	11,00
4484	11,0 m Gig-Vierer	Chasalla	WS.V., Kassel	1949	11,00
4485	11,0 m Gig-Vierer	ohne Namen	WR.C., Würzburg	1949	11,00
4486	11,0 m Gig-Vierer	Karlsruhe	K.R.V., Karlsruhe	1949	11,00
4487	nicht gebaut				
4488	11,0 m Gig-Vierer	Lechtberg	E.R.V., Eschwege	1950	11,00
4489	11,0 m Gig-Vierer	Silber-Klippe	E.R.V., Eschwege	1950	11,00
4490	11,0 m Gig-Vierer	Wippsteert	R.V.R., Ravensberg	1950	11,00
4491	11,0 m Gig-Vierer	ohne Namen	R.C.U., Radolzell	1950	11,00
4492	11,0 m Gig-Vierer	Badenerland	K.R.V., Karlsruhe	1950	11,00
4493	H-Jolle	Timm sien	A. Timm, Hamburg	1949	5,64
4494	H-Jolle	Esther	Schulte u. Bruns, Emden	1950	5,64
4495	2,7 m Dinghy	ohne Namen	v. Bohlen, Hamburg	1950	2,70
4496	2,7 m Dinghy	ohne Namen	Gebr. Raasch, Bremerhaven	1950	2,70
4497	2,7 m Dinghy	ohne Namen	C. Reich, Hamburg	1950	2,70
4498	2,7 m Dinghy	ohne Namen	Französ. Marine, Frankreich	1951	2,70
4499	2,7 m Dinghy	ohne Namen	Französ. Marine, Frankreich	1951	2,70
4500	2,7 m Dinghy	Minots Light	C. Warden, Philadelphia	1951	2,70
4501	14,7 m Motorboot	Reiher	Wasserstr.-Amt, Minden	1949	14,66
4502	14,7 m Motorboot	Falke	Wasserstr.-Amt, Minden	1949	14,66
4503	Piratenjolle	Mathilde II	Dr. Weridt, Künl	1950	5,00
4504	Piratenjolle	Gertrud	Feldmann, Heme	1950	5,00
4505	Piratenjolle	Moby Dick	Scheder Bieschin, Kiel	1950	5,00
4506	Piratenjolle	Brigitte	H. Fittger, Lohne	1950	5,00
4507	Piratenjolle	Laugele	B. Fästermann, Merzig	1950	5,00
4508	Piratenjolle	Windteufel	Y.M.C., Meersburg	1950	5,00
4509	Piratenjolle	Tintin	H. Leiner, Konstanz	1950	5,00
4510	Piratenjolle	Argo	A. Becker, Künl	1950	5,00
4511	Piratenjolle	Sagitta	Hilmer, Hamburg	1950	5,00
4512	Piratenjolle	Upesi II	C. Hartmann, Hamburg	1950	5,00
4513	Piratenjolle	Strolch	H. Gastner, Bremen	1950	5,00
4514	Piratenjolle	Mike	Scheepers, Essen	1950	5,00
4515	11,0 m Gig-Vierer	Ostfriesland	E.D.R.V., Emden	1950	11,00
4516	11,0 m Gig-Vierer	Hamburg	FR.V., Hamburg	1950	11,00
4517	11,0 m Gig-Vierer	ohne Namen	Fr. Fassmer, Bardenfl.	1950	11,00
4518	11,0 m Gig-Vierer	ohne Namen	Fr. Fassmer, Bardenfl.	1950	11,00
4519	11,0 m Gig-Vierer	Oskar Eggenweiler	T.R.V., Tübingen	1950	11,00
4520	11,0 m Gig-Vierer	Bürgerm. Russell	P.R.C., Papenburg	1950	11,00
4521	11,0 m Gig-Vierer	ohne Namen	R.C.R., Rheine	1950	11,00
4522	11,0 m Gig-Vierer	Ro-Ro	B.R.V., Bremerhaven	1950	11,00
4523	10,5 m Gig-Vierer	Gymnasium Hattingen	St.O.H., Hattingen	1951	10,50
4524	11,0 m Gig-Vierer	ohne Namen	R.C.R., Rheine	1951	11,00
4525	11,0 m Gig-Vierer	Dietr. v. Velen	P.R.C., Papenburg	1950	11,00
4526	11,0 m Gig-Vierer	Hera	V.R.V., Vegesack	1950	11,00
4527	nicht gebaut				
4528	10,5 m Gig-Vierer	ohne Namen	W.V.W., Hamburg	1950	10,50
4529	10,5 m Gig-Vierer	Odin	W.V.W., Hamburg	1950	10,50
4530	10,5 m Gig-Vierer	Aegir	R.C.A.	1951	10,50
4531	10,5 m Gig-Vierer	Diedrich Ballerstedt	F.C.G.H., Hameln	1951	10,50
4532	10,5 m Gig-Vierer	Mosel	C.R.C., Krefeld	1951	10,50
4533	Schlepp- und Bereisungsboot	Alb	Wasserstr.-Amt Minden	1949	14,66
4534	6 KR Yawl	Seadler	H. Gerding, Blumenthal	1950	8,12
4535	6 KR Sloop	Elena	W. Voigt, Bremen	1950	9,60
4536	Drachenboot	Marion	Bohlen, Hamburg	1950	8,85

LIST OF YARD NOS

Yard No	Type	Ship's	Owner – Port of Registry	Built	LOA
4537	7 KR Sloop	Skold XIV	Horn, Hamburg	1950	11,15
4538	Starboot	Pandar III	Blankenburg, Kiel	1950	6,92
4539	42,2 m Motorfrachter	Elisabeth	Hoffmann, Barsel	1950	42,20
4540	42,2 m Motorfrachter	Ägäis	Gerken, Ostendorf	1950	42,20
4541	Piratenjolle	Fussy	Seidensticker, Essen	1950	5,00
4542	Piratenjolle	Pitter	R Hambitzer, Beuel	1950	5,00
4543	Piratenjolle	Kidd	W. Delze, Essen	1950	5,00
4544	Piratenjolle	Donald Duck	H. Rabenstein, Hamburg	1950	5,00
4545	Piratenjolle	Korsar	R. Rolle, Meersburg	1950	5,00
4546	Piratenjolle	Butzi	H. Wahl, Köln	1950	5,00
4547	Piratenjolle	ohne Namen	Dr. Katthoff, Köln	1950	5,00
4548	Piratenjolle	Pinguin	G. Seegers, Steinhude	1950	5,00
4549	Piratenjolle	Henuer	Neuhaus, Wuppertal	1950	5,00
4550	Piratenjolle	Asta	O. Mebus, Wuppertal	1950	5,00
4551	Piratenjolle	Drömmmler	K. Gerlach, Essen	1950	5,00
4552	Piratenjolle	Ruhrland	Dr. H. Suer, Essen	1950	5,00
4553	7 KR Sloop	Störtebeker	O. Bohnenkamp, Düsseldorf	1950	11,15
4554	Drachenboot	Die drei Schwestern	F. Feldhoff, Wuppertal	1950	8,85
4555	Drachenboot	Makao VIII	Alsen, Hamburg	1950	8,85
4556	11,0 m Gig-Vierer	Neptun	R.V.K., Konstanz	1950	11,00
4557	11,0 m Gig-Vierer	Royon	U.R.C., Uerdingen	1950	11,00
4558	11,0 m Gig-Vierer	Eule	S.W.S., Kassel	1951	11,00
4559	11,0 m Gig-Vierer	ohne Namen	C.K.R.C., Kiel	1951	11,00
4560	11,0 m Gig-Vierer	ohne Namen	WS.V., Hoya	1951	11,00
4561	11,0 m Gig-Vierer	ohne Namen	R.R.V., Regensburg	1951	11,00
4562	11,0 m Gig-Vierer	ohne Namen	R.R.V., Regensburg	1951	11,00
4563	11,0 m Gig-Vierer	Otto Münchmeyer	V.R.V., Verden	1951	11,00
4564	11,0 m Gig-Vierer	Bayer	Farben-Farbrik Bayer, Uerding.	1951	11,00
4565	11,0 m Gig-Vierer	Kapitän	Rees. Ruderv., Rees	1952	11,00
4566	11,0 m Gig-Vierer	Präsident	K.R.C., Crefeld	1954	11,00
4567	11,0 m Gig-Vierer	ohne Namen	Inst. f. Leibesübungen, Göttingen	1954	11,00
4568	21,0 m Motor-Segler	Little Vigilant	D. Cochran, USA	1950	21,58
4569	2,1 m Dinghy	Störtebeker IV	O. Bohnenkamp, Düsseldorf	1950	2,10
4570	8,5 m Gig-Zweier	ohne Namen	E.R.C., Elmshorn	1950	8,50
4571	8,5 m Gig-Zweier	Walter Fischer	R.G.L., Lauenburg	1950	8,50
4572	4,0 m Rettungsboot	ohne Namen	Stadt Hildesheim, Hildesheim	1950	4,00
4573	Starboot	Carpa	Bdg. Naval, Lissabon	1950	6,92
4574	Starboot	Espada	Bdg. Naval, Lissabon	1950	6,92
4575	16,5 m Yawl	Salmagal II	Mr. Homer, USA	1950	16,51
4576	Starboot	Petra	E. Dittmers, Hamburg	1950	6,92
4577	Starboot	Petrea	Dr. Hansobm, Kiel	1950	6,92
4578	5,6 m Motorboot	Hansa II	R.C.H., Dortmund	1950	5,60
4579	20 qm Jollenkreuzer	Esmeralda XI	C. Borgward, Cuxhaven	1950	7,75
4580	2,4 m Dinghy	Salmagal II	Mr. Homer, USA	1950	2,40
4581	12,6 m Sloop	Hamburg	V. Seefahrt, Hamburg	1950	12,60
4582	Drachenboot	Kehrwieder	Rüger, Hamburg	1950	8,85
4583	30 qm Jollenkreuzer	Schwalbe	Wilke, Bremen	1950	8,99
4584	42,7 in Motorfrachter	Münsterland	Kapt. Diercks, Barsel	1951	42,70
4585	47 m Motorfrachter	Arktos	Müller, Bremen	1952	47,20
4586	Piratenjolle	Mona Lisa	Baumann, Kiel	1950	5,00
4587	Piratenjolle	Jaqueline	Dr.-Ing. Moll, Hannover	1950	5,00
4588	Piratenjolle	Gitana II	Dr. Hillenkamp, Hannover	1950	5,00
4589	Piratenjolle	Delphin	F. Kulle, Hannover	1950	5,00
4590	Piratenjolle	Windspiel	Tiefbauamt, Hannover	1950	5,00
4591	Piratenjolle	ohne Namen	Prof. Lembke, Sielbeck	1950	5,00
4592	Piratenjolle	ohne Namen	H. Naries, Essen	1950	5,00
4593	Piratenjolle	Heinz	Billstein. Hohenlimbg.	1950	5,00
4594	Piratenjolle	Neger	E. Mohr, Hamburg	1950	5,00
4595	Piratenjolle	ohne Namen	Th. Hey, Bückeberg	1950	5,00
4596	Piratenjolle	Pegijo	W. Speck, Kiel	1950	5,00
4597	Piratenjolle	Peter	M. Müller, Köln	1950	5,00
4598	60 m Motorfrachter	Seefahrer	Borm, Brake	1952	59,90
4599	60 m Motorfrachter	Galtgarben	Kleinen, Lesum	1952	59,90
4600	8,5 m Gig-Zweier	Eder	R.G.K., Kasul	1950	8,50
4601	8,5 m Gig-Zweier	ohne Namen	K.FR.V., Kassel	1950	8,50
4602	8,5 m Gig-Zweier	Anne-Sofia	U.R.C., Uerdingen	1950	8,50
4603	8,5 m Gig-Zweier	Westfalen	R.R.V., Rees	1950	8,50
4604	8,5 m Gig-Zweier	ohne Namen	R.C.H., Holzminden	1950	8,50
4605	8,5 m Gig-Zweier	Helgoland	N.R.C., Nordenham	1951	8,50
4606	Starboot	Alice	Kemp, Athen	1950	6,92
4607	60 m Motorfrachter	Trostbrücke	Wesemeyer & Co., Hamburg	1952	59,90
4608	2,1 m Dinghy	Hamburg	V. Seefahrt, Hamburg	1950	2,10
4609	6,5 in Gig-Einer	ohne Namen	Arndt, Köln	1950	6,50
4610	8,5 m Gig-Zweier	Budjadingen	N.R.C., Nordenham	1950	8,25
4611	8,5 m Gig-Zweier	Frey	W.G.V., Hamburg	1950	8,25
4612	12,0 m Conc.-Yawl	Sheila	D. Cochran, USA	1950	12,00
4613	10,5 m Ruderbarke	Dr. Ruperti	D. Ruderverb., Hamburg	1950	10,46
4614	14,7 m Motorboot	Fünfhausen	Wasserstr.-Direktion, Bremen	1950	14,70
4615	Piratenjolle	Lausbub II	Fr. Völker, Hamburg	1950	5,00
4616	Piratenjolle	Us Siet	B. Wohlers, Lemwerder	1951	5,00
4617	Piratenjolle	Karat	W. Luer, Essen	1951	5,00

Yard No	Type	Ship's	Owner – Port of Registry	Built	LOA
4618	Piratenjolle	Regina	H. Hülpel, Dahle/W.	1951	5,00
4619	Piratenjolle	Mödman	P. Wickern, Düsseldorf	1951	5,00
4620	Piratenjolle	Aero	Frau L. Hermann, Hannover	1951	5,00
4621	Piratenjolle	Raum IV	D. Fischer, Gülzow	1951	5,00
4622	Piratenjolle	Golde III	Dr. Wagner, Kiel	1951	5,00
4623	Piratenjolle	Amor	D. Caspar, Schweiz	1951	5,00
4624	Piratenjolle	Filibusber	Ohlendorf, Br. Aumund	1951	5,00
4625	4,5 m Rettungsboot	Elisabeth	Hoffmann, Barsel	1950	4,50
4626	4,5 m Rettungsboot	Ägäis	Gerken, Ostendorf	1950	4,50
4627	20,0 m Vedette	V.R. 41	Frz. Marine, Frankreich	1950	19,95
4628	20,0 m Vedette	V.R. 42	Frz. Marine, Frankreich	1950	19,95
4629	14,7 m Touren-Ketsch	Eleuthera	Mr. Kaven, USA	1951	14,67
4630	11 KR Yacht	Rubin	Schümann, Hamburg	1951	16,18
4631	3,2 m Cadett	Cadett	Laeisz, Hamburg	1950	3,20
4632	8,3 m Gig-Zweier	Weser	Dr. Schülke, Holzminden	1950	8,25
4633	8,3 m Gig-Zweier	Jonny	R.C. Teilun, Kiel	1951	8,25
4634	8,2 m Gig-Zweier	Aegir	A. H. Verband, Kiel	1953	8,25
4635	30 qm Jollenkreuzer	Skidnir IV	P. Freiburg, Hitdorf	1951	8,97
4636	10 KR Yacht	Jukunda V	Lampe, Kiel	1951	14,50
4637	Drachenboot	Bine III	A. Harmstorf, Hamburg	1950	8,85
4638	Drachenboot	Lork II	R. Baumann, Minden	1951	8,85
4639	6,5 KR Sloop	Reina	H. Volgt, Bremen	1951	10,50
4640	5,0 m Motorboot	Emil	V.R.V., Vegesack	1951	5,00
4641	2,7 m Dinghy	ohne Namen	Bodanwerf, Kressbronn	1950	2,70
4642	2,7 m Dinghy	ohne Namen	Bodanwerf, Kressbronn	1950	2,70
4643	2,7 m Dinghy	Blue Water	A. White, New York	1951	2,70
4644	2,7 m Dinghy	ohne Namen	G. Verney, USA	1952	2,70
4645	2,7 m Dinghy	Hera	H. Rasmussen, Lemwerder	1951	2,70
4646	2,7 m Dinghy	ohne Namen	Bolzer & Co., Ernsthausen	1951	2,70
4647	2,7 m Dinghy	Anita	Dr. Cads, Rees	1951	2,70
4648	2,7 m Dinghy	Woge	C. Schünemann, Bremen	1953	2,70
4649	2,7 m Dinghy	Jukunda	Lampe, Kiel	1951	2,70
4650	2,7 m Dinghy	Alibubu IV	Aron, New York	1951	2,70
4651	4,0 m Rettungsboot	ohne Namen	Feuerwehr, Bremen	1950	4,00
4652	II KR Yawl	Christiana	Wehowsky, Hamburg	1951	16,18
4653	6 KR Sloop	Elisabetha	Hammerstein, Haan	1951	8,52
4654	5,6 m Trainingsboot	ohne Namen	G. F. d. Grosse, Herne	1950	5,61
4655	Drachenboot	Fifi	Schuld, Hamburg	1951	8,85
4656	Drachenboot	Herta	K. Sieber, München	1951	8,85
4657	7,5 m Stakboot	ohne Namen	W.V.K., Kassel	1950	7,50
4658	11 KR Yawl	Königin	H. Löffler, Hamburg	1951	16,18
4659	Tourenjacht [Stahl]	Minots Light	Warden, Philadelphia	1951	17,70
4660	15,3 m C.C.A.-Yawl	Windfall II	Mr. Nichols, New York	1951	15,34
4661	Piratenjolle	Mutz	G. Feuerhake, Hannover	1951	5,00
4662	Piratenjolle	Powenz III	F. Kaesebier, Hamburg	1951	5,00
4663	Piratenjolle	Diabola	H. G. Droege, Kiel	1951	5,00
4664	Piratenjolle	Tali II	W. Klaas, Dortmund	1951	5,00
4665	Piratenjolle	Anonymous	A. Rietz, Essen	1951	5,00
4666	Piratenjolle	Moritz	H. Klosta, Essen	1951	5,00
4667	Piratenjolle	Kiebitz	A. Hawaldt, Laubach	1951	5,00
4668	Piratenjolle	Jaqueline II	Dr. F. Moll, Hannover	1951	5,00
4669	Piratenjolle	ohne Namen	G. Bolzer, Ernsthausen	1951	5,00
4670	Piratenjolle	Diabolo	G. Sornatsch, Essen	1951	5,00
4671	15,3 m C.C.A.-Yawl	Blue Water	A. White, New York	1951	15,34
4672	16,6 m C.C.A.-Yawl	Ocean Queen V	R. Demere, Georgia	1951	16,61
4673	4,0 m Rettungsboot	ohne Namen	Tiefbauamt, Hannover	1951	4,00
4674	4,0 m Rettungsboot	ohne Namen	Tiefbauamt, Hannover	1951	4,00
4675	4,5 m Rettungsboot	Münsterland	Kapt. Diercks, Barei	1951	4,50
4676	18 m Transportschiff	La-Guepe	Französ. Marine, Frankreich	1951	18,00
4677	13,6 m C.C.A.-Ketsch	Alibubu IV	Mr. Aron, New York	1951	13,59
4678	2,7 m Dingi	Eleuthera	Mr. Koven, USA	1951	2,70
4679	2,7 m Dingi	ohne Namen	Dr.-Ing. Freese, Kiel	1951	2,70
4680	2,7 m Dingi	Rumdriwer	Ludwig, Überlingen	1951	2,70
4681	2,6 m Dinghy	Alibubu IV	Mr. Aron, New York	1951	2,60
4682	2,6 m Dinghy	Sheila	Mr. Cochran, New York	1951	2,60
4683	2,6 m Dinghy	Sheila	D. Cochran, New York	1951	2,60
4684	12 m Conc.-Yawl	ohne Namen	Hendrik, Boston	1951	12,00
4685	12 m Conc.-Yawl	Sheila	O. Cochran, New York	1951	12,00
4686	5 m Motorboot	ohne Namen	R.V.M., Münster	1951	5,00
4687	nicht gebaut				
4688	8 KR Yawl	Hera	H. Rasmussen, Lemwerder	1951	13,18
4689	Drachenboot	Windspiel	Henning, Essen	1951	8,85
4690	Drachenboot	Irmix	Dr. Lubinus, Kiel	1951	8,85
4691	Drachenboot	Gustel X	Th. Thomsen, Kiel	1952	8,85
4692	2,7 m Dinghy	ohne Namen	Mission Technique, Frankreich	1952	2,70
4693	2,7 m Dinghy	ohne Namen	Mission Technique, Frankreich	1952	2,70
4694	2,7 m Dinghy	Biscus	J. Baker, New York	1952	2,70
4695	2,7 m Dingi	ohne Namen	Venezuela	1951	2,70
4696	2,7 m Dinghy	Callooh	Brawn, New York	1952	2,70
4697	2,7 m Dinghy	Chresta III	Fischbacher, Schweiz	1953	2,70
4698	Starboot	Condor	Enrique Topke, Guatemala	1951	6,92



Yard No	Type	Ship's	Owner – Port of Registry	Built	LOA
4699	5 m Motorrettungsboot	Seefahrer	Kapt. Borm, Brake	1952	5,00
4700	5 m Motorrettungsboot	Galtgarben	Kapt. Kleinen, Lesum	1952	5,00
4701	5 m Motorrettungsboot	Trostbrücke	Wesemeyer & Co., Hamburg	1952	5,00
4702	10,5 m Gig-Vierer	Bayer I	F.W.B., Uerdingen	1951	10,50
4703	10,5 m Gig-Vierer	ohne Namen	Oberreisch., Hameln	1952	10,50
4704	Starboot	Avalun XIV	Reclam, Berlin	1951	6,92
4705	8,5 m Gig-Zweier	Bayer III	F.W.B., Uerdingen	1951	8,50
4706	8,5 m Gig-Zweier	Nixe	R.C.R, Rheine	1951	8,50
4707	5,6 m Trainingsboot	ohne Namen	W.V.M., Mülheim	1951	5,61
4708	20,4 m Hochseeyacht	Sea-Lion	Verney, USA	1952	20,32
4709	4,5 m Finn-Dingi	Möwe	K.Y.C., Kiel	1951	4,50
4710	4,5 m Finn-Dingi	Lachmöwe	K.Y.C., Kiel	1951	4,50
4711	4,5 m Finn-Dingi	Mantelmöwe	K.Y.C., Kiel	1951	4,50
4712	4,5 m Finn-Dingi	Silbermöwe	K.Y.C., Kiel	1951	4,50
4713	4,5 m Finn-Dingi	Sturmmöwe	K.Y.C., Kiel	1951	4,50
4714	4,5 m Finn-Dingi	Lumme	K.Y.C., Kiel	1951	4,50
4715	4,5 m Finn-Dingi	Kormoran	K.Y.C., Kiel	1951	4,50
4716	4,5 m Finn-Dingi	Seeschwalbe	K.Y.C., Kiel	1951	4,50
4717	4,5 m Finn-Dingi	Wildente	K.Y.C., Kiel	1951	4,50
4718	4,5 m Finn-Dingi	ohne Namen	A. Feldmann, Geseke	1954	4,50
4719	27,5 m Patrouillenboot	USN 55	US-Navy, Bremerhaven	1952	27,43
4720	62,0 m Frachtschiff	Seewanderer	Kapt. Borm, Brake	1953	62,10
4721	Piratenjolle	M'toto	Slater, New York	1951	5,00
4722	Piratenjolle	Arlotte	H. Fuchs, Hamburg	1951	5,00
4723	Piratenjolle	Dribb de Bach	Baumgarten, New Isenberg	1951	5,00
4724	Piratenjolle	Eskimo	Dr. Murken, Gütersloh	1952	5,00
4725	Piratenjolle	Seeräuber	E. Schafe, Steinhude	1952	5,00
4726	Piratenjolle	ohne Namen	Rene Laware, USA	1951	5,00
4727	Piratenjolle	Diana	D. Fuhg, Kiel	1952	5,00
4728	Piratenjolle	Kleine Brise II	K. Bertheau, Hamburg	1952	5,00
4729	Piratenjolle	ohne Namen	A. Thiel, Montreal	1952	5,00
4730	Piratenjolle	Michel	J. Weitz, Hannover	1952	5,00
4731	62,0 m Frachtschiff	Hildegard	Nord-Ost-Reederei, Hamburg	1953	62,00
4732	62,0 m Frachtschiff	Neuwied	Krüger, Hamburg	1953	62,00
4733	63,0 m Frachtschiff	Margarete Peters	Peters, Hamburg	1953	63,30
4734	5,0 m Rettungsboot	Seewanderer	Kapt. Borm, Brake	1953	5,00
4735	5,0 m Rettungsboot	Neuwied	Krüger, Hamburg	1953	5,00
4736	6,5 m Gig-Einer	Bayer IV	Farbenw. Bayer, Leverkusen	1951	6,50
4737	6,5 m Gig-Einer	Crefelder R.C.	C.R.C., Crefeld	1954	6,50
4738	24,5 m Vedette	ohne Namen	Mission Technique, Frankreich	1952	24,50
4739	24,5 m Vedette	ohne Namen	Mission Technique, Frankreich	1952	24,50
4740	24 m Motorsegler	Passat	Frl. Franz, Schweiz	1952	24,05
4741	Piratenjolle	Seepferdchen	Velimer, Hachen	1952	5,00
4742	Piratenjolle	Hasing	Fr. Vellmer, Hachen / Westf.	1952	5,00
4743	Piratenjolle	Marlies	W. Grüter, Essen	1952	5,00
4744	Piratenjolle	Olympia	D.Y.C., Düsseldorf	1952	5,00
4745	Piratenjolle	ohne Namen	M. Kuhlmann, Iserlohn	1952	5,00
4746	Piratenjolle	Bummel	J. Schmelz, Mühmetal	1952	5,00
4747	Piratenjolle	ohne Namen	K. Kragler, Überlingen	1952	5,00
4748	Piratenjolle	Ruth	E. Hengstenberg, Essen	1953	5,00
4749	Piratenjolle	Honey	Bootsw. Pirsch, Berlin	1953	5,00
4750	Piratenjolle	Stipper III	M. Waltemath, Bremen	1953	5,00
4751	Piratenjolle	Neger	E. Kümmell, Hamburg	1953	5,00
4752	Piratenjolle	ohne Namen	Schilling & Co., Guatemala	1953	5,00
4753	12 m Conc.-Yawl	ohne Namen	Cheston, Boston	1951	12,00
4754	12 m Conc.-Yawl	Sheila	Dr. Cochran, New York	1951	12,00
4755	Wachboot	P2	Lürssen-Bau für A&R	1951	29,00
4756	5 m Außenb.-Motorb.	ohne Namen	Branddir, Kassel	1951	5,00
4757	Drachenboot	Kai-Kai	F. Rimboeck, München	1953	8,85
4758	Drachenboot	Quatsch	Ahlers u. Schlubach, Hamburg	1952	8,85
4759	11,0 m Gig-Vierer	Hattneggen	H.R.V., Hattingen	1952	11,00
4760	11,0 m Gig-Vierer	Seeadler	B.R.V., Bremen	1955	11,00
4761	11,0 m Gig-Vierer	Königsberg	B.R.V., Bremen	1955	11,00
4762	11,0 m Gig-Vierer	Danzig	B.R.V., Bremen	1955	11,00
4763	11,0 m Gig-Vierer	Elbing	B.R.V., Bremen	1955	11,00
4764	11,0 m Gig-Vierer	Heisternest	V.R.V., Br.-Vegesack	1955	11,00
4765	11,0 m Gig-Vierer	Dr. Ernst Rauch	M.R.V., Minden	1955	11,00
4766	11,0 m Gig-Vierer	ohne Namen	Gymnasium, Osnabrück	1954	11,00
4767	11,0 m Gig-Vierer	ohne Namen	Gymnasium, Münster	1954	11,00
4768	11,0 m Gig-Vierer	Stettin	Hindenburgschule, Oldenburg	1956	11,00
4769	10,5 m Gig-Vierer	Zeus	Universität, Münster	1953	10,50
4770	10,5 m Gig-Vierer	Kurator	Universität, Münster	1953	10,50
4771	10,5 m Gig-Vierer	ohne Namen	Gymnasium. Soest	1953	10,50
4772	10,5 m Gig-Vierer	Danzig	Gymnasium, Soest	1953	10,50
4773	8,5 m Gig-Zweier	Kalte Ente	C.R.C., Krefeld	1952	8,50
4774	8,5 m Gig-Zweier	Pannsee	H.R.V., Hattingen	1952	8,50
4775	8,5 m Gig-Zweier	Kameraden	H.R.V., Hattingen	1952	8,50
4776	8,5 m Gig-Zweier	Bertie	C.R.C., Crefeld	1953	8,50
4777	8,5 m Gig-Zweier	ohne Namen	Universität, Göttingen	1955	8,50
4778	8,5 m Gig-Zweier	ohne Namen	F.R.V., Hamein	1955	8,50
4779	8,2 m Gig-Zweier	Söte Deem	E.R.C., Elmshorn	1953	8,50

Yard No	Type	Ship's	Owner – Port of Registry	Built	LOA
4780	8,25 m Gig-Zweier	Störnhus	E.R.C., Elmshorn	1954	8,50
4781	8,2 m Gig-Zweier	R.T.H.C.	Farben. Bayer, Leverkusen	1952	8,50
4782	8,2 m Gig-Zweier	Piet Hein	R.R.V., Reesen	1952	8,50
4783	Gig-Einer	ohne Namen		1952	6,50
4784	Gig-Einer	ohne Namen		1952	6,50
4785	2,7 m Dinghy	ohne Namen	Wandsb. Bote, Wandsbek	1952	2,70
4786	2,7 m Dinghy	ohne Namen	Grammersdorf, Kiel	1952	2,70
4787	2,7 m Dinghy	Elisabetha	Hammerstein, Haan/Rhld.	1952	2,70
4788	2,7 m Dinghy	Hera	H. Rasmussen, Lemwerder	1954	2,70
4789	2,7 m Dinghy	Capt. Patrick	Conroy, Kanada	1952	2,70
4790	2,7 m Dinghy	Enchanta	Stiegler, New York	1952	2,70
4791	3,5 m Dinghy	Baruna	H. Taylor, New York	1952	3,50
4792	nicht gebaut				
4793	53,0 in Frachtschiff	Ryfylke	Stavanger, Norwegen	1953	52,94
4794	53,0 in Frachtschiff	Ulsnes	Stavanger, Norwegen	1954	52,94
4795	2,6 m Dinghy	ohne Namen	Cheston, Boston	1951	2,63
4796	2,6 m Dinghy	ohne Namen	Conc. Comp., Boston	1951	2,63
4797	24,2 m Motorsegler	Dolphin	N. Slater, New York	1953	24,13
4798	68,0 m Frachtschiff	Seeclipper	Kapt. Borm, Brake	1954	66,70
4799	Starboot	Cale	H. Nyo Jr., Chicago	1951	6,92
4800	5,5 m R-Yacht	Tom-Kyle	K.Y.C., Kiel	1952	9,50
4801	30 gm Jollenkreuzer	Alta Vista III	Klinkisch, Hamburg	1952	8,99
4802	23,5 m Motorsegler	Criterion	Cuno, New York	1953	23,45
4803	3,5 m Dinghy	Criterion	Cuno, Now York	1953	3,50
4804	3,5 m Dinghy	Passat	E. Franz, Schweiz	1952	3,50
4805	Starboot	Bellatrix II	B. Splieth, Kiel	1952	6,92
4806	12,0 m Conc.-Yawl	ohne Namen	Boume, Boston	1952	12,14
4807	15,4 m Kielschwertyacht	Callooh	J. Brown, New York	1952	15,34
4808	Starboot	Evita	C. Auteried, Wien	1952	6,92
4809	5 KR Yacht	Traum	A. Pyszka, Meersburg	1952	7,40
4810	53,0 m Frachtschiff	Akershus	Stavanger, Norwegen	1954	52,94
4811	Starboot	ohne Namen	Siemsen, Rio de Janelro	1952	6,92
4812	3,6 m Motor-dinghy	Dolphin	N. Slater, New York	1953	3,65
4813	4,5 m Motor-dinghy	Dolphin	N. Slater, New York	1953	4,50
4814	15,7 m Yawl m. H.	Killara	Adm. Moran, New York	1952	15,68
4815	13,2 m Yawl m. H.	Biscus	Baker, New York	1952	13,18
4816	Starboot	Paka V	E. Laeisz, Hamburg	1952	6,92
4817	2,6 m Dinghy	ohne Namen	Concordia, Beston	1952	2,63
4818	2,6 m Dinghy	Sheila	Cochran, New York	1952	2,63
4819	8,5 KR Yacht	Jugend	Freese, Bremerhaven	1952	13,18
4820	14,4 m Yawl m. H.	Palawan	Watson jr., New York	1952	14,38
4821	58,0 m Frachtschiff	Landu	Rep. of Indonesien, Indones.	1954	58,00
4822	58,0 m Frachtschiff	Laponda	Rep. of Indonesien, Indones.	1954	58,00
4823	nicht gebaut				
4824	21,2 m Hafenschl.	Pemex XX	Pemex Maren, Hamburg	1952	21,20
4825	21,2 m Hafenschl.	Pemex XXI	Pemex Maren, Hamburg	1952	21,20
4826	21,2 m Hafenschl.	Pemex XXII	Pemex Maren, Hamburg	1952	21,20
4827	21,2 m Hafenschl.	Pemex XXIII	Pemex Maren, Hamburg	1952	21,20
4828	12,0 m Conc.-Yawl	Sheila	Cochran, New York	1952	12,00
4829	4 KR Yacht	Seejungfrau	A & R, Lemwerder	1952	6,48
4830	12,0 m Conc.-Yawl	Aquilon	Kingmann, USA	1952	12,00
4831	20,2 in Yawl m. H.	Enchanta	Sdegier, USA	1953	20,16
4832	12,8 in Ketsch m. H.	Tanaquill	Hatch, USA	1953	12,81
4833	12,0 m Conc.-Yawl	ohne Namen	Parker, USA	1953	12,00
4834	Starboot	Petra II	Dr. P. Hansohm, Oldenburg	1952	6,92
4835	2,6 m Dinghy	Sheila	Dr. Cochran, New York	1952	2,63
4836	2,6 m Dinghy	Aquilon	Kingmann, USA	1952	2,63
4837	2,7 m Dinghy	Killara	Adm. Moran, New York	1952	2,70
4838	2,7 m Dinghy	Palawan	Watson jr., New York	1952	2,70
4839	4,5 m Rettungsboot	Arktos	Müller, Bremen	1952	4,50
4840	2,4 m Dinghy	Manuel	O. Bohnenkamp, Düsseldorf	1952	2,40
4841	2,4 m Dinghy	ohne Namen	B. Wilde, USA	1952	2,40
4842	7,2 m Motorboot	ohne Namen	Wasserstr.-Amt, Emden	1952	7,15
4843	25,3 m Motorsegler	Sea Prince	J. Conroy, Kanada	1953	25,26
4844	4,4 m Motor-dinghy	Sea Prince	J. Conroy, Kanada	1953	4,42
4845	Piratenjolle	Jugend	Seglervereinigung, Nordrhein	1953	5,00
4846	Piratenjolle	Alf II	H. Gottschalk, Meersburg	1953	5,00
4847	Piratenjolle	Butzmann	Bitter, Osnabrück	1953	5,00
4848	Piratenjolle	Forelle	D. Gercken, Neheim-Hü.	1953	5,00
4849	Piratenjolle	Avanti	K. Schulte, Dortmund	1953	5,00
4850	Piratenjolle	Prinz Eugen	E. Schoner, Duisburg	1954	5,00
4851	Piratenjolle	Erika	R. Hausheer, Sprockhövel	1954	5,00
4852	Piratenjolle	Die drei Schwestern	F. Feldhoff, Wuppertal	1954	5,00
4853	Piratenjolle	ohne Namen	Klinkisch, Hamburg	1954	5,00
4854	Piratenjolle	Zukunft	S.V.B., Nordheim	1954	5,00
4855	Piratenjolle	Reika II	H. Wegener, Westfalen	1954	5,00
4856	Piratenjolle	Rohrspatz	G. Piessow, Westfalen	1954	5,00
4857	Hansajolle	ohne Namen	Urreiztieta, Venezuela	1952	5,85
4858	Hansajolle	ohne Namen	Urreiztieta, Venezuela	1952	5,85
4859	Hansajolle	ohne Namen	Urreiztieta, Venezuela	1952	5,85
4860	Hansajolle	ohne Namen	Urreiztieta, Venezuela	1952	5,85

LIST OF YARD NOS

Yard No	Type	Ship's	Owner – Port of Registry	Built	LOA
4861	Hansajolle	ohne Namen	Urreiztieta, Venezuela	1952	5,85
4862	2,6 m Dinghy	ohne Namen	Parker, USA	1953	2,63
4863	10,2 m Yawl m. H.	Pulau Diawa	Ind. Mahne, Indonesien	1953	10,20
4864	10,2 m Yawl m. H.	Pulau Madura	Ind. Mahne, Indonesien	1953	10,20
4865	16,2 m Yawl m. H.	Kay	S. Frisell, London	1953	16,18
4866	12,0 m Conc.-Yawl	Saxon	Dr. Pope, New York	1953	12,00
4867	12,0 m Conc.-Yawl	ohne Namen	D. Cochran, New York	1953	12,00
4868	39,5 m Dienstfahrzeug	Pulau Rau	Ind. Marine, Indonesien	1954	39,35
4869	39,5 m Dienstfahrzeug	Pulau Rass	Ind. Marine, Indonesien	1954	39,35
4870	39,5 m Dienstfahrzeug	Pulau Roma	Ind. Marine, Indonesien	1954	39,35
4871	39,5 m Dienstfahrzeug	Pulau Roti	Ind. Marine, Indonesien	1954	39,35
4872	39,5 m Dienstfahrzeug	Pulau Rupal	Ind. Marine, Indonesien	1954	39,35
4873	12,3 m Conc.-Sloop	Artara	Sears, USA	1953	12,29
4874	2,6 m Dinghy	Saxon	Dr. Pope, New York	1953	2,63
4875	2,6 m Dinghy	ohne Namen	Concordia Comp., Boston	1953	2,63
4876	5,5 m R-Yacht	Cheetah	J. Conroy, Canada	1954	9,65
4877	15,4 m Yawl m. H.	Renegade	Dr. Bogdanovich, USA	1954	15,36
4878	16,0 m Yawl m. H.	Cresta III	Fischbacher, Schweiz	1953	16,02
4879	16,0 m Yawl m. H.	Baccarat	G. Coumantaros, USA	1953	15,90
4880	12,0 m Conc.-Yawl	Game Cock	West, USA	1953	12,14
4881	2,6 m Dinghy	Artaca	Seats, USA	1953	2,63
4882	2,6 m Dinghy	Game Cock	West, USA	1953	2,63
4883	2,6 m Dinghy	ohne Namen	Concordia Comp., Boston	1953	2,63
4884	4,0 m LM-Rettungsboot	ohne Namen	Tiefbauamt, Hannover	1953	4,00
4885	4,0 m LM-Rettungsboot	ohne Namen	Tiefbauamt, Hannover	1953	4,00
4886	10,5 m Gig-Vierer	Hermann Bargeb	A.H.V. Aagir, Kiel	1953	10,50
4887	10,5 m Gig-Vierer	Niedersachsen	Gymnasium, Bückeberg	1953	10,50
4888	3,0 m Dinghy	Baccarat	Coumantaros, USA	1953	3,00
4889	3,0 m Dinghy	ohne Namen	Äg. Marine, Ägypten	1954	3,00
4890	16,8 m Kielschwert-Yawl	Hilaria	Schaddelee, USA	1953	16,76
4891	16,6 m Motorsegler	Hera	H. Rasmussen, Lemwerder	1955	16,55
4892	2,6 m Dinghy	ohne Namen	Concordia Comp., Boston	1953	2,63
4893	2,6 m Dinghy	Swan III	Wood, USA	1953	2,63
4894	Hansajolle	Tälpel II	Unterwes.-Reederei, Bremen	1954	5,85
4895	Hansajolle	Cunilla	Dr. v. Freidenfeld, Travemünde	1954	5,85
4896	3,8 m Cat-Boot	Concordia	Conc. Comp., Boston	1954	3,75
4897	2,7 m Dinghy	Kay	Frisell, London	1954	2,70
4898	2,7 m Dinghy	Eleuthera II	Koven, New York	1954	2,70
4899	2,7 m Dinghy	Antares	Schierenbeck, Bremen	1953	2,70
4900	2,7 m Dinghy	ohne Namen	Belock, USA	1954	2,70
4901	57,0 m Frachtschiff	Tanager	Stavanger, Norwegen	1954	56,94
4902	nicht gebaut				
4903	5,5 m Rettungsboot	Ryfylke	Stavangerske, Norwegen	1953	5,50
4904	5,5 m Rettungsboot	Ryfylke	Stavangerske, Norwegen	1953	5,50
4905	5,5 m Rettungsboot	Ulsnes	Stavangerske, Norwegen	1953	5,50
4906	5,5 m Rettungsboot	Ulsnes	Stavanger, Norwegen	1954	5,50
4907	Drachenboot	Iirmi XI	Dr. Lubinus, Kiel	1953	8,85
4908	19,5 m Motorsogler	Andante	Merchant, USA	1954	19,48
4909	5,5 m Rettungsboot	Margarete Peters	Peters, Hamburg	1953	5,50
4910	Drachenboot	Martell	K. Haseisteiner, München	1953	8,85
4911	15,4 m Kielschwert-Yawl	Jubilee	Wetherill, USA	1953	15,34
4912	Drachenboot	Kathrin	H. Willis, München	1953	8,85
4913	5,5 m Motorrettungsboot	Hildegard	Nord-Ost-Reederei, Hamburg	1953	5,50
4914	25,0 m Dienstfahrzeug	ohne Namen	Äg. Marine, Ägypten	1954	25,03
4915	29,0 m Motoryacht	Shyraga	Rizzi, Italien	1954	28,95
4916	3,2 m Dinghy	Tanaquill	Hatch, USA	1953	3,25
4917	35,0 m Seeschlepper	Pemex	Pemex, Mexico	1954	35,00
4918	Hansajolle	ohne Namen	Dr. Holdt, Berlin	1954	5,85
4919	Hansajolle	ohne Namen	Storer, Island	1953	5,85
4920	Hansajolle	Nepomuk II	Dr. Peter, Hannover	1954	5,85
4921	12,0 m Conc.-Yawl	Swan III	Wood, USA	1954	12,14
4922	12,5 m Conc.-Yawl	Armata	Brown, USA	1954	12,50
4923	12,5 m Conc.-Yawl	Sly Mongoose III	Cochran, USA	1954	12,50
4924	Piratenjolle	Löwentin	Dr. Dehlinger, Leer	1954	5,00
4925	Piratenjolle	Kleiner	H. Meinrenken, Bremen	1954	5,00
4926	Piratenjolle	Wöbbens III	E. Wagner, Kiel	1954	5,00
4927	Piratenjolle	Golde IV	N. Wagner, Kiel	1954	5,00
4928	Piratenjolle	Berliner Bär	F. Mahlke, Berlin	1954	5,00
4929	Piratenjolle	Fridolin	E. Meyer, Herne/Westfalen	1955	5,00
4930	2,4 m Dinghy	Renegade	Dr. Bogdanovich, USA	1954	2,40
4931	2,4 m Dinghy	Ariadne	O. Bohnenkamp, Düsseldorf	1954	2,40
4932	11,6 m Yawl m. H.	Bikini	Ecclestone, USA	1954	11,60
4933	17,4 m Yawl m. H.	Impala	Farrel, USA	1954	17,32
4934	10,5 m Gig-Vierer	ohne Namen	Universität, Münster	1954	10,50
4935	10,5 m Gig-Vierer	Emsland	W.V.M. Meppen	1955	10,50
4936	Drachenboot	Humba III	Dr. Kadelbach, Berlin	1954	8,85
4937	Starboot	Bellatrix III	B. Splieth, Kiel	1954	6,92
4938	18,4 m Touren-Ketsch	Eleuthera II	Koven, USA	1954	18,41
4939	II KR Yacht	Königin	H. Löffler, Hamburg	1954	15,80
4940	2,6 m Dinghy	Armata	Brown, USA	1954	2,63
4941	2,6 m Dinghy	SN Mongoon II	Cochran, USA	1954	2,63

Yard No	Type	Ship's	Owner – Port of Registry	Built	LOA
4942	2,6 m Dinghy	ohne Namen	Concordia, Boston	1954	2,63
4943	2,6 m Dinghy	Christette	Dolan, USA	1954	2,63
4944	12,0 m Conc.-Yawl	Christette	Dolan, USA	1954	12,14
4945	16,0 m Yawl m. H.	Kay	Frisell, London	1954	16,02
4946	9,5 KR Yacht	Ariadne	Bohnenkamp, Düsseldorf	1954	14,20
4947	3,0 m Dinghy	Criterion	Cuno, New York	1954	3,00
4948	3,0 m Dinghy	Anne-Marie	8. Grünblom, Finnland	1955	3,00
4949	Hansajolle	Halibo	C.C.R., Hamburg	1954	5,85
4950	Hansajolle	Dammglonker	H. Meichle, Meersburg	1954	5,85
4951	Hansajolle	Spinner	Janssen & Barg, Hamburg	1954	5,85
4952	Hansajolle	Pamina	W. Leiner, Konstanz	1954	5,85
4953	5,5 m Rettungsboot	Akershus	Stavanger, Norwegen	1954	5,50
4954	5,5 m Rettungsboot	Akershus	Stavanger, Norwegen	1954	5,50
4955	5,5 m Rettungsboot	Tanager	Stavanger, Norwegen	1954	5,50
4956	5,5 m Rettungsboot	Tanager	Stavanger, Norwegen	1954	5,50
4957	3,4 m Dinghy	Andante	Merchant, USA	1954	3,35
4958	12,0 m Conc.-Yawl	Lady Eye II	Donovan, USA	1954	12,14
4959	39,4 m Dienstfahrzeug	Pulau Rangang	Ind. Manne, Indonesien	1955	39,35
4960	39,4 m Dienstfahrzeug	Pulau Rempang	Ind. Marine, Indonesien	1955	39,35
4961	39,4 m Dienstfahrzeug	Pulau Rindja	Ind. Marine, Indonesien	1955	39,35
4962	3,5 m Dinghy	Shyraga	Rizzi, Italien	1954	3,50
4963	12,0 m Conc.-Yawl	Scotch Mist	J. Rankin, USA	1954	12,14
4964	Drachenboot	Oranje	K.N.Z.R.V., Holland	1954	8,85
4965	2,6 m Dinghy	ohne Namen	Concordia, Boston	1954	2,63
4966	2,6 m Dinghy	ohne Namen	Concordia, Boston	1954	2,63
4967	Drachenboot	Trintel	v. d. Berg, Holland	1954	8,85
4968	Hansajolle	Christa	K. Müller, Essen	1955	5,85
4969	Hansajolle	Westwind II	H. Voges, Braunschweig	1955	5,85
4970	Hansajolle	Seeadler	O. Münter, Hannover	1955	5,85
4971	Hansajolle	Brink	Dr. Müller, Hannover	1955	5,85
4972	Piratenjolle	Bris op	W. Lorenzen, Schleswig	1955	5,00
4973	Piratenjolle	Filius Rheni	G. Luh, Niederw.	1955	5,00
4974	Piratenjolle	Lollo	E. Fisch, Warstein/W.	1955	5,00
4975	Piratenjolle	Else	H. Langenbach, Eiseref.	1955	5,00
4976	Piratenjolle	Niederrhein	S.V.E.Y.C., Emmerich	1955	5,00
4977	Piratenjolle	ohne Namen	J. Schmelz, Mühnetalsp.	1955	5,00
4978	Piratenjolle	Egretta	H. Peters, Hamburg	1955	5,00
4979	Piratenjolle	Pummel II	R. Kuke, Bedin	1955	5,00
4980	2,8 m Dinghy	Impala	Farrel, USA	1954	2,80
4981	2,6 m Dinghy	Lady Eve II	Donovan, USA	1954	2,80
4982	2,6 m Dinghy	Scotch Mist	1. Rankin, USA	1954	2,80
4983	5,5 m Rettungsboot	Seeclipper	Kapt. Borm, Brake	1954	5,50
4984	5,5 m Motorrettungsboot	Seeclipper	Kapt. Borm, Brake	1954	5,50
4985	4,1 m Arbeitsboot	Seeclipper	Kapt. Borm, Brake	1954	4,10
4986	Räumboot	Pulau Rengat	Indonesien	1957	39,35
4987	Räumboot	Pulau Rusa	Indonesien	1957	39,35
4988	Starboot	Bellatrix IV	B. Splieth, Kiel	1955	6,92
4989	42,3 m Logger	Sachsen	B.V.F. Ges., Br.-Grohn	1955	42,30
4990	42,3 m Logger	Schlesien	B.V.F. Ges., Br.-Grohn	1955	42,30
4991	2,6 m Dinghy	ohne Namen	Concordia Comp., Boston	1955	2,63
4992	2,6 m Dinghy	ohne Namen	Concordia Comp., Boston	1955	2,63
4993	2,6 m Dinghy	ohne Namen	Concordia Comp., Boston	1955	2,63
4994	Hansajolle	ohne Namen	H. Zander & Co., Venezuela	1955	5,85
4995	Hansajolle	Mutzi	Steinker & Jürgens, Hannov.	1955	5,85
4996	33,6 m Motoryacht	Vedersein	A. Laytham, USA	1955	33,58
4997	12,0 m Conc.-Yawl	Niam	J. Ryan, USA	1955	12,00
4998	67,0 m Frachtschiff	Seetramper	Kapt. Borm, Brake	1955	66,70
4999	12,0 m Conc.-Yawl	Wild Swan	Lippincott, USA	1955	12,00
5000	36,0 m Motoryacht	Westlake II	H. Doelger, Kalifornien	1955	35,80
5001	12,0 m Conc.-Yawl	Condor	Robins, USA	1955	12,00
5002	13,8 m Kielschwert-yacht	Piera	W. Paine, USA	1955	13,72
5003	17,5 m Motoryacht	Anne Marie	B. Grünblom, Finnland	1955	17,50
5004	12 KR Yacht	Diana II	H. Thomas, Bremen	1955	17,50
5005	12,5 m Conc.-Yawl	ohne Namen	i. West, USA	1955	12,50
5006	2,6 m Dinghy	Concordia	Concordia Comp., Boston	1955	2,63
5007	2,6 m Dinghy	Concordia	Concordia Comp., Boston	1955	2,63
5008	2,6 m Dinghy	Concordia	Concordia Comp., Boston	1955	2,63
5009	2,6 m Dinghy	Concordia	Concordia Comp., Boston	1955	2,63
5010	2,6 m Dinghy	Concordia	Concordia Comp., Boston	1955	2,63
5011	2,6 m Dinghy	Concordia	Concordia Comp., Boston	1955	2,63
5012	2,6 m Dinghy	Concordia	Concordia Comp., Boston	1955	2,63
5013	2,6 m Dinghy	Concordia	Concordia Comp., Boston	1955	2,63
5014	2,6 m Dinghy	Concordia	Concordia Comp., Boston	1955	2,63
5015	2,6 m Dinghy	Concordia	Concordia Comp., Boston	1955	2,63
5016	13,8 m Kielschw.-Yacht	Renova	Dodsen, USA	1955	13,72
5017	12,2 m Kielyacht	Branta	Picker, USA	1955	12,22
5018	Prahm		Stadtverw. Hildesheim	1955	3,50
5019	5,8 m Küstenjolle	ohne Namen	Chapman, USA	1955	5,79
5020	12,9 m Kielschwert-yacht	Thor	Thurber, USA	1955	12,87
5021	65,5 m Frachtschiff	Stellaprima	Stellamaris, Holland	1955	65,50
5022	12,9 m Kielschwert-yacht	Erewhon	Fribourg, USA	1955	12,87



Yard No	Type	Ship's	Owner – Port of Registry	Built	LOA
5023	Drachenboot	Gustel XI	Th. Thomsen, Kiel	1955	8,85
5024	12,0 m Conc.-Yawl	ohne Namen	A. Bright, USA	1955	12,00
5025	13 KR Yacht	Germania V	Krupp v. Bohlen u. Halbach, Essen	1955	20,10
5026	12,5 m Conc.-Yawl	Liat	R. Forrester, USA	1955	12,50
5027	Hansajolle	Ratz IV	Dr. Luer, Essen	1955	5,85
5028	Hansajolle	Pelikan	Chr. Beindorff, Hannover	1955	5,85
5029	Hansajolle	Kleine Brise	H. Strüve, Hamburg	1955	5,85
5030	Hansajolle	Anneliese	E. Köhnke, Lübeck	1955	5,85
5031	2,7 m Dinghy	Diana II	H. Thomas, Bremen	1955	2,70
5032	2,7 m Dinghy	Germania V	Krupp v. Bohlen & Halbach, Essen	1955	2,70
5033	2,7 m Dinghy	Kay	Frizell	1955	2,70
5034	2,7 m Dinghy	A&R	A & R, Lemwerder	1955	2,70
5035	12,5 m Conc.-Yawl	Harrier	C. Hunt, USA	1955	12,50
5036	12,2 m Kielyacht	Melmar II	A. Zum, USA	1955	12,21
5037	12,0 in Conc.-Yawl	Half Mine II	C. Riley, USA	1955	12,00
5038	12,0 m Conc.-Yawl	ohne Namen	Hopkins, USA	1955	12,00
5039	5,5 m Rettungsboot	Seetramper	Kapt. Borm, Brake	1955	5,50
5040	5,5 m Rettungsboot	Seetramper	Kapt. Borm, Brake	1955	5,50
5041	4,1 m Arbeitsboot	Seetramper	Kapt. Borm, Brake	1955	4,10
5042	2,7 m Dinghy	Anne Made	B. Grönblom, Finnland	1955	2,70
5043	12,0 m Conc.-Yawl	ohne Namen	H. Stiles, USA	1955	12,00
5044	12,0 m Conc.-Yawl	Harmony II	Harrahan, USA	1955	12,00
5045	12,0 m Conc.-Yawl	Scone	Edgerly, USA	1955	12,00
5046	15,0 m Motorsegler	Zingane	E. Moore, New York	1955	15,85
5047	6,5 m V.-W.-Motorboot	Wolfsburg II	Raffay & Co., Hamburg	1955	6,55
5048	5,5 m Rettungsboot	Stellaprima	Stellamads, Holland	1955	5,50
5049	5,5 m Rettungsboot	Stellaprima	Stellamads, Holland	1955	5,50
5050	68,5 m Frachtschiff	Fursund	Christensen, Kopenhagen	1956	68,50
5051	4,2 m Motor-dinghy	ohne Namen	Boel & Zonen, Belgien	1956	4,20
5052	2,6 m Dinghy	Concordia	Concordia Comp., Boston	1955	2,63
5053	25,0 m Hafenschlepper	Pluto	D.F.D., Kopenhagen	1956	25,20
5054	Piratenjolle	Kai	E. Kerrl, Körbecke/Soest	1955	5,00
5055	Piratenjolle	Majo	Schiff.-Ges. Unterw., Bremen	1955	5,00
5056	Piratenjolle	Lausbub 2	H. Busse, Nehelm-Hüst.	1955	5,00
5057	Piratenjolle	ohne Namen	Dr.-Ing. Krueger, Dortmund	1955	5,00
5058	Piratenjolle	Butz	E. Cologna, Freiburg	1955	5,00
5059	Piratenjolle	Binsenschnüffler	K. Haist jr., Possenhofen	1955	5,00
5060	Piratenjolle	Odysseus	K. Naumann, Gelsenkirchen	1955	5,00
5061	Piratenjolle	Stiärt	A. Hammer, Lüdenscheid	1955	5,00
5062	44,5 m Logger	Stolzenu	Br.V.F.Ges., Br.-Grohn	1956	44,24
5063	44,5 m Logger	Windheim	Br.V.F.Ges., Br.-Grohn	1956	44,24
5064	7 KR Yacht	Taranga	M. Rehmstedt, Bremen	1956	11,15
5065	6,5 m V.-W.-Motorboot	Klabautermann	H. Wolf, Köln	1955	6,55
5066	Starboot	Zwentebold II	Hoesch, München	1955	6,92
5067	60,0 m Frachtschiff	Suntrader	Skamarken, Norwegen	1956	60,60
5068	Piratenjolle	Helga	G. Deiss, Hamburg	1955	5,00
5069	Piratenjolle	Klaus Störtebeker	F. Hermann, Hannover	1955	5,00
5070	Piratenjolle	ohne Namen	G. Biguria, Guatemala	1955	5,00
5071	Piratenjolle	Klabauter	H. Steinmetz, Bremen	1956	5,00
5072	Piratenjolle	Kleine Liebelei	H. Plontek, Bedin	1956	5,00
5073	Piratenjolle	Kormoran	K. Wülfing, Wuppertal	1956	5,00
5074	Piratenjolle	Klebitz	RYC., Potsdam	1956	5,00
5075	Piratenjolle	Pitje	E. M. Jörns, Steinhude	1956	5,00
5076	Hansajolle	Pille-Pille	Dr. Bertenrath, Langenberg	1956	5,85
5077	Hansajolle	Liebling	H. Pieper, Lübeck	1956	5,85
5078	Hansajolle	Ruhrland	A.Y.C., Ruhland	1956	5,85
5079	Hansajolle	ohne Namen	F. Beck, Süßenmühle	1956	5,85
5080	Hansajolle	Bolleremann	B. Neldert, Wunstorf	1956	5,85
5081	Hansajolle	Abromeit III	H. Pezzer, Dortmund	1956	5,85
5082	Hansajolle	Träumchen	H. Forstmann, Steinhude	1956	5,85
5083	Hansajolle	Pirola	Schwerley, Gütersloh	1956	5,85
5084	2,6 m Dinghy	Concordia	Concordia Comp., Boston	1955	2,63
5085	7 KR Yacht	Elena	W. Voigt, Bremen	1956	11,15
5086	12,9 m Kielyacht	Altair	B. Smith, USA	1956	12,87
5087	13,8 m Kielschweryacht	Undine	R. Williams, Bermuda	1956	13,72
5088	Starboot	Bellatrix V	B. Splieth, Kiel	1956	6,92
5089	Starboot	Musca	O. Lampe, Kiel	1956	6,92
5090	13,0 m Yawl	Windalier	E. Singer, USA	1956	13,03
5091	27,5 m Motorsegler	Bar-L-Rick	H. Belock, USA	1956	27,43
5092	39,5 m Passagierschiff	Bandaka	Burm. Regler., Burma	1956	39,40
5093	39,5 m Passagierschiff	Bayinnaung	Burm. Regler., Burma	1956	39,40
5094	69,0 m Frachtschiff	Braunsfeld	H. Krüger, Hamburg	1956	69,00
5095	Drachenboot	Wonne	Schuchmann, Hamburg	1956	8,85
5096	2,6 m Dinghy	Concordia	M. Reisinger, USA	1955	2,63
5097	2,6 m Dinghy	Concordia	Concordia Comp., Boston	1955	2,63
5098	2,6 m Dinghy	Concordia	Concordia Comp., Boston	1955	2,63
5099	2,6 m Dinghy	Concordia	Concordia Comp., Boston	1955	2,63
5100	12,0 m Conc.-Yawl	Lands End	Okle, USA	1956	12,14
5101	12,0 m Conc.-Yawl	Skye	MacLeod, USA	1956	12,14
5102	12,0 m Conc.-Yawl	Auda	Herrington, USA	1956	12,14
5103	12,0 m Conc.-Yawl	Arundel	Regan, USA	1956	12,14

Yard No	Type	Ship's	Owner – Port of Registry	Built	LOA
5104	12,0 m Conc.-Yawl	Priscilla	Saunders, USA	1956	12,14
5105	12,0 m Conc.-Yawl	Shadow	Mr. Roberts	1956	12,14
5106	12,0 m Conc.-Yawl	Venture	Kline, USA	1956	12,14
5107	12,0 m Conc.-Yawl	Josephine	Mr. Collins	1956	12,14
5108	6,5 m V.-W.-Motorboot	A & R	A & R, Lemwerder	1955	6,55
5109	Drachenboot	Bambi	Mendonca, Lissabon	1955	8,85
5110	Starboot	Pegasus	W. Seyfert, Reichenbach	1956	6,92
5111	Drachenboot	Old Vic II	V. Lamprecht, Holland	1956	8,85
5112	60,0 m Frachtschiff	Karmoy	Stavanger, Norwegen	1956	59,20
5113	24,0 m Schlepper	Tide	Wasserstr.-Amt Bremen	1956	20,85
5114	13,0 m Kielschw.-Yacht	Fair Winds	G. Fleitz, USA	1956	13,10
5115	13,0 m Yawl	Gray Lady	J. Schäfer, USA	1956	13,03
5116	12,5 m Conc.-Yawl	Magic	Dr. Nichols, USA	1956	12,50
5117	12,5 m Conc.-Yawl	Windsong	Sydnor jr., USA	1956	12,50
5118	Starboot	Clambambers	Adolff, Backnang	1956	6,92
5119	Starboot	Kiebitz	Huber, München	1956	6,92
5120	Starboot	Iris	Nemetschke, Österreich	1956	6,92
5121	12,5 m Conc.-Yawl	Dusky IV	Hendrick, USA	1956	12,50
5122	Drachenboot	Bajazzo VII	Spangenberg, Hamburg	1956	8,85
5123	5,5 m Rettungsboot	Fursund	Christensen, Dänemark	1956	5,50
5124	5,5 m Rettungsboot	Fursund	Christensen, Dänemark	1956	5,50
5125	Piratenjolle	Ille	E. Happe, Dortmund	1956	5,00
5126	Piratenjolle	Libelle	G. Lehnen, Soest	1956	5,00
5127	Piratenjolle	Jopaline	E. Pankhofer, Starnberg	1956	5,00
5128	Piratenjolle	Erika	Tonindustrie, Helsterholz	1956	5,00
5129	Piratenjolle	Nanu	A. Moeller, Bonn	1956	5,00
5130	Piratenjolle	Coquine	B. Langhammer, Bedin	1956	5,00
5131	Piratenjolle	Gück auf	Etuf, Essen	1956	5,00
5132	Piratenjolle	Colonia	K.S.C., Köln	1956	5,00
5133	Drachenboot	Quatsch	E. Ahlers, Hamburg	1956	8,85
5134	Drachenboot	ohne Namen	C. Santos, Portugal	1956	8,85
5135	Drachenboot	Nirwana X	Dr. Elsner, Lüneburg	1956	8,85
5136	25,2 m Hafenschlepper	Tyr	D.F.D., Dänemark	1956	25,20
5137	4,25 m Class 8	Ohne Namen	A. W. Laytham, USA	1956	4,25
5138	4,25 m Class 8	Ohne Namen	A. W. Laytham, USA	1956	4,25
5139	4,25 m Class 8	Ohne Namen	A. W. Laytham, USA	1956	4,25
5140	4,25 m Class 8	Ohne Namen	A. W. Laytham, USA	1956	4,25
5141	4,25 m Class 8	Ohne Namen	A. W. Laytham, USA	1956	4,25
5142	4,25 m Class 6	ohne Namen	Kons. Sommer, Köln	1956	4,25
5143	6,7 m Motorboot	G VI	A. Krupp v. B., Essen	1956	6,70
5144	Drachenboot	Trintlet II	v. Duyl, Holland	1956	8,85
5145	Drachenboot	Polaris	Navy, Columbien	1956	8,85
5146	Drachenboot	Capella	Navy, Columbien	1956	8,85
5147	Drachenboot	Rigel	Navy, Columbien	1956	8,85
5148	Drachenboot	Moritz	N.R.V., Hamburg	1956	8,85
5149	13,0 m Kielschw.-Yacht	Honey	D. Easton, USA	1956	13,10
5150	2,6 m Dinghy	Auda	Herrington, USA	1956	2,63
5151	69,0 m Frachtschiff	Sottorf	Drescher, Hamburg	1956	68,50
5152	2,6 m Dinghy	ohne Namen	Concordia, USA	1956	2,63
5153	2,6 m Dinghy	ohne Namen	Concordia, USA	1956	2,63
5154	2,6 m Dinghy	ohne Namen	Concordia, USA	1956	2,63
5155	2,6 m Dinghy	ohne Namen	Concordia, USA	1956	2,63
5156	2,6 m Dinghy	ohne Namen	Concordia, USA	1956	2,63
5157	2,6 m Dinghy	ohne Namen	Concordia, USA	1956	2,63
5158	4,9 m Motor-dinghy	Westflake II	H. Doelger, USA	1956	4,87
5159	Drachenboot	Humba IV	Dr. Kadelbach, Berlin	1956	8,85
5160	Drachenboot	Vanguard	A. Wamers, Holland	1956	8,85
5161	Scharpiejolle 12 qm	Wendehalz	K.Y.C., Kiel	1956	5,99
5162	5,5 m Rettungsboot	Braunsfeld	H. Krüger, Hamburg	1956	5,59
5163	5,5 m Rettungsboot	Braunsfeld	H. Krüger, Hamburg	1956	5,59
5164	Motorfrachter	Kvitsoy	D.S. Stavanger	1957	2,70
5165	13,0 m Kielschw.-Yacht	Hirondelle	Chance, USA	1956	13,10
5166	6,0 m LM-Motorboot	Frankfurt	Missionsanstalt, Frankfurt	1956	6,00
5167	2,6 m Prahm-Dingi	Magic	Dr. Nichols, USA	1956	2,63
5168	Herings-Logger	Detmold B.V. 105	Bremen-Vegesacker EG.	1957	44,24
5169	Herings-Logger	Detmold B.V. 105	Bremen-Vegesacker EG.	1957	44,24
5170	Piratenjolle	Golde V	N. Wagrier, Klei	1956	5,00
5171	Piratenjolle	Cobes II	W. Cornberg, Kiel	1956	5,00
5172	Piratenjolle	Bina	K. Mertens, Lippstadt	1956	5,00
5173	Piratenjolle	Delphin	G. Vielhaben, Hamburg	1956	5,00
5174	Piratenjolle	ohne Namen	Schadeb.-Weissl., Kronbach	1956	5,00
5175	Piratenjolle	Seeadler II	H. Redlfeßen, Sotrup	1956	5,00
5176	Piratenjolle	Strop	J. Gromhe, Bochum	1956	5,00
5177	Piratenjolle	Scheeben Wind II	H. Schierenbeck, Bremen	1956	5,00
5178	67' W.-L.-Ketsch	Wayfarer	Wayfarer Group	1957	28,80
5179	Motor-dinghy	Barbara	Harry D. Belock	1957	4,42
5180	2,7 m Dinghy	ohne Namen	Geister-Werft, Norderney	1957	2,70
5181	2,7 m Bei boot	ohne Namen	Geister-Werft, Norderney	1957	2,70
5182	2,7 m Dinghy	Delphin III	G. Delf., Hamburg	1957	2,70
5183	2,7 m Dinghy	ohne Namen	für Bau.-Nr. 5509	1957	2,70
5184	2,7 m Dinghy	Marotte	Hagemann, Berlin	1957	2,70

LIST OF YARD NOS

Yard No	Type	Ship's	Owner – Port of Registry	Built	LOA
5185	2,7 m Dinghy	ohne Namen		1957	2,70
5186	Piratenjolle	Hol Di Ran III	H. Ivels, Eutin	1956	5,00
5187	Piratenjolle	Diabolo II	H. G. Drooge, Kiel	1957	5,00
5188	Piratenjolle	Rota	M. Budzyn, Berlin-Spandau	1956	5,00
5189	Piratenjolle	Cire III	R. Grünhagen	1957	5,00
5190	Piratenjolle	Möwe II	L. Bloer, Nieheim	1957	5,00
5191	Piratenjolle	Rita II	A. Türklitz, Berlin	1957	5,00
5192	Piratenjolle	Denkste	W. Pietsch, Hannover	1957	5,00
5193	Piratenjolle	Gitta	E. o. Spreckelsen, Hamburg	1957	5,00
5194	Drachenboot	Marotte IV	A. Ragemann, Berlin	1956	8,85
5195	Rettingsboot	für Bau 5151	Aucher, Hamburg	1957	5,50
5196	Rettingsboot	für Bau 5151	Aucher, Hamburg	1957	5,50
5197	Motorboot	Alkor	Roggemann, Bremen	1957	8,00
5198	nicht gebaut				
5199	Hansajolle	Vagant	Fr. Klee jr., Soest/Westf.	1957	5,85
5200	Hansajolle	Komet	Gebet. Profitlich, Godesberg	1957	5,85
5201	Hansajolle	Passat	H. Scharuberg, Essen	1957	5,85
5202	Hansajolle	Schnecke	Dr. Krelhaus, Essen	1957	5,85
5203	Hansajolle	Pinguin	Josef Eggert, Essen	1957	5,85
5204	Hansajolle	Fair Play	Rolf Schneider, Essen	1957	5,85
5205	Hansajolle	Dio Glorta	Neldert	1957	5,85
5206	Hansajolle	Klabautermann	Edzardi, Hannover	1957	5,85
5207	Starboot	Holster	F. O. Lürssen, Vegesack	1956	6,92
5208	Hafenschlepper	Pemex XXIV	Abarem, Hamburg	1957	21,15
5209	Hafenschlepper	Pemex XXV	Abarem, Hamburg	1957	21,15
5210	Starboot	Bellatrix VI	R. Splieth, Kiel	1956	6,92
5211	8 KR Tourenyacht Skjold	Fare Well	A. Wolfarth, USA	1957	13,18
5212	Drachenboot	Gustel XII	Th. Thomsen, Kiel	1957	8,85
5213	Piratenjolle	Flirt	Verein Segelhaus a. Wannsee	1957	5,00
5214	Piratenjolle	Hanseat II	Stehmeyer, Bremen	1957	5,00
5215	Piratenjolle	Plöner	K. Breitling, Kiel	1957	5,00
5216	Piratenjolle	Christel	F. Hohmeyer, Niederwühem	1957	5,00
5217	Piratenjolle	Wöbbsen IV	Eckart Wagner, Kiel	1957	5,00
5218	Piratenjolle	Altmark	H. Schleven/Tegge, Düsseldorf	1957	5,00
5219	Piratenjolle	Gothia V	Segel Club Gothia e.V., Berlin	1957	5,00
5220	Piratenjolle	Kleine Brise	Akat. Segelverein, Hannover	1957	5,00
5221	32 m Kielschw.-cruiser	Touché II	Abr. Potter	1957	14,66
5222	15 qm H.-Jolle	Knulp	W. Weber, Hamburg	1957	5,64
5223	Drachenboot	Cellona II	W. Weber, Hamburg	1957	8,85
5224	SM-Boote	Schütze	Bundes-Minister., Verteidig.	1958	47,20
5225	SM-Boote	Steinbock	Bundes-Minister., Verteidig.	1958	47,20
5226	SM-Boote	Stier	Bundes-Minister., Verteidig.	1958	47,20
5227	SM-Boote	Krebs	Bundes-Minister., Verteidig.	1958	47,20
5228	SM-Boote	Waage	Bundes-Minister., Verteidig.	1958	47,20
5229	SM-Boote	Fische	Bundes-Minister., Verteidig.	1958	47,20
5230	SM-Boote	Gemma	Bundes-Minister., Verteidig.	1958	47,20
5231	SM-Boote	Mira	Bundes-Minister., Verteidig.	1958	47,20
5232	SM-Boote	Capella	Bundes-Minister., Verteidig.	1958	47,20
5233	SM-Boote	Spica	Bundes-Minister., Verteidig.	1958	47,20
5234	SM-Boote	Pollux	Bundes-Minister., Verteidig.	1958	47,20
5235	SM-Boote	Mars	Bundes-Minister., Verteidig.	1958	47,20
5236	SM-Boote	Sirius	Bundes-Minister., Verteidig.	1958	47,20
5237	SM-Boote	Orion	Bundes-Minister., Verteidig.	1958	47,20
5238	SM-Boote	Regulus	Bundes-Minister., Verteidig.	1958	47,20
5239	SM-Boote	Rigel	Bundes-Minister., Verteidig.	1958	47,20
5240	SM-Boote	Castor	Bundes-Minister., Verteidig.	1958	47,20
5241	SM-Boote	Wega	Bundes-Minister., Verteidig.	1958	47,20
5242	SM-Boote	Algol	Bundes-Minister., Verteidig.	1958	47,20
5243	SM-Boote	Skorpion	Bundes-Minister., Verteidig.	1958	47,20
5244	B.-Jolle	ohne Namen	Paul Hammond	1957	4,25
5245	B.-Jolle	ohne Namen	Mr. T. T. Trippe	1958	4,25
5246	B.-Jolle	ohne Namen	M. John B. Gates	1958	4,25
5247	Conc.-Yawl	ohne Namen	C. McKim, Norton	1957	12,14
5248	Conc.-Yawl	ohne Namen	Donald Kipp	1957	12,14
5249	Conc.-Yawl	Moonfleet	R. L. Bortner	1957	12,14
5250	Conc.-Yawl	Electa	H. P. Curtis	1957	12,14
5251	Conc.-Yawl	ohne Namen	Dr. Edwards	1957	12,14
5252	Concordia	Banda	E. W. Stetson ir.	1957	12,50
5253	Concordia	Prettimarle	Bullock	1957	12,50
5254	Starboot	Pandar V	Blankenburg, Kiel	1957	6,92
5255	Starboot	Paka VIII	Laesz/Fischer, Hamburg	1957	6,92
5256	Concordia	ohne Namen	Concordia Comp.	1957	2,28
5257	Concordia	ohne Namen	Concordia Comp.	1957	2,28
5258	Concordia	ohne Namen	Concordia Comp.	1957	2,28
5259	Concordia	ohne Namen	Concordia Comp.	1957	2,28
5260	Finn-Dingi	Firebird	L. P. H. Gerhards, Amsterdam	1957	4,50
5261	Vermessungsschiff	S.-O.R. Lesme	durch Ferrostaal	1957	14,70
5262	Starboot	Diamant	Marine Akademie, Flensburg	1957	6,92
5263	Starboot	Smaragd	Marine Akademie, Flensburg	1957	6,92
5264	Starboot	Saphir	Marine Akademie, Flensburg	1957	6,92
5265	3 m Dinghy	Wayfarer	Wayforce Corp.	1957	3,00

Yard No	Type	Ship's	Owner – Port of Registry	Built	LOA
5266	Conc.-Boteka Segel	ohne Namen	Concordia Comp.	1957	2,28
5267	Conc.-Boteka Segel	ohne Namen	Concordia Comp.	1957	2,28
5268	Conc.-Boteka Segel	ohne Namen	Concordia Comp.	1957	2,28
5269	Drachenboot	D-US	Frederic Nusbaum, USA	1957	8,85
5270	Starboot	Susan	T. Laubmann, München	1957	6,92
5271	Concordia-Yacht	ohne Namen	Williams	1957	12,50
5272	Motorfrachter	Inga Bastian	Bastian, Bremen	1958	72,00
5273	Viehtransportschiff	Alondra	C. Claussen	1958	71,95
5274	Viehtransportschiff	Athene	C. Claussen	1959	71,95
5275	3,0 m Dinghy	ohne Namen	Conroy, USA	1961	3,00
5276	2,92 m Dinghy	ohne Namen	Schuchmann, Horg.	1961	2,92
5277	Küstenjolle	ohne Namen	Alexander Gansell	1957	5,97
5278	1 1 KR Yawl	Rubin	Schümann, Hamburg	1957	16,70
5279	6,5 m Motorboot	Peer Gynt	Richter, Düsseldorf	1957	6,50
5280	Starboot	Petrea III	Hahnsom, Oldenburg	1957	6,92
5281	Schule	ohne Namen	Hafenbauamt, Bremen	1957	21,00
5282	Concordia Yawl	ohne Namen	Richard Bivley	1957	12,14
5283	Concordia Yawl	ohne Namen	Richard Bivley	1957	12,14
5284	12' Dingi	Gay	Dr. Frese, Köln	1957	3,65
5285	Starboot	Stella Polaris	R. J. Ernst, Kiel	1957	6,92
5286	Polizeiboot	D.K.N. 903	Indonesien	1958	38,90
5287	Polizeiboot	D.K.N. 905	Indonesien	1958	38,90
5288	Starboot	May-Be	H. Musil, Wen	1957	6,92
5289	Motor-dinghy	Wayfarer	Wayfarer Corp.	1957	4,42
5290	6,5 KR Yacht	Magellan	Brake	1957	10,64
5291	6,5 KR Yacht	Klipper	Bremerhaven	1957	10,64
5292	Piratenjolle	Bob	Hertmann, Augsburg	1957	5,00
5293	Piratenjolle	Welle	Düsseldorfer Yachtclub	1957	5,00
5294	Piratenjolle	Sausebraus II	G. Steph, Hasslinghausen	1957	5,00
5295	Piratenjolle	Circe	W. Brand, Delmenhorst	1957	5,00
5296	Piratenjolle	Good Wind	R. Keimer, Attendorn	1957	5,00
5297	Piratenjolle	Rih	Prof. Dr. A. Streck, Hannover	1957	5,00
5298	Piratenjolle	ohne Namen	Dr. Schmidt, Hannover	1957	5,00
5299	Piratenjolle	Scharfe Lanke	Spandauer Y.C., Berlin	1957	5,00
5300	29 KR Kielschw.-Yawl	Skywave	P. R. Bartlett, Fresno	1957	13,10
5301	53 KR Motorjolle	Cordonazo	Stewardin	1958	19,10
5302	nicht gebaut				
5303	Starboot	Kormoran	K. H. Heiner, Duisburg	1957	6,92
5304	Hansajolle	Kathrin	A. Wilking, Gütersloh	1958	5,85
5305	Hansajolle	ohne Namen	Zander, Venezuela	1958	5,85
5306	Hansajolle	Claudia	K. Bayger, Gelsenkirchen	1958	5,85
5307	Hansajolle	Osprey	Zander, Venezuela	1958	5,85
5308	Hansajolle	Schnüffchen	W. Becker, Essen	1958	5,85
5309	Hansajolle	Ramona II	W. Liese, Berlin	1958	5,85
5310	Hansajolle	Sans Souci	L. Happe, Dortmund	1958	5,85
5311	Hansajolle	Stups	L. Sürth, Köln	1958	5,85
5312	Piratenjolle	Frohsinn	Automobil- & Yachtclub	1957	5,00
5313	Piratenjolle	Lolita	W. Giersiepen, Rheinland	1958	5,00
5314	Piratenjolle	Comet II	H. R. König, Münster	1958	5,00
5315	Piratenjolle	Onkel August	C. Kleinschmidt, Hildesheim	1958	5,00
5316	Piratenjolle	Engelmann	Hannoverscher Yachtclub	1958	5,00
5317	Piratenjolle	Scheich	H. Bötel, Hannover	1958	5,00
5318	Piratenjolle	Terry	H. Wellmann, Hannover	1958	5,00
5319	Piratenjolle	Stichling	A. Hachtmann, Hannover	1958	5,00
5320	15 qm Elb.-Jolle	Schiebtüdl	W. Weder, Hamburg	1958	5,64
5321	Motorsegler	Oshidori	Mr. Corn, Crane	1958	15,85
5322	Niedersachsenjolle	Senta	Dr. Haupt, Ebingen	1958	6,67
5323	Niedersachsenjolle	Cindy	A. Meyer, Hannover	1958	6,67
5324	Küstenjolle	Little Love	Dr. J. Frese, Köln	1958	5,79
5325	Starboot	Bellatrix VII	Hr. Splieth, Kiel	1958	6,92
5326	37' Sloop	Palawan	Mr. J. Watson jr.	1958	16,61
5327	3,35 m Dinghy	ohne Namen	Mr. Steward	1958	3,35
5328	Conc. Yawl	Javelin	Mr. Smith	1958	12,14
5329	Conc. Yawl	ohne Namen	Staples	1958	12,14
5330	Starboot	Musca	O. Lampe, Kiel	1958	6,92
5331	Motorsegler	Egret	C. Porter Schutt	1958	17,22
5332	Piratenjolle	Moby Dick	Dr. Abares, Hannover	1958	5,00
5333	Piratenjolle	Bolle	K. Pagel, Hannover	1958	5,00
5334	Piratenjolle	Tüdelkrom	U. Ohlsen, Bremen	1958	5,00
5335	Piratenjolle	Setschan-Pado	W. Oekenpöhler, Hiltrup	1958	5,00
5336	Piratenjolle	Marjellchen	Dr. K. Reiter, Hamburg	1958	5,00
5337	Piratenjolle	Matz	F. Körling, Dortmund	1958	5,00
5338	Piratenjolle	Queenchen	E. Schmitz, Berlin	1958	5,00
5339	Piratenjolle	Pan	K.-H. Abayer, Wuppertal	1958	5,00
5340	Starboot	Pandar IV	Chr. Blankenburg, Kiel	1958	6,92
5341	Starboot	Holster	O. Lürssen, Bremen	1958	6,92
5342	Leichtm. Rettungsboot	ohne Namen	Feuerwehr, Hannover	1958	4,00
5343	Leichtm. Rettungsboot	ohne Namen	Feuerwehr, Hannover	1958	4,00
5344	Starboot	Merkur	Kieler Yacht Club, Kiel	1958	6,92
5345	Starboot	Mechthild	Jos. Pankhofer, Starnberg. See	1958	6,92
5346	Drachenboot	Kai-Kai II	Jos. Rinnbock	1958	8,85



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5347	Drachenboot	Gustel VIII	Th. Thomsen, Kiel	1958	8,85
5348	Starboot	Pik As	Baron v. Stempel, Hamburg	1958	6,92
5349	Piratenjolle	Siegfried	Marineschule Mürwik, Flensb.	1958	5,00
5350	Piratenjolle	Hagen	Marineschule Mürwik, Flensb.	1958	5,00
5351	Piratenjolle	Dankwart	Marineschule Mürwik, Flensb.	1958	5,00
5352	Piratenjolle	Rüdiger	Marineschule Mürwik, Flensb.	1958	5,00
5353	Piratenjolle	Giselher	Marineschule Mürwik, Flensb.	1958	5,00
5354	Piratenjolle	Volker	Marineschule Mürwik, Flensb.	1958	5,00
5355	Piratenjolle	Passat II	G. Abeints, Emden	1958	5,00
5356	Piratenjolle	Onkel Jub	Schaumburg-Lipp. Segel-V.	1958	5,00
5357	Starboot	Spyder	K. Hämmerle, Lustenau	1958	6,92
5358	Niedersachsenjolle	Windspiel	G. Edzardi, Hannover	1958	6,67
5359	Niedersachsenjolle	Stromer	Tohr. Jump, Burg	1958	6,67
5360	Conc.-Yawl	Mary G	R. A. Green	1958	12,00
5361	Starboot	Ajo	H. W. Baum, München	1958	6,92
5362	Concordia	ohne Namen	Mr. Wasley	1958	12,50
5363	Concordia	Tam O. Shanter	Mr. Soule	1958	12,00
5364	Concordia	Thistledown	Mrs. Comp	1958	12,00
5365	Concordia	ohne Namen	Stuard. Caldara	1958	12,50
5366	Concordia	Live Yankee	Mr. Gillespie	1958	12,00
5367	Hansajolle	Adi	W. Dreikhaus, Dortmund	1958	5,85
5368	Hansajolle	Mia	R. Tons, Bochum	1958	5,85
5369	Hansajolle	Fridolin	H. Gelhar, Dortmund	1958	5,85
5370	Hansajolle	Fino	Ott, Köln	1958	5,85
5371	Hansajolle	Solveig	R. Gebhard, Garmisch-Partenkirchen	1958	5,85
5372	Hansajolle	ohne Namen	G. Henning, Essen	1958	5,85
5373	Hansajolle	Ramaduri	L. Eickemeyer, Stuttgart	1958	5,85
5374	Hansajolle	Anchors Aweigh	G. Westpfal, Düsseldorf	1958	5,85
5375	Concordia	ohne Namen	Mr. MacKaig	1958	12,00
5376	Hafenaufsichtsboot	Hafenamt 1	Wasserschiffahrtsamt Emden	1958	10,10
5377	Starboot	Tien Hou	Unsmann, München	1958	6,92
5378	Starboot	Pakea VIII	Fischer Ir., Hamburg	1958	6,92
5379	Starboot	Moppi II	Wagner, München	1958	6,92
5380	Piratenjolle	Papa	K. Schneider, Essen	1958	5,00
5381	Piratenjolle	Inger	H. Franke, Kiel	1958	5,00
5382	Piratenjolle	Schaumburg.-L.	Schaumburg Upp. Segel-V.	1958	5,00
5383	Piratenjolle	Ariadne	Weller, Wert	1958	5,00
5384	Piratenjolle	Aa-Stromer	Segel-Club, Münster	1958	5,00
5385	Piratenjolle	Nöck	H. George, Berlin	1958	5,00
5386	Piratenjolle	Mosella	Hürgem, Kohlberg	1958	5,00
5387	Piratenjolle	Woge	Düsseldorfer Yacht Club	1958	5,00
5388	Starboot	Cisa	E. Schneider, Güppingen	1958	6,92
5389	50' Schwert-Ketsch	Barlovento	Platte du Pont, Rockland	1959	21,84
5390	Finn-Dingi	ohne Namen	Prof. Blomann	1958	4,50
5391	Finn-Dingi	Finn up	Wasserman, Holland	1958	4,50
5392	Drachenboot	Umtagati	Stauch, Afrika	1958	8,85
5393	Piratenjolle	Sturmwind	Zachariassen, Hamburg	1958	5,00
5394	Piratenjolle	Clou II	Fr. Stein, Bochum	1958	5,00
5395	Piratenjolle	Heinz	Wessendorf, Hagen	1959	5,00
5396	Piratenjolle	Piepmax	Hoselt, Konstanz	1958	5,00
5397	Piratenjolle	Schwarzer Peter	Bergmann, Isedohn	1958	5,00
5398	Piratenjolle	Sirus	Eltville	1958	5,00
5399	Piratenjolle	Hobby	H. Orees	1959	5,00
5400	Piratenjolle	Ätsch	Brükelmann	1959	5,00
5401	Starboot	Stromer	Dr. Münstermann	1958	6,92
5402	Drachenboot	Miss Nippon IV	Roy Yamaquchi	1958	8,85
5403	Starboot	Hanna	Robert Rauter, Graz	1958	6,92
5404	7 KR Yacht	Kyma II	Walter Müller, Hamburg	1959	11,15
5405	Niedersachsenjolle	Assindia	Georg Pflanz, Essen	1959	6,67
5406	Niedersachsenjolle	Fahr Wohl IV	Paul Scholz, Salzgitter	1959	6,67
5407	Niedersachsenjolle	Kiki	Dr. W. Klingsberg, Dortmund	1959	6,67
5408	Niedersachsenjolle	Brink	Dr. Müller, Hannover	1959	6,67
5409	Niedersachsenjolle	Lilofee	Walter Werner, Frankenberg	1959	6,67
5410	Niedersachsenjolle	Swoonk IX	Bernd Welmar, Wedel	1959	6,67
5411	Niedersachsenjolle	Juno	von Poellnitz, Bremen	1959	6,67
5412	Niedersachsenjolle	Fram III	Wilhelm Lüttner, Berlin	1959	6,67
5413	Hansajolle	Sausebraus IV	Bodo Stepl	1959	5,85
5414	Hansajolle	Aegir	W. Weber, Essen	1959	5,85
5415	Hansajolle	Gertrud II	Dr. Feldmann, Herne	1959	5,85
5416	Hansajolle	Christine	Anton Wolt, Bochum	1959	5,85
5417	Hansajolle	Abby	William Love, Frankfurt	1959	5,85
5418	Hansajolle	Contra	Kad Aufey, München	1959	5,85
5419	Hansajolle	Bine II	Jochen Meynkühner, Kiel	1959	5,85
5420	Hansajolle	Hummel	Richard Schmidt, München	1959	5,85
5421	Hansajolle	Nixe	Erwin Volmer, Dortmund	1959	5,85
5422	Hansajolle	Delphin II	Günther Deifs, Hamburg	1959	5,85
5423	Hansajolle	Schnucki	Werner Glasow, Essen	1959	5,85
5424	Hansajolle	Putzi	Joachim Fritsche, Essen	1959	5,85
5425	Piratenjolle	Friederike	Dr. Ing. w. Zettel, Hannover	1959	5,00
5426	Piratenjolle	Knorke	G. Unsoynoski, Essen	1959	5,00
5427	Piratenjolle	Marjellchen	Dr. Reiter, Hamburg	1959	5,00

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5428	Piratenjolle	Conchita	Stechmeth, Bremen	1959	5,00
5429	Piratenjolle	Kobold	Frl. Lotte Schlien, Stuttgart	1959	5,00
5430	Piratenjolle	Vento	Gerd Karstene, Stuttgart	1959	5,00
5431	Piratenjolle	Pinguin	E. Gräber, Münster	1959	5,00
5432	Piratenjolle	Scirocco	Frau Walta, Bremen	1959	5,00
5433	Fischerboot	Rail Ma Boy	Mr. Schutt, USA	1959	4,50
5434	Motorsegler	Payane II	Mr. U. A. Whitaker, USA	1959	16,15
5435	Concordia-Yawl	Misty	Laster A.M. Intosh/Detroit	1959	12,00
5436	Concordia-Yawl	ohne Namen	U. Haskell, Brocken	1959	12,00
5437	L. M. Rettungsboot	ohne Namen	Feuerwehr, Hannover	1959	4,00
5438	Hochseeyacht	Sintra	Bohlen, Hamburg	1959	28,80
5439	6,5 m KR-Yacht	Gustel XIV	Thomsen, Kiel	1959	10,83
5440	B-Jolle	ohne Namen	Blohm & Voss, Hamburg	1959	4,25
5441	B-Jolle	Audrey	G. B. Newell, New York	1959	4,25
5442	B-Jolle	ohne Namen	Klaus Rentsch, Bremen	1959	4,25
5443	Piratenjolle	Delphinchen II	G. Dehmmel, Berlin	1959	5,00
5444	Piratenjolle	Grille II	Helmut Eckel, Hannover	1959	5,00
5445	Piratenjolle	Trübling	Dr. Rolf Kerbens, Leverkusen	1959	5,00
5446	Piratenjolle	Lütte	Walter Rüsler	1959	5,00
5447	Piratenjolle	Coco III	Peter Ahlers, Herford	1959	5,00
5448	Piratenjolle	Rursee	Yachtclub Rursee e.V., Aachen	1959	5,00
5449	Piratenjolle	Fanals	E. Fickler, Körbecke/Kr. Soest	1959	5,00
5450	Piratenjolle	Dago	Baltische-Segel-Vereinig., Lüb.	1959	5,00
5451	5,5 m R-Yacht	Surprise	Köcher, Wien	1959	9,97
5452	Concordia	Belle One	Mr. Hiley	1959	12,00
5453	Concordia	Diablo	Mr. Robinson, Mainz	1959	12,00
5454	Concordia	Bande	Mr. Stedson, USA	1959	12,00
5455	45' Motorsegler	Rolling Stone V	Mr. Donald o. Stone, New Jersey	1959	12,50
5456	Starboot	Bellatrix VIII	Bruno Splieth, Kiel	1959	15,99
5457	Starboot	Petrea IV	Dr. Hausohm	1959	6,92
5458	Starboot	Pandar VII	Blankenburg, Kiel	1959	6,92
5459	Starboot	Falke	August Gustav Gräfe, Berlin	1959	6,92
5460	Außenbord, Motorboot	für Bau 5438	für Bau 5438 Bohlen, Hamburg 1959	1959	4,20
5461	Drachenboot	Mugai II	H. G. Wissler, Stuttgart	1959	8,85
5462	Drachenboot	Dinah V	Hans Ravenberg, Hamburg	1959	8,85
5463	Drachenboot	Muh III	H. Eckel, München	1959	8,85
5464	Drachenboot	Teddy VI	Renker	1959	8,85
5465	Drachenboot	Jayrena	Roy Mitchell	1959	8,85
5466	Starboot	Rolo	Jon Macintosh, Norwich	1959	6,92
5467	Starboot	Quick III	B. Möheim, Aachen	1959	6,92
5468	Hamburg	Hamburg	DGzRS	1960	23,20
5469	Concordia	Polaris	Robert Parsons	1959	12,50
5470	Concordia	Arachne	Webb, USA	1960	12,50
5471	Concordia	Ygerne	Klots, USA	1959	12,00
5472	Starboot	Mistral	Heinz Küppers, Stuttgart	1959	6,92
5473	Finn-Dingi	Herbert I	Klaus Müller, Wien	1959	4,50
5474	Starboot	Escapade II	Dr. E. Waldschütz, Überlingen	1959	6,92
5475	Drachenboot	Ballerine	Langlois, Montreal	1959	8,85
5476	Drachenboot	Tom III	Robert Stahmer	1959	8,85
5477	Starboot	Tucana	Stick Thomsen, Kiel	1959	6,92
5478	Concordia	Soprano	Fox	1959	12,00
5479	Starboot	Gamler III	H. Stamer, München	1959	6,92
5480	3 m Dinghy	No Moss	Donald Stone	1960	3,00
5481	Drachenboot	Kiebitz	Michael Huber, München	1959	8,85
5482	Piratenjolle	Eskimo II	Axel Mucken, Gütersloh	1959	5,00
5483	Piratenjolle	Ali Baba	Hans-Dieter Müller, Stuttgart	1959	5,00
5484	Piratenjolle	Taifun 1	Josef Lange, Münster	1959	5,00
5485	Piratenjolle	Rsmoll	Uppold, Hamburg	1959	5,00
5486	Piratenjolle	Urf	Yachtclub Pünsee, Aachen	1959	5,00
5487	Piratenjolle	Olef	Yachtclub Pürme, Aachen	1959	5,00
5488	Piratenjolle	Alter Zoll	Bonner-Yacht-Club, Bonn	1959	5,00
5489	Piratenjolle	Grünau	Berliner-Yacht-Club, Berlin	1959	5,00
5490	Niedersachsenjolle	Irene	K. Latlemann, Geislingen	1959	6,68
5491	Niedersachsenjolle	Susan	Rudolf Thiemann, Hamm	1959	6,68
5492	Niedersachsenjolle	Pi-Pu	Bauer, Gelsenkirchen	1959	6,68
5493	Drachenboot	Vagans Semper II	C. Groot, Holland	1959	8,85
5494	Concordia	ohne Namen	Mr. Okie, USA	1959	12,00
5495	60' Yawl m. H.	Jubilee	Wetherill	1950	18,47
5496	8 m Motorboot	Schwanenweiss	Dr. W. Schmidt, Frankfurt	1959	8,00
5497	Starboot	Rawailac	Levin, Malmö	1959	6,92
5498	Starboot	Coggori III	Peter Schmidt, München	1959	6,92
5499	Starboot	Lola Montez	Joss Müller, Prion a. Chiemsee	1959	6,92
5500	Finn-Dingi	Dibi Däbi	Louis Schiess, Chani/Schweiz	1959	4,50
5501	Piratenjolle	Circa	Lothar Fiedler, Neheim-Hüsten	1959	5,00
5502	Piratenjolle	Alfred Pyszka	Yachtclub, Meersburg	1959	5,00
5503	Piratenjolle	Kleine Henne	Rolf Kropf, Hagen	1959	5,00
5504	Piratenjolle	Niederberg	Segler-Vereinigung NRW	1959	5,00
5505	Piratenjolle	Anita	Ludwig Dauber, Zwingenberg	1959	5,00
5506	Piratenjolle	Puck	Günther Wehling, Bonn	1959	5,00
5507	Piratenjolle	Kai	Dr. Theo Runte, Essen	1959	5,00
5508	Piratenjolle	Bingo	Dr. K. W. Schindler, Düsseldorf	1959	5,00

LIST OF YARD NOS

Yard No	Type	Ship's	Owner – Port of Registry	Built	LOA	Yard No	Type	Ship's	Owner – Port of Registry	Built	LOA
5509	Bereisungsboot	Asgard	Bugsier Reed. u. Bergungs AG, Hamburg	1959	23,70	5590	Hansajolle	Toloa	Eugen Langer, Grovenbroch	1960	5,85
5510	Finn-Dingi	ohne Namen	D. J. Hessing, Wageningen	1959	4,50	5591	Hansajolle	Cigale	R. Holm, München	1960	5,85
5511	Drachenboot	Wetterhexe	Kurt Thiel, Berlin-Tegel	1959	8,85	5592	Hansajolle	Jan Himp	Ernst Gretton, Springe/Deister	1960	5,85
5512	Starboot	Diabolo	Kieler Yacht-Club	1960	6,92	5593	Drachenboot o. S.	Schlieke	Alfred Fenger, Düsseldorf	1960	8,85
5513	Piratenjolle	Seestern	Bruno Kögelsberger, Bremen	1959	5,00	5594	Starboot o. S.	Rosita IV	Gerhard Hoburg, Göteborg	1960	5,85
5514	Piratenjolle	Terje Vigen II	E. Schimmelpenning, Essen	1960	5,00	5595	41'8 Ketsch	Diogenes	A. E. Fuller, West Harford, USA	1960	15,34
5515	Piratenjolle	Wellenreiter	W. Ewerhardt, Duisburg	1960	5,00	5596	Drachenboot o. S.	Odin V	Bodensee-Yacht-Club, Überlingen B.Y.	1960	8,85
5516	Piratenjolle	Alter Herr	Akad. Seglerverein zu Hannover	1960	5,00	5597	Drachenboot o. S.	Espoir II	Heinrich Hoffmann, Hünebach-Thun	1960	8,85
5517	Piratenjolle	Husar	Klaus Kehl, Grostodt	1960	5,00	5598	Starboot o. S.	Namretso II	Dieter Ostermann, Bochum	1960	6,92
5518	Piratenjolle	Noli	Dübla-Hbrg.-Ostmarschen	1960	5,00	5599	Concordia	Astra	Eugene Sydnor jr., USA	1960	12,50
5519	Piratenjolle	Mary Ann	Alfred Goerke, Berlin-Tempelhof	1960	5,00	5600	75' WL Kielschw. Ketsch	Fei-Seen	Mr. Huntigton, USA	1961	30,15
5520	Piratenjolle	Slieker	H. Wendt, Bremer Hemelingen	1960	5,00	5601	Drachenboot	Septimus	Heinz Wehde Berlin-Neukölln	1960	8,85
5521	Piratenjolle	ohne Namen	Rudolf Abohr, Hoheim, Taunus	1959	5,00	5602	10 m WL Touren-Ketsch	Monsun III	Bernhard Busch, Berlin	1960	14,10
5522	Piratenjolle	Muchacho	Jürgen Rathmann, Bremen	1960	5,00	5603	Starboot o. S.	Bunte Kuh IV	Willy Heidegger, Überlingen	1960	6,92
5523	Hansajolle	Hecht II	F. Albert, München	1960	5,85	5604	Starboot o. S.	Petra II	A. Fischer, Pfarrkirchen	1960	6,92
5524	Hansajolle	Bimbo	Ernst Schmidt, München	1960	5,85	5605	Starboot o. S.	Ingrid IV	Wilhelm Meißner, München	1960	6,92
5525	Hansajolle	Südwind II	Werner Köchling, Dortmund	1960	5,85	5606	Drachenboot	Kai-Kai III	J. Rimboeck, München	1960	8,85
5526	Hansajolle	Danio II	Dipl. Ing. Wilh. Thalmeier, München	1960	5,85	5607	Finn-Dingi	Haukaropora	G. Levedand, Holland	1960	4,50
5527	Hansajolle	Pinguin	Dr. O. Feuerhake, Hannover	1960	5,85	5608	Starboot o. S.	Korsar	Prof. N. Knobloch, Pöртschach	1960	6,92
5528	Hansajolle	ohne Namen	Otto Fischer, München	1960	5,85	5609	Starboot o. S.	Playgirl	Georg Dehlo, Güteburg	1960	6,92
5529	Hansajolle	Alte Liebe VIII	Rud. Stahl, Undau-Schecke	1960	5,85	5610	Starboot o. S.	Butterfly	James Clabburn, England	1960	6,92
5530	Hansajolle	Assi	Theodor Baarfuß, München	1960	5,85	5611	Piratenjolle	Peter	Ing. Hans Irmschier, Hannover	1960	5,00
5531	Hansajolle	Schnüffel	Felix u. Stetter, München	1960	5,85	5612	Piratenjolle	Nixe	Dr. F. Paulmann, Hirschberg	1960	5,00
5532	Hansajolle	Seebärl	Dr. med. E. Bauer, Bayreuth	1960	5,85	5613	Piratenjolle	Röde Orm	Dieter Günter Krieg, Bremen	1960	5,00
5533	Niedersachsenjolle	Charko	Dieter Suhrborg, Flüren	1960	6,68	5614	Piratenjolle	Ariadne	Gerd Budden, Bremen	1960	5,00
5534	Niedersachsenjolle	Finchen II	Peter Jung, Köln	1960	6,68	5615	Piratenjolle	Gö-Re	Dr. Wolfgang Simon, Kiel	1960	5,00
5535	Niedersachsenjolle	Tümmler	Carl Rings, Düsseldorf	1960	6,68	5616	Piratenjolle	Schlappohr	Peter Stromeyer, Konstanz	1960	5,00
5536	Niedersachsenjolle	ohne Namen	Reinhard Kuhlenkamp, Bremen	1960	6,68	5617	Piratenjolle	Lausbub	Robert Löschen, Emden	1960	5,00
5537	Niedersachsenjolle	Häs	Dr. Hugo Buhl, München	1960	6,68	5618	Piratenjolle	Chehe	Wilh. Sefzik, Berlin	1960	5,00
5538	Niedersachsenjolle	Biggi	Anton Aigner, München	1960	6,68	5619	99' Schooner	Westward	Mr. Cochran, New York	1961	30,38
5539	Niedersachsenjolle	Faulpelz	Dr. Ernst Bullmer, München	1960	6,68	5620	Drachenboot	Folly	Douglas C. Souter, England	1961	8,85
5540	Niedersachsenjolle	Mausi	Edgar Süchhammer, München	1960	6,68	5621	Finn-Dingi	Finnig	W. Marse ir., Aalsmeer	1960	4,50
5541	Niedersachsenjolle	Damm-Glonker	Helmut Meichle, Immenstaad	1960	6,68	5622	Piratenjolle	Sprotte	Michael Dähler, Meersburg	1960	5,00
5542	Niedersachsenjolle	Gesche	Peter Clasen, Bremen	1960	6,68	5623	Piratenjolle	Nöck	Stuttgarter S.C. e.V.	1960	5,00
5543	5 KR Yacht	Neger	Eduard Mohr, Hamburg	1960	7,40	5624	Piratenjolle	Schneck	Franz Schlüter, Herford	1960	5,00
5544	Werft-Barkasse	A+R 2	Abeking u. Rasmussen	1960	11,30	5625	Piratenjolle	Tapatai	Klaus Kreft, Hamburg	1960	5,00
5545	Class B	Pinguin	W. Kind, Bremen	1960	4,25	5626	Piratenjolle	Perkeo	Ilse Lauterbach, Konstanz	1960	5,00
5546	Class B	ohne Namen	Hans J. Heins, Bremen	1960	4,25	5627	Piratenjolle	Marianne	R. Aufferbach, Konstanz	1960	5,00
5547	Class B	Babu	Martin Schaedla, Br.-Vegesack	1960	4,25	5628	Piratenjolle	Mieshe II	Klaus Harder, Schleswig	1960	5,00
5548	3,5 m Dinghy m. Segel	Pavanette	für Bau 5434	1959	3,50	5629	Piratenjolle	Bösewicht II	Georg Witte, Schleswig	1960	5,00
5549	Concordia	Cymba, Nanquit	Mr. West, USA	1960	12,00	5630	Finn-Dingi	Finn-Fan	C. van Bles, Amstelveen	1960	4,50
5550	Starboot	Holster	Fr. Otto Lürssen, Pr.-Legerach	1960	6,92	5631	Motorboot	Elend	Wilhelm Volgt, Bremen	1960	10,00
5551	Tochterboot DGzRS	Michel	DGzRS	1960	6,55	5632	Starboot	Starbootstem	Max Kastinger, Seewalchen	1960	6,92
5552	Concordia	ohne Namen	Mr. Basil Stetson, USA	1960	12,00	5633	Starboot	Spook	Herbert S. Witte, Italien	1960	6,92
5553	Concordia	Skjold XVI	R. Horn, Hamburg	1960	13,30	5634	Hansajolle	Adanta	H. C. Volkmann, Bremen-Lesum	1961	5,85
5554	Drachenboot	Dernier Cri	A. S. Hagermond, Berlin	1960	8,85	5635	Hansajolle	Diana	Günther Smitz, Soest	1960	5,85
5555	Drachenboot	Brise	Wilhelm Kreuzer, Leichlingen	1960	8,85	5636	Hansajolle	Safi	Franz Fiebrich, Berlin	1960	5,85
5556	Drachenboot	Seute Deern IV	Otto Reitze, Essen	1960	8,85	5637	Hansajolle	ORA	Otto Ramstetter, Starnberg	1960	5,85
5557	Drachenboot	Santan VI	K. J. Illies, Hamburg	1960	8,85	5638	Hansajolle	Christine	Willi Foch, Friedrichshafen	1961	5,85
5558	Starboot	M.V.Sz.	Oxter, Budapest, Ungarn	1959	6,92	5639	Hansajolle	Cumulus	Dipl. Ing. Karl Heilmeier, München	1961	5,85
5559	Starboot	M.V.Sz.	Oxter, Budapest, Ungarn	1959	6,92	5640	Hansajolle	Kai-Kai	Dr. Ekkehard Klemm, München	1961	5,85
5560	Hansajolle	Elzi	Werner Küngler, München	1960	5,85	5641	Hansajolle	Triton	Käthe v. Linde, Ammerland	1961	5,85
5561	Hansajolle	ohne Namen	Dipl. Ing. Wilh. Braun, Krailling	1960	5,85	5642	Finn-Dingi	Helios	A. von Tot, Alsmeer	1960	4,50
5562	Hansajolle	Schnuck	Ludwig Rasp, Peipenberg	1960	5,85	5643	Starboot	Puck IV	Gott Fischer, Gut Gölzow	1960	6,92
5563	Hansajolle	Karat 5	Werner Linz, Essen	1960	5,85	5644	Piratenjolle	Weser	Weser-Yacht-Club, Bremen	1961	5,00
5564	Hansajolle	Inglo	Frank Kugler, München	1960	5,85	5645	Piratenjolle	Wau	Tegeler Segel Club, Berlin-Tegel	1960	5,00
5565	Hansajolle	Möwe VII	Walter Werner, Frankenberg	1960	5,85	5646	Piratenjolle	Taifun	F. Umsätter, Unna-Königsbom	1961	5,00
5566	Hansajolle	Pao Pee	Nittner + CO, München	1960	5,85	5647	Piratenjolle	Klaar Kimming	Dr. Ina B. Johannessen, Hannover	1961	5,00
5567	Hansajolle	Bombinchen	Herbert Floitgraf, Wickrath	1960	5,85	5648	Piratenjolle	Wege	Horst Osterhage, Mülheim-Ruhr	1961	5,00
5568	Hansajolle	ohne Namen	Conny Rinecker, München	1960	5,85	5649	Piratenjolle	Kabaus	Rolf Oertel, Hamburg	1961	5,00
5569	Hansajolle	Circe	F. J. Haines, Berlin	1960	5,85	5650	Piratenjolle	Rambina	F.J.G. Rumbi, Oberofen/Schweiz	1961	5,00
5570	Drachenboot	Muck IV	Hans Schippmann, Kiel	1960	8,85	5651	Piratenjolle	Westenwind IV	Wolfgang Senland, Hamburg-Altona	1961	5,00
5571	Nord. Volksboot	Klebitz II	Unterweser Reederei Hansen-Stahl	1960	7,64	5652	Motorboot	Hafenamt 3, Bremen	Hafenbauamt, Bremen	1960	6,00
5572	Drachenboot	Cellona III	Rolf Schmitz, Stockholm	1960	8,85	5653	Starboot o.S.	Holster	O. Lürssen, Bremen	1960	6,92
5573	Drachenboot	Koala III	Sölve Adamsson, Stockholm	1960	8,85	5654	Starboot o.S.	Musca III	Ottomar Lampe, Kiel	1960	6,92
5574	Drachenboot	ohne Namen	Birgit Westerberg, Stockholm	1960	8,85	5655	Finn-Dingi	Windhammer	W. van Noordt, Boskoop/Holland	1960	4,50
5575	Drachenboot	Kleine Brise	Werner Schmidt, Frankfurt/M.	1960	8,85	5656	7 KR Kielschweryacht	Schirocco	BMVrtg, Koblenz, Mstpkdo Bremerhaven	1961	11,74
5576	Conc.Yawl	Buckaroo Too	Shackleford	1960	12,00	5657	7 KR Kielschweryacht	Tomado	Mstpkdo Wilhelmshaven	1961	11,74
5577	Conc.Yawl	Westray	Mac Mary	1960	12,00	5658	7 KR Kielschweryacht	Pampero	Mstpkdo Borkum	1961	11,74
5578	Conc.Yawl	Goldeneye	R. Fer. Perkins	1960	12,00	5659	7 KR Kielschweryacht	Borasco	Mstpkdo Bremerhaven	1961	11,74
5579	Conc.Yawl	ohne Name	Joseph Mattinson	1960	12,00	5660	7 KR Kielschweryacht	Samun	Mstpkdo Cuxhaven	1961	11,74
5580	Concordia	ohne Name	Wood	1960	12,50	5661	Stählerne 11 m Motoryacht	Alkor II	A. Roggemann, Bremen	1961	11,00
5581	Drachenboot	Tümmler II	Kurt Wilde, Überlingen	1960	8,85	5662	Drachenboot	Passat VI	Alfons Cotta, Augsburg	1961	8,85
5582	Starboot	Bellatrix IX	Bruno Spileth, Kiel	1960	6,92	5663	Starboot	ohne Namen	Nicolai v. Stempel, Hamburg	1961	6,92
5583	Hansajolle	Schnubbi	Heinz Fußhahn, Dortmund	1960	5,85	5664	7 KR Kielyacht	Gustel XV	Th. Thomsen, Kiel	1961	11,62
5584	Hansajolle	Onkel Peter	P. Haack, Neuburg-Donau	1960	5,85	5665	Starboot [Typ 01]	Bellatrix X	Bruno Spileth, Kiel	1961	6,92
5585	Hansajolle	Sternchen	Edgar Semler, Berlin	1960	5,85	5666	Drachenboot	Teufelchen III	Walter Engelhard, München	1961	8,85
5586	Hansajolle	Squinty II	Dr. Fr. Stumpf, München	1960	5,85	5667	Concordia 14	Fantasy Marion	Mr. S. Prentice Porter	1961	12,14
5587	Hansajolle	Robbe	Garl Noel, Duisburg	1960	5,85	5668	Concordia 14	Aeolus, Hyannisport	Mr. McKelvy	1961	12,14
5588	Hansajolle	Berlin	Ahrens, Hehmer/Westf.	1960	5,85	5669	Drachenboot	Balazzo VIII	Spangenberg-Werke Hamburg	1961	8,85
5589	Hansajolle	ohne Namen	Otto Ludwig, Koblenz	1960	5,85	5670	2,7 m Dinghy, Segel	für Bau 5602	Bornh. Busch, Berlin	1961	2,70



Yard No	Type	Ship's	Owner – Port of Registry	Built	LOA
5671	2,7 m Dinghy, Segel	Angelika-Maria	Dr. Dr. Kurt Hemmerich, München	1961	2,70
5672	2,7 m Dinghy, ohne Segel	ohne Namen	Nodd. Seekabelwerke Nordenham	1961	2,70
5673	2,7 m Seiboot, ohne Segel	ohne Namen	Husumer Schiffswerft, Husum	1961	2,70
5674	7 KR Kielschweryacht	Do Do II	Peter Kotthaus, Reichenbach	1961	11,74
5675	Drachenboot	Clivia III	Erich Herrmann, Lindau	1961	8,85
5676	5 KR Yacht Typ 60	Maski	Dr. med. Claus Asbeck, Hamburg	1961	7,40
5677	Starboot	Munx I	Dr. Heinz Bäcker, Frankfurt	1961	6,92
5678	37 KL Kielschweryacht	Thunderhead	Paul Hoffmann, USA	1961	14,86
5679	7 KR Kielyacht	Pelikan	Dr. H Colignon, Ascona	1961	11,62
5680	Drachenboot	Grille II	Dipl. Ing. Mar Gückert, Nürnberg	1961	8,85
5681	Drachenboot	Teck 3	Klaus H. Scheufelen, Oberlenningen	1961	8,85
5682	10 m Motorboot	Litorina Sky, Hisdorf	Klaus Lindig, Leverkusen	1961	10,00
5683	Finn-Dingi	The Scarlet Pimpernell	M. E. Kendjian jr., Amsterdam	1961	4,50
5684	Piratenjolle	Prinzesschen	Volkert Pein, Hbrg. Finkenw.	1961	5,00
5685	Piratenjolle	Shanty S. V. Leer	Martin Jansen, Leer	1961	5,00
5686	Piratenjolle	Noli me Tangere	Claus Dieter Petersen, Schiesw.	1961	5,00
5687	Piratenjolle	Heik	Heiko Krick, Ludwigshafen	1961	5,00
5688	Piratenjolle	Möwe II	Kerl Osterwalder, St. Gallen / Schweiz	1961	5,00
5689	Piratenjolle	Contra II	G. Ihms, Schleswig	1961	5,00
5690	Piratenjolle	Tollpatsch	Eberhardt Zilossen, Essen	1961	5,00
5691	Piratenjolle	Regine	Dipl. Ing. Jochen Hebestreit, München	1961	5,00
5692	Class B	ohne Namen	M.E.G. Jameson	1961	4,25
5693	Class B	ohne Namen	M.E.G. Jameson	1961	4,25
5694	Class B	für Lürssen Bau Nr. 32	Fa. Lürssen Werft, Bremen	1961	4,25
5695	Hansajolle	Ronny II	Dr. Rudolf Stockmeyer, München	1961	5,85
5696	Hansajolle	Kreuzweis	Jürgen Franko, München	1961	5,85
5697	Hansajolle	Laetitia II	Klaus Brandt, Braunschweig	1961	5,85
5698	Hansajolle	Christa VII	Anton Gerstl, München	1961	5,85
5699	Hansajolle	Antje	Willibald Strobl, Augsburg	1961	5,85
5700	Hansajolle	Moby	Heimat Klausenberg, München	1961	5,85
5701	Hansajolle	Aeolus	Dr. G. Ratnert, Dortmund	1961	5,85
5702	Hansajolle	Racker XI	Ernst Winter, Berlin	1961	5,85
5703	Starboot	Beatrice I	E. Pescoller, München	1961	6,92
5704	Starboot	Basilisco	Capt. Franco de Denarc, Italla	1961	6,92
5705	Drachenboot	Sphinx II	Reederei Egon Oldendod, Lübeck	1961	8,85
5706	Starboot	Petrae	Dr. Peter Hansom,	1961	6,92
5707	11 m Motorboot	Ägir	E. Nebelthau, Bremen	1961	11,00
5708	Drachenboot	Theds	Dr. J. Riedener, Rohrschach, Schweiz	1961	8,85
5709	Drachenboot	Moritz	Nordd. Regatta Ver. Hamburg	1961	8,85
5710	Starboot	Chessie II	A. de Champs, Stockholm	1961	6,92
5711	5 KR Yacht	Aldebaran	Günter Albrecht, Bremen	1961	7,64
5712	Starboot	Goggolori IV	Peter Schmidt, München	1961	6,92
5713	Drachenboot	Allegro II	Mr. S. Roseman, Montreal	1961	8,85
5714	Niedersachsenjolle	Damm-Glanker	Helmut Meichle	1961	6,70
5715	Niedersachsenjolle	Axoloti	Ernst W. Hoff, Köln	1961	6,70
5716	Niedersachsenjolle	Stromer	Hermann Tanzen, Wasserburg	1962	6,70
5717	Concordia	Armata	Morau D. Brown, USA	1961	12,50
5718	Drachenboot	Sandoola	R. H. Stevenson, England	1961	8,85
5719	Concordia	John Galt	Mr. Bruce Barnad	1961	12,14
5720	Concordia	Janie	Mr. Clifton Phalen, USA	1961	12,14
5721	30 qm BinnenClass	Bijou	Barelisa AG, Zürich, Schweiz	1961	9,00
5722	Olympiajolle	Juwel	Kurt Schutz, Berlin-Tegel	1961	5,00
5723	Starboot	Bobo	Dieter Monhein, Aachen	1961	6,92
5724	Drachenboot	Osfland	Helmut Siebe, München	1961	8,85
5725	Starboot	Tom Kyle VIII	Hans-Joachim Schnitger, Kiel	1961	6,92
5726	Starboot	Sia V	Louise Flach Porsche, Salzburg	1961	6,92
5727	Piratenjolle	Olala	Max Wehowsky, Hamburg-Altona	1961	5,00
5728	Piratenjolle	Jängäve	Ove Simonsen, Hamburg	1961	5,00
5729	Piratenjolle	Sonnyboy II	K. H. Rennert, Bremen	1961	5,00
5730	Piratenjolle	Möwe	Hellmuth Mayer, Dortmund	1961	5,00
5731	Piratenjolle	Du	Paul Jacobs, Berlin	1961	5,00
5732	Piratenjolle	Fanette	Deutsche Philips GmbH, Aachen	1961	5,00
5733	Piratenjolle	Jeanette	Deutsche Philips GmbH, Aachen	1961	5,00
5734	Piratenjolle	ohne Namen	Eickhoff, Syke	1961	5,00
5735	Starboot	Stromer IV	Dr. F. Münstermann, Düsseldorf	1961	6,92
5736	Starboot	Carina	Jörn Dahlmann, Kiel	1961	6,92
5737	Finn-Dingi	Sirius	D. R. v. d. Heuvel, Amsterdam	1961	4,50
5738	Drachenboot	Stokpaardje	Doedijns, Den Haag, Holland	1962	8,85
5739	Drachenboot	Die schöne Lau	Ing. Rolf Woernle, Stuttgart	1962	8,85
5740	Finn-Dingi	Mon Ami	J. van Maanen, Aalsmeer	1961	4,50
5741	Drachenboot	Katrin II	Hans Willig, Gräfelting	1961	8,85
5742	Finn-Dingi	Fantoom	A. W. Hendrikse, Holland	1961	4,50
5743	Starboot	Sabine III	Fritz Esterer, Alttötting	1961	6,92
5744	Drachenboot	Mumm VII	H. B. Hildebrand, Berlin	1961	8,85
5745	Starboot	IL Maramao VI	Ing. Raoul Pracchi, Italien	1962	6,92
5746	Piratenjolle	Nijo II	Dr. Kaiser, Hamburg	1961	5,00
5747	Piratenjolle	Scalar	Hartwig Hildebrand, Bremen	1961	5,00
5748	Piratenjolle	ohne Namen	Alfred Feykes, Duisburg	1961	5,00
5749	Piratenjolle	Hellas	K. Bräutigam, Duisburg	1961	5,00
5750	Piratenjolle	Almut	Akademischer Seglerverein, Hannover	1961	5,00
5751	Piratenjolle	Gil II	Ulrich Thiede, Hamburg	1962	5,00

Yard No	Type	Ship's	Owner – Port of Registry	Built	LOA
5752	Piratenjolle	Lausbub	Robert Lüschen, Emden	1962	5,00
5753	Piratenjolle	Pützchen	Dr. T. Gordes, Hamburg	1962	5,00
5754	Drachenboot	Mirage	Hibbs, Sydney [Australien]	1961	8,85
5755	Kielschweryacht	Katuna	Gilbert Vemy, USA	1962	22,20
5756	Drachenboot	Kobold XX	Dietrich Fischer, Gut Gülzow	1962	8,85
5757	Finn-Dingi	Cirrus V	v. Balkam, Holland	1961	4,50
5758	Hansajolle	Grille	Dr. Ludwig Menge, Essen	1961	5,85
5759	Hansajolle	Äolus	Beate Geyer, Fürstenfeldbruck	1961	5,85
5760	Hansajolle	Diana	Gerhard Veltmann, Hagen	1961	5,85
5761	Hansajolle	Stutzi III	Alfons Stock, München	1962	5,85
5762	Hansajolle	Robby	Reinhard Führbeck, München	1962	5,85
5763	Hansajolle	Argo II	Gerd Howar, Soest [Wesf.]	1962	5,85
5764	Hansajolle	Eva II	Heinrich Wegener, Münster	1962	5,85
5765	Hansajolle	Ducky II	H. Schmidt, Richterswil, Schweiz	1962	5,85
5766	Drachenboot	Meliwis	Fritz Otto Lürssen, Bremen	1961	8,85
5767	Ketsch m. Hilfsmotor	Gael Toulon	Rober Fievet, Paris	1962	23,16
5768	Concordia	ohne Namen	Concordia Comp. Inc.	1962	12,14
5769	Concordia	ohne Namen	Saul Warshaw	1962	12,14
5770	Concordia	ohne Namen	Concordia Comp. Inc.	1962	12,14
5771	Yawl mit Hilfsmotor	Windalier	Edwin Singer, Corpus Christi	1962	17,76
5772	Olympiajolle	Teufelchen	Werner Thiel, Berlin	1962	5,00
5773	Drachenboot	ohne Namen	Karl Walter Schmidt, Düsseldorf	1962	8,85
5774	Drachenboot	Muck V	Hans Schippmann, Kiel	1962	8,85
5775	7 KR Kielyacht	Pille VI	Dr. Hans Carl Rüdell, Kiel	1962	11,62
5776	7 KR Kielschweryacht	Bandicoot	John Cochran Jr., Centre Island	1962	11,74
5777	Piratenjolle	Jean	Fr. Wilh. Schröder, Sundern	1962	5,00
5778	Piratenjolle	Zephyros	Rudi Langhans, Bremen	1962	5,00
5779	Piratenjolle	Kiebitz	Friedr. Brettschneider, Bremen	1962	5,00
5780	Piratenjolle	Brazzer	Jürgen Krogmann, Hamburg	1962	5,00
5781	Piratenjolle	Scheel	Niels Schlieker, Hannover	1962	5,00
5782	Piratenjolle	Taxit	Hans-Jürgen Müller, Hamburg	1962	5,00
5783	Piratenjolle	Muck II	Jens-Uwe Kraeber, Hamburg	1962	5,00
5784	Piratenjolle	Lilo	F. Wens, Hagen-Holthausen	1962	5,00
5785	5,5 KR Kielyacht	Sturmvogel VI	Wolf Thies, Eckernförde	1962	9,04
5786	Starboot	Roulette II	Lars Bierkander, Göteborg	1962	6,92
5787	Drachenboot	Thalata	Hans Faßbender, Berlin	1962	8,85
5788	Drachenboot	My Lady	Dr. W. Simon, Kiel	1962	8,85
5789	Starboot	Muska IV	Ottomar Lampe, Kiel	1962	6,92
5790	Starboot	Paka IX	Fm. v. Stillfried Bruno, Starnberg	1962	6,92
5791	Starboot	Puck V	Fischer	1962	6,92
5792	Starboot	Bellatrix XI	Bruno Spileth, Kiel	1962	6,92
5793	Olympiajolle	Bärbel	Werner Stecker, Essen	1962	8,85
5794	Drachenboot	Argo III	Walter Lambion, Wetterburg	1962	8,85
5795	Drachenboot	Ihms	E. Hammerstein, Haan	1962	8,85
5796	Drachenboot	Cirrus	Alo Schaefer, Augsburg	1962	8,85
5797	Drachenboot	Milady	Dr. Diebisch, Hamburg	1962	8,85
5798	Starboot	Cocotte	Dr. med. Gerhard Schwartz, Saarbrücke	1962	6,92
5799	Finnjolle	Pepperde	N. P. Venekamp, Leeuwarden	1962	8,85
5800	Drachenboot	Fasciata	Ralf Minthe	1962	8,85
5801	Drachenboot	Spätlease	Peter Zwingenberger, Mühlheim	1962	8,85
5802	Hansajolle	Fury	Gerhard Hühns, Bremen	1962	5,85
5803	Hansajolle	Skandy	Kurt Günzel, Hannover	1962	5,85
5804	Hansajolle	Koralle	Otto Mayer, Augsburg	1962	5,85
5805	Hansajolle	Moby Dick	Dipl. Ing. Th. Weber, Duisburg	1962	5,85
5806	Hansajolle	Ulrike	Werner Schramm, München	1962	5,85
5807	Hansajolle	Fletenkicker II	Hans H. Holz, Dortmund	1962	5,85
5808	Hansajolle	Jeanette	Dr. Ferd. Mooser, München	1962	5,85
5809	Hansajolle	Pascha	Hans Gorille, Augsburg	1962	5,85
5810	Starboot	Korsar III	Prof. N. Knobloch, Pürtschach	1962	6,92
5811	Starboot	Desiree III	Angelo Marino, Neapel	1961	6,92
5812	Starboot	Squid II	Peter Tallberg, Helsinki	1962	6,92
5813	Starboot	Twist	C. J. Tallberg, Helsinki	1962	6,92
5814	Starboot	Astir	Christian Sundmann, Finn.	1962	6,92
5815	Drachenboot	Passat	Heinrich Stender, Düsseldorf	1962	8,85
5816	Starboot	Antonia	Hanno von Komnitz, München	1962	6,92
5817	Starboot	Poseidon IV	Hans Ram, München	1962	6,92
5818	Starboot	Petrea VI	Dr. Peter Hansohm, Oldenburg	1962	6,92
5819	6 KR Kielyacht	Aldebaran	Günter Albrecht, Bremen	1962	10,00
5820	Starboot	Holster	Fritz Otto Lürssen, Bremen	1962	6,92
5821	Starboot	Clambambes	Jürgen Adolff, Backnang	1962	6,92
5822	Drachenboot	Kiebitz	Michael Huber, München	1962	8,85
5823	Starboot	Carina	Rudolf Lange, Hohenmühle	1962	6,92
5824	Motorsegler Stahl	Kay	Svens Frisell, France	1962	17,40
5825	Piratenjolle	Dina I	Dr. Günter Schoene, Neheim	1962	5,00
5826	Piratenjolle	Spatz	Norbert Frank, Ludwigshafen	1962	5,00
5827	Piratenjolle	Vela	Henning Knütel, Hamburg	1962	5,00
5828	Piratenjolle	Pützchen	A. Fuest, Dortmund	1962	5,00
5829	Piratenjolle	ohne Namen	Institut für Leibesübungen der Techn.	1962	5,00
5830	Piratenjolle	ohne Namen	Auswärtiges Amt, Bonn	1962	5,00
5831	Piratenjolle	Hein Mück	Wilhelmshavener Segelclub, Wilhelmshaven	1962	5,00
5832	Piratenjolle	Jan Langsam	Uwe Böhlting, Hamburg	1962	5,00

LIST OF YARD NOS

Yard No	Type	Ship's	Owner – Port of Registry	Built	LOA	Yard No	Type	Ship's	Owner – Port of Registry	Built	LOA
5833	Hansajolle	Bummerl	Dr. mod. Otto Stauber, München	1962	5,85	5914	Hansajolle	Kranich	Georg Kaspar, Gräfelng	1963	5,85
5834	Hansajolle	Comtesse	Dellvig, Hamm, Westfalen	1962	5,85	5915	Hansajolle	ohne Namen	Rolf Iwe, München-Solln	1963	5,85
5835	Hansajolle	Fresekind	Hans Glück, München	1962	5,85	5916	Hansajolle	Dubrow	Kurt Gieseke, Berlin	1963	5,85
5836	Hansajolle	Maxi V	Max Herrmann, München	1962	5,85	5917	Hansajolle	Skalar	Franz Tecklenburg, Bremen	1963	5,85
5837	Hansajolle	Abromeit V	Heinz Pezzer, Dortmund	1962	5,85	5918	Hansajolle	Ullli	Friedr Georg Riginius, München	1963	5,85
5838	Hansajolle	Pony	Dr. Ing. H. Schloderer, Mün.	1963	5,85	5919	Hansajolle	Tascialo	Werner E. Schmidt, München	1963	5,85
5839	Hansajolle	Maria-Magdalena	W. Plepenstock Hager/Wesff.	1962	5,85	5920	Hansajolle	Ohahi	Dr. Herbert Schneider, Starnberg	1963	5,85
5840	Hansajolle	Abraxas	Heinz Hilburg, Frondenberg	1963	5,85	5921	Hansajolle	Robbe	Reinhold Tigals, Wuppertal	1963	5,85
5841	Niedersachsenjolle	Lamploon	Dr. W. Schmedding, Leverkusen	1962	6,70	5922	Hansajolle	Daddeldu III	Hans J. Heins, Bremen	1963	5,85
5842	Niedersachsenjolle	Galatea	Erwin Königler, München	1962	6,70	5923	Hansajolle	Onkel Nu	Reinhold Tigals, Wuppertal	1963	5,85
5843	Niedersachsenjolle	Mimiche	Dipl. Ing. Hans H. Appelstrath, Mühlh.	1962	6,70	5924	Hansajolle	Petede V	Fritz Puhimann, Berlin	1963	5,85
5844	Drachenboot	Humba VI	Dr. Kadelbach, Berlin	1962	8,85	5925	Hansajolle	Maharani III	Dr. med. Schulemann, Hannover	1963	5,85
5845	Starboot	Alcor	Circola Della Vela, Italien	1962	6,92	5926	Hansajolle	Behama	Bernhard Heinrichsmeier, Uppstadt	1963	5,85
5846	41' WL-Kielschwert-Ketsch	Skywave	Paul R. Bartlett, USA	1963	17,41	5927	Hansajolle	Dwarsdriewer	Henri Hilfe, Steinhude	1963	5,85
5847	80' WL Ketsch	Tiziana	Intra' SA Companie	1963	35,58	5928	Hansajolle	Hanne	Wolfg. Hornig, Heiligenkirchen	1963	5,85
5848	Drachenboot	Quatsch	E. O. Ahlers, Hamburg	1963	8,85	5929	Hansajolle	Nuni	Dipl. Ing. Heinz Nohe, München	1963	5,85
5849	Concordia	ohne Namen	Mr. Morris jr.	1962	12,50	5930	Niedersachsenjolle	Astrid	Hermann Lehmann, Kirchweye	1963	6,61
5850	Piratenjolle	Troll III	Klaus D. Wilke, Altwittenbek	1962	5,00	5931	Niedersachsenjolle	Bärchen II	Dr. Hermann Loeck, Hamburg	1963	6,61
5851	Piratenjolle	Stups	Heinz Carolus, Kiel	1962	5,00	5932	Niedersachsenjolle	Alte Liebe	Günter Lotze, Wilhelmshaven	1963	6,61
5852	Piratenjolle	Sorpe	Edith Hübner, Lüdenscheid	1962	5,00	5933	Niedersachsenjolle	Adane II	Dipl. Ing. A Bühm, Frondenberg	1963	6,61
5853	Piratenjolle	Yago	Jürgen Nordhausen, Hamburg	1962	5,00	5934	Piratenjolle	Franz Funk	Wassersportgemeinschaft Rumein-Kalden	1963	5,00
5854	Piratenjolle	Ariadne	Siegfried Jackowsky, Ludwigshaven	1962	5,00	5935	Piratenjolle	Bora	Institut für Leibesübungen, Aachen	1963	5,00
5855	Piratenjolle	Acapulco	Sieg K. G. Ingenieurvertrg., Minden	1962	5,00	5936	Piratenjolle	Schluckauf II	Hannelore Schutz, Hamburg	1963	5,00
5856	Piratenjolle	Lumme	Paul Ostermann, Neheim-Hüsten	1962	5,00	5937	Piratenjolle	Toopperl	Wassersportgemeinschaft Rumein-Kalden	1963	5,00
5857	Piratenjolle	Charly	Hans-Werner Schake, Dortmund	1962	5,00	5938	Piratenjolle	Ingrid	Helmut Dallmer, Weheim-Hüsten	1963	5,00
5858	Conc. Dinghy	ohne Namen	Concordia Company	1962	2,63	5939	Piratenjolle	Jop-Dooly	Josef Pankoter, Berg	1963	5,00
5859	Conc. Dinghy	ohne Namen	Concordia Company	1962	2,63	5940	Piratenjolle	Strolch	Dr. Hans Brockhaus, Pieüenberg	1963	5,00
5860	Conc. Dinghy	ohne Namen	Concordia Company	1962	2,63	5941	Piratenjolle	Drei Mädél	Seggermann i. F. Meyerdiecks, Bremen	1963	5,00
5861	Conc. Dinghy m. Segel	ohne Namen	Concordia Company	1962	2,63	5942	Piratenjolle	s. c. u.	Detlef Diffner, Hamburg	1963	5,00
5862	Arbeitsponten	ohne Namen	Tiefbauamt Hannover	1962	8,00	5943	Piratenjolle	Corsica	Helmut Chelius, Köln	1963	5,00
5863	Arbeitsponten	ohne Namen	Tiefbauamt Hannover	1962	8,00	5944	Piratenjolle	Rasmus	Werner Beck, Rheinhausen	1963	5,00
5864	Seilfähre	ohne Namen	Ruhrorter Schiffswerft Duisburg	1962	16,00	5945	Piratenjolle	ohne Namen	Walter Muhs, Schleswig	1963	5,00
5865	Seilfähre	ohne Namen	Ruhrorter Schiffswerft Duisburg	1962	16,00	5946	Piratenjolle	Gouse	Eiko Naumann, Emden	1963	5,00
5866	Motorfähre	ohne Namen	Ruhrorter Schiffswerft Duisburg	1962	25,00	5947	Piratenjolle	Piranha	Eilert Schröder, Emden	1963	5,00
5867	Motorfähre	ohne Namen	Ruhrorter Schiffswerft Duisburg	1962	25,00	5948	Piratenjolle	Misaba	Heins Krosch, Köln	1963	5,00
5868	Motorfähre	ohne Namen	Ruhrorter Schiffswerft Duisburg	1962	25,00	5949	Piratenjolle	Powers Life	U. Rüter, Menden/Sauerland	1963	5,00
5869	Motorfähre	ohne Namen	Ruhrorter Schiffswerft Duisburg	1962	25,00	5950	7 KR Kielyacht	Rebecca	Walter Maler, Bremen	1964	11,76
5870	Seenot-Rettungskreuzer	Georg Breusing	DGzRS	1962	26,66	5951	Tourenyacht	Jucunda VI	Ottomar Lampe, Kiel	1963	14,80
5871	Starboot	Gertrud	Horst Nikelsky, Untorf	1962	6,92	5952	Drachenboot	Aglata	Hans Heuser, Köln	1963	8,85
5872	Motorfähre	ohne Namen	Ruhrorter Schiffswerft Duisburg	1962	18,00	5953	Drachenboot	Namretso	Dieter Ostermann, Bochum	1963	8,85
5873	Drachenboot	Fee III	E. Hasselbach, Hamburg	1963	8,85	5954	Starboot	ohne Namen	Hans Gütz, Ingolstadt/Donau	1963	6,92
5874	Starboot	Fortuna II	Henning Risom, Kiel	1963	6,92	5955	Concordia	Whisper	Frederic R. Pratt	1963	12,49
5875	Piratenjolle	Adele	Jürgen Hennings, Bad Zwischenahn	1962	5,00	5956	Starboot	Acamar	Ministera della Difesa-Marino, Rom	1963	6,92
5876	Piratenjolle	Schlurre	J. M. Richter, Kiel	1963	5,00	5957	Starboot	Alamar	Ministera della Difesa-Marino, Rom	1963	6,92
5877	Piratenjolle	Seute Deern	Hans Hartmann, Saarbrücken	1963	5,00	5958	Cutteryacht	Angantyr	James W. Crawford jun.	1964	18,47
5878	Piratenjolle	Mistral V	F Hüger, Hohlrarf/Lauenburg	1962	5,00	5959	Drachenboot	Joyrena	J. F. Roy Mitchell, Peterborough	1963	8,85
5879	Piratenjolle	Wuppsteert II	Ulrich Lamker, Emden	1963	5,00	5960	Drachenboot	Shanty IV	Haris-Ditmar Wagner, München	1963	8,85
5880	Piratenjolle	Alka I	Rudolf Karstadt, Essen	1963	5,00	5961	Starboot	Bellatrix XII	Bruno Splieth, Kiel	1963	6,92
5881	Piratenjolle	Schuss	Heiko Krick, Ludwigshafen	1962	5,00	5962	Starboot	Blasi	Hans Prochter, Diessen	1963	6,92
5882	Piratenjolle	Wotan	Achim Kütter, Stockum	1963	5,00	5963	Starboot	Kristian	Dr. jur. Eberh. Mielke, München	1963	6,92
5883	Tochterboot für Bau Nr. 5870	Engelke up de Muer	DGzRS	1963	8,50	5964	Drachenboot	Adios	Bruce M. Gameron, New York	1963	8,85
5884	Starboot	ohne Namen	Rudolf Dehmow, Hirschegg	1963	6,92	5965	0-Jolle	Mary Lou II	Paul Salmen, Menden	1963	5,00
5885	Starboot	Alnilan	Klaus Zistl, Tutzing	1963	6,92	5966	Starboot	Schildhorn II	Dr. Henning v. Siemens, München	1963	6,92
5886	Drachenboot	Elf	Dipl. Ing. R. v. Linde, Gräfelng	1963	8,85	5967	Starboot	Stasi	Max Asam, München	1963	6,92
5887	Drachenboot	Maka	Paul W. H. Fischer, Hamburg	1962	8,85	5968	Starboot	Munx II	Dr. Heinz Bäcker, Frankfurt/M.	1963	6,92
5888	Drachenboot	Jans Rival	Nie. Worp., Amsterdam	1963	8,85	5969	Starboot	Tobi	Niko Jürgensen, Westerholt	1964	6,92
5889	Drachenboot	Pitt IV	Dr. med. E. Krelhaus, Essen	1963	8,85	5970	Starboot	Nina	Kommerzialrat Alfred, Nemetschke sen.	1963	6,92
5890	Arbeitsboot	Abeking + Rasmussen	1963	4,65	5971	Niedersachsenjolle 22 qm	Milljöh	G. Koslicki, München	1963	6,67	
5891	Starboot	Susi	Karl H. Laubmann, Holz-Süd	1963	6,92	5972	Niedersachsenjolle 22 qm	ohne Namen	Ferdinand Schlammerl, München	1963	6,67
5892	Passagier- und Wagenfähre	Iwta Bacca	Forrostaal, Essen	1963	36,57	5973	Con. Dinghy m. Segel	ohne Namen	für Bau 5900	1963	2,63
5893	Passagier- und Wagenfähre	Iwta Comilla	Ferrostaal, Essen	1963	36,57	5974	Con. Dinghy m. Segel	ohne Namen	Concordia Comp.	1963	2,63
5894	Passagier- und Wagenfähre	Iwta Faddpur	Ferrostaal, Essen	1964	36,57	5975	Starboot	Skyline II	Hans Then, Unterschondorf	1963	6,92
5895	16 KR Kielyacht	Germania VI	Krupp v. Bohlen & Halbach, Essen	1963	22,12	5976	Starboot	Diabolo	Hans Günter Broege, Kiel	1963	6,92
5896	2,3 m Dinghy	Kay	für Bau Nr. 5824	1962	2,30	5977	Concordia	Raton Oster-Bay	Richard F. Coons	1963	12,49
5897	Finnjolle	ohne Namen	Harry Claas H. Holland	1963	4,50	5978	Drachenboot	Gazelle	N. J. Hibbs, Australia	1963	8,85
5898	Motorfähre	ohne Namen	Ruhroder Schiffswerft, Duisburg	1962	18,00	5979	Starboot	Vega II	Club Nautico Napoli, Italien	1963	6,92
5899	Finnjolle	Factotum	Hans Piesker, Düsseldorf	1962	4,50	5980	Dinghy m. Segel	ohne Namen	für Bau 5847	1963	4,34
5900	Concordia	Eden	David E. Pusten	1963	12,49	5981	Starboot	Triton	Bernhard Frey, München	1963	6,92
5901	Starboot	Pik As	Baron Nicolei v. Stempel, Hamburg	1963	6,92	5982	Drachenboot	Free Spirit	Allert Warners, Amsterdam	1963	8,85
5902	Drachenboot	Chaton Cheri	Dr. Dr. Kurt Hemmerich, München	1963	8,85	5983	Drachenboot	Aquilo	Maurte H. van Horn, Rochester	1963	8,85
5903	Drachenboot	Carola IV	Konsul Kurt Linnebach, München	1963	8,85	5984	Starboot	Immerdabei	Hanno von Kemnitz, München	1963	6,92
5904	Drachenboot	Dreizehn	Waldemar Dukek, München	1963	8,85	5985	Arbeitsponten	ohne Namen	Bauverwaltung Göttingen	1964	4,00
5905	Drachenboot	Holland	Dr. 1. 1. De Jongh, Yeendam	1963	8,85	5986	Arbeitsponten	ohne Namen	Tiefbauamt Hannover	1963	8,00
5906	Drachenboot	Spinx III	Klaus OldeMorff, Lübeck	1963	8,85	5987	Arbeitsponten	ohne Namen	Tiefbauamt Hannover	1963	8,00
5907	Drachenboot	Rheinland	Schuniacher, Oberhausen	1963	8,85	5988	Piratenjolle	Tünnes	Köln Segler- & Motoryacht-Club, Köln	1963	5,00
5908	Starboot	Erzsebet	Jonas Molnar, Horen/Düren	1963	6,92	5989	Piratenjolle	Schal	Köln Segler- & Motoryacht-Club, Köln	1963	5,00
5909	Starboot	Mizar	Heinz Lambock, Essen	1963	6,92	5990	Piratenjolle	Bofke	Detmar Hey, Bückeberg	1963	5,00
5910	Starboot	Tom Kyle IX	Hans-Joachim Schnittger, Kiel	1963	6,92	5991	Piratenjolle	Hilla	Josef Frohnafel, Lützelzsachsen	1963	5,00
5911	Starboot	Clou IV	Dipl. Ing. F Stein, Düsseldorf	1963	6,92	5992	Piratenjolle	Marion	Friedhelm Ostkamp, Moors	1964	5,00
5912	Starboot	Palitz II	Hans Dieter v. Flotow, München	1963	6,92	5993	Piratenjolle	ohne Namen	Segelclub Offenbach	1964	5,00
5913	Starboot	Tappalatta II O.N.S	Bertil Stenlund Boras, Schweden	1963	6,92	5994	Piratenjolle	Sumpfhuhn	Horst Ballenberger, Frankfurt/M.	1964	5,00



Yard No	Type	Ship's	Owner – Port of Registry	Built	LOA
5995	Piratenjolle	Alte Liebe II	Hans-Jürgen Borchers, Viernheim	1964	5,00
5996	Drachenboot	Armes Evchen II	Dr. Werner Schmid, Ulm	1964	8,85
5997	Drachenboot	Mariela	Cad Satodus, München	1964	8,85
5998	Drachenboot	Allo	Hannes Marker, Garmisch-Partenkirchen	1964	8,85
5999	2,28 m Bateka	ohne Namen	für Germania VI	1964	2,28
6000	Kielschwertyacht	Kahili	Frank W. Zurn of Erie, Pennsylvania	1964	15,24
6001	Hansajolle	Elwa	Walter Scholl, Soest	1964	5,85
6002	Hansajolle	Biene	Hans-Reinhold Jürgenliemk, Herford	1964	5,85
6003	Hansajolle	Gloria	Bodo Nelderf, Wunstorf	1964	5,85
6004	Hansajolle	Helios	Dipl. Ing. Dieter Walz, Stuttgart	1964	5,85
6005	Hansajolle	Tolle Jolle	Eberhard Stark & Söhne, Soest	1964	5,85
6006	Hansajolle	Coronina	Dr. Heinz Krünke, Kettwig/Ruhr	1964	5,85
6007	Hansajolle	Tina	Klaus Peters, Arnsberg	1964	5,85
6008	Hansajolle	Fair Play	Dr. Klaus F Vatterodt, Düsseldorf	1964	5,85
6009	Hansajolle	Sagitta	Josef Heun, Köln	1964	5,85
6010	Hansajolle	Alte Liebe	Dipl. Ing. Gerd Schamhorst, Essen	1964	5,85
6011	Hansajolle	Vagant	Friedrich Klee, Soest	1964	5,85
6012	Hansajolle	Schnuppe II	Heinz Siebert, Gutweilen	1964	5,85
6013	Hansajolle	Sindbad	Fritz Bergmaler, Percha	1964	5,85
6014	Hansajolle	ohne Namen	Willi Selfert, Schongau/Lech	1964	5,85
6015	Hansajolle	Anno	Emil Scharat, Starnberg	1964	5,85
6016	Hansajolle	Don Quixote	Hans Angermeier, München	1964	5,85
6017	Motorjacht	ohne Namen	Harald Löffler, Hamburg	1964	13,00
6018	Drachenboot	Hobby	Helmut Sieger, Hol/Saale	1964	8,85
6019	Drachenboot	Muh IV	Heinrich Eckel, München	1964	8,85
6020	Drachenboot	Tom V	Robert Stahmer, Thaihausen	1964	8,85
6021	Drachenboot	Neuni	Dip. Ing. H. W. Braun, München	1964	8,85
6022	Drachenboot	Alibaba II	Dipl. Volkswirt W. Gretter, Ravensburg	1964	8,85
6023	Drachenboot	Mistral	Hans Huber, München	1964	8,85
6024	Drachenboot	Karma XIII	Alexander Jorissen, Häseler	1964	8,85
6025	Drachenboot	Windspiel	B. Mößbauer, München	1964	8,85
6026	Motorschiff	Pittj	Gustav Hennig & Co., Essen	1964	15,00
6027	Drachenboot	Grille II	Ludwig Menge, Essen	1964	8,85
6028	Drachenboot	Quatsch	G. O. Ahlers, Hamburg	1964	8,85
6029	Drachenboot	Fino III	Werner Oft, Köln	1964	8,85
6030	Drachenboot	Jack I	Hans Lehner, München	1964	8,85
6031	Fährponten	I. W. T. A.	Movable Ferry Terminals	1964	27,67
6032	Fährponten	I. W. T. A.	Movable Ferry Terminals	1964	27,67
6033	Fährponten	I. W. T. A.	Movable Ferry Terminals	1964	27,67
6034	Fährponten	I. W. T. A.	Movable Ferry Terminals	1964	27,67
6035	Fährponten	I. W. T. A.	Movable Ferry Terminals	1964	27,67
6036	Fährponten	I. W. T. A.	Movable Ferry Terminals	1964	27,67
6037	Fährponten	I. W. T. A.	Movable Ferry Terminals	1964	27,67
6038	Starboot	Escargot	C. J. Taliberg, Helsinki	1964	6,92
6039	Starboot	Il Maramao VII	R. Pracchi, Milano, Italien	1964	6,92
6040	Starboot	Panik	S. A. Hanson, Göteborg/Schw.	1964	6,92
6041	Starboot	Cadna II	Jörn Dahlmann, Kiel	1964	6,92
6042	Starboot	Ingrid V	Wilhelm Meissner, München	1964	6,92
6043	Starboot	Alnilam	Dipl. Kfm. Klaus Zistl, München	1964	6,92
6044	Niedersachsenjolle	Gertrud II	Horst Nikelsky, Untorf	1964	6,70
6045	Niedersachsenjolle 22 qm	Christine	Willi Froch, Friedrichshafen	1964	6,70
6046	Piratenjolle	Filou	Helmut Wolff, Hannover	1964	5,00
6047	Piratenjolle	Hanne	Horst Noll, Worms	1964	5,00
6048	Piratenjolle	Alter Knochen	H. Münstermann, Neubeckum	1964	5,00
6049	Piratenjolle	Mückebein	Edwin Reith & Co., Hamburg	1964	5,00
6050	Piratenjolle	Alk	Yachtclub Sorpese e. V., Neheim	1964	5,00
6051	Piratenjolle	Grobaz	Wassersportverein Baldeney	1964	5,00
6052	Piratenjolle	Tolle Bomberg	Segelcl. Münster e.V., Münster	1964	5,00
6053	Piratenjolle	Navetta	Dr. med. dent. Tschahl, München	1964	5,00
6054	2,7 m Dinghy o. Segel	Neptun	Hans Koch, Göggingen	1964	2,70
6055	2,7 m Dinghy o. Segel	Passat VI	Alphons Costa, Augsburg	1964	2,70
6056	2,7 m Dinghy m. Segel	Lachs II	Henry Nannen, Hamburg	1964	2,70
6057	36 WL Sloop	Avenir	Pauline S. Goltra, USA	1965	16,50
6058	Drachenboot	ohne Namen	E. Konrowski & Co., Hamburg	1963	8,85
6059	Drachenboot	ohne Namen	E. Konrowski & Co., Hamburg	1963	8,85
6060	Drachenboot	Dinschoda	Schwankner & Storr, München	1964	8,85
6061	Drachenboot	Dussel	Werner Schalbruch, Düsseldorf	1964	8,85
6062	Drachenboot	Mari-Ann II	Dipl. Ing. Hans Grünzig, Aachen	1964	8,85
6063	Drachenboot	Sindbad II	Fritz Ziesenis, München	1964	8,85
6064	Drachenboot	Calypso II	Lothar Stier, Augsburg	1964	8,85
6065	Starboot	Bellatrix VIII	Bruno Splieth, Kiel	1964	6,92
6066	7 KR Kielyacht	Lagune II	Dr. W Baumgarten, Bremerh.	1964	11,76
6067	Concordia	Connamara	Mr. Fred J. Foley jr.	1964	12,50
6068	7,5 KR Kielyacht	Struntje IV	Dr. med. Havemann, Lünebg.	1964	12,25
6069	Catamaran	Margau	Mr. Smith und Mr. Loveless, Kansas	1964	15,73
6070	7 m Kielschwertyawl	Alamak	Hans Jürgen Blohm, Hamburg	1965	10,00
6071	36 WL Yawl	Geronimo	James H. Grove, St. Louis	1965	16,50
6072	Concordia	ohne Namen	Concordia Company, Inc.	1964	12,00
6073	7,5 m WL Yawl	Sylvia IV	Friedrich Deckel, München	1964	10,00
6074	Drachenboot	Tano	Wilhelm Gmünder, Schweiz	1964	8,85
6075	Binnen-Minensuchboot	Holnis	BWB, Koblenz	1966	36,90

Yard No	Type	Ship's	Owner – Port of Registry	Built	LOA
6076	Piratenjolle	Ariadne II	Gerd Budden, Bremen	1966	5,00
6077	Piratenjolle	Baltia	K.A.V. Balda, Kiel	1966	5,00
6078	Piratenjolle	Schrupp	Wilhelmshavener Segelclub	1966	5,00
6079	Piratenjolle	Vim II	Gerd. J. Bose, Bremen	1966	5,00
6080	Piratenjolle	Spatz	Fa. A. Kiel, Wunstorf	1966	5,00
6081	Piratenjolle	Seeschwalbe	H. W. Bamberger, Herdecke	1966	5,00
6082	Piratenjolle	Ackermann	Franz-Josef Tusch, Neubeckum	1966	5,00
6083	Piratenjolle	Herrgötte	Deutsch. Hochseesportverband Hansa	1966	5,00
6084	Starboot	Hansi	Hans Vogt, München	1964	6,92
6085	Starboot	Gancer	Bund Deutscher Segler, Berlin	1964	6,92
6086	Starboot	Petra	Hans Wimmer, Pfarrkirchen	1964	6,92
6087	Starboot	Spigg	Ministero della Ditesa-Marina. Rom	1964	6,92
6088	Ruder-Bateka	ohne Namen		1964	2,63
6089	Concordia	Madrigal	Robert P. Bass jr.	1964	12,50
6090	Olympiajolle	Fidelitas	Fritz Kohlen, Menden	1964	5,00
6091	2,7 m Dinghy	Little Lady	Frau Schake, Dortmund	1964	2,70
6092	2,7 m Dinghy mit Segel	Vina III	Th. Baron von der Brügg, Bremen	1965	2,70
6093	2,7 m Dinghy mit Segel	Winnetou I	Horst Wendland, Berlin	1964	2,70
6094	Starboot	Sido	Ministero della Ditesa-Marina, Rom	1964	6,92
6095	Starboot	Cartimex	Aristide Briand, Bukarest	1964	6,92
6096	Drachenboot	Wolfra	Klaus Schlig, Essen	1964	8,85
6097	Olympiajolle	Caesar	A. Passmann, Essen	1964	5,00
6098	Piratenjolle	Charly	H. Gausmann, Düsseldorf	1964	5,00
6099	Piratenjolle	Fiete	Heinz Brand, Oldenburg	1965	5,00
6100	Piratenjolle	Jena	Institut f. Leibesüb., Hannover	1965	5,00
6101	Piratenjolle	Rostock	Institut f. Leibesüb., Hannover	1965	5,00
6102	Piratenjolle	Erika	Rudolf Hausherr, Sprockhövel	1964	5,00
6103	Piratenjolle	Ravello	Gisela Rangen, Br.-Lesum	1965	5,00
6104	Piratenjolle	Räuber	Dietrich Drewnick, Ennepetal	1965	5,00
6105	Piratenjolle	E.V.E.	Th. Münchmeyer, Villingen	1965	5,00
6106	Piratenjolle	Fridolin	Dr. mod. derit. Mauá, Hann.	1965	5,00
6107	Piratenjolle	Pumpnickel	Yachtclub Mühnesee, Soest	1965	5,00
6108	Piratenjolle	Condor	Dipl. Ing. H. Schnurr, Wessel.	1965	5,00
6109	Piratenjolle	Toepper V	Wassersportgem., Rumein	1965	5,00
6110	Piratenjolle	Bèbè Trois	Klaus Chelius, Euskirchen	1965	5,00
6111	Piratenjolle	Fairness	Fritz Franken, Emden	1965	5,00
6112	Piratenjolle	Lausbub V	Robert Lüsener, Emden	1965	5,00
6113	Piratenjolle	Argus	Herben Nagengast, Veegesack	1965	5,00
6114	Hansajolle	Troll	Verlag Hans Carl KG, Nürnberg	1965	5,85
6115	Hansajolle	S.R.Y.C.	H. R. Huntäntang, Franklin C.	1965	5,85
6116	Hansajolle	S.R.Y.C.	F. R. Pratt, Franklin County	1965	5,85
6117	Hansajolle	Schampi	Werner Krüger, Essen	1965	5,85
6118	Hansajolle	Wal-Hoo	H. Hintermeyer, Stuttgart	1965	5,85
6119	Hansajolle	Tabu	Heinz Take, Soest	1965	5,85
6120	Hansajolle	Igel III	Issehorst, Oberhausen	1965	5,85
6121	Hansajolle	Strolch	Dr. med. R. Mühlbauer, Starnberg	1965	5,85
6122	13 m Motorjacht	ohne Namen	Im Bau	1965	13,14
6123	Starboot	Cerito II	Dr. Barendson, Rom	1965	6,92
6124	Starboot	Seeteufel II	Klaus Strobel, München	1965	6,92
6125	Starboot	Pitt V	Dr. med. Krethaus, Essen	1965	6,92
6126	Starboot	Raju IV	Ulrich Pieschei, Berlin	1964	6,92
6127	Starboot	Delphin	Rudolf Lange, Hüherlmühle	1964	6,92
6128	Starboot	N.J.K.	H. R. Zachariassen, Finnland	1964	6,92
6129	Starboot	Cisa IV	Ernst Schneider, Augsburg	1964	6,92
6130	Starboot	El Cid II	Peter Schaefer, Göggingen	1964	6,92
6131	Drachenboot	Beatrice III	Erwin Pescoller, München	1964	8,85
6132	Drachenboot	Gorgo	Dr. K. H. Wacker, München	1964	8,85
6133	Drachenboot	Radschläger	Heiridch Stender, Düsseldorf	1964	8,85
6134	Drachenboot	Fühn	K. R. Baumgartner, München	1964	8,85
6135	Drachenboot	Bilotite	Dr. med. dent. Raidl, München	1964	8,85
6136	Drachenboot	Cara IV	Hans Heuser, Köln	1964	8,85
6137	Drachenboot	Tarnara	Bruno Splieth, Kiel	1964	8,85
6138	Drachenboot	Mistral	Heinz Küpper, Stuttgart	1964	8,85
6139	8 m WL Kielyacht	Annabell	Eberhard Lüschi, Bronn	1964	11,62
6140	Forschungsschiff	Condor	Jürgen Baginski, Soden	1964	26,66
6141	9,25 m WL Kielyacht	Satan VIII	Carl Jürgen Illies, Hamburg	1964	13,20
6142	7 m WL Kielyacht	Swala V	Waldemar von Froreich, Berlin	1964	10,00
6143	Olympiajolle	Isidor	Dipl.-Ing. Oberthür, Monschau	1964	5,00
6144	Olympiajolle	Vanadis	Reinhard Dell, Düsseldorf	1964	5,00
6145	Olympiajolle	Optimist	Fritz Clossen, Düsseldorf	1964	5,00
6146	Olympiajolle	Mica	Wolfram Störing, Bremen	1965	5,00
6147	Olympiajolle	Cornae	Hartmut Kircher, Haarenstroth	1965	5,00
6148	Olympiajolle	El Chico	Robert Stalleicken, Rostrup	1965	5,00
6149	Drachenboot	Leri V	Dr. Hans W. Keihl, Bad Soden	1965	8,85
6150	Drachenboot	Lady	Dr. Wolfram Diebitsch, Hambg.	1965	8,85
6151	Drachenboot	Ingold	H. M. Ummer, Ingolstadt	1965	8,85
6152	Drachenboot	Bärbel	Kurt Henning, München	1965	8,85
6153	Drachenboot	Caravelle	Alfons Zenger, München	1965	8,85
6154	Drachenboot	Cheerio	Otto Junkermann, Kaiserslautern	1965	8,85
6155	Kielboot-2 Mann	Champion		1965	6,66
6156	Concordia	ohne Namen	Mr. William E. Cock, USA	1965	12,14

LIST OF YARD NOS

Yard No	Type	Ship's	Owner – Port of Registry	Built	LOA	Yard No	Type	Ship's	Owner – Port of Registry	Built	LOA
6157	Niedersachsenjolle	Silke	Hartmut Jung, München	1965	6,67	6238	Piratenjolle	Yogi	Dr. med. A. Dittmann, Olpe	1966	5,00
6158	Niedersachsenjolle	Senta II	Dr Haupt, Ebingen	1965	6,67	6239	Piratenjolle	Oxeia	Mafinus-Apotheke, Mainz	1966	5,00
6159	Niedersachsenjolle	Orplid	Walter Ueese, Berlin	1965	6,67	6240	Piratenjolle	Ventus	Christian Dietrichs, Bremen	1966	5,00
6160	Starboot	Ragazza III	Cad-Helmut Laubmann	1965	6,92	6241	Piratenjolle	Migo	Gottfried J. Anspach, Wiesb.	1966	5,00
6161	Starboot	Prinzesschen	H. E. Patschneider, Wuppertal	1965	6,92	6242	Piratenjolle	Neptun	H. Eberhard Römberg, Soest	1966	5,00
6162	Starboot	Paka X	Freiherr Bruno v. Stallfried, Niederp.	1965	6,92	6243	Piratenjolle	ohne Namen	Tiefbauamt, Hildesheim	1965	5,16
6163	Starboot	Festina	Max Knümschild, München	1965	6,92	6244	Concordia	Irene	William C. Thurn, Californien	1965	12,14
6164	Starboot	QuetralcoatI	Blwi Reich, München	1965	6,92	6245	37 WL-Alu-Yawl	Hilaria	Hugh Schaddelee, USA	1965	16,16
6165	Starboot	Zwentebold	Zahnarzt H. F. Schott, München	1965	6,92	6246	9,0 m Motorsegler	Fahrland	Dr. B. Boyschlag, Keitum/Sylt	1965	11,47
6166	Drachenboot	Windekind	S. F. M. Bakker, Amsterdam	1965	8,85	6247	Starboot	Bellatrix	Bruno Splieth, Kiel	1965	6,92
6167	Drachenboot	Jabberwock	W. E. Hobson, Palrrier	1966	8,85	6248	Starboot	Gratia	Dr. H. J. Finkeidel, Wuppertal	1965	6,92
6168	Drachenboot	Anja II	Dr. Karl, Braunschweig	1966	8,85	6249	Starboot	Pimm	Walter v. Hütschler, Brasilien	1965	6,92
6169	Concordia	ohne Namen	Concordia Comp. Inc.	1965	12,14	6250	Starboot	Webbellin	Dipl.-Kfm. W. Weikow, Berlin	1967	6,92
6170	Seerettungs-cruiser KRS	Adolph Berrpohl	DGzRS	1965	26,66	6251	Starboot	Vege sack	Marineschule d. türk. Kriegsmarine	1967	6,92
6171	Tochterboot	Vege sack	DGzRS	1965	8,50	6252	Starboot	Bora	Werner Lambeck, Essen	1968	6,92
6172	Motorjacht	The A and Eagie Tampa	Anheuser Busch, Inc., Florida	1966	36,38	6253	Starboot	Ursee Minoris	Ministero della Difesa, Roma	1968	6,92
6173	7 m WL Kielyacht	Marianne	Husted-Andersen, Heiligenhaf.	1966	10,00	6254	Starboot	Ursee Majoris	Ministero della Difesa, Roma	1968	6,92
6174	Starboot	Astir II	Christian Sundmann, Helsinki	1966	6,92	6255	Starboot	Zuben	Ministero della Difesa, Roma	1967	6,92
6175	Starboot	Schildhorn III	Dr. Henning v. Siemens, München	1966	6,92	6256	Starboot	Tobi III	Niko Jürgensen, Westerholt	1967	6,92
6176	Starboot	Algol	Kapitän Carlo Merdi, La Spezia	1966	6,92	6257	Starboot	Tucana	Dirk Thomsen, Kiel	1967	6,92
6177	Starboot	Evi	Ing. Karl Bock, München	1965	6,92	6258	3 m Dinghy	f. Bau 6203	Dr. Rudolf Hell, Kiel	1967	3,00
6178	Starboot	Marilou	Fritz Schrepfer, München	1965	6,92	6259	7,0 m WL Kielyacht	Albireo	Eduard Dirks, Bremen	1967	10,00
6179	Starboot	Faszination	Angelo Marino, Napoll	1965	6,92	6260	L-M Rettungsboot	ohne Namen	Stadtwerke, Hannover	1966	4,00
6180	Bateka	Susann	Dr. Hayemann, Lüneburg	1965	2,28	6261	Piratenjolle	Quitschi	Claus Wiedbrauck, Ruppertent.	1966	5,00
6181	Piratenjolle	Molly Brown	Olaf Oehl, Bad Zwischenahn	1965	5,00	6262	Piratenjolle	Hobby II	Josef Rasch, Salzgitter	1967	5,00
6182	Piratenjolle	Stift	Frankfurter Yachtclub, Frankfurt	1965	5,00	6263	Piratenjolle	Atta	Yacht- u. Ruderclub Atten e.V., Atten	1967	5,00
6183	Piratenjolle	Ulli	Heinz Gaschütz, Günne	1965	5,00	6264	Piratenjolle	Myflower	Düsseldorfer Segelclub	1968	5,00
6184	Piratenjolle	Faidan	Ulrich Lümker, Emden	1966	5,00	6265	Piratenjolle	Mückebein	Reich, Hamburg	1968	5,00
6185	Piratenjolle	Bumsi	Dr. H. Wohlgemut, Wuppertal	1966	5,00	6266	Piratenjolle	Anke	V.-D. Undemann, Bad Harzbg.	1968	5,00
6186	Piratenjolle	Vagant	Johann Berends, Bremen	1966	5,00	6267	Piratenjolle	Shanty	Segelklub Münster, Münster	1968	5,00
6187	Piratenjolle	Illuk	Erwin Kuhlmann, Bremen	1966	5,00	6268	Piratenjolle	Seefahrer	Wolfgang Hehmsoth, Bremen	1967	5,00
6188	Piratenjolle	Urania	Dr. M. Dahmer, Olpe	1966	5,00	6269	3,0 m Dinghy	ohne Namen	f. Bau 6234	1967	3,00
6189	7,5 m Kielyacht	Malabar	Dieter Timm, Hamburg	1966	10,58	6270	11m WL-Kielyacht	Rubin	H.-O. Schürmann, Hamburg	1967	15,75
6190	6,5 m Kielschweryacht	Doofe Nuss	Herrn. Irie, Kaan-Marienborn	1966	9,00	6271	LM Yawl	Kim	William L. Rudkin, USA	1967	16,72
6191	Concordia	Bequia	H. Radison, Taylor, Irland	1965	12,49	6272	Drachenboot	Old Vic III	Victor Lambrecht, Belgien	1967	8,85
6192	Tragflügelboot	Dolphin	Blohm & Voss, Hamburg	1966	22,79	6273	Drachenboot	ohne Namen	Albert Bscher, München	1971	8,85
6193	Drachenboot	Chicafair	Dr. Dieter Moojer, Hamburg	1966	8,85	6274	Drachenboot	ohne Namen	Albert Bscher, München	1971	8,85
6194	Drachenboot	Quatsch	Ahlers, Hamburg	1966	8,85	6275	Drachenboot	ohne Namen	nicht fertig gebaut	1971	8,85
6195	Drachenboot	Traum IV	Heiner Hedlcke, Kiel	1966	8,85	6276	Drachenboot	ohne Namen	nicht fertig gebaut	1971	8,85
6196	Drachenboot	Pik As	N. V. Stempel, Hamburg	1966	8,85	6277	Drachenboot	ohne Namen	nicht fertig gebaut	1971	8,85
6197	Drachenboot	Christa II	Dipl. Ing. E. Untiedt, Jettingen/Bayern	1966	8,85	6278	Drachenboot	ohne Namen	nicht fertig gebaut	1971	8,85
6198	Drachenboot	Ägina	Leo Lehmer, München	1966	8,85	6279	Drachenboot	ohne Namen	nicht fertig gebaut	1971	8,85
6199	Drachenboot	Senta III	Claus Fritz Böger, Hamburg	1966	8,85	6280	Hansajolle	Bimbo IV	T. Schmidt-Rauch, München	1968	5,85
6200	Drachenboot	Tamara	Bruno Spfleth, Kiel	1966	8,85	6281	Hansajolle	Labi	Roman Fotschele, München	1968	5,85
6201	2,7 m Dinghy o. S.	Ballerine II	Rohrt Langlois, Quebec	1966	2,70	6282	Hansajolle	Tabu	Heinz Take, Sont	1968	5,85
6202	Seemotorboot	Solthörn	Wasser + Schifffahrtsdir. Brom.	1967	33,00	6283	Hansajolle	Storn	Dr. Halse, München	1968	5,85
6203	16 m WL Motorsegler	Bavaria	Dr. Ing. Rudolf Hell, Kiel	1966	20,80	6284	Hansajolle	Libertas IV	Jürgen Warschkow, Essen	1967	5,85
6204	7,5 m WL Kielyacht	Indigo	A & R, Lemwerder	1966	10,58	6285	Hansajolle	Böppchen	Prof. Dr. H. Sudhof	1967	5,85
6205	21,3 m WL Motorsegler	Seaprince	John Conroy, Canada	1966	25,26	6286	Motor-Schlepper	Production	Transport-Ministerium der Rep. Guinea	1967	26,56
6206	2,7 m Dinghy m. S.	Katharina	Hans Jürgen Klemmt, Berlin	1966	2,70	6287	Motor-Schlepper	8. Novembre	Transport-Ministerium der Rep. Guinea	1967	26,56
6207	2,7 m Dinghy m. S.	Alte Liebe jun.	Günter Lotze, Wilhelmshaven	1966	2,70	6288	Eintonner stähl. Kielyacht	Optimist	Georg Kühler, München	1967	11,41
6208	2,7 m Dinghy m. S.	Merou	Kurt Gestrich, Berlin	1966	2,70	6289	65' WL LM-Ketsch	Ondine	S. A. Lorig	1968	22,40
6209	2,7 m Dinghy	Kim	William L. Rudkin, USA	1966	2,70	6290	2,7 m Dinghy	ohne Namen	Kenneth de Meuse, USA	1968	2,70
6210	Starboot	Antares	Carlo Lapanie, Napoli	1966	6,92	6291	2,7 m Dinghy	ohne Namen	Heinr. Gotthard, Bremen	1968	2,70
6211	Starboot	Jitschi	Dr. Karlheinz Wagner, München	1966	6,92	6292	Piratenjolle	Hick	Segel-Club Aggersee, Mainerzhagen	1969	5,00
6212	Starboot	Hansi II	Hans Vogt, München	1966	6,92	6293	Piratenjolle	Möitenort	Hochschulinst. f. Leibesüb., Kiel	1969	5,00
6213	Starboot	Bellatrix	Agostino Straulino, Livorno	1966	6,92	6294	Piratenjolle	Mohkebraddmor	Aachener Boots-Club e.V., Aachen	1970	5,00
6214	Starboot	Hero	Uwe v. Beiauw, Hamburg	1966	6,92	6295	Piratenjolle	Gruf Luckner	Porzer Yacht-Club e.V., Köln	1968	5,00
6215	Starboot	Goggolori	Peter u. Rainer Schmidt, Mün.	1966	6,92	6296	47 WL LM-Ketsch	Rewa	William S. Stocks	1968	19,83
6216	Starboot	Raju V	Ulrich Pieschel, Berlin	1966	6,92	6297	33-4'WL LM-Ketsch	Branta	Harrey Picker	1968	13,61
6217	Starboot	Clambambes	Dr. Peter Adolft, Backnang	1966	6,92	6298	65'WL-Ketsch	Blackfin	Kenneth de Meuse	1968	22,40
6218	Motor-dinghy	Seaprince	John Conroy	1966	4,57	6299	Segeljolle Werder	ohne Namen	A & R, Lemwerder	1968	3,80
6219	Hansajolle	Sherry	Ties Neelsen, Kiel	1966	5,85	6300	Segeljolle Werder	Wiking	Erwin Doerk	1968	3,80
6220	Hansajolle	Moby-Dick II	Dr. Heinz Fortwängler, Triberg	1966	5,85	6301	Eintonner-Kielyacht	Alpha Tauri	Josef Menke, Glücksburg	1968	11,42
6221	Hansajolle	Wonne	Dipl. Ing. O. Reimann, Hann.	1966	5,85	6302	Eintonner-Kielyacht	Mex	Dipl.-Ing. C. Kehner, Idstein	1968	11,42
6222	Hansajolle	Ilsebill	Alfred Tschuck, Essen	1966	5,85	6303	45'5 WL-Sloop	Iorana	Wolfgang Denzel, Wien	1969	19,22
6223	Hansajolle	Rubikon	Georg Pflanz, Essen	1966	5,85	6304	2,7 m Dinghy	ohne Namen	Helmut Schröder, Blumenthal	1970	2,70
6224	Hansajolle	Jill V	Rolf Kropp, Berlin	1966	5,85	6305	2,7 m Dinghy	ohne Namen	Fritz Brüning, Lemwerder	1970	2,70
6225	Hansajolle	Condor	Dipl. Ing. H. Schnurr, Köln	1966	5,85	6306	Segelyacht Typ Rabbit	Ree	Hans Redlfsen, Satrup	1968	12,68
6226	Hansajolle	Anneliese	Ernst Kühneke, Lübeck	1966	5,85	6307	47' WL-Ketsch	Torea	Wolfgang Schoenbom	1968	17,53
6227	6,5 m WL Kielschweryacht	Lewahe	Herrn. Lehmann, Kirchweye	1966	9,00	6308	17,8 m Motorjacht	Salmagundi III	F. E. Fachon, Brüssel	1968	17,80
6228	Concordia	ohne Namen	Concordia Co., USA	1966	12,14	6309	Segelyacht Typ Rabbit	Klar Kimming	Johann A. Anthon, Flensburg	1968	12,68
6229	36' WL-Alu-Yawl	Dorie	Mr. Stanley Tannenbaum	1966	16,49	6310	Tochterboot f. Rkr.	ohne Namen	Cantlere Navale Pollegrino, Napoli	1968	8,50
6230	Motor-Schlepper	Anggada I	Kremer/Ferrostahl, Indonesien	1967	26,56	6311	Segelyacht Typ Rabbit	Indigo	A & R, Lemwerder	1968	12,68
6231	Motor-Schlepper	Anggada II	Kremer/Ferrostahl, Indonesien	1967	26,56	6312	Eintonner-Kielyacht	Kerkyra II	Marina Bulgad, Roma	1968	11,07
6232	Motor-Schlepper	Anggada IV	Kremer/Ferrostahl, Indonesien	1967	26,56	6313	Schnell. Seenotrettungsboot	H. J. Kratschke	DGzRS, Bremen	1969	18,90
6233	Motor-Schlepper	Anggada VII	Kremer/Ferrostahl, Indonesien	1967	26,56	6314	Schnell. Seenotrettungsboot	Günter Kuchenbäcker	DGzRS, Bremen	1969	18,90
6234	50' WL-Alu-Ketsch	Jubilee III	Frank Wetherill, USA	1967	22,29	6315	LM-Tochterboot	Ludje	DGzRS, Bremen	1969	5,48
6235	Piratenjolle	Fair Play	F. Müller, Düsseldorf	1967	5,00	6316	LM-Tochterboot	Markus	DGzRS, Bremen	1969	5,48
6236	Piratenjolle	Mein Traum	Johann Thölken, Bremen	1966	5,00	6317	Olympiajolle	Ariadne V	Dirk S. Budden, Magen	1968	5,00
6237	Piratenjolle	Dimple	Wilhelm Kraatwig jun.	1966	5,00	6318	Olympiajolle	ohne Namen	S. Gigenast, Lemwerder	1968	5,00



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6319	Segelyacht Typ Rabbit	Joja	Dr.-Ing.V. Behrendt, Hamburg	1969	12,68
6320	Eintonner-Kielyacht	Apecest	Herbert Alsen, Hamburg	1969	11,42
6321	119'-Schubschlepper	ohne Namen	EGS-IWTB, Burma	1969	36,27
6322	119'-Schubschlepper	ohne Namen	EGS-IWTB, Burma	1969	36,27
6323	119'-Schubschlepper	ohne Namen	EGS-IWTB, Burma	1969	36,27
6324	119'-Schubschlepper	ohne Namen	EGS-IWTB, Burma	1969	36,27
6325	22' RORC-Yacht	Typhoon	L. Rosselot B., Chile	1969	11,42
6326	Schooner-Yacht	Aiglon	Antoine Cloetta, Schweiz	1970	38,10
6327	Hansajolle	Miramar	Dr. W. Treuleben, Grünwald	1969	5,85
6328	Hansajolle	Mücke II	Werner Blümer, Duisburg	1969	5,85
6329	Hansajolle	ohne Namen	Dr. Erich Mentler, Dortmund	1969	5,85
6330	59' WL-Alu-Yawl	Baccara	George Coumantaros, N.Y.	1969	22,52
6331	Fischereischutzboot	Zohreh	IIN SNDI, Teheran	1970	28,95
6332	Fischereischutzboot	Gohar	IIN SNDI, Teheran	1971	28,95
6333	Fischereischutzboot	Shapar	IIN SNDI, Teheran	1971	28,95
6334	41'8 Kielyacht [Sloop]	Pleione, Marblehead	Arthur J. Sonhy, New York	1970	17,96
6335	SM-Boot	Aratu	Konsortium Ferrostaal, Otto Wolff Köln	1970	47,20
6336	SM-Boot	Anatomirim	Konsortium Ferrostaal, Otto Wolff Köln	1971	47,20
6337	8,25 m WL-Kielyacht	Stromer DYC	Dr. Franz Münstermann, 4 Düsseldorf	1969	11,42
6338	120'-Motoryacht	Claybeth	E. Clayton Gengras	1971	36,98
6339	41,15 m Motoryacht	Shark	Shipping Management, S.A.M. Monte Car		43,00
6340	Kielyacht [Rabbit II]	Christine SVK KYC	Klaus-Dieter Flick, Preetz	1971	
6341	13 m Motorsegler [Transit]	Nordlys	Falk Müller, Tauberbischofsheim	1971	13,30
6342	SM-Boot	Atalaia	Konsortium Ferrostaal, Otto Wolff, Köln	1971	
6343	SM-Boot	Aracatuba	Konsortium Ferrostaal, Otto Wolff, Köln	1972	47,20
6344	60'-Alu-Sloop	Gitana V	Baron Edmond de Rothschild, Paris	1971	18,52
6345	43' Ketsch	Thule	Rear Adm. C.A. Curtze, USA	1971	13,11
6346	12,1 m CWL LM-Sloop	Windliese	Konsul P. H. Entz von Zerssen, Rends	1971	15,05
6347	16,46 m LVA-Kunstst.-SL	Asta	Bundesamt f. Wehrtechnik u. Besch.	1971	16,46
6348	20,57 m LÜR Alu-Motorsog	Palawan, Antigua	Thomas J. Watson Jr.,	1972	20,57
6349	9,2 m LM-Sloop	Gretel	Fritz Papke, Bremen	1972	9,20
6350	93' Motoryacht	Kalamoun	John C. Angeli, USA	1972	28,41
6351	40 t Fahre	Bonn	Gawl, Frankfurt	1972	25,00
6352	Schnellastfahre Berne-Farge	Stedingen	Schnellastf. Berne-Farge GmbH, Bremen	1972	43,20
6353	Halbtonner	Hobbytry NRV	H.-E. Reith, Hamburg	1972	9,15
6354	Eintonner	Hydra LNI	Hydra-Syndicat	1972	11,29
6355	Fischereischutzboot	N.N.S Yola	Federal Ministry of Defense, Lagos/Ni	1973	29,00
6356	Fischereischutzboot	N.N.S Argungu	Federal Ministry of Defense, Lagos/Ni	1971	29,00
6357	SM-Boot	Abrolhos	Konsortium Ferrostaal, Essen Otto Wolff, Köln	1975	47,20
6358	SM-Boot	Albardao	Konsortium Ferrostaal, Essen Otto Wolff, Köln	1975	47,20
6359	Hydrographisches Forschungsschiff	Gabriela	INDC Caracas, Venezuela	1973	27,10
6360	Hydrographisches Forschungsschiff	Lely	INDC Caracas, Venezuela	1973	27,10
6361	Motor-dinghy 6350	Tender To Kalamoun	Jon C. Angeli, USA	1973	5,26
6362	14 m Sloop		Fritz Fechner, Zeisertweiler	1973	13,32
6363	Research Vessel	S to S	Nautical Investment Comp., Inc.,	1975	45,45
6364	14 m Sloop	Christine	Klaus Dieter Flick, Preetz-Schnellhorn	1975	14,00
6365	Fischereischutzboot	NNS Brass	Federal Ministry of Defense, Lagos/Ni	1975	29,00
6366	Fischereischutzboot	NNS Epe	Federal Ministry of Defense, Lagos/Ni	1976	29,00
6367	Selbstfahrender Feuerlöschponton	Bremen 2	Feuerwehr, Bremen	1975	22,00
6368	16,9 m Motoryacht	Eleven One	John C. Angeli, Dunblaine, USA	1976	19,97
6369	16,9 m Motoryacht	Shikari	John C. Angeli, Dunblaine, USA	1976	16,97
6370	Küstenwachtboot Typ SAR 33	J61	Türk. Küstenwache, Ankara	1977	33,00
6371	Landungsboot	Parastou	Roter Löwe, Teheran, Iran	1976	8,50
6372	13 m LM-Segelyacht	SNIFIX Dry	Herr Heins, Bremen	1978	13,02
6373	Unterwasserforschungsschiff	R.V. 1	Sandock Austral LTD, Durban	1980	48,10
6374	Unterwasserforschungsschiff	R.V.2	Sandock Austral LTD, Durban	1980	48,10
6375	13 m LM-Segelyacht	Lumme	Herr Plump, Bremen	1978	13,02
6376	Zollboot	BC 4002	Lürssen, Indonesien	1980	28,00
6377	Zollboot	BC 4003	Lürssen, Indonesien	1980	28,00
6378	36 m LM-Segelyacht	Jagare	Capricio S.A., Panama	1981	36,50
6379	Dinghy		Karstadt	1980	2,40
6380	Dinghy		Karstadt	1980	2,40
6381	14 Holz-Segelyacht	Barbarella	H.J. Glahr, Bremen	1981	11,38
6382	Dinghy		Karstadt	1981	2,40
6383	Dinghy		Karstadt	1981	2,40
6384	Dinghy		Karstadt	1981	2,40
6385	Dinghy		Karstadt	1981	2,40
6386	Dinghy		Karstadt	1981	2,40
6387	Dinghy		Karstadt	1981	2,40
6388	Dinghy		Karstadt	1981	2,40
6389	Dinghy		Karstadt	1981	2,40
6390	4 m Flachboot		Horst Wendlandt	1981	4,00
6391	4 m Flachboot		Horst Wendlandt	1981	4,00
6392	24,4 LM-Segelyacht	Mephisto	Dahm, Düsseldorf	1982	24,44
6393	18 m AL-Motorsegler	Palawan	Th. J. Watson Jr., USA	1984	18,21
6394	8,5 m Mot.-Kutter		Landerziehungsheim KARBY/Rendsb. I ECK	1984	8,50
6395	39 m Motoryacht	Dale R II	The Dale R. Corp. [B. Frey] Chicago, Ill. USA	1985	38,59
6396	Seenotkreuzer	Minden	DGzRS, Bremen	1985	23,30
6397	Tochterboot	Margarete	DGzRS, Bremen	1985	6,90
6398	Seenotkreuzer	Vormann Leiss	DGzRS, Bremen	1985	23,30
6399	Tochterboot	Erika	DGzRS, Bremen	1985	6,90

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6400	10 m LM-Segelyacht	Vita	Kurt Reinke, Bremen	1984	10,00
6401	69' LM Kielschw.-SY	Carom	Mr. Roaman, New York	1985	20,73
6402	110' Motoryacht	Silver Shalis		1985	39,50
6403	26,2 m Patrol.-Boot	Al Jubail	Ministry of Interior, Saudi Ara.	1987	26,20
6404	26,2 m Patrol.-Boot	Salwa	Ministry of Interior, Saudi Ara.	1987	26,20
6405	35,5 m Alu Sloop	Extra-Beat	Gardouche Ltd., Island Gardouche Ltd. Jersey Channel Isla	1988	35,80
6406	UWFG	Narwal	BMVG	1990	
6407	138 ft klass. Segelyacht	Hetairos	n.n.	1992	42,84
6408	36m Alu Sloop	Arrayan	n.n.	1992	34,50
6409	36 m Alu Ketsch	Globana	n.n.	1994	36,00
6410	52 m Motoryacht	Sea Jewel	n.n.	1996	52,00
6411	SM 343	Hameln	MBB/BWB	1988	54,30
6412	SM 343	Überherrn	MBB/BWB	1988	54,30
6413	SM 343	Laboe	MBB/BWB	1988	54,30
6414	SM 343	Pegnitz	MBB/BWB	1989	54,30
6415	SM 343	Kulmbach	MBB/BWB	1989	54,30
6416	SM 343	Siegburg	MBB/BWB	1989	54,30
6417	SM 343	Ensdorf	MBB/BWB	1989	54,30
6418	SM 343	Passau	MBB/BWB	1990	54,30
6419	SM 343	Herten	MBB/BWB	1989	54,30
6420	SM 343	Auerbach/Oberfalz	MBB/BWB	1990	54,30
6421	MP0V		Chinese. Petroleum Corp. [CPC] Taipei	1990	49,90
6422	MP0V		Chinese. Petroleum Corp. [CPC] Taipei	1990	49,90
6423	MP0V		Chinese. Petroleum Corp. [CPC] Taipei	1991	49,90
6424	MP0V		Chinese. Petroleum Corp. [CPC] Taipei	1991	49,90
6425	188' Motor Yacht	Ultima III	n.n.	1998	57,30
6426	52 m Motor Yacht	Airwaves	n.n.	1999	52,00
6427	25m SWATH Lotsentender	Döse	WSD/Paso/Wiking	1999	25,40
6428	25m SWATH Lotsentender	Duhnen	WSD/Paso/Wiking	1999	25,40
6429	50m SWATH Lotsenstationsschiff	Elbe	WSD/Paso/Wiking	2000	49,10
6430	57,3 m Motor Yacht	Exellence III	n.n.	2001	57,30
6431	MJ 332	Frankenthal	MBB/BWB	1992	54,50
6432	MJ 332	Weiden	MBB/BWB	1992	54,50
6433	MJ 332	Rottweil	MBB/BWB	1992	54,50
6434	MJ 332	Bad Bevensen	MBB/BWB	1993	54,50
6435	MJ 332	Bad Rappenau	MBB/BWB	1993	54,50
6436	MJ 332	Grömitz	MBB/BWB	1993	54,50
6437	MJ 332	Datteln	MBB/BWB	1994	54,50
6438	MJ 332	Dillingen	MBB/BWB	1994	54,50
6439	MJ 332	Homburg	MBB/BWB	1994	54,50
6440	MJ 332	Sulzbach-Rosenberg	MBB/BWB	1995	54,50
6441	Brigantine	Neptun Baroness	NSB	1995	55,50
6442	Brigantine	Neptun Princess	NSB	1995	55,50
6443	Katamaran Elbe City Jet	Heinrich	Handseppel	1996	27,50
6444	MJ 332	Fulda	MBB/BWB	1998	54,50
6445	MJ 332	Weilheim	MBB/BWB	1998	54,50
6446	VSV 15 Kasko		Schnellboot für FLW	1998	16,04
6447	VSV 15 Kasko		Schnellboot für FLW	1998	16,04
6448	VSV 15 Kasko		Schnellboot für FLW	1998	16,04
6449	VSV 15 Kasko		Schnellboot für FLW	1998	16,04
6450	VSV 15 Kasko		Schnellboot für FLW	1998	16,04
6451	VSV 15 Kasko		Schnellboot für FLW	1998	16,04
6452	VSV 15 Kasko		Schnellboot für FLW	1998	16,04
6453	VSV 15 Kasko		Schnellboot für FLW	1998	16,04
6454	VSV 15 Kasko		Schnellboot für FLW	1998	16,04
6455	VSV 15 Kasko		Schnellboot für FLW	1999	16,04
6456	140' Segelyacht	Alithia	n.n.	2002	38,11
6457	66 m Bundesgrenzschutz	Bad Bramstedt	Bundesministerium des Inneren	2002	65,90
6458	66 m Bundesgrenzschutz	Bayreuth	Bundesministerium des Inneren	2003	65,90
6459	66 m Bundesgrenzschutz	Eschwege	Bundesministerium des Inneren	2003	65,90
6460	MHV 54	TCG Alanya	SSM Türkei	2005	54,46
6461	MHV 54	TCG Ayvalik	SSM Türkei	2007	54,46
6462	MHV 54	TCG Anamur	SSM Türkei	2008	54,46
6463	188' Motor Yacht	Zenobia	n.n.	2002	57,90
6464	190' Motor Yacht	Kwikumat	n.n.	2003	57,90
6465	44,9 m Motor Yacht	Bravado	n.n.	2004	44,90
6466	45,6 m Motor Yacht	My Little Violet	n.n.	2006	45,60
6467	Seepferd S	Explorer		2004	25,40
6468	Lotsentender	Wangeroog	Bundesministerium f. Verkehr, Bau & Stadtentwkl.	2004	25,40
6469	25 m SWATH Pilot Tender	Cetus	Niederlands Loodswezen B.V.	2005	25,65
6470	25 m SWATH Pilot Tender	Perseus	Niederlands Loodswezen B.V.	2006	25,65
6475	68m Motor Yacht	AVIVA	n.n.	2007	68,00
6477	58 m Motor Yacht	Lady Sheridan	n.n.	2006	57,90
6478	78 m Motor Yacht	Eminenc	n.n.	2008	78,43
6479	78 m Motor Yacht	c²	n.n.	2008	78,43
6480	40m SWATH Expedition Yacht	Silver Cloud	n.n.	2008	40,50
6481	60m Motor Yacht	Elandess	n.n.	2009	60,00

