

| Naam<br>1               | Eigenaar<br>Stad<br>Adres<br>2 | Soort<br>Tuig<br>Klasse<br>3 | Mat.<br>Tonm.<br>Ov./Op.<br>4 | L.<br>B.<br>D.<br>5 | Soort Motor<br>Aantal Cyl.<br>P. K.<br>6 | Bouwmeester<br>Adres<br>Bouwjaar<br>7 | Clubvlag<br>Ligplaats<br>Lid A.N.W.B.<br>8 |
|-------------------------|--------------------------------|------------------------------|-------------------------------|---------------------|------------------------------------------|---------------------------------------|--------------------------------------------|
| <b>Monna Mia</b> .....  | <b>Varekamp, P. J.</b> .....   | Motorjacht                   | Hout                          | 9.00                | <b>Hansa Lloyd</b> .....                 | .....                                 | De Kaag                                    |
| ex. Geen naam           | <i>Den Haag</i>                | —                            | —                             | 1.50                | 4                                        | <i>Hamburg</i>                        | <i>De Kaag</i>                             |
|                         | Fijnsekade 15                  | —                            | Open                          | 0.60                | 16                                       | —                                     | 30709                                      |
| <b>Mij. Dream</b> ..... | <b>Gerlings, F.</b> .....      | Motorjacht                   | Hout                          | 10.00               | <b>Hanomag Lloyd</b> ....                | <b>Schutte Lanz</b> .....             | .....                                      |
| ex. Ran                 | <i>Amsterdam</i>               | —                            | —                             | 2.20                | 4                                        | <i>Hamburg</i>                        | —                                          |
|                         | Frederiksplein 20              | —                            | Open                          | 0.70½               | 16.—20                                   | 1909                                  | —                                          |