

TONNAGE:-

Built at *Glasgow*

By whom *Fairfield & Co*

GROSS

434

DISCLOSED
SECTION.

CASES OF ~~SHIP~~ VESSELS

GERMAN STEAMER "ALBERT". Owners, Hamburg-America Line, of
Classed @ 100 A 1. ~~BOCAZIE~~

The S.S. No. 3 became due in January, 1915.

This steamer was seized at Manila on 7th August, 1914.

TURKISH STEAMER "EUSPHONES NO. 65". Owners, Boz, of Constantinople.
Classed @ A 1. For service in the Bosphorus and Sea of Marmora.

A limit on the outer screw shaft (to be lined
up) expired in July, 1915.

There is no information of this vessel's position.

GERMAN STEAMER "ESSLINGEN". Owners, German Australian Co.,
of Hamburg.
Classed @ 100 A 1

The S.S. No. 1 became due in January, 1915.

This vessel arrived at Manila on 11th August, 1914.

GERMAN STEAMER "FRANZ WILKE". Owners, Coastal Transport
Society "Vahlsb" Ltd., of Hamborn, Truckhausen.
Classed @ 100 A 1.

The 2nd S.S. No. 1 became due January, 1915.

The vessel left Rotterdam about the 18th October, 1914,
and arrived at Vlissingen on the 18th.
There is no further news of this vessel's movement.

GERMAN STEAMER "RAVENFELS". Owners, Hapag Line, of Bremen.
Classed @ 100 A 1.

The S.S. No. 4 became due in January, 1915.

This vessel arrived at Manila on 17th August, 1914.

GERMAN STEAMER "JACHSEN". Owners, Hamburg-America Line,
of Hamburg.
Classed @ 100 A 1.

The S.S. No. 1 became due January, 1915.

This vessel arrived at Manila on 5th August, 1914.



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AUSTRIAN STEAMER "SIRENA". Owners, The Libera Company, of Trieste.
Classed @ 100 A 1.

The S.S. No. 1 became due January, 1915

This vessel passed Gibraltar on 29th July, 1914 for Pola.

GERMAN SHIP "ERATO". Owners, The 1896 Company, of Hamburg.
Classed @ 100 A 1.

The 2nd S.S. No. 3 became due January, 1915.

This vessel arrived at Hamburg on 26th June, 1914.

The Classing Committee have had the cases of these vessels before them, and as in each instance a limit of time regarding Machinery, or the year of grace for the completion of a Special Survey, has expired, and there is no apparent likelihood of the surveys being carried out for the present, it was decided to expunge the classes with a red line (2.18) indicating non-compliance with the Rules.

10th February, 191



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