

SPECIFY
WRIGHT'S
 TIPTON
ANCHORS
 & **CABLES**
 Phone: Tipton 1881 & 1882
 London Office: 5, Fenchurch St., E.C.3
 Phone: C.M.A. 156, 693

LLOYD'S LIST

AND SHIPPING GAZETTE
 ESTABLISHED 1734
 LONDON: WEDNESDAY, MAY 8, 1916
 PRICE TWOPENCE

M. WAWN & SON
 SUNDERLAND
 1874 1946
 for SLIP CORRECTOR PROPELLERS
 THESE ARE AN OUTSTANDING SUCCESS

P & O
 AND
BRITISH INDIA
 FREIGHT & PASSENGER SERVICES

P. & O. SAILINGS
AUSTRALIA
 Closing London
 PORT MACQUARIE ... May 21 (K.G.V.)
 For Adelaide, Melbourne and Sydney
INDIA
 Closing London
 MARWARRI ... May 10 (R.A. DR.)
 For Colombo and Rangoon
 Closing In-ham
 ADOLF S. OCHS ... May 25
 For Rangoon and Madras
FAR EAST
 Closing M'bro Closing London
 SAMSOARING ... May 18 May 31 (K.G.V.)
 For Penang, Singapore, Shanghai

P. & O. AND B.I. JOINT SERVICE
 TO COLOMBO, MADRAS, CALCUTTA,
 BOMBAY AND KARACHI

BRITISH INDIA SAILINGS
 PORT SUDAN, ADEN AND
 EAST AFRICAN PORTS

P. & O. SAILINGS APPLY:
 122, Leadenhall Street, E.C.3 (AVENUE 8000);
 or ESCOMBE, McGRATH & CO.,
 4, Lloyds Avenue, E.C.3 (ROYAL 8211)
B.I. SAILINGS APPLY:
 GRAY, DAWES & CO. (Agents),
 122, Leadenhall Street, E.C.3 (AVENUE 4680);
 or GIBLATT, HANKEY & CO., LTD.,
 Dixon House, 1, Lloyds Av., E.C.3 (ROYAL 7364)

PASSENGER OFFICES:
 14, Cockspur Street, S.W.1 (WHITEHALL 4444)
 122, Leadenhall Street, E.C.3 (AVENUE 8000)

NEW ZEALAND LINE
 Closing for cargo
 in London
 25 Sheet, R.A. DR.

Agents:
J. B. WESTRAY & CO., LTD.
 138, Leadenhall St., LONDON, E.C.3
 Telephone No.—Avenue 5220

THE BANK LINE, LTD.
 SERVICES—

AMERICAN & INDIAN LINE. To and from India,
 BANGALORE LINE SERVICES. The C.A. & Canada
 AMERICAN & ORIENTAL LINE.—To and from Far
 East and U.S.A.
 CALCUTTA TO RIVER PLATE PORTS.—To River
 Plate Ports, calling at Rio de Janeiro when required.
 INDIAN CHILIAN LINE.—To Chilean and Peruvian
 ports.
 U.S. GULF TO AUSTRALIA.—Regular service from
 all Gulf Ports to all ports in Australia & New Zealand
 calling at Trinidad en route when sufficient business
 is obtained.
 INDIAN AFRICAN LINE. Carrying passengers and
 cargo to and from India, Natal, East Africa,
 and South Africa. (Vessels call at India Natal Line
 calling at Madagascar when opportunity offers).
 ORIENTAL AFRICAN LINE.—Carrying passengers
 and cargo between Far East, Mauritius, Reunion and
 West African Ports.
 PERSIAN GULF.—General Merchants Export and
 Import.

For Freight and Particulars apply to—
ANDREW WEIR & CO.
 BALTIC EXCHANGE BUILDINGS,
 19-21, BURY STREET, LONDON, E.C.3

AUSTRALIA
 By **ABERDEEN & COMMONWEALTH LINE**
 TO FREMANTLE (PERTH), ADELAIDE,
 MELBOURNE, SYDNEY AND BRISBANE.
 Also sailings direct for GEELONG, GLADSTONE,
 TOWNSVILLE and CAIRNS.

18, Leadenhall St., LONDON, E.C.3. Ave 4232 (15 lines)

SHAW SAVILL LINE
 SOUTH AFRICA · AUSTRALIA
 NEW ZEALAND

All enquiries to—
 38, Leadenhall St., LONDON, E.C.3
 Telephone—Avenue 4232 (15 lines)

HARRISON LINE
 CAPETOWN, PORT ELIZABETH, EAST LONDON,
 DURBAN, LOURENCO MARQUES & BEIRA
 STEAMER

For freight apply to HON. & JAS. HARRISON, Liverpool
 & London, or to JOHN T. RENNIE, SON & CO.,
 1, Bury Court, St. Mary Axe, London, E.C.3. Middle-
 bro: JOHN M. LINDRUM & SONS, Ltd., Yorkshire &
 N.E. Counties; E. THOMAS & CO., Bradford & Sheffield.
 Glasgow: PRENTICE, SERVICE & HENDERSON.

CLAN LINE
 CARGO SERVICES
 Between the
 UNITED KINGDOM
 AND
 SOUTH & EAST AFRICA
 CEYLON & INDIA

For all information apply to—
CAYZER IRVINE & CO., LTD.
 The Managers of The Clan Line Steamers Ltd.
 LONDON: 2, St. Mary Axe, E.C.3.
 LIVERPOOL: Royal Liver Building,
 GLASGOW: 109, Hope Street. Or to—
 CLAN LINE (AGENTS) LTD., MANCHESTER,
 BIRMINGHAM.

ELLERMAN
 CARGO & PASSENGER
SERVICES

INDIA
HALL LINE: CITY LINE
 SOUTH WALES, GLASGOW & BIRKENHEAD TO
BOMBAY & KARACHI
MARMAGAO & MALABAR COAST
PORT OKHA & BEDI BUNDER
 (under Kattawar Ports if inducement)
CALCUTTA (Vizagapatam if inducement)
 Marmagao Service in conjunction with
 E. U. STRICK & Co., Ltd.
Loading Berths: Queen's Dock, Glasgow;
 Alexandra Dock, Newport; King's Dock, Swansea;
 East and West Float, Birkenhead.

PORTUGAL & MEDITERRANEAN
ELLERMAN LINE
 Glasgow, Liverpool and South Wales to
 GIBRALTAR, MALTA, EGYPT, PALESTINE,
 SYRIA, CYPRUS, ITALY, ADRIATIC,
 GREECE, LEVANT, TURKISH AND
 BLACK SEA PORTS
 Liverpool and South Wales to LISBON & OPORTO.
 London to OPORTO.
 *Brokers: Coverley, Westray, Walbaum & Tosetti,
 Walsingham House, London, E.C.3.

PAPAYANNI LINE
 From Glasgow, Liverpool and South Wales to—
 GIBRALTAR, MALTA, EGYPT, PALESTINE,
 SYRIA, CYPRUS, GREECE, LEVANT, TURKISH
 AND BLACK SEA PORTS.
Liverpool Loading Berth
 No. 1 Branch—Alexandra Dock.

WESTCOOT & LAURANCE LINE
 From LONDON AND EAST COAST PORTS OF UNITED
 KINGDOM, also ANTWERP to GIBRALTAR,
 MALTA, EGYPT, CYPRUS, PALESTINE, SYRIA and
 GREECE, TURKISH, BULGARIAN, ROMANIAN
 and RUSSIAN BLACK SEA PORTS.
 London Loading Berth: West India Dock.

SOUTH & EAST AFRICA
ELLERMAN & BUCKNALL LINE
 From MIDDLESBROUGH & LONDON TO
 CAPE TOWN, MOSSEL BAY, PORT ELIZABETH,
 EAST LONDON, DURBAN, LOURENCO MARQUES,
 BEIRA & MAURITIUS.
 London Loading Berth: Royal Albert Dock.

MALAYA, PHILIPPINES, CHINA
ELLERMAN & BUCKNALL LINE
 From MIDDLESBROUGH & CONTINENT TO
 FAR EAST PORTS as opportunity offers.
 Brokers: Killick, Martin & Co., Fenton House,
 Fenchurch St., London, E.C.3.

Head Offices of the Companies:
 104-107, Leadenhall St., LONDON, E.C.3
 Telephone: AVENUE 1011.
 Tower Building, LIVERPOOL
 75, Bothwell St., GLASGOW, C.2

JOHNSTON LINE
 LONDON TO BOSTON

For Freight & other particulars apply to—
JOHNSTON WARREN LINES, LIMITED
 Furness House, Leadenhall St., London, E.C.3
 53, King Street, Manchester; Royal Liver
 Building, Liverpool.

BEN LINE STEAMERS
 TO LTD.
FAR EAST

Steamer M'bro London
 *BENLOMOND ... 28 May 28 May
 *BENANNON ... 28 May 28 May
 *Calling Singapore, Penang, Port Swettenham, Singapore
 and Hongkong.
 *Calling Port Said only.
 London Loading Berth: No. 3, King George V. Dock.
 M'bro Loading Berth: Tyne & Tees Wharf.
 Cargo should not be despatched to Docks without refer-
 ence to Brokers.

KILLICK MARTIN & CO. (Brokers),
 112/114, Fenchurch Street, London, E.C.3
 112/114, Fenchurch Street, London, E.C.3
 MIDDLESBROUGH—T. A. BULMER & CO., LTD.
 WM. THOMSON & CO., EDINBURGH & LEITH
 (Managers).

YEOWARD LINE
 REGULAR SERVICE FROM
 LIVERPOOL TO
 LISBON, MADEIRA & CANARY ISLANDS

For further particulars and rates of freight, apply to—
YEOWARD BROTHERS,
 33/5, Victoria Street, LIVERPOOL 1.

FURNESS LINE
 LONDON TO NEW YORK
 LONDON TO HALIFAX & MONTREAL
 LIVERPOOL TO ST. JOHN'S, N.F., HALIFAX, N.S.
 and BOSTON.
 LIVERPOOL TO BOSTON
 GLASGOW TO BOSTON
 MANCHESTER TO LOS ANGELES,
 SAN FRANCISCO, VICTORIA, B.C.,
 VANCOUVER, B.C., NEW WESTMINSTER
 and SEATTLE.

JOHNSTON LINE
 From LIVERPOOL Closing Swanesa Closing L'pool
 STEAMER Closing London
 For HAJDAR PASHA and ISTANBUL
 PIREUS, VOLA, THESSALONIKI, BOURGAS,
 CONSTANTINOPLE, GALATZ,
 Loading Berth—Liverpool, South Hornby Dock.
 JOHNSTON WARREN LINES, LTD., Furness House,
 Leadenhall St., London, E.C.3; 53, King St.,
 Manchester.
FURNESS, WITBY & CO., LTD.
 LONDON, LIVERPOOL, GLASGOW, &c.

HELLENIC LINES LTD.
 REGULAR CARGO SERVICES
 from 152
EAST COAST U.S.A. and
EAST & WEST COAST U.K.
 & **CONTINENT**
 to
NORTH & SOUTH LEVANT
 and vice versa

Sailings—
 S.S. "HELLAS" Manchester and
 Liverpool Closing end May
 Antwerp Closing early June
 Loading Berth—Liverpool, South Hornby Dock.
 JOHNSTON WARREN LINES, LTD., Furness House,
 Leadenhall St., London, E.C.3; 53, King St.,
 Manchester.
FURNESS, WITBY & CO., LTD.
 LONDON, LIVERPOOL, GLASGOW, &c.

GLEN & SHIRE
 JOINT SERVICE FROM
 ANTWERP, MIDDLESBROUGH and
 LONDON to
FAR EAST

Closing M'bro London
 *SAMSETTE ... (No. 911 K.G.V.D.R.) 17 May 31 May
 *PROMETHEUS ... 17 May 31 May
 *Calling Port Said, Penang, Singapore, Hong-
 kong (Port Swettenham) and Shanghai if
 inducement).
 *Calling Port Said, Port Swettenham, Singa-
 pore, Hongkong and Shanghai.
 Cargo can only be accepted by arrangement
 through the Company's Brokers.
 For Inward Freight: GLEN LINE, LTD.,
 20, Billiter St., London, E.C.3 (Royal 8171)
 For Outward Freight, Passage or Insurance
 McGREGOR, GOW & HOLLAND, LTD.,
 20, Billiter St., London, E.C.3 (Royal 5600)
 And at Hull, Liverpool, Southampton,
 Middlesbrough and Bradford

ELDER DEMPSTER LINES
 Head Office: 3, Linnet Lane, Liverpool 17
 City Office: India Building, Water St., Liverpool 2.
 Manchester: 76, Cross St. Cardiff Agents: Elder
 Dempster (Cardiff) Ltd., Empire House, Mount Stuart
 Sq., Glasgow Agents: Roxburgh Collyer & Co.,
 Ltd., 69, Buchanan St., C.1.
 London Freight Agents: Killick Martin & Co.,
 Fenton House, 112/114, Fenchurch St., E.C.3.

MAIL, PASSENGER AND CARGO SERVICES
 BETWEEN U.K., CONTINENT, U.S.A.,
 CANADA AND WEST AFRICA.
 Coastal Service between West and South Africa,
 Calcutta, Bombay and Madras to West Africa
 (as cargo offers).
CANADA TO SOUTH AFRICA.
 Liverpool Agents for
 THE UNION-CASTLE MAIL S.S. CO., LTD.

Cunard
 MEDITERRANEAN

GIBRALTAR, CASABLANCA, MALTA PATRAS,
 PIRAEUS, THESSALONIKI, ZIMIR, HAIDAR
 PASHA, ISTANBUL, BOURGAS, VARNA,
 CONSTANZA.
 WEST ITALIAN & ADRIATIC PORTS.
 Sailings for all above will be announced
 as arranged.

CHANNEL ISLANDS
 PERDITA Closing for cargo noon May 13
 Loading Berth: Huskisson Dock, South No. 1,
 Liverpool.

NORTH FRENCH PORTS
 STEAMER ... To be arranged
 Loading Berth: E. Toxteth Dock.
 Freight rates quoted on application.

Cunard Line,
CUNARD BUILDING, LIVERPOOL.
 (TEL. CENTRAL 9201) OR LOCAL AGENTS.

THE
SOUTH AMERICAN
SAINT LINE
 REGULAR SERVICE

FROM
ANTWERP
 TO
ARGENTINE & BRAZILS
 1ST. CLEARS ... Closing Antwerp 15 June
 *For Rio Grande, Santos, Montevideo and Buenos
 Aires via Canary Islands.
 *For Brazil and Argentina.
 For full particulars apply to—
THE SOUTH AMERICAN SAINT LINE, LTD.
 Head Office—Temporary Address:
 Powell Duffryn House, CARDIFF
 or
 LONDON—Bevis Marks House, E.C.3
 (Telephone: AVENUE 1901)
 BIRMINGHAM—Manrice Cooke & Co.,
 13, Corporation St.
 HULL—Wm. Brown Crawford & Co., Ltd.
 LIVERPOOL—Canada S.S. Lines,
 (Overseas) Ltd., 10, Victoria St.
 ANTWERP—A.M. de Keyser Thornton, S.A.
 Also at Bristol, Bradford, Sheffield, Leeds, Newcastle,
 Middlesbrough, Southampton.

MACANDREW LINE
 SPAIN AND MOROCCO
 LONDON, LIVERPOOL & PRINCIPAL U.K. PORTS
EXPRESS SERVICE
 By Fast Motorships
 LONDON AND LIVERPOOL TO BARCELONA

HALL'S LINE
 LONDON TO LISBON
 Express Service by Fast Motorships
 LONDON TO GIBRALTAR

GLYNN LINE
 LIVERPOOL TO ITALY and SICILY
 FOR FULL PARTICULARS OF CLOSING DATES
 AND FREIGHT RATES APPLY TO—
MAC ANDREWS & CO., LTD.
 19, LEADENHALL ST., LONDON, E.C.3
 *Phone: MANESION House 1543
 Tels.: "Macandrew Stock London"
 CUNARD BUILDING, WATER ST., LIVERPOOL
 *Phone: CENTRAL 5922
 Tels.: "Glyn, Liverpool"

LLOYD'S AGENTS at
 Madrid, Barcelona, Tarragona, Castellon,
 Burriana, Valencia, Denia, Cartagena,
 Almeria, Malaga and Seville, with Branch
 Houses also at Bilbao and Gaudia

AGENCIES IN ALL OTHER PRINCIPAL PORTS
JOHN HALL Jnr. & CO., LTD.
 19, LEADENHALL STREET, LONDON, E.C.3
 *Phone: MANESION House 1543
 *Grams: "Jual Stock London"

JOHN GLYNN & SON, LIMITED
 CUNARD BUILDING, WATER ST., LIVERPOOL 3
 Tels.: "Glyn Liverpool"
 Phone: CENTRAL 3922

Cunard
White Star
UNITED STATES
 AND
CANADA
FREIGHT SERVICES

LIVERPOOL TO NEW YORK
 Receiving Cargo
 EMPIRE WYVE ... May 2 to May 8

LIVERPOOL TO MONTREAL
 Receiving Cargo
 FORT SPOKANE ... May 10 to May 16
 Loading Berth: Huskisson Dock

LONDON TO NEW YORK
 Receiving Cargo
 TORTUGUERO ... May 6 to May 13
 Loading Berth: No. 7 Shed, King George V Dock

LONDON TO MONTREAL
 Receiving Cargo
 VESSEL ... To be announced

CUNARD WHITE STAR, LTD.
 Offices also at—
 London, Southampton, Manchester, Herring-
 ham, Bradford, Bristol, Plymouth, Glasgow,
 Gourock, Cobh, Belfast, Dublin.

LAMPOR & HOLT
LINE

To RIVER PLATE (Monte Video,
Buenos Aires and Rosario) and, if
sufficient inducement offers, Bahia
Blanca (without transhipment)

To BRAZIL (Bahia, Rio de Janeiro,
Santos, Rio Grande do Sul)
Cargo for Pelotas and Porto Alegre
 by transhipment at Rio Grande do Sul.
 First Class Passenger Accommodation on all
 Vessels.

From NEW YORK TO NORTH BRAZIL
REGULAR FREIGHT SERVICE
 Full particulars of sailings and closing dates,
 freight and insurance, can be obtained from
 any of the addresses given below—
LAMPOR & HOLT LINE Ltd.
 Royal Liver Building, Liverpool
 85, Gracechurch Street, London, E.C.3
 64, Cross Street, Manchester
 Britannia House, Leeds Road, Bradford
 and 24, State Street New York

BLUESTAR LINES
EXPRESS LINER SERVICES
WEST INDIES
 and **SPANISH MAIN**
SOUTH AFRICA
AUSTRALIA
BRAZIL & ARGENTINA

Sailings, Freight, Insurance and Passages apply—
BLUE STAR LINE
 LONDON, 31-33, LIME ST. E.C.3
 BIRMINGHAM and MANCHESTER
 LIVERPOOL: LAMPOR & HOLT LINE LTD.,
 GLASGOW: J. S. NOWRY & CO.
 Chief Passenger Office: 3, Lower Regent St., S.W.1

P.S.N.C.
To WEST COAST SOUTH
AMERICA via HAVANA
NEW FAST SERVICE

*M.V. SANTANDER (15 knots)
 Receiving April, 29 to May 13
 M.V. LOBOS ... Receiving May 14 to 17
 Loading Berth: No. 1, North Canada Dock,
 provided with full baggage facilities.

THE PACIFIC STEAM NAVIGATION
COMPANY
 LIVERPOOL—Pacific Building, James Street (2)
 LONDON AGENTS—Royal Mail Lines, Leadenhall
 St., E.C.3; FRIGATE—McGregor, Gow & Holland, Ltd.,
 20 Billiter St., E.C.3

DENE SHIPPING CO., LTD.
 Shipowners
 Regular Line—
RIVER PLATE/AVONMOUTH
 Head Office—
 25, ST. MARY AXE, LONDON, E.C.3
 Also at PORTFIELD HOUSE CARDIFF DOCKS

ELLERMAN LINE JOINT SERVICE
HARRISON LINE SERVICE
NEWPORT, GLASGOW & BIRKENHEAD
 TO CAPETOWN, MOSSEL BAY, PORT ELIZABETH
 EAST LONDON, MAURITIUS, DURBAN,
 LOURENCO MARQUES and BEIRA
 Particulars of Sailings, etc., from the Agents—
 Staveley Taylor & Co., Mersey Chambers, Liverpool
 (Loading Brokers), Gellatly, Hankey & Co., Ltd.,
 London, Jones, Esard & Co., Ltd., Newport, Mon.
 E. Spencer Yates, Birmingham, J. W. Jones & Sons,
 Manchester, R. Thomas & Co., Bradford, C. Shaw
 Lovell & Sons, Ltd., Sheffield, Morrison, Pollexfen and
 Blair, Ltd., Preston and Bradford, Burgess & Co.
 Ltd., Swansea.
 Or the Owners: Thos. & Jas. Harrison, Liverpool &
 London, Hall Line, Limited, Liverpool, The City
 Line, Ltd., Glasgow, C.2.
 Cargo bookings are only made conditional upon the
 vessel named herein, or if no vessel is named a suitable
 vessel being available for the voyage and is subject to
 any direction or control by the British Government.

PORT LINE
 SERVICES FROM
 UNITED KINGDOM & NEW YORK
 to
AUSTRALIA & NEW ZEALAND

For further information apply to—
PORT LINE, LIMITED
 CUNARD HOUSE, 88, LEADENHALL ST.,
 LONDON, E.C.3
 Telephone: AVENUE 1270

UNITED STATES
LINES
 REGULAR FREQUENT FREIGHT SERVICE
 TO
NEW YORK
 & **BOSTON**

From LONDON Receiving Cargo
 *APPLETON VICTORY ... May 13—May 16
 *STEAMER ... May 27—May 30
 Loading Berth—22 Shed, Royal Albert Dock

From LIVERPOOL
 *CAPE ISABEL ... May 6—May 9
 *STEAMER ... May 13—May 16
 Loading Berth—N.E. No. 2 Gladstone Dock

From BELFAST
 *STEAMER ... May 13—May 17
 *STEAMER ... May 27—May 31
 Loading Berth—Herdman, Channel Wharf

From GLASGOW
 *STEAMER ... May 23—May 28
 Loading Berth—No. 79 Plantation Quay
 *NEW YORK ONLY (VIA BELFAST)
 Also from SOUTHAMPTON, HULL, BRISTOL
 CHANNEL, and EAST COAST PORTS

CONTINENTAL SAILINGS
 For New York only Closing
 STEAMER ... from Havre May 8
 STEAMER ... from Antwerp May 9
 STEAMER ... from Rotterdam May 10
 STEAMER ... from Bordeaux May 15

For full particulars, apply to—
 LONDON—38, Leadenhall Street, E.C.3
 (Tel. No. Royal 6677)
 LIVERPOOL—Wellington Bldgs., 7, The Strand
 (Tel. No. CEN. 1931-6)
 PARIS—30, Rue Anker
 ANTWERP—61, Rempart St. Catherine
 GLASGOW—W. B. Woodley (Scotland) Ltd., 179, West
 George Street, C.2 (Tel. No. Cent. 0554)
 BELFAST—Henry Gowan & Co., Scottish Provident
 Bldgs., 7, Donegal Square West, Belfast (Tel. No.
 Belfast 2951)
 ROTTERDAM—Rotterdamse Ocean Sheepsvaart
 Maatschappij, Atlantic House
 Agents at ALL Principal Ports

Canadian Pacific
CANADA & U.S.A.

London—Montreal
 BEAVERDELL ... May 10 to 15
 Loading Berth—C Berth, Victoria Dock

Liverpool—Montreal
 BEAVERGLEN ... May 13 to 15 to 20
 Loading berth—North No. 1 Gladstone Dock

Antwerp—Montreal
 STEAMER ... To be announced

For information, communicate with
CANADIAN PACIFIC
 Trafalgar Square, W.C.2 (Whitehall 5100), or
 108, Leadenhall Street, E.C.3 (Avenue 4707)
 or Liverpool, Bristol, Manchester, Belfast
 Birmingham, Sheffield, Glasgow, Dundee
 and Antwerp.

NORTON LINE
PORTUGAL—BELGIUM
 and vice-versa
REGULAR SERVICE
 Sailings every 10 days.

m/v SPRINGHAVEN Ldg. Antwerp Ldg. Portugal
 m/v SPRINGWOOD 22 May 15 May
 m/v COXWOLD 31 May 18 May

Agents: Howard Tenens Ltd., Bevis Marks Ho., E.C.3
 Norton & Co., Ltd., Lisbon.
 A. M. De Keyser Thornton, Antwerp.

MOSS HUTCHISON
LINE

From Liverpool
 CASABLANCA, GIBRALTAR, ALGIERS,
 MALTA, ALEXANDRIA, CYPRUS,
 PALESTINE and SYRIAN COAST
 PORTS DIRECT.
 PIREUS, THESSALONIKI (Salonika),
 ZIMRIS, ISTANBUL, BOURGAS, VARNA
 and CONSTANTZA.
 Also from Glasgow, Swansea and Newport.
 Above Services temporarily suspended.

ORIENT LINE
 TO
AUSTRALIA

Managers—Anderson, Green & Co., Ltd., 7, Bishopsgate
 London, E.C.2. Telephone—MAN. 3456.
 Chief Passenger Office—14, Cockspur Street, B.W.1
 Telephone—WHI. 6961.
 Branch Office—1, Australia House, Strand, W.C.2
 Telephone—TEM. 2258.
 Or Agents.

ALFRED HOLT & Co.
BLUE FUNNEL LINE

GLASGOW, BIRKENHEAD AND
SWANSEA
FAR EAST AND JAVA

SHIP CLOSING FOR CARGO Accepts Cargo for
 MENELAUS ... 16 May Penang, Port
 Swettenham
 HICKORY BURN ... 10 May Penang, Port
 Swettenham
 Singapore
 SAMJACK ... 15 May 27 May Penang, Port
 Swettenham
 Singapore
 Hongkong
 Shanghai

Before dispatch of goods Shippers must
 apply to—
ALFRED HOLT & Co., Liverpool.
McGREGOR, GOW & HOLLAND, LTD., London
 or
BURGESS & CO., LTD., Swansea.

ROYAL MAIL PASSENGER AND CARGO SERVICES SOUTH AMERICA LONDON, LIVERPOOL AND SOUTHAMPTON PENINSULA, BRAZIL AND RIVER PLATE (Also Swansea to Brazil) LONDON AND BRISTOL CHANNEL NORTH PACIFIC COAST Los Angeles Harbour, San Francisco, Victoria, Vancouver, Seattle and Portland via Panama Canal LONDON TO CURACAO, SPANISH MAIN, CRISTOBAL AND CENTRAL AMERICAN PORTS LONDON TO BERMUDA, NASSAU AND JAMAICA

Arden "LOUD HAILER" (ELECTRIC MEGAPHONE) SPEECH RANGE - 1 MILE Write ARDEN GUILDFORD OFFICIAL NOTICES NOTICE TO MARINERS [No. 57 of 1946] EAST COAST OF ENGLAND RE-ESTABLISHMENT OF CORTON LIGHT VESSEL Latitude 52 deg. 32 min. N. Longitude 1 deg. 50 min. E. (approximately).

OFFICIAL NOTICES NOTICE TO MARINERS [No. 57 of 1946] EAST COAST OF ENGLAND RE-ESTABLISHMENT OF CORTON LIGHT VESSEL Latitude 52 deg. 32 min. N. Longitude 1 deg. 50 min. E. (approximately).

RE-ESTABLISHMENT OF CORTON LIGHT VESSEL Latitude 52 deg. 32 min. N. Longitude 1 deg. 50 min. E. (approximately).

In accordance with Notice to Mariners dated 28th March, 1946, the CORTON LIGHT VESSEL which was discontinued during the war has been re-established in the position defined above with the following characteristics:--

HULL: Red: "CORTON" in white letters on sides. MAST: Pole Mast with Ball at Mast-head. LIGHT: One Red flash every 20 seconds, thus:-- Flash 2.3 seconds Eclipse 17.7 seconds TOTAL period 20.0 seconds FOG SIGNAL: Reed Horn: One blast every 60 seconds, thus:-- Blast 4.0 seconds Silence 56.0 seconds TOTAL period 60.0 seconds

By Order, J. M. NICOLLE, Secretary. Trinity House, London, E.C. 3, 6th May, 1946.

TRINITY HOUSE, LONDON CANDIDATES FOR LICENCES AS PILOTS FOR THE LONDON PILOTAGE DISTRICT NOTICE IS HEREBY GIVEN that the Corporation of the Trinity House of Deptford Strond are prepared to receive applications from candidates to be placed on the Lists for Channel, Cinque Ports, North Channel and Compulsory River Thames Pilots.

Applicants must possess a Ministry of Transport Certificate of Competency as Master of a foreign-going steamship and not exceed the age of thirty-five years. A copy of the Bye Laws in regard to the qualifications required of candidates may be obtained on application to the Secretary, Trinity House, Tower Hill, London, E.C. 3, accompanied by a remittance of 2s.

Applications must be made on the official form accompanying the Bye Laws—a separate application being made for each class of Pilots—and must be sent within three calendar months from the date of this Notice to the undersigned.

By Order, J. M. NICOLLE, Secretary. Trinity House, Tower Hill, London, E.C. 3, 2nd May, 1946.

PROPOSAL TO CHANGE A SHIP'S NAME WE, THE PELTON STEAMSHIP COMPANY, LIMITED of Millburn House, Newcastle-on-Tyne, HEREBY GIVE NOTICE that, in consequence of change of ownership, and to conform with the names of other vessels of our fleet, we have applied to the Minister of Transport, under Section 47 of the Merchant Shipping Act, 1894, in respect of our ship "EMPIRE SOUTHWARK," of West Hartlepool, official number 180085, of gross tonnage 3485.82 tons, of register tonnage 2189.09 tons, heretofore owned by the Minister of Transport, of London, for permission to change her name to "TEMPO," to be registered in the said new name at the Port of West Hartlepool, as owned by The Pelton Steamship Company, Limited.

Any objections to the proposed change of name must be sent to the Registrar-General of Shipping and Seamen, Llantrisant Road, Llandaff, Cardiff, within seven days from the appearance of this advertisement.

Dated at Newcastle-on-Tyne this sixth day of May, 1946.

For THE PELTON STEAMSHIP COMPANY, LIMITED, JAS. F. FERROW, Secretary.

IRON AND STEEL WHITE PAPER The White Paper on the Iron and Steel Industry was issued yesterday. A summary of the White Paper, together with a statement by the president of the British Iron and Steel Federation, appears in our Shipping and Engineering Section on page 13.

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WEDNESDAY, MAY 8, 1946 High Water, London Bridge ... 08 01 20 21 High Water, Liverpool ... 05 19 18 05 Sun Rises ... 05 19 Sun Sets ... 20 35 Moon Rises ... 03 07 Moon Sets ... 11 50 The above times are B.S.T.

TO-DAY'S WEATHER Meteorological Office Forecast Advance forecast for the 18 hours ending midnight to-night:--

General Inference: An anti-cyclone remains centred just N.W. of Scotland and a depression in the Bay of Biscay is moving N.W. or West. It will be mainly fair over a greater part of the British Isles. Further outlook for the British Isles: Mainly fair.

AIRPORT FOR NORTHERN IRELAND

Belfast Reply to Ministry's Preference for Nutts Corner

From Our Own Correspondent BELFAST, Tuesday

In an effort to ensure that the Belfast Harbour Air Port remains the Northern Ireland terminal for internal air services, instead of Nutts Corner, 13 miles from the city, in which the Ministry of Civil Aviation is now interested, the Belfast Harbour Commissioners to-day issued a report by their aeronautical consultant, Sir Adrian Chamier. The report replies to the suggestion by Mr. A. H. Wilson, Under Secretary to the Ministry, that the harbour air port, though suitable for the present small machines, might be unsafe for the operation of larger and faster aircraft.

Airmen who have long operated from Belfast contest that view," states Sir Adrian, who points out that during the past seven years 3500 Lancasters and Stirlings have taken off or landed without incident at two-thirds to three-quarters of their full military load. He also states that the ground is already consolidated to permit of the extension of the long runway of 1150 yds. to 1300 yds., and with this extension the air port will meet the extreme case of one engine failure on take-off for the Wayfarer machine, which is taken as typical of modern civil aircraft.

The report adds: "Work is already in hand with a view to extending the main runway to over 1800 yds. within the next 18 months. In two years not only could the main runway reach nearly 3000 yds., but a new diagonal runway could be completed 1900 yds. in length. With such runway lengths the air port could be, in the opinion of expert users, almost perfect and entirely suitable for the operation of all types of civil aircraft used or likely to be used for internal services."

Practical pilots are agreed that large, obvious and well-marked obstructions clear of the flightways constitute no real danger, and that there is proof of this in the fact that no obstruction has been hit in nine years. The report also refers to the facilities for flying boats and the deep-water wharf at the air port and the large hangars available at Short & Harland's aircraft factory. "It will be readily seen that the harbour air port offers unrivalled facilities," says Sir Adrian, "and it would be the most short-sighted policy in the world to abandon them."

FIRST MONTREAL CARGO

The "Fort Spokane" at Liverpool

From Our Own Correspondent LIVERPOOL, Tuesday

Having won the race to be the first ship to enter Montreal after the winter freeze-up of the St. Lawrence, the Cunard White Star liner Fort Spokane, which arrived in Huskisson Dock, Liverpool, to-day, has brought the first cargo of the season from Montreal. She carried large quantities of food, including 6000 tons of wheat. Her master, Captain R. H. C. Crawford, O.B.E., was presented with a gold-handled cane by Montreal harbourmaster on his arrival at the port as a memento. Captain Crawford has been with the Cunard White Star for 35 years, having served previously as chief officer in the Queen Mary, and during the war with the Royal Navy.

CIVIL AVIATION BILL

The Civil Aviation Bill was read a second time in the House of Commons on Monday night.

The directors of the Trussed Concrete Steel Company, Ltd., announce that Mr. J. G. Arthur has been elected a director of the company and appointed managing director.

RADIO AND NAVIGATION

International Conference in London

INCREASING SAFETY AT SEA

An informal international meeting on Radio Aids to Marine Navigation opened at the Central Hall, Westminster, yesterday. Representatives of over 20 maritime nations were present. The meeting will continue until May 22, and its objects are to inform other countries what is being done here in the field of radio navigational aids for ships, to seek information on similar work in other countries, and to prepare a provisional case for international standardisation of radio-navigational systems.

In a speech of welcome to the delegates, Mr. ALFRED BARNES, Minister of Transport, said that the recent war was characterised by a rapid increase in scientific knowledge and by a considerable extension of the use of scientific techniques for the purposes of war. In that scientific field radio aids to navigation had taken a prominent part. Radar had been used for many different purposes, and considerable scientific effort was also directed towards the perfection of an apparatus whereby aircraft were able to fix their position accurately over the target. The systems of position finding which were developed were applied to the navigation of ships, particularly at the time of the invasion of the Continent when the accurate placing of each vessel was of paramount importance.

It was clearly evident that the techniques of radar and position fixing by means of radio would have an application to navigation at sea, and with the end of the war the Ministry of War Transport set up the necessary executive machinery to ensure that the remarkable advances in that branch of scientific knowledge were made available to merchant ships. The Government realised that it was necessary to co-ordinate the policy on the provision of radio navigational assistance for aircraft and for ships, and the deliberations of the present meeting, together with those being held in connection with aviation, would be of great value in formulating an integrated policy in regard to all means of navigational assistance using radio methods.

ELIMINATING DELAY

It was quite clear from the advances which had been made already, Mr. Barnes continued, that radar and radio methods of finding the position of a ship would materially increase the safety at sea of naval and merchant ships and of the crews, passengers and the goods carried. As well as reducing the hazards of navigation, especially under bad weather conditions, the new devices would enable ships to proceed on their business without some of the delays which were at present occasioned by fog and adverse weather. Those two advantages of the use of radio for navigation at sea were themselves justification for the effort and energies being applied to the work.

The present international conference on technical matters affecting ships at sea was the first to take place since the war, though it was the practice before the war to hold formal international conventions on such matters as load-line regulations, telecommunications and safety of life at sea. The conference, though of a less formal nature, would explore subjects relevant to the international conferences that would be held in due course to review and revise the Conventions on Safety at Sea and telecommunications, and would bring nearer the provision of new scientific aids in the passage of the seas.

Sir ROBERT WATSON-WATT, chairman of the meeting said that the sea had always been for this country a highway linking us with our sister nations, particularly those of the British Commonwealth and Empire. At the present time we were most acutely conscious of the fact that the lifelines of the world as a whole lay on the sea. There had been added during the war one or two novel non-radar systems and a large variety of radar systems falling into three main categories—primary and secondary radar and radar aids to navigation. Yet no single one of the radio devices, radar or non-radar, which had emerged was in a form in which it was ready for immediate application to the special needs of the Merchant Navies. We believed that the aids required by the world's merchant navies would, in general, be provided by the operations of our great radio industries, but we believed that these industries must be guided by the results of such discussions as the delegates were about to undertake. The time had not yet come for a modification of international regulations, but the time was close at hand when the technical developers should be provided with a series of minimum standards of performance to which they should direct their efforts.

ROYAL EXCHANGE ASSURANCE

In the summary of the address of Lord Bicester, Governor of the Royal Exchange Assurance, which was published in LLOYD'S LIST of May 4, it was stated: "Throughout the war the Corporation accorded continuous support to the loans issued by the Government, and in consequence whereas in 1939 the investments in British Government securities held on the life fund were less than 10 per cent. of the total, this figure has now increased to over 38 per cent."

The figure of 10 per cent. was a printer's error and should be read as 1 1/2 per cent.

SHIPYARD WORK

Two Contracts for Wm. Denny

William Denny & Brothers, Ltd., Dumbarton, have received from the British & Burmese Steam Navigation Company, Ltd. (Messrs. P. Henderson & Co.), Glasgow, an order for a high-speed cargo liner, with limited passenger accommodation, similar to the Pegu, built for the same owners in 1943. The Pegu is a vessel of 7838 tons gross, with propelling machinery consisting of three steam turbines connected to a single propeller shaft through single-reduction gearing. Messrs. William Denny have also received an order for a twin-screw motorship from the General Steam Navigation Company, Ltd., London. This vessel, which is to be employed on the company's cross-Channel service from the Thames, is to be similar to the Royal Daffodil, built for the same owners in 1939. The Royal Daffodil is 300 ft. in length and has a gross tonnage of 2060. Her propelling machinery consists of two-stroke single-acting diesel engines.

Order for Fredrikstad Yard

The Fredrikstad mek. Verkstad, Fredrikstad, have received an order from the A/S. Jacob Kjøde, Bergen, for a steamer of 7000 tons, for delivery in the middle of 1948. The vessel will be of the Fredrikstad type, with boilers on deck.

CLYDE SHIPBREAKING

Offers for Accommodation at Faslane

From Our Own Correspondent GLASGOW, Tuesday

Two companies have made offers for accommodation for shipbreaking and ancillary purposes within the military port at Faslane, Gareloch which is being operated by the Clyde Navigation Trustees pending arrangements for its future use and working. This was reported in the minutes submitted at a meeting of the Trustees to-day. It was stated that one company wished to lease accommodation and the other to lease or purchase.

The Trust's General Purposes Committee decided to inform the Ministry of Transport that the available accommodation should be leased for specified purposes, that the Trustees should be parties to any agreement and that Admiralty needs should be met as far as possible at the other ports on the Clyde, relieving heretofore for shipbreaking at Faslane. The Trustees approved this line of action.

W. H. Arnott, Young & Co., Ltd., informed the Trustees that about 500 yards east of Dalmuir Basin, on which the Trustees granted permission to them in 1934 to break up ships, was now occupied by the Admiralty, and asked permission to break up ships on the company's property on a site immediately east of Dalmuir Basin. The permission was granted during the pleasure of the Trustees and subject to appropriate protective conditions. The Trustees decided to ask the support of the Dock and Harbour Authorities' Association, London, in seeking an adequate protective clause in the Civil Aviation Bill.

RADIO OPERATORS AND CONSCRIPTION

Position of Merchant Navy Men

In the House of Commons yesterday, Major H. R. SPENCE (C. Aberdeen Central) asked the Minister of Labour why young men who had taken the risks of war and given three years' service as wireless operators with the Merchant Navy were being called up for compulsory military service.

Mr. N. EDWARDS, Parliamentary Secretary, replied that the Minister was not calling up for service in the Armed Forces men who had completed three years' service in the Merchant Navy. Such action was suspended at the beginning of April pending reconsideration of the general question of calling up for further service men who had been discharged from the Armed Forces or the merchant service.

Major SPENCE: May I ask whether three years is the limit the Minister sets on the matter, or will he give consideration to the war service of these young men by giving them a shorter term of compulsory service?

Mr. EDWARDS: I have said the matter is under further consideration.

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NORWEGIAN SHIPPING

Compensation for Wartime Requisitioning

COMMISSION'S REPORT

The Royal Commission which was appointed by the Norwegian Government a year ago to establish the principles upon which to base compensation to Norwegian shipowners for the wartime requisitioning of their fleets has just issued its report. The requisitioned ships, numbering about 1000, of 4,000,000 tons gross, which were managed by the Norwegian Shipping and Trade Mission for the benefit of the Allies' war effort, were returned to the owners on Sept. 30, 1945.

The main points of the Royal Commission's report, according to the Norwegian State Information Service, are:--

(1) For vessels lost, the owners will receive the insurance money collected by the Norwegian Government, subject to certain minor adjustments to ensure equity, and will be paid in the currency in which the vessels were insured, i.e. mainly in pounds sterling.

(2) For vessels that have survived, compensation will be paid for use. This compensation consists of: (a) a depreciation allowance of 6 per cent. per annum for steam tramps and 7 per cent. per annum for tankers, motorships and liners. (b) Compensation for loss of income at 5 per cent. per annum, which will also cover the companies' administrative expenses during the requisition period. These amounts will be paid in Norwegian kroner and are based on values about 20 per cent. below the insured values. In relation to insured values, therefore, they represent 4.8 per cent., i.e. 5.6 per cent. for depreciation and 4 per cent. for administration and loss of income.

(3) Lost vessels will receive no compensation for depreciation, but owners will receive the same 5 per cent. per annum compensation for lost income and cost of administration up to the time the vessels concerned were lost. For vessels under 2000 tons gross the rate will be 6 per cent. per annum. For the period from the loss of the vessels and until the end of the requisition period (30.9.45) an "equalisation payment" will be granted at the same rate. These payments will also be made in kroner and are also based on values 20 per cent. below insurance valuations.

(4) No interest will be granted on the amounts involved in the compensation, despite the fact that, but for the occupation and the delays in settlement, they would have been due concurrently with the use or loss of the vessels.

SHIPS IN HOME WATERS

The report contains a number of other important points. About £10,000,000 will be paid to owners of vessels in Norwegian home waters during the occupation, most of which will represent compensation for vessels lost while requisitioned by the Germans. More than £9,000,000 will be allocated to a pension fund for Norwegian seamen; £500,000 to two months' extra holiday for merchant seamen who have served during the war; and £500,000 to a fund primarily for social purposes connected with the shipping industry.

The report is a compromise between those members of the Commission who represented the shipping industry and those who might be considered as the Government's representatives. The case is without precedent in Norwegian history, and raises a number of very difficult legal points of great economic importance. On these points the Commission was divided, but in view of the desirability of arriving at a settlement as quickly as possible, many of these problems were by-passed so as to reach a unanimous compromise solution. The next step will depend on whether the owners will accept the Commission's recommendations. If so, the Government's acceptance seems granted. The settlement will then be embodied in a Bill which will have to be passed by the Norwegian Parliament.

MONTREAL - SOUTH AMERICA

Moore-McCormack to Run Monthly Service

MONTREAL, Tuesday Mr. A. V. Moore, president of the Moore-McCormack Lines, Inc., has announced a new shipping service from Montreal to South America, with monthly sailings beginning in early June. Ports of call will be in Brazil, Uruguay and Argentina, and the ships will load full cargoes for Canadian ports on the return voyage, he said. The first ship in the new service will be one of the company's 12,500-ton cargo liners, launched at Pasagoula recently. She has accommodation for several passengers, and a speed of 17 1/2 knots.—Reuter.

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LAW REPORTS

KING'S BENCH DIVISION
 Tuesday, May 7, 1946.

CHARTER-PARTY DISPUTE
**A/S. TANKEXPRESS v. COM-
 PAGNIE FINANCIERE BELGE DES
 PETROLES S/A.**

Before Mr. Justice ATKINSON
 The hearing was continued of argu-
 ments on this award, stated in the
 form of a special case, in an arbitra-
 tion following a dispute between A/S.
 Tankeexpress, of Oslo, owners of the
 motorship *Petrofina*, and Compagnie
 Financiere Belge des Petroles S/A., of
 Brussels, charterers of the vessel. The
 owners had purported to cancel the
 charter-party, alleging hire had not
 been paid by the due date—Sept. 27,
 1939—and the charterers contended
 that that was wrong. The charterers'
 case was that at the time the vessel
 was not at their disposal; she had been
 standing because of a dispute, and the
 master had not received an instruction
 to commence loading. The vessel
 consequently remained unavailable,
 but the charterers alleged that they
 were not in default with payment,
 having sent a cheque, delivery of which
 was delayed through no fault of their
 own.

The previous proceedings were re-
 ported in LLOYD'S LIST of May 7.
 Sir William L. McNair, K.C., and
 Mr. Eustace W. Roskill (instructed by
 Messrs. Ince & Co.) appeared for the
 charterers; Mr. Ashton W. Roskill
 (instructed by Messrs. Sinclair, Roche
 & Temperley) represented the owners.
 Continuing his argument on behalf
 of the owners, Mr. ASHTON ROSKILL
 submitted that the charterers were not
 entitled to any indulgence in the
 matter of time, so far as payment of
 hire was concerned, and he also sub-
 mitted that on the true construction
 of the cable making the settlement of
 the dispute on Sept. 25, 1939, the hire
 continued payable irrespective of
 whether or not the vessel was at the
 disposal of the charterers. "Any
 delay at Venezuela," which was not to
 count as off hire, meant, in his sub-
 mission, future delay as well as past
 delay.

But the most important commercial
 aspect of the present case was the ques-
 tion if, *ex hypothesi*, the vessel was
 not at the disposal of the charterers
 when payment became due on Sept. 27,
 the charterers were required to pay.
 He submitted that they were, and con-
 tended that that proposition was sup-
 ported by specific expressions and pro-
 visions in the charter and by previous
 decisions of the Courts. It was also
 supported by the general rule—which
 had been held by the Court of Appeal
 throughout a time charter save in so
 far as there was provision in the
 charter expressly providing for it not
 to be paid.

Mr. Roskill pointed out that the
 only provision for suspension was that
 the charter should be suspended if the
 vessel were detained by the authorities
 at home or abroad in consequence of
 legal action brought against the owners
 by someone other than the charterers.
 As there was express provision for
 suspension in that particular case, he
 submitted that the charter would not
 be suspended in other circumstances.
 Counsel submitted that the charterers'
 case confused the obligation to pay hire
 in advance on the due date with the
 right of the charterers to deduct from
 the hire anything which was due to
 them for the ship having been off hire
 in a previous month. The first obliga-
 tion was quite unaffected by the fact
 that rights might have arisen at the
 time when the hire became payable in
 advance. It was still so payable.

As to the charterers' submission that
 hire had ceased because the master was
 in breach of his duty to obey orders,
 Mr. Roskill pointed out that the agree-
 ment of Sept. 25, 1939, provided that
 the vessel was to be considered on hire
 during delay in Venezuela. After that
 date the orders which the master was
 to obey were the charterers' orders, but
 there was no finding of fact in the case
 that the master was ever given orders
 by the charterers. Counsel submitted
 that the award should be supported.

Replying, Sir WILLIAM MCNAIR sub-
 mitted that, until the dispute was
 settled on Sept. 25, 1939, the char-
 terers could not send the money for
 the next month's hire, because, if there
 had been no settlement, they might
 never have got the ship at all. The
 arbitrator's finding of fact that the
 charterers followed the usual method
 of paying the hire prevented the
 owners from saying that the charterers
 adopted the wrong way of paying. The
 express finding that the owners
 declined to allow the vessel to be at the
 charterers' disposal to load until the
 dispute was settled made it impossible

for the owners to say that they never
 declined to render the charter service.
 It was part of the settlement of
 Sept. 25, Counsel said, that the owners
 should be under an obligation to see
 that the instructions they had given
 to the master not to load should be
 effectively cancelled. If it was right
 that the vessel was off hire on the facts
 of the case, because the master was in
 breach of orders, then the charterers
 would succeed because the payment was
 not due. Leaving the charter aside,
 the owners could not successfully have
 sued for the hire on Sept. 27, because
 they could not have averred that they
 were ready and willing to place the ship
 at the charterers' disposal, but were
 prevented from doing so by excepted
 perils or by the operation of law.

Sir William submitted that the
 alternative award should be upheld,
 and the case sent back to the arbitrator
 for the assessment of damages.
 Judgment was reserved.

ADMIRALTY DIVISION
 Tuesday, May 7, 1946

COLLISION IN GRAVESEND REACH
**OWNERS OF M.S. "EASTERN
 CITY" v. COMMANDER OF
 "L.S.T. 303"**

Before the PRESIDENT (Lord Merri-
 man), sitting with Captain
 R. L. F. HUBBARD and Captain
 C. St. G. GLASSON, Elder Brethren
 of Trinity House

The hearing was continued of this
 action in which the Leeds Shipping
 Company, Ltd., of Cardiff, owners of
 the motorship *Eastern City*, claimed
 damages from Lieut.-Commander
 Eustace Reginald Davies, R.N.R., com-
 manding the landing ship tank 303, for
 a collision in Gravesend Reach, off the
 tidal basin at Tilbury Docks, on the
 afternoon of May 16 last, when the
Eastern City was up-going and the
303 was coming out of the entrance to
 proceed down to Ostend. After the col-
 lision the *Eastern City*, as a result
 broke adrift the barge *Charway*, colli-
 ded with the barge *Linnet*, and the
Linnet sank.

The defence was a denial of liability
 and it was contended that those on
 board the *Eastern City* were solely
 to blame for what happened.

Mr. R. F. Hayward, K.C., and Mr.
 G. N. W. Boyes (instructed by Messrs.
 William A. Crump & Son, agents for
 Messrs. Gilbert Robertson & Co., of
 Cardiff) appeared for the plaintiffs;
 Mr. O. L. Bateson, K.C., and Mr. S.
 Knox Cunningham (instructed by the
 Treasury Solicitor) represented the
 defendant.

The previous proceedings were re-
 ported in LLOYD'S LIST of Jan. 28,
 1946.

The question of the signals given by
 the *303* (four blasts) on which there
 was a discussion at the previous hear-
 ing was referred to by the PRESIDENT.
 He said the Elder Brethren had in-
 quired into the matter and had taken
 the considered opinion of Trinity House
 House. Incidentally they had also col-
 lected views among pilots. The result
 was that, although four blasts were
 not, of course, prescribed in circum-
 stances like the present, it was the con-
 sidered opinion of Trinity House that
 it was good seamanship, provided it
 was preceded by one blast—coming out
 into the river. Although it was not a
 universal practice among pilots, it was
 a very common one.

Mr. HAYWARD: It will be paying no
 disrespect to that opinion if I cross-
 examine in the way I have prepared.

The PRESIDENT: I could have waited
 until later in the proceedings, but I
 thought it best to tell you now what
 the position was.

Mr. HAYWARD thanked his Lordship
 for the information.

Further evidence was given and the
 witnesses included Mr. PHILIP THOMAS
 BRAY, a Trinity House pilot, who was
 piloting the *Eastern City* at the time
 of the collision. A local helmsman
 named Patterson was at the wheel and
 the master of the *Eastern City*, the
 second officer and the third officer were
 on the bridge with witness.

The hearing was adjourned until
 to-morrow.

BRISTOL TRAFFIC

Return to Normal Trade

From Our Own Correspondent

BRISTOL, Tuesday
 Further evidence of the return to
 peace conditions is shown by the Port
 of Bristol traffic return for the first
 month (April) of the port's financial
 year. Foreign arrivals numbered 48,
 aggregating 155,770 tons net, com-
 pared with 65 vessels and 340,064 tons
 in the corresponding month last year.
 In coastwise trade 677 vessels, of 98,564
 tons, were accommodated, against 670
 vessels and 125,989 tons last year.
 Grand totals were: This year, 725 ships
 and 254,334 tons; last year, 735 ships
 and 466,053 tons.

Foreign imports last month totalled
 233,043 tons (last year 449,821 tons),
 and coastwise imports were 87,326 tons
 (last year 91,324 tons). Foreign ex-
 ports were 1093 tons (last year 76,343
 tons), and coastwise exports totalled
 54,766 tons (last year 79,826 tons).
 Increases were recorded in grain
 (64,726 against 192 tons), provisions
 (32,578 against 23,565 tons), timber
 (9028 against 960 tons), tobacco (2599
 against 1387 tons), cereal products
 (3264 against 314 tons). Decreases were
 shown in petroleum (71,628 against
 334,734 tons), oilseeds (1980 against
 4100 tons), fruit (1560 against 6207
 tons), sugar (2000 against 3150 tons),
 woodpulp (1596 against 7212 tons).

FREIGHT MARKETS

Active Sugar Business

By Our Own Correspondent

THE BALTIC, Tuesday
 The feature in the freight market
 has been the active chartering for
 sugar, particularly for French account,
 and many trades have been repre-
 sented. Grain business is quieter, apart
 from official bookings, and no further
 fixtures are reported on time charter
 basis. In the outward section it is
 rumoured that a small vessel has been
 fixed to Gibraltar, but precise details
 are not available.

In the River Plate department a
 large Greek steamer for August cancel-
 ling has been fixed from up-River or
 Necochea to French Atlantic ports or
 Casablanca at 90s., while 91s. 6d. is
 offering to West Italy, with options,
 and \$14 for an 8500-tonner to Mont-
 real for June to August loading. The
 Dutch Government are still open for a
 full cargo of linseed from Montevideo
 to Rotterdam or Amsterdam for end
 May-early June loading. Brazilian
 charterers make little progress with
 their numerous orders.

Business in the North American
 department has been confined to sugar.
 A vessel of about 8000 tons has been
 done for refined for May from Phila-
 delphia and Baltimore to Casablanca/
 Tunis Range on the basis of \$14.50 two
 loading ports to one port of discharge,
 while three large American vessels
 have been fixed for raw from Cuba to
 Bordeaux/Dunkirk Range at \$14 for
 one port of discharge. Coal cargoes are
 offering from Houston to Bordeaux/
 Dunkirk at 62s. 6d. f.i.o. and to West
 Italy at \$14.25 one port of discharge,
 while \$13.50 gross terms is offering
 from Gulf to Huelva.

Elsewhere a large steamer has been
 chartered for sugar from Queensland
 to one or two berths Auckland at
 72s. 6d., while two large vessels for July
 cancelling have been done for sugar in
 bags from Reunion to Algiers or Mar-
 seilles, and the licence for one of these
 ships has been granted. There is an
 inquiry for a vessel of 6000/8000 tons
 for May-June loading for ore from Poti
 to Baltimore at \$6 f.i.o.

FIXTURES

UPPER RIVER PLATE PORT or
 NECOCHEA to FRENCH ATLANTIC
 PORTS or CASABLANCA.—Greek
 stmr., 7700 t., 10 per cent., 90s. per
 ton, heavy grain, Aug. cancelling.

PHILADELPHIA and BALTIMORE to
 CASABLANCA/TUNIS RANGE.—
 American stmr., 8000 t., 5 per cent.,
 basis \$14.50 per ton two loading ports
 to one port of discharge, \$14.75 two to
 two, refined sugar, May.

CUBA to BORDEAUX/DUNKIRK
 RANGE.—Three American smtrs., each
 8500 t., 5 per cent., \$14 per ton one,
 \$14.50 two ports of discharge, raw
 sugar, May.

QUEENSLAND TO ONE OR TWO
 BERTHS AUCKLAND.—*Ribera*, 8700
 t., 5 per cent., 72s. 6d. per ton, sugar,
 June 25-July 15.

REUNION to ALGIERS or MAR-
 SEILLES.—Stmr., 9000 t., 5 per cent.,
 87s. 6d. f.i.o. one port of discharge, 90s.
 two ports, sugar in bags, June 10-
 July 5.

REUNION to ALGIERS or MAR-
 SEILLES.—Stmr., 8500/9000 t.,
 87s. 6d. f.i.o. one port of discharge, 90s.
 two ports, sugar in bags, June 20-
 July 15.

PROVINCIAL REPORTS

From Our Own Correspondents

LIVERPOOL, Tuesday
 The market has a large number of
 requirements for homeward and cross-
 sea trades, for which tonnage is
 difficult to arrange in many directions.
 Time charter demand is sustained.
 North American demand includes
 various cargoes from the Gulf, while
 Cuba sugar has requirements for
 Holland and other countries. River
 Plate grain is possibly workable to
 French Atlantic ports and to West
 Italy for June and later dates.

CARDIFF, Tuesday

Inquiry in the coasting trades is
 slow and tonnage remains freely avail-
 able. Foreign business is very limited.
 Fixture:—
 GHENT (ldg. Swansea).—1100 t., U.M.A.,
 less 10 per cent., May 9.

SWANSEA, Tuesday

Although small tramp steamers are
 amply available coastwise business
 remains limited, being affected by the
 tightness of colliery stems. Oversea
 trade is also very restricted, there
 being no improvement in the coal
 position.

NEWCASTLE, Tuesday

Firm conditions rule in all sections
 but the paucity of cargoes restricts
 business. Tonnage is scarce, both for
 Baltic areas and the near Continent.
 There is an active inquiry in the home
 coasting section for this month; early
 stemming is difficult, but forward stems
 are available.

GLASGOW, Tuesday

May commitments to West Italy are
 now covered, and further tonnage is
 not likely to be wanted till June. The
 Control Commission Shipping Bureau
 still want prompt vessels of about
 2000/2500 tons for coal or coke breeze
 from Rotterdam or Emden to Norway
 on U.M.A. terms less 10 per cent., and
 Lubeck to Sweden. Coastwise tonnage
 wanted includes 1500 tons Methil to
 London for coal, stone 800 tons Inver-
 keithing to London, and 1800 tons coal
 Methil to Portsmouth.

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SEAMEN'S WELFARE

Work of British Sailors' Society

The Lord Mayor of London presided
 over the 128th anniversary meeting of
 the British Sailors' Society, held at the
 Mansion House yesterday.
 In a short address, the LORD MAYOR
 said that the Society was entitled to
 look upon its war record with great
 pride. Now it was prepared to face
 the peacetime needs of sailors through-
 out the world with that sympathy and
 understanding which had always been
 associated with the Society's work.
 For over a century it had looked after
 the welfare of seamen, and only a pro-
 gressive organisation could hope to con-
 tinue its work for such a long time.
 The DUKE OF DEVONSHIRE, president
 of the Society, said that they were
 aware of the Government's intention
 to take part in planning for seamen's
 welfare ashore in the future. There
 was much the Government could do,
 though the Society had no knowledge
 yet what form its plans would take,
 but they relied on the spirit of the
 declaration of the Minister of Trans-
 port that he wished to retain the
 societies within the Government plan.
 The Society would give to the Govern-
 ment its fullest co-operation.

THE COAL TRADE
Special Market Reports
 From Our Own Correspondents
CARDIFF

Business continues to be held in
 check by the scarcity of supplies.
 Inland business remains particularly
 heavy and present production is kept
 almost completely employed in satisfy-
 ing this trade, which shows no signs of
 easing off.

SWANSEA

The export situation shows no
 material improvement owing to the
 shortage of anthracites. The home
 trade, however, is particularly good,
 especially in broken coals, washed
 grains receiving an active request
 from local factories because of the
 scarcity of the usual industrial fuels.
 Inferior culms, however, are occasion-
 ally obtainable without much difficulty,
 since quantities are not being fully
 lifted according to programme. Best
 steams, both large and small, are still
 strong features.

NEWCASTLE

Output moves off steadily with coast-
 wise tonnage in fair supply though
 hampered by the weather. Industrial
 consumers continue to press eagerly
 for early supplies, which remain scarce,
 especially the popular brands. Smalls,
 washed duff and slack are readily taken
 up, small quantities, including open-
 cast varieties, being licensed for ex-
 port.

MERSEY

The bunker market is very active
 with all classes of steam coal heavily
 engaged. There is no abatement in
 demand for inland purposes. House
 coal is in short supply.

GLASGOW

Outputs of deep-mined coal are
 generally steady, and open-cast pro-
 duction maintains a very good
 standard. Inland demand is absorbing
 almost the total output, shipments
 being confined to minimum quantities
 of good coal for the usual coastal
 destinations and the lower grade fuels
 for export.

HULL

DUBLIN

New Dock Proposed at Alexandra Quay

By Our Special Correspondent

Satisfactory progress in capital works in the continuous improvement of the docks and quays of the Port of Dublin is again the feature of the chief engineer's quarterly report to the Dublin Port and Docks Board. While these constructive improvements are in progress other and greater schemes are projected by the Board. Expansion of the Irish Mercantile Marine by the acquisition of the most modern cargo vessels is foreshadowed in the proposed building of a large graving dock at Alexandra Quay. This scheme will cost £750,000. Repair and servicing of vessels up to 18,000 tons is envisaged. A State grant of £500,000 is to be made towards the cost of the new dock.

It is intended to build new offices worthy of the port, said Mr. P. J. Munden, vice-chairman of the Board recently, when mentioning that new deep sea berthage had been laid down and that a long stretch of new quay had been completed. He said that the Board's programme was ambitious, but was being pushed on in spite of the great difficulties arising from the aftermath of the war. He added the fact that the port was on Dublin's doorstep, and had a rail and canal service that connected with every part of Ireland—an advantage to all users of the port.

Harbours Act Passed

The Harbours Act, 1946, was signed by the President and became law on Apr. 2 last. The Act is based largely on the recommendations of the 1930 Ports and Harbours Tribunal, and places the 25 harbours named in the Act under the general supervision of the Minister of Industry and Commerce. The constitution of the Class A harbour authorities, i.e. of Dublin, Cork, Waterford and Limerick, will be as follows: Five members appointed by the Local Authority, four by the Local Chamber of Commerce, two by the Live Stock Traders' organisations, two by the Federation of Irish Manufacturers, Ltd., four elected by the payers of tonnage rates of £20 and upwards on vessels registered in the State, two by an organisation representative of labour interests, and four nominated by the Minister of Industry and Commerce.

The Minister for Industry and Commerce gave an interesting review of the Irish shipping position when speaking before the Maritime Institute of Ireland on the occasion of its annual dinner. Mr. Lemass congratulated the Maritime Institute on its rapid growth in membership and prestige, and said that it filled a very obvious gap in the national life of Eire. He said that the war had taught them, as it had taught other countries, that the national interest required that they should build up a much bigger and better merchant marine than existed in the past. Therefore Eire's objective was the establishment of a merchant marine carrying a fair share of her own trade and contributing a fair share to the national well-being.

State Shipping

Having referred to the obstacles which war conditions had placed in the Government's way and which had compelled it to establish a shipping organisation as a State enterprise, and assist it in acquiring ships to maintain essential services, Mr. Lemass said the number of ships which the country could operate was determined not by Eire but by the United Nations authorities, who required all ships sailing the seas to hold their warrant. Those authorities decided the number of ships which would meet Eire's minimum needs and gave warrants for that number and for no more. They could only have the ships for which the United Nations authority was prepared to grant warrants. There was no course open to Irish Shipping, Ltd., or to the Government, which would have made it possible to extend the country's shipping facilities.

Even in peacetime, continued Mr. Lemass, shipping was a very difficult industry to run successfully. Some wealthy and powerful countries had had to subsidise to keep their ships in operation. On the other hand, small countries such as Denmark and Norway had made their shipping a source of substantial revenue to the national exchequer and the national economy

as a whole. Eire's shipping industry was entitled to the support and co-operation of Irish importers and exporters. A merchant marine could not be created without that support, and a serious and costly effort had been made to improve seamen's conditions on board Irish ships, so far as emergency circumstances permitted.

Long-Term Policy Needed

Mr. Lemass said that he would like to see all parties getting together to discuss and agree upon a common long-term policy on all matters affecting the well-being of Irish seamen and the efficiency of Irish shipping—as to hours of work, wages, manning scales, safety, training of officers and men, crews' quarters and catering, regularisation of employment, &c., so that Eire could play her part to abolish what remained of the bad conditions of long ago, and at the same time give due heed to the requirements and possibilities of her own shipping situation. If the right spirit prevailed they could hope to have well-built and well-found ships, manned by men who would have good reason for pride in their calling and their flag.

Senator Padraig O'Siochradha, who presided at the annual dinner of the Maritime Institute of Ireland, said that the aim of the Institute was to make the people of Ireland sea-minded and to make their people appreciate the desirability of possessing their own flag all over the world. The Hon. W. E. Wylie, K.C., a former Judge of the High Court, said that they wanted the world to know that Ireland had a commercial value, and to have that value they must have some method of conveying commerce. Mr. Edward J. Betson, vice-president of the Maritime Institute, said that during the war their seamen had faced grave risks. Some of them had not returned. To them and to their seamen in general they desired to pay tribute.

The Minister for Industry and Commerce stated in the Dail recently that the use of the ships managed by Irish Shipping, Ltd., was subject to his control, but that control had been relaxed since last November. He also said that the company was free to book cargoes with individual importers, subject to complying with any general directions regarding the use of shipping space which it might be found necessary to issue from time to time.

Increased Freights

Notification has been given by the undermentioned steamship companies that on and from May 1 their port to port rates on goods and livestock between Ireland and Great Britain will be increased. The companies are: Bristol Steam Navigation Company, Ltd., British & Irish Steam Packet Company, Ltd., Burns & Laird Lines, Ltd., Clyde Shipping Company, Ltd., Limerick Steamship Company, Ltd., Wexford Steamship Company, Ltd.

The increased prices for fat cattle, sheep and pigs which come into force on July 1 will be a help to the Irish farmer and cattle trader. It is suggested that members of the export trade in Dublin should venture into independent shipping ownership, as was done on two previous occasions. A member of the Association has stated that if a vessel or vessels are acquired it is intended that they should cater for everyone concerned with the export of Irish agricultural produce. The opinion has been expressed that the value and regularity of the Irish livestock export trade should ensure that such a venture should be profitable, though a similar undertaking fell through some years ago owing to lack of return cargoes.

With a view to opening up trade with the Far East, Messrs. Michael Ward & Co., importers, exporters and manufacturers, of Dublin, have sent a representative to China with specimens of Irish manufactured goods. Messrs. Ward's agent will visit Shanghai, Hongkong and the China Coast area. The expectation is that a reciprocal trade will ensue as Ireland now imports many Chinese exports hitherto supplied by foreign brokers or buyers through their own agencies. If sufficient direct trade is assured, Messrs. Ward & Co. will charter a ship to sail direct from Ireland.

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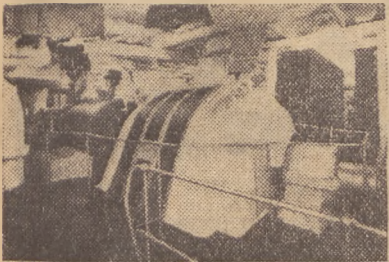
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THE ROYAL NAVY AT THE OUTBREAK OF WAR

Reconstruction of Capital Ships

INTERNATIONAL TREATIES CREATE DIFFICULTIES

"The Royal Navy at the Outbreak of War" formed the subject of the first of the papers read at the recent meetings in London of the Institution of Naval Architects. The author of the paper was Sir Stanley V. Goodall, Director of Naval Construction 1936-44 and Assistant Controller (Warship Production) 1942-45, and he dealt mainly with the modification of existing ships to bring them up to date and improve their defensive and offensive power. Some of the ships so dealt with, the author pointed out, were actually increased in beam in order to maintain stability. Sir Stanley Goodall also mentioned the difficulties with which naval architects had to contend owing to the restrictions imposed by International Treaties limiting naval armaments. An abstract of the paper, together with a report of the discussion, is given below.

A considerable number of the ships of the Empire Navies on the outbreak of war were, to put it politely, elderly. This is not surprising, for financial stringency and the restrictions imposed by international treaties limiting naval armaments had been in force for a number of years, and it was not until 1936 that the Government decided to rearm to maximum peacetime capacity. A further effect—and an important one—of international treaties was that existing ships could not be increased in displacement beyond the accepted standard limit; hence, although during the inter-war period the damaging capacity of torpedoes, mines and bombs could be, and was, greatly increased, the extent to which ships could be altered to resist these more powerful weapons was very restricted.

The remarks at the end of the preceding paragraph apply with especial force to capital ships which were to be the backbone of the fleet during the coming war. By international treaty Great Britain could not lay down new capital ships before Jan. 1, 1937, and it was known that these ships would take about four years to build. Trials had shown that all the old capital ships were vulnerable to attack from modern shells, mines, bombs and torpedoes—some of them particularly vulnerable. Accordingly it was decided to reconstruct all of them except the "Royal Sovereign" class ships, which had older underwater protection than the "Queen Elizabeth" class, and also, being smaller and shorter, were not so easy to adapt to meet requirements. By 1939 *Malaya*, *Barham* and *Keppel* had been partially reconstructed; *Warspite* and *Renown* had been completely reconstructed; *Queen Elizabeth* and *Valiant* were in hand; *Hood*, *Nelson* and *Rodney*, naturally placed at the end of the programme, were never commenced.

"Queen Elizabeth"

The underwater protection at the sides of *Queen Elizabeth* remained as it was when the ship was bulged in 1927, but the watertight subdivision inboard of the protective bulkheads was greatly improved; at the same time the old inner bottom and main bulkheads were almost entirely renewed and strengthened.

Space for the much larger quantity of ammunition carried was provided by the surrender of submerged torpedo tubes and the much smaller area necessary for modern propelling machinery. Indeed, reconstruction of such a drastic nature was only rendered possible by the advances in marine engineering practice during the previous quarter of a century.

The additional weight involved by the heavier deck protection and armament was compensated for by the lighter machinery, the surrender of the heavy conning tower and the 6-in. battery armour. The removal of the old conning tower enabled space to be found for the large modern bridge, director control towers, aircraft hangars and athwartship catapult.

Other improvements were:

- (i) Electric generators, eight in number; total capacity, 2400 kw. As originally designed there were four in number; total capacity 700 kw.
- (ii) Pumps for dealing with leaks, fires and bilge water. Total maximum capacity, 9050 tons per hour; as originally designed, 950 tons per hour.
- (iii) New steering gear (electro-hydraulic).
- (iv) New forward capstan machinery.
- (v) Up-to-date wireless telegraphy.

(vi) Ventilation, accommodation and equipment generally were brought up to date.

The standards of strength and stability adopted when the ship was first designed were maintained.

The reconstruction involved almost gutting the vessel amidships, and great care was required to preserve the ship's form when the main bulkheads were removed. The behaviour of *Warspite*, the first ship so treated, gave the Portsmouth Yard officers considerable anxiety, but later they had the satisfaction of knowing that both this ship and *Queen Elizabeth* stood up to very severe tests. *Valiant*, reconstructed at Devonport, required special precautions, as much of the work had to be done in a floating dock.

Aircraft Carriers

Ark Royal is fully described in Vol. LXXXI of the "Transactions" of this Institution, and particulars of the older aircraft carriers are well known.

Cruisers

(A) CRUISERS WITH 8-in. MAIN ARMAMENT

Fortunately, these ships, when completed, had a standard displacement appreciably below the 10,000 tons limit; hence when they became due for a big refit it was possible to embody in them some of the features such as improved H.A. armament, and the provision of aircraft which had been shown to be necessary by developments since they were designed. The last ship so altered was *H.M.S. London*; as reconstruction was not completed until after the outbreak of war the displacement restriction was waived, with the result that the ship, as completed, proved to be overstressed and some strengthening had to be effected later.

The following major alterations were made in *H.M.S. London*:

- (i) An armour belt 8-ft. deep was added.
- (ii) The four single 4-in. H.A. guns were replaced by eight 4-in. guns in four twin mountings with director control towers. To improve arcs of fire, blast screens were fitted between the mountings. Two two-pounder H.A. pom-poms (16 guns) were installed with the necessary directors. Two 0.5-in. A.A. mountings (eight guns) were fitted.
- (iii) A catapult of the fixed type and two hangars for aircraft were provided. This involved alterations to funnels, uptakes and boiler-room vents, and the installation of cranes for handling aircraft and boats.
- (iv) The raked funnels (three in number) were replaced by vertical funnels (two in number) and the raked wooden masts by steel tripod masts.
- (v) Modern bridge.
- (vi) Radar fitted.

(B) CRUISERS WITH 6-in. MAIN ARMAMENT

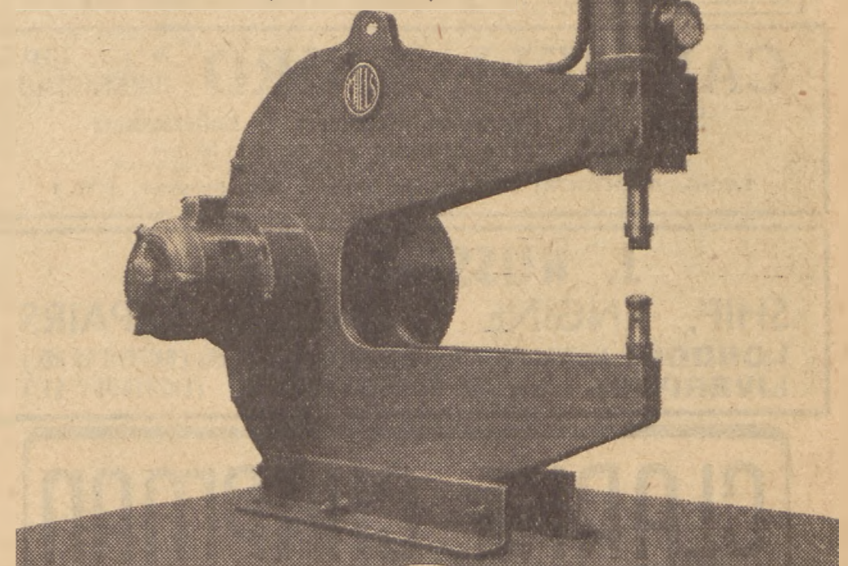
The most modern ships of this type were the "Southampton" class and the later variants of this design. The 1930 London Naval Treaty limited the total tonnage of 6-in. gun cruisers to be built prior to Dec. 31, 1936, and to obtain the required number of new ships the displacement of the "Southampton" class was restricted to 9000 tons.

The "Southampton" class was designed at a time when the Far East appeared the more likely war area. This, however, did not greatly affect their characteristics, as the ships were to be "general service" cruisers, i.e. capable of trade protection duties or service with the main fleet. As compared with earlier cruisers the

(Continued on page 6, column 3)



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THE ROYAL NAVY AT THE OUTBREAK OF WAR

(Continued from page 5, column 4)

principal new features were the main armament of four triple 6-in. mountings, improved protection and the provision of an athwartships catapult, with two aircraft hangars, one on each side of the forward funnel. The main machinery was contained in staggered boiler and engine-rooms as was first adopted in the later ships of the "Leander" class. By such an arrangement complete loss of motive power by one lucky hit was rendered much less likely.

The two latest ships of this type were *Belfast* and *Edinburgh*, with a standard displacement increased to 10,000 tons. The earlier ships had box protection to the magazines, similar in principle to that of the 8-in. cruisers, but *Belfast* and *Edinburgh* had the main belt extended over the whole length of the citadel; with the protective deck over the magazines across the entire width of the ship. It was considered that in this way protection against air attack was improved.

Belfast was extensively damaged in 1939 by a magnetic mine. During the subsequent large repairs her beam was increased in order that the topside additions, shown necessary by war experience, might be incorporated without impairing stability.

Destroyers

(A) "TRIBAL" CLASS

After the 1914-18 war a steady programme of destroyer replacements was not commenced until 1927. For the ensuing nine years British destroyer practice was based on the requirement that the Royal Navy needed small handy ships with a good torpedo armament. Moreover, numbers were required, and as Great Britain was tied by International Treaty to a certain global tonnage it was necessary to keep down the standard displacement of the units. But other navies were developing large, fast, heavily gunned ships in the destroyer category. In 1935 the school of naval thought that held there was a need for more heavily armed destroyers in which torpedo armament was sacrificed to gun armament prevailed and the "Tribal" class was the outcome.

As compared with earlier destroyers the gun armament was doubled by the adoption of twin mountings and the high-angle armament substantially increased by mounting a 4-barrelled Mark M pom-pom; torpedo armament was reduced from the normal eight (10 in some ships) to four tubes.

There was some trepidation in naval circles over the resulting size of these ships and very great pains were taken to economise weight. It was decided to accept slightly higher hull stresses. On service this proved justified except in one particular area of the bottom plating where a leaky joint caused trouble with the feed water; this was corrected, but the moral has to be recorded that a departure from long-established practice should only be made with great circumspection.

(B) "J" CLASS

In 1936, after very full discussion with fleet officers of great destroyer experience, the Board of Admiralty required a design for a ship smaller than a "Tribal" with a powerful gun armament, both low angle and high angle, but with two torpedo tube mountings and minesweeping gear as

in the pre-"Tribal" destroyers. A small silhouette was a further essential.

In order to meet these requirements propelling machinery dependent on two boilers instead of three, which had been the practice for very many years, was accepted. Difficulties in connection with boiler-cleaning were expected but were overcome, and all subsequent British destroyers are two-boiler ships. The resulting one funnel instead of two had a marked effect on the silhouette.

It was decided to adopt a system of main framing that was longitudinal instead of transverse. With this arrangement and the adoption of the same ratio of hull weight to total displacement as in the "Tribal" class, slightly higher factors of safety were ensured. Forward and aft the ship's form necessitated the usual transverse system of framing. Some teething troubles at the junctions were experienced in the first ships, but after these were overcome the system proved highly successful and all later British fleet destroyers are framed in this way.

As compared with the "Tribals," a reduction from four to three twin 4.7-in. mountings was accepted. The actual loss in offensive power is not as great as would appear on paper, as No. 4 mounting on the quarter deck is generally known in the Service as "the lazy mounting."

Submarines

The two latest types on service at the outbreak of war were the earliest ships of the "T" and "U" classes. In principle the "T" class followed along the lines which many years of experience had shown to be satisfactory. Their displacement was governed by the requirement to provide the desired number of submarines within the overall tonnage allowed by International Treaties in force at the time. They were of the saddle tank design. Oil fuel was stowed inside the pressure hull in order to minimise the risk of leakage to the surface by depth charge attack, and the pressure hull itself was more robust relatively than that of preceding submarines. In addition to the usual six torpedo tubes inside the pressure hull forward, four external tubes were fitted. Fuel stores and water were provided for a 42-day patrol.

"U" class were developed primarily as a simple anti-submarine training vessel to replace the old "H" class, which had done very good work in this role. At the same time they were given as good a torpedo armament as possible so that they could be used for short range offensive duties if war came—a precaution which proved to be of the greatest value, especially for many Mediterranean operations. These submarines were of the single hull design with most of the main (ballast) tank capacity inside the pressure hull.

Sloops (Convoy Escorts)

The latest sloops were powerful little ships. Originally built to show the flag in distant waters, they had developed into A/A and A/S convoy escorts. *H.M.S. Bittern*, a convoy escort sloop, was fitted with a Denny-Brown Roll Reducer for trials. It was considered that such little ships would be too lively as gun platforms for an effective H.A. armament unless some special means were provided for reducing roll. The trials were successful and this apparatus was fitted in many sloops, "Hunt" class destroyers, and the earlier "Battle" class destroyers, in all, 105 ships.

Other Types

MINELAYERS

The minelayers in commission on the outbreak of war were few in number, the newest ships being in fact tenders to the schools for training purposes.

MINESWEEPERS

A description of the most modern minesweepers in the Fleet on Sept. 3, 1939, is given in Vol. LXXXI, of the "Transactions" of this Institution. Some of these ships were also fitted for A/S duties.

COASTAL PATROLS

A type of coastal patrol vessel ("Kingfisher" class) had been built in the years immediately preceding the war. These ships were intended for fishery protection in peacetime and for coastal convoy work in war. Their cost of construction was high in relation to their military value, but they are interesting examples of naval architecture, and the following particulars are given: Length on W.L., 240 ft.; breadth, extreme, 26 ft. 6 in.; standard displacement, 510 tons; corresponding draught, 6 ft. 1 in.; oil fuel carried, 160 tons; s.h.p. (geared turbines), 3600; speed, 20-21 knots (according to loading); armament, one 4-in. L.A. gun, eight machine guns, 40 depth charges.

RIVER GUNBOATS

A policy of replacement of the old river gunboats had been undertaken. The latest ships of this type were substantially bigger than their predecessors. The latter were fabricated in this country and assembled in China. It was decided that these larger ships should be completed in this country and delivered by the contractors in China. It is interesting to note that

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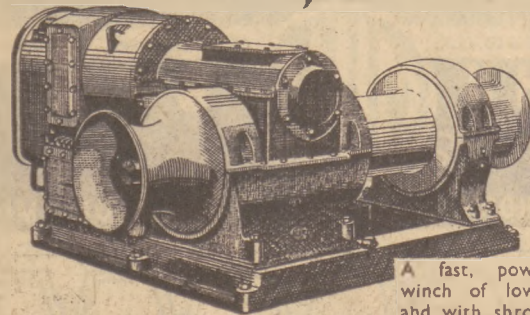
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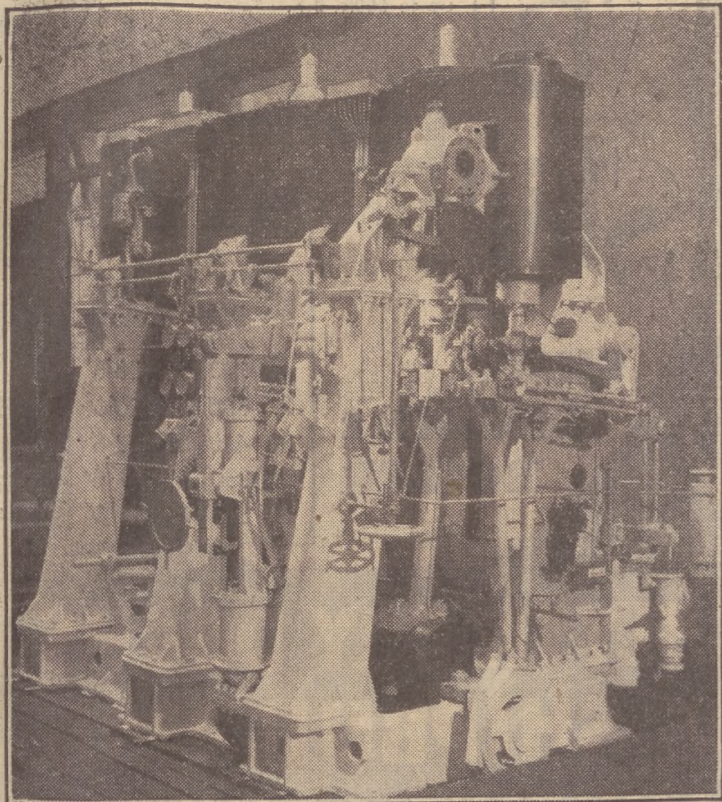
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THE ROYAL NAVY AT THE OUTBREAK OF WAR

(Continued from page 6, column 4)

the reason for adopting this practice was the depression in the shipbuilding industry at the time, and the consequent desire to give as much employment as possible to British shipyard workers.

DEPOT SHIPS

Ships of a very different type for which a policy of replacement was imperative, especially for a war in the Far East, were the naval auxiliaries, such as depot and repair ships. Two new submarine depot ships, *Forth* and *Maidstone*, were completed before hostilities commenced. They were required to have a powerful A/A armament, as well as the special equipment necessary for such ships, e.g. battery charging capacity, facilities for producing a large quantity of fresh water; stowage for submarines' stores, weapons and oil fuel; workshops, and good accommodation for the officers and men on return from patrol.

TRAWLERS

During the Abyssinian crisis a number of commercial trawlers were taken up and fitted out for mine-sweeping and anti-submarine work. This experience afforded a practical guide to what could and could not be done with the various types available. It was clear that in the event of war there would be a large requirement for trawlers converted for naval service. Satisfactory conversion arrangements were worked out and the thousand or so commercial trawlers subsequently taken up gave good results; some of these were in the service before the outbreak of war.

BOOM DEFENCE VESSELS

An important feature of the Navy's work in war is the static defence of harbours. This involves the provision either of ships built specially for the purpose of gate, mooring, and boom working duties, or the conversion of commercial ships; the former is, of course, preferable. Some boom defence and gate vessels designed and constructed for the purpose and some converted vessels were in the Fleet on the outbreak of war.

Coastal Craft

Coastal craft on service at the outbreak of the war were mostly designed and built by the British Power Boat Company. Messrs. Vosper had designed and built three and Messrs. Thornycroft two. The 19 boats of the British Power Boat Company had a displacement of 20 tons. Each carried two 18-in. torpedoes, fired from the stern; the gun armament was eight Lewis guns on two mountings. They were fitted with three Napier Sealion engines giving a speed of 36 knots. Five similar boats by the same firm were fitted for anti-submarine work and did not carry torpedoes.

Messrs. Vosper's ships had a displacement of 41.8 tons and carried two 21-in. torpedoes on the upper deck, capable of being fired ahead. The gun armament was eight Vickers 0.303 in. They were fitted with three Isotta Fraschini engines and had a speed of 40 knots. Messrs. Thornycroft's ships had a displacement of 14.5 tons and carried two 18-in. torpedoes in troughs, fired from the stern. The gun armament was two twin Lewis. They were fitted with two Thornycroft engines and had a speed of 35-40 knots.

Combined Operations Craft

The few landing craft built in the 1918-39 period were mainly experimental. The first types were fitted with jet propulsion, as at that time considerable importance was attached to the requirement that craft should be capable of ready withdrawal from a beach. But by 1939 twin screw propulsion had been accepted for motor landing craft and the building of a prototype was in hand. For manoeuvres in that year two assault landing craft of a new type were required in very quick time. Messrs. Thornycroft and J. S. White were called in to consultation and the former firm designed and completed one craft for these exercises. The second was designed and built by Messrs. Fleming & Co.

Conclusion

In the light of past discussions in this Institution it is of interest to record now the following two facts concerning the war record of the ships referred to in the appendix to this paper: (a) At the outbreak of the war there were 15 capital ships; they were torpedoed or extensively damaged by mines on 12 occasions, but only three ships were lost in consequence. On the other hand, of the seven aircraft carriers three were torpedoed and sunk; these ships being of less displacement than capital ships cannot have such effective protection against underwater attack. (b) Air attack was more deadly to the smaller than to the larger types.

THE DISCUSSION

Sir EUSTACE TENNYSON D'ENCOURT, who opened the discussion, said the paper barely touched upon the new designs that were being developed during the later years of the war and dealt mainly with the modifications of existing ships to bring them up to date and improve their defensive and offensive power. For a designer it was more difficult to modify a ship in that way than to design a new one. Some of the ships so dealt with, as the paper

pointed out, were actually increased in beam in order to maintain stability and that in itself demonstrated the enormous amount of work that had been done.

Mr. S. PAYNE said that it was most unsatisfactory for a naval constructor to try to modify ships that were meant for other purposes. He had been head of the Aircraft Carrier Design Section at the Admiralty, under the direction of Sir Stanley Goodall, in connection with the *Furious*, *Courageous*, *Eagle* and *Glorious*, and a more unsatisfactory way of producing an aircraft carrier he could not imagine. With regard to the *Valiant*, the work was done under the difficulties of working in a floating dock, but while he was not altogether a friend of floating docks, in that particular instance it was an advantage. A feature of working in a floating dock was the ability, to some extent, to adjust the breakage by altering the shape of the bottom of the floating dock, and in the work on the *Valiant* in the floating dock at no time did the breakage exceed 1½ in., which was not too bad, and part of that was helped by the floating dock. At the same time it was necessary to be very careful. It was essential to keep the longitudinal strength where it should be and, to that end, where they took out the middle deck they had a double braced girder 20 ft. deep above the middle deck—between the middle and main and main and upper decks, and that also helped to keep the breakage to the figure he had mentioned.

The *Queen Elizabeth* was often referred to as the "old lady," but perhaps it was as well to remember that the bottom, one or two bulkheads at the end and a little piece of the upper deck were all that remained of what was there 30 years ago! She had certainly had something more than a face-lift.

Mr. A. NICHOLS said the paper gave a very grim picture of the state of the Navy at the outbreak of the war and it showed that, due to treaties, we were manacled—as far as the early types were concerned we were left largely with scrap iron. It was a well-known fact that as the years went by the displacement of existing ships tended to increase owing to alterations and improvements of one kind and another. With ships of the "Queen Elizabeth" type, with a designed hull weight which was a lower percentage than usual, it was with some misgivings that the naval architect looked forward to a major conversion of a ship 25 years old, and experience with *Warspite* showed the nature of the effect of the face lifting that Mr. Payne had mentioned. Of the destroyers, about 70 were of the "V" and "W" Classes and they were mostly 25 years old. A large number of that 70 had been kept in cold storage and their condition was very problematical, but they kept going during the war.

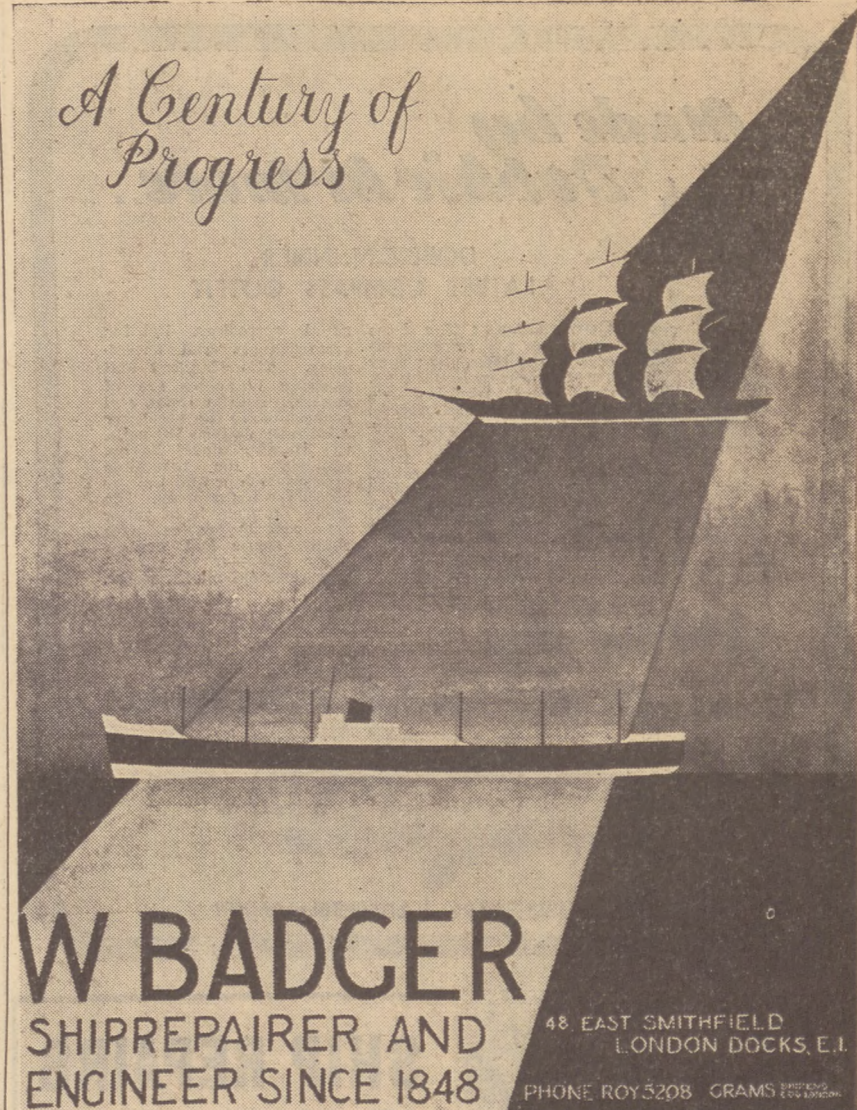
Teething Troubles

Sir JOHN KINGCOMBE (Engineer-in-Chief, Admiralty), said that in the case of the "Queen Elizabeth" class, it would be too much to expect so big a change to be made without some teething troubles. The *Warspite* was the first of the class to be converted, and on trials very heavy vibration was experienced when turning. That was eventually traced to inter-action between the inner and outer propellers, leading to a very considerable axial and lateral vibration. Adjustment of the speed of the outer propeller when turning was adopted as a palliative to overcome the trouble, but experience led to a close study of the whole problem of shaft and propeller behaviour when turning. The problem had been solved, and they were now able to ensure in the design stage that the effects of inter-action were negligible.

The adoption of only two boilers in the "J" class with the added risk of one unlucky hit between the two boiler-rooms putting all the machinery out of action was, from an engineering aspect, a decision of some magnitude. Two boilers made a neat arrangement, but the design of a boiler to produce the power required, 20,000 s.h.p. from each, in the space, and especially the

(Continued on page 8, column 4)

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IRON AND STEEL

Demand Still Increasing

A Middlesbrough correspondent telegraphed yesterday regarding the Tees iron and steel market:—
The heavy and still increasing demand for iron and steel, both for the home and export markets, is considerably in excess of supply, and obstacles in the way of expansion of the present huge output continue difficult to overcome. The various descriptions of pig iron available are no more than sufficient for current home needs. Makers of light castings would much appreciate larger deliveries of the high phosphorous qualities, and outputs of low and medium phosphorous grades are moving promptly into consumption. The whole of the basic iron production continues to be absorbed by the requirements of makers.

Some expansion in the output of semi-finished steel can be reported, but substantial imports are still needed to meet the heavy requirements of rollers. The tonnage of bars reaching the sheet mills is on a scale that permits the maintenance of full production of both block and galvanised sheets, outputs of which are sold for supply extending to periods over the last quarter of the year, but billets, blooms and slabs continue inconveniently scarce. Plate producers have well filled order books and indicate delivery dates three to four months ahead. Plants turning out chairs, crossings and other railway requisites are very actively engaged. Wire and steel strip is wanted in large quantities. Pit props, arches, roofings and other colliery equipment continue in strong request. Good heavy iron and steel scrap is in brisk demand, but the light and inferior grades are somewhat slow of sale.

NEW SPANISH TANKER

The twin-screw motor tanker *Bailen*, built at the Matagorda (Cadiz) yard of the Sociedad Espanola de Construccion Naval for the Compania Espanola de Petroleos, S.A., Madrid, has been launched. A sister to the *Campanle*, completed last year for the Compania Arrendataria del Monopolio de Petroleos, S.A. (Camps), Madrid, she is 140.2 metres in length, 18.9 m. in breadth, and 10.45 m. in depth, her tonnage being 8452 gross, 4551 net. Another vessel of similar dimensions is at present under construction for the Campsa.

A fishing vessel, one of the series being built in Swedish yards for Iceland, has been launched at Holms Skeppsvarv, Raä. She is 25.4 metres in length, 5.6 metres in breadth and 3.2 metres in depth, and is being fitted with a Bolinder motor.

THE ROYAL NAVY AT THE OUTBREAK OF WAR

(Continued from page 7, column 4)

limited height, was a big advance. The satisfactory combustion of the large quantity of fuel required led to a number of new oil burning problems which had to be solved before eventual success was achieved.

Limits and Restrictions

Admiral H. G. THURSFIELD said the outstanding thing borne out by the paper was that the naval architect before the war was hampered at every turn by Treaty restrictions and was unable to give free play to his genius and ideas. That raised the question as to whether it was a wise plan to adopt such Treaties; indeed, he thought it would probably be a long time before this country voluntarily assumed similar shackles in the future. Nevertheless, he did not think Sir Stanley Goodall's successors would be entirely free of restrictions, because the naval architect was always having impressed upon him limits and restrictions from which he would like to be entirely free. For instance, in Parliament recently on the discussion of the Naval Estimates there was a good deal of complaint from various sources about the lack of comfort and amenities in H.M. ships, and one speaker pointed out that, although we should always get the necessary men for the Navy without compulsion, even if we did not provide them with the comforts they wanted, it was impossible to make them as efficient as they could be.

Moreover, it was not only a question of comfort. One Member of Parliament had compared British destroyers under Arctic convoy duties with American destroyers and pointed out that the gun crews in British destroyers had to spend their turn of duty under Arctic temperatures, probably wet through and the wet getting through to their guns, whereas American destroyers were fitted with enclosed turrets for their guns. Personally he was not competent to assess the difficulty of embodying that particular feature in a British destroyer, but that sort of limitation was bound to be forced on the naval architect increasingly in the future.

Mr. H. F. STERNBORNE, speaking with regard to fire mains in certain cruisers, said that with a desire to save weight, as he understood, light copper pipes were used throughout the ships instead of the previously used galvanised steel. For some reason the decision was taken to join the pipes together by means of so-called bronze welding, which was neither bronze nor welding. It was an alloy containing 60 per cent. copper and 40 per cent. zinc, with a little silicon added to make it a little more fluid when molten. One would have thought that Macaulay's school-boy would have known that that alloy in the presence of salt water would inevitably be de-zincified, which in fact it was, and it had been his unhappy experience to go to the *Kenya*, the *Nigeria* and the *Mauritius*, where he had found that the joints constantly dripped.

Sir STANLEY GOODALL, replying to the discussion, said the last criticism was not a criticism of the ships mentioned in the paper. At this period of time he could not remember more than that there was some trouble with the fire mains of the "Fiji" class, a class in which the necessity to save weight was most extreme. With regard to enclosed turrets in destroyers, they had been adopted in the latest destroyers, but the price that had to be paid for them was increased weight and displacement. He expressed his regret to Sir Eustace D'Eyncourt with regard to the remark in the paper that staggered boiler and engine-rooms were first adopted in the "Leander" class; he had quite forgotten the *Enterprise* and *Emerald*, and there was a long list of cruisers which had those boiler rooms.

A SWEDISH ROYAL LAUNCH

Motor Liner "Bataan"

The Swedish Crown Princess Louise performed the naming ceremony when the diesel-driven cargo liner *Bataan*, 7450 tons d.w., was launched at Göta-verken, Gothenburg. The vessel, which is being built for the Svenska Ostasiatiska Kompaniet, is similar to the *Travancore* and other vessels built at the yard for these owners in recent years, except that she will have a higher speed. She is 461 ft. 6 in. in length over all, 58 ft. 6 in. in breadth, and 36 ft. in depth to shelter deck, her mean draught on summer freeboard being 24 ft. The hull plating, decks, bulkheads and deckhouses are of all-welded construction, the transverse and longitudinal bulkheads being constructed on the Göta-verken system. The vessel's cargo capacity will include two large refrigerated holds in which a temperature of minus 12 deg. Cent. can be maintained. Accommodation will be provided for a number of passengers. The propelling machinery consists of a two-cycle single-acting Göta-verken diesel engine having nine cylinders 680 mm. in diameter and with a stroke of 1500 mm., developing 8300 i.h.p. at 112 r.p.m.

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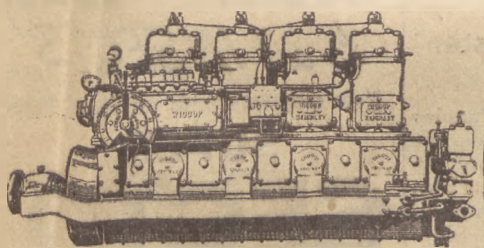
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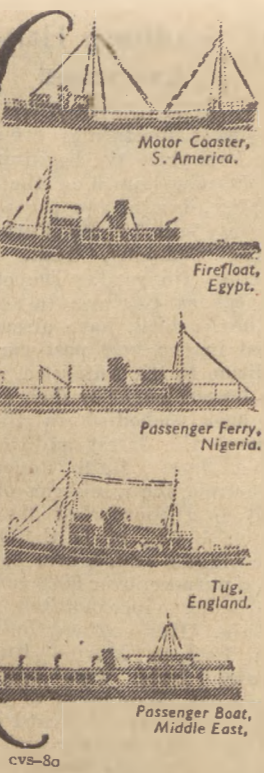
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Shipbuilding & Engineering Section

Round the Shipyards

Survey of Work and Prospects

By Our Own Correspondents

THE CLYDE

Good Volume of Orders
on Hand

GLASGOW, Tuesday
The passing down the river of H.M.S. *Vanguard* from the fitting-out basin of John Brown & Co., Ltd., may be said to round off Clydeside's wartime function as a naval building area. A number of other naval vessels remain on hand, but nothing of a comparable nature. All the yards have, however, a considerable volume of orders on hand, and it is clear that there will be no question of a decline in activity for some time to come. Two to three years is the period generally estimated.

Shipbuilders and shipowners alike are in something of a dilemma over the future. Shipowners have, broadly, ordered the minimum volume of new tonnage deemed necessary to restore their fleets to workable standards, but would add to that volume, despite the rise in prices, if they were more assured that world economic conditions would permit of remunerative trading. This question depends on agreement at Government level on an expansionist type of international trade policy, and it must be said that there is less evidence than could be wished of effort to reach such agreement. Moreover, the British Government's nationalisation policy is not, it is feared, calculated to stimulate progress. These matters must, however, await future developments. The shipbuilders realise that their primary task is the rebuilding of the mercantile marine, without which the country cannot retain, much less improve, its trading position. Many foreign owners, however, are anxious to secure new tonnage at the earliest possible date, but cannot obtain much from British builders for the time being. Thus it comes that while British yards are turning out fully half of the tonnage under construction, only 6.2 per cent. of output is for oversea owners, although of foreign construction 15.7 per cent. is intended for registration outside the building country. Doubtless efforts will be made by British shipbuilders to allocate berth capacity for oversea building as early as possible. British yards have, of course, orders yet to undertake for foreign owners—Messrs. John Brown, for example, have two liners for Portugal—and it seems likely that more will be arranged as a result of the recent mission to South America.

Two launches took place on the river during the week. The 200-ton screw tug *Nirumanda*, built by Messrs. Scott & Sons, Bowling, was launched for the British Tanker Company, Ltd., and the Greenock Dockyard Company, Ltd., put into the water the first of seven cargo vessels which they have on order from the Clan Line Steamers, Ltd. This was the twin-screw liner *Clan Cumming*, a vessel of 7600 tons gross, which will be fitted by John G. Kincaid & Co., Ltd., Greenock, with triple-expansion engines with Bauer-Wach exhaust turbine, giving a speed of 16 knots.

Activity in the repair yards was sustained. Barclay, Curle & Co., Ltd., Whiteinch, were engaged on 16 vessels, of which seven were drydocked at Linthouse. Alexander Stephen & Sons, Ltd., Linthouse, continued work on the *Volendam*, *Askeladden* (which was undocked), *Twickenham Ferry* (dry-docked), *Cameronia*, *Bergensford*, *Acasta* and *Manipur* (docked and undocked), and they also did some work on the tanker *Rapana*, which Harland & Wolff, Ltd., are recovering after service as a "M.A.C." ship. D. & W. Henderson, Ltd., had in hand 20 vessels, of which four were in dry dock and three in process of reconversion. General repairs on five vessels were in hand by Harland & Wolff, Ltd., Govan, one vessel being in dry dock; and the Blythswood Shipbuilding Company, Ltd., were carrying out sundry repairs to the *Bergensford*, *Pendean*, *Virginia* and *Koalack*, and also on crane *D 8*, two A.D.C.s, and H.M.S. *Sonnet*.

BELFAST

Seventeen Orders Now in Hand

BELFAST, Tuesday
The motorship *Sontander* (6900 tons gross) was delivered to the Pacific Steam Navigation Company from Belfast last week, making the fifth vessel to be completed this year. She follows the aircraft carrier *Warrior*, H.M.S. *Wigtown Bay*, the tanker *Neothyris*, and the Union-Castle refrigerated motorship *Riebeck Castle*. Ten vessels, representing nearly 150,000 tons, are now fitting out, and repair and conversion work amounts to another 50,000 tons. The new construction includes the aircraft carriers *Eagle*, *Powerful* and *Magnificent*. The two last-named have only a low priority at present.

Notwithstanding this very large output, all but one of the 18 slips of Harland & Wolff, Ltd., at Belfast, are still occupied or earmarked for the

early laying of keels. In addition, negotiations are in progress for the building of three more vessels, and announcements may be made shortly. The tonnage of the 17 vessels now on order is not far short of 200,000, so that the present stage of the post-war period is regarded as very satisfactory. The outlook, however, is clouded by the hesitation of shipowners to place orders.

It is now known that the *Empire Wessex*, a fast motorship, of about 11,000 tons gross, built to Government order, and purchased by the Port Line, Ltd., is to be renamed *Port Hobart*. The name of the *Empire Mercia*, a sister ship acquired by the Blue Star Line, Ltd., has not yet been changed. Both these ships were originally due for delivery between June and September, but they are likely to take a little longer, as the owners' special requirements will take time to complete. Each has large refrigerated space.

The name of the 9000-ton motorship being built to the order of Messrs. Alfred Holt & Co., is to be *Calechas*. A vessel of the same name, built for these owners by Messrs. Workman, Clark at Belfast in 1921, was lost during the war. The *Calechas* is due to be launched about August. The asphalt carrier *Patella* (12,000 tons d.w.), which is under construction in the Musgrave Yard of the Anglo-Saxon Petroleum Company, Ltd., will be the ninth launch of the year, which promises to be one of the most productive in the history of the Belfast yards. The Anglo-Saxon tanker *Lyria* is preparing to run trials this month, and will be followed by her sister ship *Linga* and the *Rustenburg Castle* in June.

THE TYNE

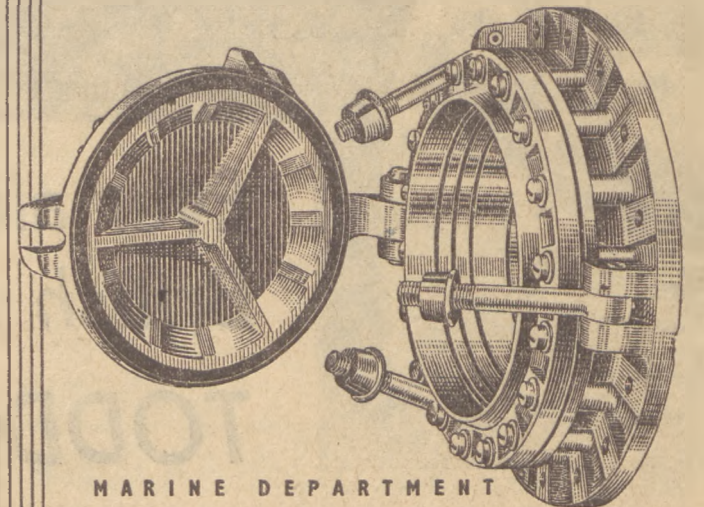
Good Position of N.-E.
Coast Shipbuilding

JARROW, Tuesday
The Tyne and the North-East Coast generally has every reason to be satisfied with the position it holds in the shipbuilding industry at the present time. The area is one of the foremost in the world in the amount of merchant tonnage under construction, which is the greatest since 1922. As a river the Tyne is second to the Clyde, but its seven yards can all show a very high percentage of the total tonnage at present under construction. Moreover,

(Continued on page 10, column 4)

Side-lights

Side-lights cast in 'Birmabright' were tested out pre-war and found to be perfectly satisfactory in service. The design illustrated was approved by the Board of Trade. The total weight of the side-light with dead-light was half the weight of a similar type in bronze. It is considered that a somewhat lighter design will give equal satisfaction.



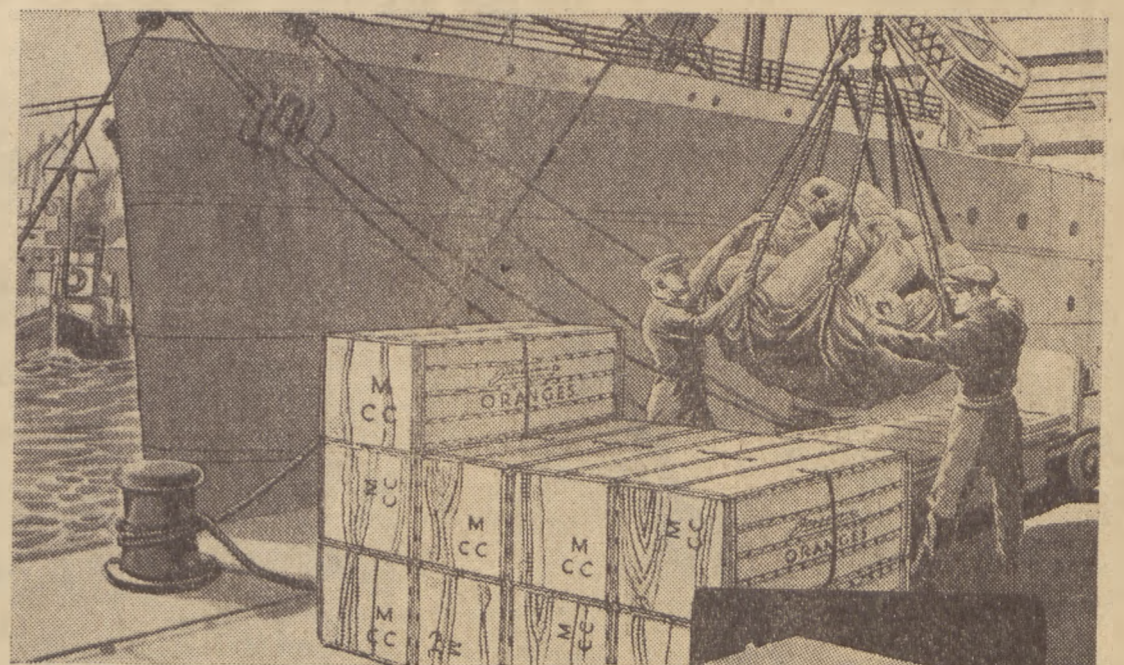
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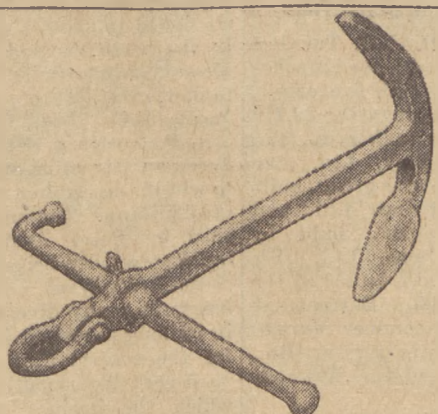
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ROUND THE SHIPYARDS

(Continued from page 9, column 4)

since the latest statistics were published several more orders have come to the area. The latest shipbuilding returns have served to allay the fears that some people felt about American competition. It is safe to say that local shipbuilders do not greatly fear American competition, provided that production costs can be kept at a reasonable level. They see no reason to abate their confidence in the superiority of British-built ships in quality, efficiency and cost. There is perhaps a bigger proportion of new vessels for foreign owners on order on the Tyne and the whole area than at any other centre in the country. The shipbuilding firms, looking ahead, have planned for the future; many have spent huge sums of money on extensions, improvements and new plant, and propose to spend more. Having attracted sufficient orders to keep the yards busy for 18 months or more, the shipbuilders are determined to maintain their position if possible.

Naturally, quick output is one of the essentials of the movement, as there are so many more vessels to be laid down, the owners of which are anxious for delivery. This will encourage additional new contracts so that the workmen need have no fear of possible unemployment for a long time ahead. On the whole, building on the Tyne is not being retarded to any great extent by any shortage of steel, although delays do occur through tardy delivery of steel and other materials. The Tyne yards have the advantage of obtaining plates, &c., from local and Tees-side makers. It is reported, however, that the launching date of a vessel under construction on the Tyne has had to be changed in consequence of the steel position. Shipbuilders are aware of the big quantities of steel which are being exported.

Tyne ship-repairers have little comment to make on the statement made that repairs have increased in cost by two and a half. In their view this cannot be claimed against local repairers, and they state it is well known in the business that the Tyne and North-East Coast has always been able to boast that it was the cheapest repairing centre in the country. Costs are certainly not affecting repairing work, for the volume is as great as ever. Docks are only idle for the time it takes to undock a vessel and replace it by another. Every yard is fully employed on vessels in dock and afloat, and there are several big damage repair jobs and reconversions under way. Work has finished on more trawler conversions from minesweepers. Many vessels which were allocated to special work during the war are undergoing refit, including a water carrier for the Mediterranean, which is at the Jarrow yard of the Mercantile Dry Dock Company, Ltd. An interesting visitor to Tyne shipyards this week will be Mr. Lu Tso Fu, chairman of the Ming Sung Industrial Company, Ltd., of Chungking, who, it is reported, used to design and build his own craft and then give them away so that he could concentrate on building better ones. He wishes to study shipbuilding methods and coastal traffic organisation here, and intends to inspect the shipyards in Canada.

THE MERSEY

Change Over to Peace Work Almost Complete

BIRKENHEAD, Tuesday
On Merseyside the post-war programme in shipbuilding is now developing. As an illustration of the big change-over there has been it can be pointed out that at this time last year in Cammell Laird's yard only one slipway was being used for merchant shipping, all the rest being occupied by vessels for the Admiralty. To-day the position is reversed and only one Admiralty job is on the stocks—the new *Ark Royal*—and all the other slipways are being used for merchant shipping. The demand for merchant shipping will keep Cammell Lairds busy for a considerable time.

It is interesting to reflect on the reaction of employees in the shipbuilding and ship-repairing industry to their first experience of receiving payment for recognised public holidays. The men thoroughly enjoyed the novelty of receiving payment while absent from work on Good Friday and Easter Monday. In the past it has been a source of great annoyance to them that when public holidays came along it meant a short pay-packet the following week. This always had a depressing effect and in the view of the workers "it was not a holiday but just a case of sacking us for one or two days."

It is now being recognised by the men that payment for public holidays is a real improvement in their working conditions, and general appreciation in that respect is being expressed. Whether this payment for holidays was a cause of the increased patronage on the Merseyside ferries and other transport facilities may be debatable, but the fact remains that new records in traffic were created. This payment covers not only shipyard workers but also engineering workers, and certainly gave them all the opportunity of enjoying their Easter respite without the spectre of a reduced wage at the end of the holidays. There was some dis-

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appointment that the shorter working week had not been granted, but the payment for holidays had a good deal to do with making the award acceptable in spite of the fact that the shorter working week was held over for further consideration by the committee to which it had been referred.

THE TEES

The "Southern Harvester" Launched

MIDDLESBROUGH, Tuesday
The most spectacular event on the River Tees since the beginning of the year was the launch of the *Southern Harvester*, last of the three whale-oil refineries built by the Furness Shipbuilding Company, Ltd., at their Haverton Hill yard. The other two, the *Southern Venture* (a sister ship) and the *Norhval*, have already participated in the first post-war whaling expedition to the Antarctic, and many of the lessons learnt by their experience have been embodied in the special design of this latest addition to the whaling fleet. Built under special licence from the ministries of Food & Supply to the order of Messrs. Chr. Salvesen & Co., of Leith, she is one of the biggest vessels ever constructed for this purpose, over 8000 tons of local steel being incorporated in her structure. Her engines, built by the North Eastern Marine Engineering Company, Ltd., were installed by Richardsons, Westgarth & Co., Ltd.

Her berth in the shipyard is already reoccupied. In common with all other shipbuilders on the North-East Coast, the Furness Company has an immense volume of work in hand, principally tankers, and men and management are working co-operatively to break all previous records of production.

THE WEAR

The Month's Launches

SUNDERLAND, Tuesday
April was a good month for launches from Wear shipyards, with five vessels put into the water, aggregating 32,179 tons gross. Two were tankers for the British Tanker Company, Ltd., the *British Marquis* (8565 tons gross), built by William Doxford & Sons, Ltd., and the *British Princess* (8564), built by Sir James Laing & Sons, Ltd. Sir James Laing & Sons also launched the *Empire Dunbar* (8200), Bartram & Sons, Ltd., the cargo steamer *Margay* (5100), and S. P. Austin & Son, Ltd., the collier *Sir Alexander Kennedy* (1750).

The tanker *British Princess* has been taken down river to Palmer's Hill Quay to receive her Doxford-built oil engines. She is the first vessel to be engined at this quay by Messrs. Doxford since they acquired the quay from

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The North Eastern Marine Engineering Company (1938), Ltd., two months ago. The vessel will return to Messrs. Laing for completion, and she should be commissioned in about three months' time. In the berth vacated by the tanker Messrs. Laing are laying down another tanker, of 14,500 tons d.w., for John I. Jacobs & Co., Ltd., London.

S. P. Austin & Son, Ltd., have produced an attractive and well-illustrated brochure describing their century of shipbuilding. The firm was founded in 1826 by Peter Austin, who started building wooden brigs on the north side of the River Wear, and though the firm has built many diverse types of vessel in its long career, it is still best known for the colliers that are built at the yard near Wearmouth Bridge, a site to which the business was removed in 1846, when Samuel Peter Austin joined the company. The dry dock was constructed in 1870, taking the place of a slipway which was taken up and sold

(Continued on page 11, column 3)

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Work for the Shipyards

Orders Reported in "Lloyd's List" during the
Week Ended May 7, 1946

Yard	Number & Type	Size	Engines & Builders	Owners
William Doxford & Sons, Ltd., Sunderland	Four cargo m/ships	9400 t.d.w.	Doxford Oil Engines Wm. Doxford	Hain Steamship Co., Ltd., London
Scott's Shipbuilding & Engineering Co., Ltd., Greenock	Two cargo liners	8500 t.gross	B. & W. diesel Scott's	Messrs. Alfred Holt & Co., Liverpool
Henry Robb, Ltd., Leith	Two cargo m/ships	2300 t.	Atlas diesel	Union Steam Ship Co. of New Zealand, Ltd., Wellington (N.Z.)
Henry Robb, Ltd., Leith	Cargo m/ship	1100 t.	Atlas diesel	Anchor Shipping & Foundry Co., Ltd., Nelson, New Zealand
Ferguson Bros. (Port Glasgow), Ltd., Port Glasgow	Hopper dredger	1350 tons d.w.	Diesel electric Davey, Paxman & Co., Metropolitan Vickers, Ltd.	Mersey Docks & Harbour Board
Ferguson Bros. (Port Glasgow), Ltd., Port Glasgow	Bucket ladder dredger	—	—	Mersey Docks & Harbour Board
Smith's Dock Co., Ltd., South Bank-on-Tees	Three whale catchers	—	—	A/S Bryde & Dahls Hvalfisk., Sandefjord
Smith's Dock Co., Ltd., South Bank-on-Tees	Two whale catchers	—	—	Hvalfisk., Polaris A/S (Messrs. Mel-som & Melsom), Nanset
Smith's Dock Co., Ltd., South Bank-on-Tees	One whale catcher	—	—	Hvalfisk., Globus A/S (Messrs. Mel-som & Melsom), Nanset

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ROUND THE SHIPYARDS
(Continued from page 10, col. 6)

for re-erection at Helsinki; and the pontoon dock was opened in 1903. The pontoon has a lifting capacity of 3000 tons. The Cunarder *Brescia* was the first vessel to be lifted on the pontoon, and since then the dock has been in constant use. There can have been few large colliers which have not been raised on the pontoon for examination or repair. During the recent war Messrs. Austins' shipyard produced over 30 vessels, including colliers, coasters, landing craft and the corvette *Amberley Castle*, the total tonnage exceeding 65,000 tons gross. The repair department dealt with about 1000 merchant ships of about a million tons gross, as well as with a variety of Admiralty craft.

Sir Mark Hodgson, general secretary of the Boiler-makers' Society, visited No. 7 Sunderland branch last week to present the Society's framed emblem to two branch officials, James Burdiss and John Melvin, and to a 90-year-old veteran member, Andrew Baxter, who has been a member of the Society for 72 years. A native of Aberdeen, he came to Sunderland when 15 and joined the Boiler-makers' Society three years later. He still attends the branch meetings regularly to receive his superannuation pay.

THE FORTH

Orders from New Zealand

A recent event of interest was the launch by the Burntisland Shipbuilding Company, Ltd., of the 3000-ton motorship *Gartwood*. Built to the order of Joseph Constantine Steamship Line, Ltd., this vessel is of somewhat unconventional appearance, her propelling machinery being located midway between amidships and aft. She has an attractive profile, with a long full-height raised quarter deck, fore-castle, raked stem and cruiser stern. The propelling machinery consists of a two-cycle trunk-piston airless-injection British "Polar" diesel with eight cylinders, developing about 1150 h.p.

An important news item in Leith last week was the announcement that Henry Robb, Ltd., had secured orders for two twin-screw motorships, each of 2300 tons gross, for the Union Steam Ship Company of New Zealand, Ltd., and one twin-screw motorship of 1100 tons gross for the Anchor Shipping & Foundry Company, Ltd., Wellington. With these new orders Messrs. Robb have a lengthy programme of new construction in hand, which will ensure active conditions in their yards for some time to come.

The list of vessels in hand for repair at Messrs. Henry Robb's yard was smaller than of recent weeks, but the hull is only temporary, as several vessels are due shortly for attention. Last week they continued with the extensive refit of a naval vessel, and also continued with overhaul and damage repairs on four merchant vessels and with the reconversion of several trawlers. Menzies & Co., Ltd., had 12 merchant vessels in hand for reconversion, overhaul, alterations and conversion, and Geo. Brown & Sons (Leith), Ltd., were actively engaged.

SOUTH WALES

Labour Well Employed

CARDIFF, Tuesday
A steady volume of work continued on hand in the ship-repairing industry throughout the past week. Considerable employment was provided by vessels that were in for long-term repairs, and have now occupied the blocks for some weeks; fresh arrivals were up to recent averages. Dry-dock space remained well engaged, and fairly good stem lists were still reported. Available labour was kept well occupied, but the ban on overtime

imposed by the boiler makers during the past few weeks was still in force.

Mountstuart Dry Docks, Ltd., and associated companies at Cardiff, Barry, Newport and Avonmouth had 21 vessels in dry dock and a large number in the wet docks. The heavy damage repairs were continued on the *Catrine*, overhaul on the *Aletta*, *Osford*, *Knowlton*, *Lakewood*, *Clan*, *Empire Scott*, *Alexandra* and *Empire Stour*, and general repairs on the *Phatnia*. Fresh dry-dockings were the *Temple Arch*, *Beaconsfield* and *Kingsland* (general repairs), and the *Norton*, *Varand*, *Samuel Very* and *King William* (overhaul). C. H. Bailey, Ltd., dealt with 47 vessels, in dry dock and afloat, the *Tevera*, *Braconmoor*, *Armathia* and *Milford Queen* being in dry dock at Cardiff, and the *Tanny*, *Elemore*, *Peribonka* and *Retriever* at Newport.

The Pengarth Pontoon, Slipway & Ship-Repairing Company, Ltd., still had their pontoon occupied by the G.W.R. passenger steamer *St. Julien*, and afloat they worked on eight vessels. At Barry, Hodges & Co., Ltd., continued with the repair of the *Avonville* and the tug *Nora* in dry dock, and were employed on three vessels afloat. The Prince of Wales Dry Dock Company (Swansea), Ltd., drydocked the *Empire Marksman* in their Prince Dock, the Palmers' Dock being still occupied by the *Justin S. Morrill*. Work afloat covered 13 vessels. The Port Talbot Graving Dock Company, Ltd., still had the *Empire Peggotty* in hand in dry dock and other vessels afloat.

THE "CAMELIA" BACK IN SERVICE

New Propelling Machinery Installed

The motorship *Camelia* (1688 tons gross) has recently re-entered the service of her owners, the Rederi-a.b. Svenska Lloyd, Gothenburg, after undergoing repairs by the Lindholmens Varv., Gothenburg, lasting for more than a year. It will be recalled that the *Camelia* was the subject of a remarkable tow during August and September, 1944. She had been damaged by the explosion of a magnetic mine at Salonica in January, 1944, while under charter by the International Red Cross to carry supplies for the relief of Greece. Both her hull and machinery had been seriously damaged, but sufficient repairs had been carried out to the hull at Istanbul to enable a tow to Sweden to be undertaken. Accordingly she left the Dardanelles on Aug. 4 in tow of the Swedish motorship *Viril* (933 tons gross) of the Stockholm Rederi-a.b. Sven, a vessel which had also sustained severe damage, the result of bombing, while engaged in the Red Cross Greek relief service. The *Viril's* defective steering gear had been replaced by that of the *Camelia*, which was steered by hand. Leaving Gibraltar on Aug. 17 and Lisbon on Aug. 23, the two vessels proceeded south and west of the Azores up to the latitude of the Faroe Islands. They reached Gothenburg via Christiansand on Sept. 18, the tow, which had extended over 7150 miles, having been accomplished without incident.

The repairs carried out on the *Camelia* have included extensive work on the hull and the installation of new propelling machinery. The *Camelia* was built by the Lindholmens Varv. in 1941.

SWEDISH YARD'S BIGGEST SHIP

The motor tanker *Aranti*, 15,500 tons d.w., the largest vessel yet built at the Oresundsvarv, Landskrona, has run trials. Built to Lloyd's Register class for account of the Rederi-a.b. Fraternitas, Gothenburg, she is 485 ft. in length b.p., 65 ft. 9 in. in breadth and 36 ft. 9 in. in depth, her draught in loaded condition being 28 ft. 10 in. The propelling machinery consists of a 2-cycle single-acting Götaverken diesel engine having eight cylinders 680 mm. in bore by 1500 mm. stroke, and developing 7000 i.h.p. at 112 r.p.m., giving a speed of about 14 knots.

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By Our Special Correspondent
Even before war broke out in 1939 it was conceded that a renewal of tonnage was needed for the service maintained by the Pacific Steam Navigation Company between the United Kingdom and the West Coast of South America. This route, which went by the Panama Canal, was subject to considerable international competition. Most active of the competitors was perhaps Germany, whose Hamburg-Amerika Linie was able to build ships without regard to first cost and certainly to operating costs.
The 15,000 s.h.p. twin-screw diesel-electric alternating current motor liner *Patria*, owned by the German company, was a very strong rival to the P. S. N. Co.'s quadruple-screw 18,000 h.p. *Reina del Pacifico*, the largest ship in the world to be fitted with trunk piston 4-cycle airless injection diesel engines. But where the Germans and, to a less extent, the Italians were building passenger ships and cargo ships on a lavish scale, British owners were more tied to economic laws. With the exception of the *Reina del Pacifico*, few really good ships had been built for the West Coast service for many years. Indeed, the cargo side of the link between Chile and Peru and the United Kingdom was in the main carried out by the old "L" Class motorships, some of which were old shelter deck twin-screw cargo liners of the immediate post World War I vintage.

The New Fleet
The time has now come when the whole of the South American countries, whether on the East or West Coast, are looking eagerly for the return of British ships, and it is not without interest to note that for the last year or so the Pacific Steam Navigation Company has been engaged in resuscitating its fleet. Harland & Wolff, Ltd., Belfast, have at present on hand two 16-knot cargo motorships of about 10,000 tons dead-weight apiece for these owners, and two other ships.
One of the 10,000-ton ships was recently launched, and it is interesting to note that she is a very modern interpretation of the type of ship which is to carry freight and a few passengers at the highest economic speed to the trade centres of the West Coast of South America. The *Salaverry* is a sister ship to the *Santander*, which is nearly finished, and similar to the *Samonco* and *Sarmiento*, which were completed at Belfast during the 1939-45 war.

All the vessels are representative of the type of fast cargo liner in which the whole of its power is concentrated on a single screw, driven by one double-acting, 2-cycle airless injection diesel engine of 8-cylinder design, each cylinder of 620 mm. diameter and 1400 mm. stroke. It is of the well-known Harland B. & W. type, with exhaust pistons at the top of the cylinders for controlling the exhaust gases. The uniflow system of supply of scavenge air is fitted to this engine, the rotary blower being driven by the main engine itself. The propulsion system, in short, is representative of the highest type of technique, in which full power is concentrated on a single screw in the simplest possible manner.
Various opinions exist to-day as to the best way of driving even a single screw. For simplicity, where relatively short fore and aft length of main prime mover is concerned and where height is no particular object, the type of engine just mentioned represents a good system of powering. The *Salaverry* and her sister ship use electricity for the whole of their auxiliary services, the direct current at 220 volts being supplied from three 350 kilowatt diesel-driven generators.
It is worth noting that all the auxiliaries in the engine-room, all the deck auxiliaries, the galley and pantry equipment, the ventilation and heating are run by electricity. This calls for a total of 54 motors, ranging from 100 h.p. down to 0.5 h.p. apiece. As a further point of interest, the galley and pantry equipment take 97½ kilowatts, while the heating load requires 180 kilowatts.
In common with modern cargo liner practice, the *Salaverry* has accommodation for 12 passengers. This is built in a centre structure,

3. A NEW THAMES COLLIER
The motor collier *Mitcham*, built by the Burntisland Shipbuilding Company, Ltd., Burntisland, to the order of the Wandsworth & District Gas Company, has been launched. She is of the Thames up-river type, and is the first such vessel to be fitted with diesel machinery. For the purpose of clearing bridges the masts are made to telescope into the hull and the funnel, instead of hinging to a horizontal position as has been usual, is made to telescope vertically. A vessel of 2750 tons d.w., she is 260 ft. in length b.p., 39 ft. 6 in. in breadth and 18 ft. 6 in. in depth.
The *Mitcham* is of the raised quarter-deck type with three large holds and self-trimming hatchways fitted with patent steel covers. The internal construction of the double bottom ballast tanks is such as to enable the coal cargo automatically to trim to the shore discharging grabs. The deck machinery is electrically driven. The propelling machinery consists of a two-cycle trunk-piston, airless-injection British "Polar" diesel engine having eight cylinders each 340 mm. in bore and of 570 mm. stroke, developing about 1100 h.p. in service. The vessel's single screw is of variable pitch.

which is sensibly but not too obviously curved at the forward end. It is two decks in height, with the navigating bridge and charthouse in a special structure at the fore end. The ship has a raking stem and cruiser spoon stern. The hull has a length of 440 ft. between perpendiculars, with a beam moulded of 62.5 ft., and a depth moulded of 30.75 ft.
As a point of interest, it is worth recalling that the early "L" type ships of the Pacific Steam Navigation Company, some of which date back to 1917, were just over 5000 tons gross, as compared with about 7000 tons gross of the new ship. The length of the former ships was about 385 ft. between perpendiculars, with a beam of 52 ft. and a depth of 30 ft., the speed in service being only 10½ knots, which is probably at least five knots less than that of the *Salaverry*. Furthermore, propulsion was by twin-screws driven by Harland-B. & W. 4-cycle single-acting air injection engines having six cylinders and developing well under 3000 h.p., 125 r.p.m. on the two screws. In one ship these engines were later converted from air to airless injection.
In the light of subsequent developments it is sometimes forgotten that the Pacific Steam Navigation Company was among the pioneers in the users of modern diesel-driven cargo liners with all-electric auxiliaries. The "L" class has been reasonably fortunate during the war years and some are still left to run on the West Coast route. Until the newer tonnage is free of control and available, they will undoubtedly do a great work. It is only necessary, however, to contrast their characteristics with those of the ships now coming into service in order to realise what a tremendous development has taken place in the application of the diesel engine to cargo liners in the last 20 years. As time goes on the trade to the Pacific Coast of South America becomes more and more important. None but the best, fastest and most economic ships can be used on it.

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Government Publishes Industry's Plans

40 PER CENT. INCREASE IN CAPACITY

The Government yesterday issued a White Paper (Cmd. 6811) the report which the British Iron and Steel Federation made to the Ministry of Supply setting out the Industry's modernisation plan, involving replacement and expansion in 7½ years equivalent to about 40 per cent. of the capacity of the industry at a cost of £168,000,000, and a report by the Joint Iron Council dealing with the production of foundry irons. It will be recalled that in the statement to Parliament last month announcing the Government's intention to introduce legislation providing for a large measure of public ownership of the industry, the Minister stated that the Government welcomed these reports as an important contribution to the planned development of this basic industry.

The British Iron and Steel Federation Report to the Government states that the industry recognises the task facing it is—

- (1) To make good the modernisation and development which would have taken place during the last six years had there been no war.
- (2) To enlarge steelmaking facilities to bring them into closer relationship with a higher demand for steel products that may be anticipated.
- (3) To ensure the most effective use of plants by concentrating production into efficient units of appropriate size, with due regard to the availability of raw materials and the distance to markets.

The Federation point out that there has been a marked long-term upward movement in the domestic use of steel in the United Kingdom. The peak figure reached was the consumption of 11,600,000 tons in 1937. It is estimated that home consumption by the years 1950-55 will have reached approximately 13,000,000 ingot tons per annum, if a high level of employment is secured. It would seem reasonable to assess the export demand at 3,000,000 ingot tons per annum, if this country is to secure the maximum export.

The report argues that an efficient capacity of about 16,000,000 ingot tons should be aimed at, with average production from this capacity of about 15,000,000 ingot tons, and that provision should be made for the import of 500,000 tons of steel when demand conditions are reasonably normal. Production would be based on a maximum use of home scrap, which would amount to 55 per cent. of ingot output, and involve the import of not more than 250,000 tons of scrap. Hematite and basic pig iron requirements would then amount to 8,500,000 tons, for which 7,500,000 tons of imported ore and 12,500,000 tons of home ore would be needed, excluding the tonnage required for foundry pig iron production. To give the necessary pig iron output blast furnace capacity should be increased from the present capacity of approximately 7,250,000 tons to 9,000,000 tons.

The Federation report then goes on to outline their modernisation plan at a total expenditure of £168,000,000, made up as follows: South Wales, £41,000,000; North-East Coast, £35,000,000; Scotland, £29,000,000; North-West Coast, £1,300,000; Sheffield, £5,500,000; Lancashire, Flintshire, Staffordshire, &c., £17,000,000; Lincolnshire, £19,200,000; Northamptonshire, £20,000,000.

The plan involves the building of 4,750,000 tons of blast furnace capacity and about 6,000,000 tons of steel ingot capacity. It provides for the stepping-up of the rate at which new building is initiated to fully 40 per cent. of the industry's capacity in a five-year period. This exceptionally high rate is largely due to the hold-up of new construction during the war. In conjunction with the new building 3,000,000 tons of present blast furnace capacity and 4,000,000 tons of steel ingot capacity would be scrapped.

The main increase in ingot capacity would be in plants based directly on home ores, the total increase in the Lincolnshire, and still more the Northamptonshire, areas amounting to almost 60 per cent. In the main coastal areas the total increase on balance would be about 7½ per cent. Little net change in capacity is contemplated in those Midland areas which are not directly sited on home ores.

Notable items in the heavy programme of mill construction are—

- (1) Five new continuous mills, with an average capacity of 450,000 tons each.
- (2) The erection of a broad flange beam mill on the North-East Coast of 350,000 tons capacity.
- (3) A new continuous strip mill in South Wales for sheets and tinplates with a hot strip capacity of 1,000,000 tons a year.

Particular importance attaches to these major projects, in view of their potential contribution to the expansion of export trade. Full loading of efficient plants will be ensured, for instance, on the North-East Coast there are at present nine different steel works at which rails are produced at four, plates at three, billets at five, and

heavy sections at five. Under the new plan there will be only five steel works, of which two would concentrate solely on plates, one on heavy structural materials, one on billets and light and medium sections rolled from billets, and one on rails and special billets. Similarly, over the country as a whole the number of plants producing heavy rails will be reduced from 11 to four. The plan involves the construction of blast furnaces with an average annual output of about 200,000 tons a year each. This would bring the average output from all basic pig iron furnaces, which had already risen from 35,000 tons in 1920 to 90,000 tons in 1939, to an estimated average level of 160,000 tons.

The supply of rolling mill equipment would be likely to be one of the main factors limiting the rate at which the plan as a whole could be achieved, and it is proposed that part of this equipment should be obtained from the United States at a cost of about £9,000,000. The plan as a whole, the Federation state, has been carefully balanced to provide units of efficient size, the most effective degree of concentration, the full loading of efficient plant and the maximum reduction on fuel consumption.

PIG IRON REQUIREMENTS

The Joint Iron Council, an affiliation of producers of pig iron and of iron-founders, states in its report that post-war requirements of foundry pig iron, including a small net export, particularly of high value special pig iron, are estimated at between 1.7 and 2 million tons, slightly above the pre-war level. The present production is concentrated to an overwhelming extent in the Midlands, near the ore, and in a central situation for distribution to the widely dispersed iron foundries of the country. The only other large producing district is Scotland. Since 1920, there has been a pronounced increase in the average output of blast furnaces used for the production of foundry pig iron, and a reduction in fuel consumption. Progress along these lines is limited by the large variety of qualities produced, and any major scheme of reconstruction in the industry would be materially influenced by the possibility of achieving further developments and improvements in the iron castings industry, whose plans, as already indicated, are still under discussion. While these factors preclude major developments in the Midlands area in the immediate future, it is clear that there is room for early action in the case of Scotland, in view not only of the smaller size and lower efficiency of the furnaces in that region, but also of its considerable dependence upon the transport of iron over long distances from the Midlands and upon the import of iron. This development will involve an increase in imports of foreign ore. Apart from foreign ore the importance of maintaining suitable supplies of scrap and coke must be emphasised.

INDUSTRY'S REACTION

Uncertain How Far It Can Proceed with Plan

Mr. Ellis Hunter, president of the British Iron and Steel Federation, issued the following statement on the White Paper:

"The industry welcomes the publication by the Government of the British Iron and Steel Federation Report and the recognition by the Minister of Supply that it constitutes a far-reaching plan for the future development of the industry.

"The Government desires to push forward the plan which the industry was invited to submit as a basis of action for the Government and the industry. If this, combined with an appropriate measure of public supervision over the industry, had been the Government proposal, the stage would have been set for constructive development over the wide field of industry covered by iron and steel trades, and it would have harnessed the whole energies of the industry along lines which would have had public recognition and encouragement.

"The Government's announcement, however, has gone much farther than this. It envisages a change of ownership over some unspecified part of the industry at some indeterminate stage in the course of executing the plan. The industry's proposals are designed to secure a further large measure of integration, with consequent saving in fuel and other costs, and greater operating efficiency. To raise questions of demarcation and delimitation of ownership would impede the development of integration. Moreover, problems of scrapping of plant and adjusting production between firms become more complicated when seen in relation to some undefined change of ownership.

"The plan put forward by the industry is a national plan within which schemes in the various districts, and for each of the products, are integrated into one programme of progressive and inter-related development. The new factor of a proposal to introduce some measure of public ownership makes it essential that there should be discussions between the Government and the industry before the industry can see how far it is now practicable to proceed with its plans.

"In the meantime, the industry will endeavour to maintain and, if possible, to improve on recent high levels of production, and to continue the substantial contribution it has been making to the export trade of the country."

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MONEY MARKET

STOCK EXCHANGE

Good Demand for Loans

There was quite a keen demand for overnight loans yesterday, and at times borrowers experienced some difficulty in satisfying their requirements. In the discount markets the banks were moderate buyers of July Treasury bills. Foreign exchange rates and silver prices were unchanged.

Many Firm Features

The Stock Markets were rather quieter, but generally the tone was quite good, with several firm features in South African mining descriptions. There was a fair inquiry for British Government stocks, and the largest change was a rise of 1/4 to 100 1/2 in Local Loans. Except for a fall of 1/2 to 58 1/2 in London Transport "C" and of 1/2 to 2 1/2 in North Eastern Deferred, home railway junior stocks presented a firmer appearance. Great Western recovered 1/2 to 57 1/2, Midland 1/2 to 28, Southern Preferred a similar amount to 77 1/2 and the Deferred 1/2 to 21 1/2.

COMMODITIES

GRAIN

LONDON (Baltic Exchange), Tuesday
WHEAT.—No offers were submitted to the Control to-day, but prices were nominally unchanged. Quotations: No. 1 Northern Manobas for May shipment from St. Lawrence, 174c.; from West St. John-Halifax 175c.; from Baltimore or Philadelphia, 178c.; and from New York, 179 1/2c. per Bushel, f.o.b. No. 2 grade, 3 cents less in each case. Australian, in bulk, May-June, 64s. 6d. per 480 lb., f.o.b.
MAIZE.—Offers were resumed with Argentine 1946 crop nominally quoted at 83s. per 480 lb., f.o.b., September shipment, from up-River ports, and 84s. 9d. from down-River ports.

OILS AND OILSEEDS

LONDON (Baltic Exchange), Tuesday
OILS.—LINSEED.—Raw 65s. RAPESEED.—Crude 69s. **COTTON.**—Crude 52 2s. 6d. **CASTOR.**—First 82s. 2d. second 80s. **GROUNDNUT and SUNFLOWER.**—Crude 56 10s. per ton.
OILSEEDS.—For shipment, LINSEED.—Calcutta 537; Bombay 546 10s. per ton. **GROUNDNUTS, RAPESEED, CASTORSEED.**—All unquoted.

FOREIGN PRODUCE

LONDON (Mining Lane), Tuesday
SPICES.—CLOVES.—Quiet, with prices nominal. Zanzibar spot 1s. 1d. per lb. sellers, c.i.f. May/June 9 3/4. (buyers' licence), affiant 11 1/4. per lb. sellers. **PIMENTO.**—Quiet. Spot 1s. 3d. per lb. sellers. **CHILLIES.**—Quiet but steady. Mombasa spot 14s. per cwt. sellers. **MACÉ.**—Steady. West Indian pale spot 5s. per lb. nominal.
JUTE.—Firm but idle. Daisiee 2/3 grade May/June shipment 54s per ton nominal.

METALS

LONDON (Metal Exchange), Tuesday
TIN.—The Directorate of Non-Ferrous Metals supplies tin of 99 per cent. to under 99.75 per cent. at £300 per ton, delivered works, plus prices and charges, if any, for grades, sizes of ingots, bars or strip, granulated and small lots; export £357 per ton, f.o.b. United Kingdom.
TINPLATES.—For home delivery 32s. 6d. basis I.C. 14 by 20 f.o.f. makers' works; export 39s. to 41s. basis f.o.b. South Wales. Uncoated plates 27s. a box.
COPPER.—Electrolytic and wire bars 67s per ton, delivered.
COPPER SULPHATE.—98/100 per cent. £32 5s. per ton (less 2 per cent.) in 2 cwt. bags (free), f.o.b.
ALUMINIUM.—Ingots and bars for home delivery 667 per ton, delivered.
ANTIMONY.—English 99 per cent. £125 and crude 70 per cent. £105 per ton, delivered.
TUNGSTEN ORE.—The official selling price stands at 75s. per unit, delivered works.
PLATINUM.—Refined maintained at £11 10s. per troy ounce.
NICKEL.—For home delivery £190 to £195 per ton, according to quantity.
PIG IRON.—No. 3 Cleveland 163s. per ton, delivered Middlesbrough area.

NEW COMPANY

JOHN LAMPIER & SON, LTD.—Capital £5000, to acquire the business of an insurance agent and broker in all classes of insurance now carried on by Mr. Howard F. Carter at 30, Baldwin Street, Bristol, as "John Lampier & Son." The directors are: Messrs. Kenneth F. Carter (permanent), Reg. S. H. Bryant and Kenneth G. Lewis.

Messrs. R. L. Alpine & Co., have been appointed shipping agents for Imperial Chemical Industries, Ltd., at Ardrossan and Irvine.

REPORTS AND DIVIDENDS

Grayson, Rollo

The accounts of Grayson, Rollo & Clover Docks, Ltd., for 1945 show that the profit from trading, after making all charges, including directors' fees and provision for taxation, amounted to £53,886, compared with £51,142 for the previous 12 months, to which had to be added £3499 dividends from investments and £45 transfer fees, making a total available of £57,430 (£55,284). The sum of £20,000 (same) has been added to reserve for depreciation and replacements, leaving a credit balance of £37,430 (£35,824), to which had to be added £14,185 (£34,411) brought in, making a total available of £51,614 (£69,695). In addition the accounts are credited with £5705 war damage insurance reserve no longer required, making £57,319. The directors have transferred to reserve for contingencies £25,000 (same), but on the present occasion nothing is added to reserve for taxation against £20,000 for the preceding year. They again recommend a dividend of 10 per cent., together with a "Victory" bonus of 5 per cent., both less tax, leaving to be carried forward £16,554. The balance sheet totals at £1,318,873 (£1,604,175). Sundry debtors and work in progress, less payments received on account, are shown at £1,139,681 (£1,402,856). The meeting will be held at Clover Docks, Birkenhead, on May 14, at 12 15 p.m.

ATLAS ASSURANCE COMPANY, LTD.—It is proposed to pay on June 1 next a final dividend for 1945 of 6s. per share, making a total of 10s. 6d. per share, less tax (same) for the year.

SEA INSURANCE COMPANY, LTD.—The report for 1945 shows that the 1944 marine account, now closed, has a profit of £276,815 (£251,653), after placing £200,000 (£180,000) to marine suspense account to meet outstanding claims. The premiums, less returns and reinsurances, for 1945 amounted to £969,395 (£1,033,244). Claims amounted to £201,577 (£185,169) and expenses to £26,097 (£31,058), leaving a balance of £731,721 (£834,811). In the fire account the premiums, less reinsurances, totalled £265,338 (£246,218), and £12,205 (nil) has been transferred from profit and loss account to increase additional reserve. Claims paid and outstanding were £128,825 (£134,978), commissions £73,292 (£67,784), expenses £32,627 (£33,580), and transferred to profit and loss account £22,946 (nil). The fire fund at the end of the year was £206,135 (£186,282). In the accident and general account the premiums, less reinsurances, were £133,072 (£113,726). Claims paid and outstanding totalled £77,643 (£64,764), commissions £17,244 (£14,442), and expenses £22,106 (£22,246), while £9128 (nil) has been transferred to profit and loss. The accident fund at Dec. 31 last was £103,229 (£73,964). The profit and loss account shows a credit balance of £501,631 (£421,767). After providing for all outgoing, including £300,000 (£290,000) for United Kingdom taxation, the directors recommend a final dividend at the same rate as before, namely, 1s. 9d. per share, making a total of 3s. 6d. per share (17 1/2 per cent) for the year, and in addition a "Victory" bonus of 2s. per share (10 per

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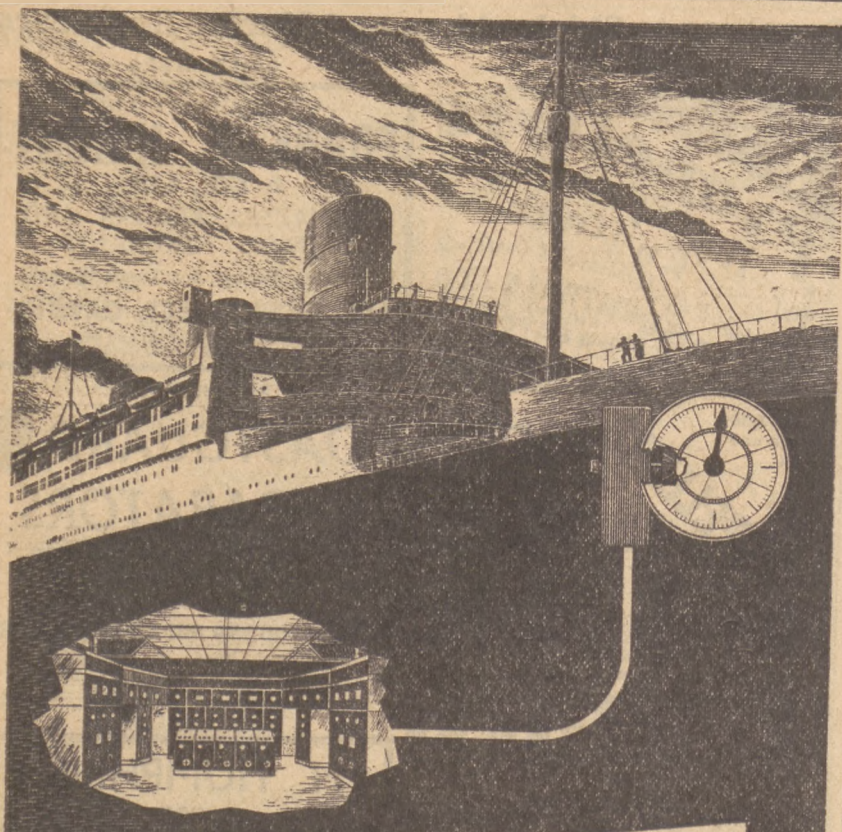
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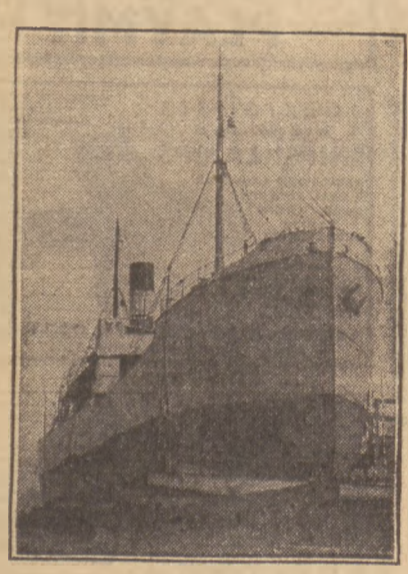
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cent.), leaving to be carried forward £80,420 (£76,055). The total assets stand at £3,760,564 (£3,773,987). **BABCOCK & WILCOX, LTD.**—The directors recommend a final dividend on the Ordinary stock of 6 per cent. actual for the half-year ended Dec. 31, making 10 per cent. for the year, plus a cash bonus of 2 1/2 per cent. actual, both less tax, compared with 12 per cent. for the previous year. They also announce that the profit for the year 1945 amounted to £749,956, plus a refund of E.P.T. in respect of previous year of £33,879, less provision for deferred repairs £100,000. In addition, special dividends (net) from subsidiary companies, paid out of profits of previous years £172,910, and transfer to general reserve £175,000. The profit for 1944 was £734,214, plus refund on E.P.T. £28,776, less provision for possible fall in value of stock of merchandise £25,000, and deferred repairs £62,000. The figures for both years are before provision for income tax.

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OVERSEA MOVEMENTS: Latest Reports

UNITED KINGDOM

1

GRAVESEND AR
Suecia, May 6
Jaminetta, Thames
Beaverdell, May 6
Montreal for Royal
Albert Dock
Oleum, May 7
Hillingham for Ord-
nance Wharf
Saphir
Nellie, May 7
Gruno
Aldo
Rottendam
Express, May 7
Prince Charles Antwerp
Empire Fowey
Soton
for Tilbury Dk
GRAVESEND SD
Rowland Castle, May 6
Gruno, May 6
John Chester Kendall
Philadelphia
Dronning Maud, May 7

AARHUS AR
Rapid Rottendam
Glashavn Rottendam
Stanley R. Fisher
New York
Mataroa, May 7
Naples
Empire Gaffer Helsinki
THAMES HAVEN SD
Lumineta, May 6
SHELL HAVEN CLD
Spondilus, May 7

SOUTHEND Pd Down
Clan Lamont, May 6
Dronning Maud May 7
Miguel de Larrinaga
Aarhus
RIDHAM DOCK SD
Vesuvius, May 6
THE DOWNS Anch
May 6
Chapel Hill Victory
Emily Dickinson, May 7
Van der Capelle
William J. Riddle
Morris Hillquitt
THE DOWNS SD
Prairie Grove, May 6
J. Duncan
Joseph I. Kemp
Springwood, May 7
Chapel Hill Victory
Emily Dickinson
William J. Riddle
Van der Capelle
Stanley R. Fisher
DOVER AR
Tessy (aux), May 6
Virginita (aux)
Vaderland
DOVER Pd E
Brisk, May 6
Generon, May 7
Miranda
Consul Pratt
DOVER Pd W
Princess Josephine
Charlotte, May 6
Annam (pres), May 7
Gyda
Alfred Moore
Gydia
Rapport
Chanute Victory
DUNGENESS Pd W
Eso Ballou, May 6
Alyvone
John Fiske
Julian, May 7

BEACHY HEAD Pd E
Hast III, May 6
BEACHY HEAD Pd W
Bernhard, May 6
SPITHEAD Pd In
Washington (22,846)
PORTSMOUTH SD
Pessac, May 4
ST CATH'S PT Pd E
Empire Bronze, May 7
ST CATH'S PT Pd W
Trump, May 6
HAMBLE SD
Dorcasia, May 6
SOUTHAMPTON AR
Colby Victory, May 5
Sophie
Rowallan Castle, May 7
SOUTHAMPTON SD
Henriette Moller (tug),
May 5
Colby Victory, May 6
New York
WEYMOUTH AR
Inagfors, May 5
PRAWLE Pt Pd E
Zyzenberg, May 6
Valewood
James B. Duke
Empire Bronze
PRAWLE Pt Pd W
Thomas H. Barry, May 7
DUBLIN AR
Drina, May 5
Rossia
Koida
PLYMOUTH SD
Drina, May 5
Krasnodar
FOWAY AR
Annonia (ex Isle of
Alderney), May 4
PAR AR
Heron, May 5
Sumatra, May 6
Appledore
PAR SD
Wilda, May 4
Hast III, Antwerp
FALMOUTH AR
Valewood, May 6
St John (NB)
Coon, May 7
FALMOUTH SD
Valewood, May 6
Lizard
Tahsis, May 6
LIZARD Pd W
Ingette, May 6
for Port Talbot
Tromp (Du), May 7
Dorcasia
PENZANCE AR
Eimshorn, May 5
AVONMOUTH AR
Gatineau Park, May 5
Montreal
AVONMOUTH SD
Lone Jack, May 5
Lako Charles
Quaker Hill, May 6

2

BRISTOL AR
New York City, May 6
Norfolk (Va)
BRISTOL SD
Halvard Bratt, May 6
Bidasson
Granville
CARDIFF AR
The report of the arrival
of the Democrat on
May 5 was erroneous.
Bidasson, May 7
Chiswick
New York
CARDIFF SD
Bridgepool, May 6
Arabian Prince, May 7
BLTH SD
Viking, May 7
TYNE AR
Amastra, May 6
Danby, May 6
Thyra, May 7
TYNE SD
Snaiell, May 6
Hebe, May 7
Despatch, May 7
Gruno
Kajmum, May 6
Empire Trent
Zeeland, May 4
FLAMBORO HD Pd N
Innesmoor, May 7
FLAMBORO HD Pd S
Vindo, May 7
SPURN HEAD Ar Off
Joe Harris, May 7
SPURN HEAD Pd In
Export, May 6
Delaware
Krasnodor (pres)
Empire Halberd, May 7
David L. Yuler
John, May 7
Kaiser Christensen
SPURN HEAD Pd Out
Appledore, May 6
Pjalloss, May 7
Keila, May 7
General Harry Taylor
Harmatris
Empire Spearhead
IMMINGHAM AR
Zuiderburgh, May 6
IMMINGHAM SD
Delphinus, May 4
Sencliff Park, May 5
Grimsby
May 4
CT YARMOUTH RDS
Libra, May 6
GT YARMOUTH SD
Fiducia, May 6
Amsterdam
HARWICH AR
Uddeholm, May 5
Pax
Zeeland
Elizabeth
Sage
Parkoston, May 6
Esbjerg

METHIL AR
Benjamin Sherburn
May 7
METHIL SD
Skagen, May 7
KIRKCALDY AR
Noreg, May 3
Eddie Miersk, May 5
GRANGEMOUTH AR
Zeus, May 4
Graiglas
Christiansund
Rk
Westland
Emden
Tuko, May 5
GRANGEMOUTH SD
Glanterland, May 4
Skagen
Methil
BONESS SD
Timo, May 7
BLTH SD
Viking, May 7
TYNE AR
Amastra, May 6
Danby, May 6
Thyra, May 7
TYNE SD
Snaiell, May 6
Hebe, May 7
Despatch, May 7
Gruno
Kajmum, May 6
Empire Trent
Zeeland, May 4
FLAMBORO HD Pd N
Innesmoor, May 7
FLAMBORO HD Pd S
Vindo, May 7
SPURN HEAD Ar Off
Joe Harris, May 7
SPURN HEAD Pd In
Export, May 6
Delaware
Krasnodor (pres)
Empire Halberd, May 7
David L. Yuler
John, May 7
Kaiser Christensen
SPURN HEAD Pd Out
Appledore, May 6
Pjalloss, May 7
Keila, May 7
General Harry Taylor
Harmatris
Empire Spearhead
IMMINGHAM AR
Zuiderburgh, May 6
IMMINGHAM SD
Delphinus, May 4
Sencliff Park, May 5
Grimsby
May 4
CT YARMOUTH RDS
Libra, May 6
GT YARMOUTH SD
Fiducia, May 6
Amsterdam
HARWICH AR
Uddeholm, May 5
Pax
Zeeland
Elizabeth
Sage
Parkoston, May 6
Esbjerg

METHIL AR
Benjamin Sherburn
May 7
METHIL SD
Skagen, May 7
KIRKCALDY AR
Noreg, May 3
Eddie Miersk, May 5
GRANGEMOUTH AR
Zeus, May 4
Graiglas
Christiansund
Rk
Westland
Emden
Tuko, May 5
GRANGEMOUTH SD
Glanterland, May 4
Skagen
Methil
BONESS SD
Timo, May 7
BLTH SD
Viking, May 7
TYNE AR
Amastra, May 6
Danby, May 6
Thyra, May 7
TYNE SD
Snaiell, May 6
Hebe, May 7
Despatch, May 7
Gruno
Kajmum, May 6
Empire Trent
Zeeland, May 4
FLAMBORO HD Pd N
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IMMINGHAM AR
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HARWICH AR
Uddeholm, May 5
Pax
Zeeland
Elizabeth
Sage
Parkoston, May 6
Esbjerg

ARCTIC SEA
TO
USHANT
VARDO SD
Capella (No), May 1
HONNINGVAAG SD
Nordstjernen (No),
May 2
NARVIK SD
Sarek, May 4
NARVIK SD
Lisbeth, May 6
HARSTAD AR
Facto, Apr 26
SANDESSJOEN AR
Varnes, May 3
TRONDHEIM SD
Nova, May 3
CHRISTIANSUND AR
Cygnus, Apr 20
CHRISTIANSUND SD
Ara, Apr 27
ALESUND SD
Volga (Ru) (1366),
Apr 23
ALESUND SD
Aldebaran, Apr 17
Bratog, Apr 19
Bravo L, Apr 27
Loka, Apr 29
VAKSDAL SD
Cometa, May 3
BERGEN AR
Kongstein, Apr 28
Karbula, Apr 29
Vard
Christiansund
Cometa
Vaksdal
Hudson (tug)
Varnes
BERGEN SD
Karbula, Apr 29
Aron, Apr 29
LUBECK AR
Tenerife, May 4
Rottenfels
Wanda
Lubeck
Rypoev (Ru) (ex
Gutenhof), May 4
Kiel and Stettin
Admiral Karl Bering
Kaste
(for orders)
Nordost

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ODDA AR
Neptun (No), May 2
ODDA SD
Bro. Apr 29
Neptun, May 2
PORSGRUNN AR
Nerina Lau, Apr 27
BALDUIIN May 2
Arendal
Akershus, May 3
PORSGRUNN SD
Noro, May 2
Balduin, May 3
Fredrikstad
Nerma Lau
Aalborg
Akershus, May 4
LARVIK SD
Nandi, May 5
SANDEFJORD SD
Thoroy, May 1
TONSBERG SD
William Strachan, Apr 29
Abadan
DRAMMEN AR
Hjalmar Wessel, May 1
GOthenBURG SD
May 4
Empire Consumer
HELSINGBORG AR
British Engineer, May 6
HELSINGBORG SD
Axel Johnson, May 4
Granada
Danzig
HELSINGBORG Pd N
Dania (588), May 3
Trio (236)
Indo
Caring
Pinega
Eland
HELSINGBORG Pd S
Malva, May 3
Radmanso
KOPPARVERKS-
HAMN AR
Carbonia, Apr 30
Thamshavn
KOPPARVERKS-
HAMN SD
Carlmo
Landskrona
MALMO SD
May 4
Empire Consistence
OSKARSHAMN AR
Empire Garston, May 5
SUNDSVALL AR
Devon, May 2
Frida, May 2
Bernhard Ingelsson
Themis
Andon, May 4
SUNDSVALL SD
Snofrid, May 2
Frida, May 3
Calais-Brest Range
Storo, May 4
Gdynia
via Harshamn
Devon
Watchet
Bernhard Ingelsson
Albany (NY) via
Hermosaund
KASKO AR
Wajia, May 1
MANTYLUOTO SD
Helsinki, May 2
ABO SD
Gofria, Apr 28
Marienberg, May 1
ABO SD
Willard Hall, Apr 26
Beatrice Victory, Apr 27
Raumo
Lapponia, Apr 29
Scandinavica, Apr 30
Eva (954), May 1
Pargas
HANGO Pd
Clio (Fi), May 3
HELSINKI AR
Zorro, Apr 29
Lapponia, May 1
HELSINKI In Port
Capella (Fi), May 3
HELSINKI SD
Hermes (Fi), May 2
Castor (Fi)
Gdynia
Gdynia
KOTKA AR
Fonnia, May 1
GDYNIA AR
Vigge, Apr 29
Aretius (Ru) (146)
Askold, Apr 30
Klapeda
Trio (Da)
Copenhagen
Drottning Victoria,
May 1
Trelleborg
Hango
Hemso
Hargshamn
Fritz S.
Helsinki
Anna Greta, May 2
Gottland
Sven Clausen
Copenhagen
Kant
Sundsvall
Polly
Cara (Da)
Nevik
Verna II,
Helsinki
Bertil
Maryl Clausen
Copenhagen
Saltnes, May 3
Elsinoere
Helsinki
Iggeseund
Drottning Victoria
Wislis, May 4
Boston
Empire Ploughman
GDYNIA SD
Gripen, Apr 14
Helsingborg
Trimb's Ford, Apr 29
Thomis (Sw)
Sweden
Boro IV.
Ventspils
James B. Richardson
Gripen, Apr 30
Verna (Sw) (348),
Apr 30
Ivan Kondrup
Helsinki
Tozas, May 1
Helsinki
Haime
Helsinki
Aretius (Ru) (195)
Drottning Victoria
Trio (Da)
Denmark
Galeon, May 2
Ben P. Dixon, May 3
New York
Sweden
Denmark
Lemso
Danzig
Figue
Helsinki
Otava, May 3
Helsinki
Saramina, May 4
London
LUBECK AR
Tenerife, May 4
Stettin
Rottenfels
Wanda
Ventspils
LUBECK SD
Rypoev (Ru) (ex
Gutenhof), May 4
Kiel and Stettin
Admiral Karl Bering
Kaste
(for orders)
Nordost

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Neptun (No), May 2
ODDA SD
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Neptun, May 2
PORSGRUNN AR
Nerina Lau, Apr 27
BALDUIIN May 2
Arendal
Akershus, May 3
PORSGRUNN SD
Noro, May 2
Balduin, May 3
Fredrikstad
Nerma Lau
Aalborg
Akershus, May 4
LARVIK SD
Nandi, May 5
SANDEFJORD SD
Thoroy, May 1
TONSBERG SD
William Strachan, Apr 29
Abadan
DRAMMEN AR
Hjalmar Wessel, May 1
GOthenBURG SD
May 4
Empire Consumer
HELSINGBORG AR
British Engineer, May 6
HELSINGBORG SD
Axel Johnson, May 4
Granada
Danzig
HELSINGBORG Pd N
Dania (588), May 3
Trio (236)
Indo
Caring
Pinega
Eland
HELSINGBORG Pd S
Malva, May 3
Radmanso
KOPPARVERKS-
HAMN AR
Carbonia, Apr 30
Thamshavn
KOPPARVERKS-
HAMN SD
Carlmo
Landskrona
MALMO SD
May 4
Empire Consistence
OSKARSHAMN AR
Empire Garston, May 5
SUNDSVALL AR
Devon, May 2
Frida, May 2
Bernhard Ingelsson
Themis
Andon, May 4
SUNDSVALL SD
Snofrid, May 2
Frida, May 3
Calais-Brest Range
Storo, May 4
Gdynia
via Harshamn
Devon
Watchet
Bernhard Ingelsson
Albany (NY) via
Hermosaund
KASKO AR
Wajia, May 1
MANTYLUOTO SD
Helsinki, May 2
ABO SD
Gofria, Apr 28
Marienberg, May 1
ABO SD
Willard Hall, Apr 26
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Eva (954), May 1
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HANGO Pd
Clio (Fi), May 3
HELSINKI AR
Zorro, Apr 29
Lapponia, May 1
HELSINKI In Port
Capella (Fi), May 3
HELSINKI SD
Hermes (Fi), May 2
Castor (Fi)
Gdynia
Gdynia
KOTKA AR
Fonnia, May 1
GDYNIA AR
Vigge, Apr 29
Aretius (Ru) (146)
Askold, Apr 30
Klapeda
Trio (Da)
Copenhagen
Drottning Victoria,
May 1
Trelleborg
Hango
Hemso
Hargshamn
Fritz S.
Helsinki
Anna Greta, May 2
Gottland
Sven Clausen
Copenhagen
Kant
Sundsvall
Polly
Cara (Da)
Nevik
Verna II,
Helsinki
Bertil
Maryl Clausen
Copenhagen
Saltnes, May 3
Elsinoere
Helsinki
Iggeseund
Drottning Victoria
Wislis, May 4
Boston
Empire Ploughman
GDYNIA SD
Gripen, Apr 14
Helsingborg
Trimb's Ford, Apr 29
Thomis (Sw)
Sweden
Boro IV.
Ventspils
James B. Richardson
Gripen, Apr 30
Verna (Sw) (348),
Apr 30
Ivan Kondrup
Helsinki
Tozas, May 1
Helsinki
Haime
Helsinki
Aretius (Ru) (195)
Drottning Victoria
Trio (Da)
Denmark
Galeon, May 2
Ben P. Dixon, May 3
New York
Sweden
Denmark
Lemso
Danzig
Figue
Helsinki
Otava, May 3
Helsinki
Saramina, May 4
London
LUBECK AR
Tenerife, May 4
Stettin
Rottenfels
Wanda
Ventspils
LUBECK SD
Rypoev (Ru) (ex
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Kiel and Stettin
Admiral Karl Bering
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ODDA AR
Neptun (No), May 2
ODDA SD
Bro. Apr 29
Neptun, May 2
PORSGRUNN AR
Nerina Lau, Apr 27
BALDUIIN May 2
Arendal
Akershus, May 3
PORSGRUNN SD
Noro, May 2
Balduin, May 3
Fredrikstad
Nerma Lau
Aalborg
Akershus, May 4
LARVIK SD
Nandi, May 5
SANDEFJORD SD
Thoroy, May 1
TONSBERG SD
William Strachan, Apr 29
Abadan
DRAMMEN AR
Hjalmar Wessel, May 1
GOthenBURG SD
May 4
Empire Consumer
HELSINGBORG AR
British Engineer, May 6
HELSINGBORG SD
Axel Johnson, May 4
Granada
Danzig
HELSINGBORG Pd N
Dania (588), May 3
Trio (236)
Indo
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Pinega
Eland
HELSINGBORG Pd S
Malva, May 3
Radmanso
KOPPARVERKS-
HAMN AR
Carbonia, Apr 30
Thamshavn
KOPPARVERKS-
HAMN SD
Carlmo
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MALMO SD
May 4
Empire Consistence
OSKARSHAMN AR
Empire Garston, May 5
SUNDSVALL AR
Devon, May 2
Frida, May 2
Bernhard Ingelsson
Themis
Andon, May 4
SUNDSVALL SD
Snofrid, May 2
Frida, May 3
Calais-Brest Range
Storo, May 4
Gdynia
via Harshamn
Devon
Watchet
Bernhard Ingelsson
Albany (NY) via
Hermosaund
KASKO AR
Wajia, May 1
MANTYLUOTO SD
Helsinki, May 2
ABO SD
Gofria, Apr 28
Marienberg, May 1
ABO SD
Willard Hall, Apr 26
Beatrice Victory, Apr 27
Raumo
Lapponia, Apr 29
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Eva (954), May 1
Pargas
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Clio (Fi), May 3
HELSINKI AR
Zorro, Apr 29
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HELSINKI In Port
Capella (Fi), May 3
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Hermes (Fi), May 2
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Gdynia
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KOTKA AR
Fonnia, May 1
GDYNIA AR
Vigge, Apr 29
Aretius (Ru) (146)
Askold, Apr 30
Klapeda
Trio (Da)
Copenhagen
Drottning Victoria,
May 1
Trelleborg
Hango
Hemso
Hargshamn
Fritz S.
Helsinki
Anna Greta, May 2
Gottland
Sven Clausen
Copenhagen
Kant
Sundsvall
Polly
Cara (Da)
Nevik
Verna II,
Helsinki
Bertil
Maryl Clausen
Copenhagen
Saltnes, May 3
Elsinoere
Helsinki
Iggeseund
Drottning Victoria
Wislis, May 4
Boston
Empire Ploughman
GDYNIA SD
Gripen, Apr 14
Helsingborg
Trimb's Ford, Apr 29
Thomis (Sw)
Sweden
Boro IV.
Ventspils
James B. Richardson
Gripen, Apr 30
Verna (Sw) (348),
Apr 30
Ivan Kondrup
Helsinki
Tozas, May 1
Helsinki
Haime
Helsinki
Aretius (Ru) (195)
Drottning Victoria
Trio (Da)
Denmark
Galeon, May 2
Ben P. Dixon, May 3
New York
Sweden
Denmark
Lemso
Danzig
Figue
Helsinki
Otava, May 3
Helsinki
Saramina, May 4
London
LUBECK AR
Tenerife, May 4
Stettin
Rottenfels
Wanda
Ventspils
LUBECK SD
Rypoev (Ru) (ex
Gutenhof), May 4
Kiel and Stettin
Admiral Karl Bering
Kaste
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Nordost

ODDA AR
Neptun (No), May 2
ODDA SD
Bro. Apr 29
Neptun, May 2
PORSGRUNN AR
Nerina Lau, Apr 27
BALDUIIN May 2
Arendal
Akershus, May 3
PORSGRUNN SD
Noro, May 2
Balduin, May 3
Fredrikstad
Nerma Lau
Aalborg
Akershus, May 4
LARVIK SD
Nandi, May 5
SANDEFJORD SD
Thoroy, May 1
TONSBERG SD
William Strachan, Apr 29
Abadan
DRAMMEN AR
Hjalmar Wessel, May 1
GOthenBURG SD
May 4
Empire Consumer
HELSINGBORG AR
British Engineer, May 6
HELSINGBORG SD
Axel Johnson, May 4
Granada
Danzig
HELSINGBORG Pd N
Dania (588), May 3
Trio (236)
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Caring
Pinega
Eland
HELSINGBORG Pd S
Malva, May 3
Radmanso
KOPPARVERKS-
HAMN AR
Carbonia, Apr 30
Thamshavn
KOPPARVERKS-
HAMN SD
Carlmo
Landskrona
MALMO SD
May 4
Empire Consistence
OSKARSHAMN AR
Empire Garston, May 5
SUNDSVALL AR
Devon, May 2
Frida, May 2
Bernhard Ingelsson
Themis
Andon, May 4
SUNDSVALL SD
Snofrid, May 2
Frida, May 3
Calais-Brest Range
Storo, May 4
Gdynia
via Harshamn
Devon
Watchet
Bernhard Ingelsson
Albany (NY) via
Hermosaund
KASKO AR
Wajia, May 1
MANTYLUOTO SD
Helsinki, May 2
ABO SD
Gofria, Apr 28
Marienberg, May 1
ABO SD
Willard Hall, Apr 26
Beatrice Victory, Apr 27
Raumo
Lapponia, Apr 29
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Eva (954), May 1
Pargas
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HELSINKI AR
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HELSINKI In Port
Capella (Fi), May 3
HELSINKI SD
Hermes (Fi), May 2
Castor (Fi)
Gdynia
Gdynia
KOTKA AR
Fonnia, May 1
GDYNIA AR
Vigge, Apr 29
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Askold, Apr 30
Klapeda
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Copenhagen
Drottning Victoria,
May 1
Trelleborg
Hango
Hemso
Hargshamn
Fritz S.
Helsinki
Anna Greta, May 2
Gottland
Sven Clausen
Copenhagen
Kant
Sundsvall
Polly
Cara (Da)
Nevik
Verna II,
Helsinki
Bertil
Maryl Clausen
Copenhagen
Saltnes, May 3
Elsinoere
Helsinki
Iggeseund
Drottning Victoria
Wislis, May 4
Boston
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Gripen, Apr 14
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Sweden
Boro IV.
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James B. Richardson
Gripen, Apr 30
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Apr 30
Ivan Kondrup
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Helsinki
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Trio (Da)
Denmark
Galeon, May 2
Ben P. Dixon, May 3
New York
Sweden
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Lemso
Danzig
Figue
Helsinki
Otava, May 3
Helsinki
Saramina, May 4
London
LUBECK AR
Tenerife, May 4
Stettin
Rottenfels
Wanda
Ventspils
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Neptun (No), May 2
ODDA SD
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Nerina Lau, Apr 27
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LARVIK SD
Nandi, May 5
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DRAMMEN AR
Hjalmar Wessel, May 1
GOthenBURG SD
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HELSINGBORG AR
British Engineer, May 6
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Granada
Danzig
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Dania (588), May 3
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KOPPARVERKS-
HAMN AR
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MALMO SD
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Empire Garston, May 5
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Gdynia
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Watchet
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Wajia, May 1
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Helsinki, May 2
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Zorro, Apr 29
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Gdynia
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Verna II,
Helsinki
Bertil
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Saltnes, May 3
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Iggeseund
Drottning Victoria
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Tenerife, May 4
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British Engineer, May 6
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Danzig
HELSINGBORG Pd N
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Trio (236)
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Caring
Pinega
Eland
HELSINGBORG Pd S
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HAMN AR
Carbonia, Apr 30
Thamshavn
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HAMN SD
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MALMO SD
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Willard Hall, Apr 26
Beatrice Victory, Apr 27
Raumo
Lapponia, Apr 29
Scandinavica, Apr 30
Eva (954), May 1
Pargas
HANGO Pd
Clio (Fi), May 3
HELSINKI AR
Zorro, Apr 29
Lapponia, May 1
HELSINKI In Port
Capella (Fi), May 3
HELSINKI SD
Hermes

MARINE CASUALTIES

ALGONQUIN PARK.—See "Cargo in Shed, Montreal," under "Fires."

ANNA MARCOU.—New York, May 6.—Steamer Anna Marcou, collision with naval barge floors and three four-plate, two stem plates and two hooks renewed, two stem plates and two hooks renewed, three plates fair, frames with sundry damages. Cost, including dry dock charges, \$11,536.—Salvage Association's Surveyors. (See issues of Apr. 13 and 15.)

BARON HERRIES.—See Prince Albert Park.

BEECHWOOD.—London, May 7.—The owners of the tank steamer Beechwood (from Abadan) have received the following radio message from the master, dated May 6: Aground Rooka Channel since 3 16 a.m. to-day, unable to refloat at 3 p.m. with three tugs assisting. Now awaiting instructions for lightering. (Note.—The Salvage Association have instructed Lloyd's Agents at Busreh to attend and report.)

BRASTAGI.—New York, May 6.—Dutch motor vessel Brastagi left here yesterday for New Orleans. (See issues of Oct. 8 and Mar. 25.)

BRITISH ENGINEER.—London, May 7.—The owners of the tank steamer British Engineer state that the vessel arrived at Helsingborg on May 6. (See issue of May 7.)

CAIRNVALONA.—Glasgow, May 7.—Steamer Cairnvalona left Clyde Anchorage on May 6. (See issue of Apr. 27.)

CAP BLEU.—London, May 7.—In reply to inquiry, Lloyd's Agents at St. Pierre, Miquelon, write under date of Apr. 9: Motor vessel Cap Bleu (not steamer as before reported) was lost in George Bay, Nova Scotia, in December last, while on voyage from Prince Edward Island for this port. The vessel was built in 1941 as a trawler, but trials did not give good results and she was placed in the mail and freight service between Canada and St. Pierre. The vessel, of 287.32 tons gross, was registered at St. Pierre, Miquelon, on May 7, 1942, and was owned by Flotte Administrative, St. Pierre, Miquelon. (See issue of Jan. 2.)

CEFN-Y-BRYN.—Gibraltar, May 6.—Steamer Cefn-y-Bryn: Repairs completed and vessel sailed on May 5 for Middlesbrough.—Lloyd's Agents per Salvage Association. (See issues of Apr. 15 and May 7.)

CHUBUT.—Buenos Aires, Apr. 8.—Motor vessel Chubut was surveyed here on Feb. 2 and subsequent dates to ascertain damage stated to have been sustained through collision with steamer OCEAN GLORY on Jan. 31. Permanent repairs to shell plating on port side in way of forecastle and No. 1 cargo space, guardrails and staybolts, etc., were effected at a cost of \$3,524.49 pesos, Argentine paper. (See issue of Mar. 15.)

CIUDAD DE CONCEPCION.—Buenos Aires, Mar. 1.—Argentine motor vessel Ciudad de Concepcion was in collision at Corrientes on Feb. 8 with the tank lighter VESPUICIO, in tow of tug TOBRE. Both vessels were surveyed at Corrientes. The Ciudad de Concepcion was found to have sustained damage to plates, etc., on port side forward. Temporary repairs were effected with cement boxes. The VESPUICIO, which also sustained damage to plates, etc., on port side forward, was granted a certificate of seaworthiness.

CIUDAD DE CORRIENTES.—Buenos Aires, Apr. 8.—Centre and starboard propellers of Argentine triple screw motor vessel Ciudad de Corrientes were surveyed at the workshops of Compania Argentina de Navegacion Dodero, S.A., on Mar. 12 to ascertain damage stated to have been sustained on an unknown date while on service in the River Parana. On Mar. 1 master reported unusual noises emanating from starboard stem tube, and on Mar. 4 the vessel was placed on the Government floating dock where the propellers were removed and spares fitted. Centre propeller was found to have one blade fractured over full width in way of welded attachment of part new blade previously fitted, and starboard propeller two blades broken off and remaining blade fractured. In surveyor's opinion, both propellers are unfit for further service.

COULGORM.—See "Theft of Wool at Genoa" under "Non-Marine."

COVERSACK.—See Settler.

CRESTED COCK.—See Settler.

CROWN.—See Settler.

DEL MUNDO.—Rio Janeiro, May 6.—Steamer Del Mundo left here to-day. (See issue of May 4.)

DOCTOR LYKES.—See "Bales of Cotton on Wharf, New Orleans," under "Fires."

DON.—Lisbon, May 2.—Norwegian steamer Don left here on May 2 for Bayonne. (See issue of May 2.)

DRUMASS.—See Settler.

DUKE OF ATHENS.—Halifax, May 6.—British motor vessel Duke of Athens arrived here to-day. (See issue of May 4.)

EDIMBURGO.—Buenos Aires, Apr. 8.—Temporary repairs to damage stated to have been sustained by Argentine steamer Edimburgo through heavy weather between Rio de Janeiro and Montevideo on Sept. 4 and 8 were examined here on May 2. Cement in way of damage in No. 1 hold was found to be in good condition, and certificate of seaworthiness was extended, subject to further examination in dry dock within six months. (See issue of Dec. 20.)

ELK HILLS.—Gibraltar, May 6.—American turbo-electric tanker Elk Hills, Curacao for Gibraltar thence Abadan, arrived here on May 5 with No. 3 panel of main switchboard burnt out. Permanent repairs cannot be effected here. It is recommended that temporary repairs be carried out and vessel return to United States for permanent repairs. (See issue of May 6.)

EMPIRE CONNELL.—Hull, May 2.—British steamer Empire Connell, Rouen for Hull, in ballast, struck No. 14 light float off Albert Dock, River Humber, on Apr. 30.

EMPIRE FALKLAND.—Bristol, May 6.—British motor vessel Empire Falkland, Auckland for Avonmouth, with 6667 tons of refrigerated and general cargo, experienced heavy weather on Mar. 19 in position lat. 44 49 S., long. 159 W., during which assistant steward's room, baker's shop, Nos. 1 and 3 lifeboats and gunners' quarters were damaged.

EMPIRE FOWEY.—Southend, May 7.—British steamer Empire Fowey (Southampton for London) anchored off here yesterday with port engine broken down. Gravesend, May 7.—Steamer Empire Fowey passed here to-day for Tilbury Dock.

EMPIRE GRETA.—See L.C. 15 (lifting craft).

EMPIRE MACANDREW.—London, W., May 7.—British motor vessel Empire Macandrew, Halifax for Liverpool, cargo wheat, sustained damage to starboard lifeboats through heavy weather at sea on Apr. 14.

EMPIRE METEOR.—Adelaide, Apr. 26.—Survey has been held at Port Pirie on British steamer Empire Meteor in respect of damage stated to have been sustained by windlass through pin coming out of shackle of starboard anchor chain during berthing, causing anchor chain to strike the windlass. Fractured side frame and bent clutch lever double eye and clutch screw were repaired to surveyor's satisfaction. Anchor was located by diver on Apr. 15 and was subsequently hoisted on board by the repaired windlass.

EMPIRE TREASURE.—Hull, May 2.—While British steamer Empire Treasure was on voyage from St. John, N.B., for Hull, general cargo, concussion was felt in the engine-room when the vessel was approximately 12 miles NNE. of Sunk Light-vessel on Apr. 29, and off Middle Ground Light-vessel, Humber, on Apr. 30. Cause unknown.

EVANGELOS.—New York, May 4.—Honduran banana vessel Evangelos, 110 ft. long, Cuba for Miami, was disabled and anchored in lat. 23 14 N., long. 78 30 W., about 176 miles from Miami, yesterday. Coastguard vessel took her in tow and is proceeding to Miami.

FOREMOST.—Adelaide, Apr. 26.—Tug Foremost was surveyed here on Apr. 23 to ascertain damage stated to have been sustained through collision with auxiliary ketch MOORARA on Apr. 20. Tug was found to have stem bar set over 2 in. to port, plate and frame on starboard side set in, starboard crown pipe fractured, and a lug on hawse of starboard anchor slightly bent. No slip being available, certificate was granted for harbour services until arrangements can be made to effect necessary repairs. (See issue of Apr. 25.)

FORT LA BAYE.—Talcahuano, May 6.—Steamer Fort la Baye is afloat 600 miles west; Chilean steamer Don Alberto sailed yesterday to assist. (See issue of May 7.)

Santiago, Chile, May 6.—British steamer Fort la Baye has been located helpless 520 miles west of Lola, southern Chile, say reports received in Santiago from Concepcion. Two Chilean steamers and a tug are reported to be going to her assistance.—British United Press.

GELLA.—Lisbon, Apr. 11.—According to a statement by her master, Swedish motor vessel Gella encountered ice during foggy weather on Apr. 5, 6 and 9. Water was observed in the forepeak on Apr. 8, and on arrival at Lisbon on Apr. 9 some of the bow plates were found to be damaged. It is thought that some damage may have been sustained by the propellers. (See issue of Apr. 13.)

GEORGE E. PICKETT.—Mobile, May 6.—American steamer George E. Pickett, Galveston for Genoa, put into Mobile on May 5 for repairs to refrigerating machinery; sailing to-day.

GOLIAH.—New York, May 6.—Tug Goliah, striking submerged object in January; Propeller renew, propeller intermediate thrust shafts test in lathe, propeller shaft renew and stern bush rewood, together with sundry damages. Cost, including dry dock charges, \$5225.—Salvage Association's Surveyors.

HASTINGS.—New York, May 7.—Steamer Hastings (from Sorrel), grounded three times in the Passaic River, but floated and docked at Newark, N.J., yesterday; damage unknown.

HELENCREST.—London, W., May 7.—British steamer Helencrest, Newcastle-upon-Tyne for Baltimore, in ballast, sustained damage to propeller during heavy weather at sea on Feb. 12. While on voyage from Baltimore for Hamburg, general cargo, the vessel struck a submerged wreck when entering docks at Hamburg on Apr. 6, and sustained damage to propeller. (See issues of Mar. 23 and Apr. 24.)

HILBRE ISLAND.—Liverpool, May 7.—Dredger Hilbre Island reports sustained damage to guide bars of slide. (See issue of May 4.)

INGENIEUR GENERAL HAARBLEICHER.—London, May 7.—Information received dated May 13 states: Steamer Ingenieur General Haarbleicher was lost on Nov. 21, 1945. (See issue of Jan. 2.)

ISOBEL.—See Settler.

JAMES.—See Settler.

JOSEPHINE SHAW LOVELL.—Genoa, Apr. 26.—Fire in coal cargo of American steamer Josephine Shaw Lovell, due to spontaneous combustion, did not break out in port here. The vessel arrived with coal cargo on fire. (See issue of Apr. 29.)

KATHLEEN.—See Settler.

KEDOE.—Rotterdam, May 6.—Dutch motor vessel Kedoe has put back, assisted by two tugs, with engine disabled.

L.C. 15 (lifting craft).—Dartmouth, May 6.—It is now understood that the General Estates Company's ferry tug also sustained damage when tug EMPIRE GRETA, towing lifting craft L.C. 15, fouled the Harbour Commissioners' working boat on May 4. A survey is being arranged. (See issue of May 7.)

LINFIELD VICTORY.—See "The Dock Labour Trouble in New South Wales" under "Miscellaneous."

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COASTWISE & HOME TRADE MOVEMENTS

LONDON—IN DOCK

Table with columns C1, C2, C3, C4, C5 listing ship names, destinations, and agents. Includes entries for LONDON, SHOREHAM, BRISTOL, BELFAST, SUNDERLAND, etc.

QUEEN'S PARK

Table listing ship names, destinations, and agents for Queen's Park area. Includes entries like ALOUETTE, BEAVERDELL, BELHAVEN, etc.

SHIPS IN PORT

Table listing ship names, destinations, and agents for ships in port. Includes entries like HARTLAND POINT, HAST & CHIFF, HAWKWOOD, etc.

LONDON—IN THE RIVER

Table listing ship names, destinations, and agents for ships in the river. Includes entries like ACCLIVITY, ACTIVITY, ALDO, etc.

MERSEY—IN PORT

Table listing ship names, destinations, and agents for ships in Mersey. Includes entries like DOCKS ARE AT LIVERPOOL, ALCAVA, etc.

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LAUNCHES

Table listing launch names, dates, and agents. Includes entries like CARSO, WILD RANGER, SANTA LUISA, etc.

SHIPS IN PORT

MERSEY IN PORT—Cont. from p. 18

COMEDIAN, 5122, Alexandra 1, T. & J. Harrison... CRISTO, 140, Canning Dry 2... DEVERETT, 6244, For Manchester... DERWENT RIVER, 5602, Alexandra 1, Houl-

STANFORD, 5969 for Garston, E. Nicholson... STANLEY FORCE, 586, Bramley-Moore, W. S. Kenningh & Co... STANVILLE, 538, Cammell Laird & Co's Dry 1, J. S. Monks

CARL OETEDAL, 7176, Clyde Anchorage... RICHMOND, 581, Meadside Qy. Parlick, J. B. Conner, Ltd... CITY OF DURHAM, 10,025, Stobcross, City Line

ARNDALE, 8296, Swan, Hunter, & Wigham... BRITISH LADY, 6998, Dunston Staiths, F. C. Strick & Co (Newcastle)

LESTO, 1893, Redheads Dry Dk., S. Shields, Pelton S.S. Co... LEITCHFORTH, 2943, Redheads Dry Dk., S. Shields, R. S. Dalgliesh

MANCHESTER—IN PORT

AKADEMIK KARPINSKY, 1123, Shed 7, Dk. 9, R. F. Sanderson & Co... ALCHYMIST, 382, Cold Air Stores, Caleb Brett & Son

GARSTON—IN PORT

CORNISH ROSE, 471, North, R. Hughes & Co... CRAIGOLIVE, 605, Stalbridge, J. Darlington... FORT CUMBERLAND, 7134, Old, T. & J. Harrison

TYNE IN PORT

AAST MÆRSK, 6184, Wallsend Slipway, Cairns, Noble & Co... ABILITY, 881, Dunston Staiths, Tabb & Burleton, Ltd

SOUTHAMPTON—IN PORT

ABERDONIAN, 1648, Berth 16, Inner Amra, McGrath & Co... AMRA, 834, Berth 156, Western, Escombe, McGrath & Co

CLYDE IN PORT

DOCKS are at Glasgow unless otherwise stated... ACASTA, 5229, Queens, Gow, Harrison & Co... ANGLIO AFRICAN, 5601, Rothsay Dk., Clydebank, H. Hogarth & Sons

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Continued on page 20

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WIRELESS REPORTS

Andes.—39 30 N, 11 06 E, May 6, 6 p.m.

Aquatinia.—46 06 N, 31 54 W, May 6, midnight

Arctic Ranger.—69 48 N, 11 00 E, May 6, noon

Baltara.—47 48 N, 08 42 W, May 6, noon

Caxton.—56 18 N, 24 18 W, May 6, 6 p.m.

Clan Macdougall.—37 30 N, 09 12 W, May 6, 6 p.m.

Clan Urquhart.—47 24 N, 08 00 W, May 6, 6 a.m.

Columbia Star.—03 00 S, 07 12 W, May 6, 6 p.m.

Consuelo.—56 42 N, 19 36 W, May 6, midnight

Empire Lune.—Gibraltar, May 6

Empire MacAlpine.—50 30 N, 10 48 W, May 6, 6 p.m.

Empire MacDermott.—46 30 N, 36 24 W, May 6, 6 p.m.

Empire MacKendrick.—51 00 N, 10 54 W, May 6, noon

Empire Mole.—Gibraltar, May 6

Empire Venture.—14 30 S, 25 30 W, May 6, noon

Empress of Australia.—50 48 N, 07 54 W, May 6, 6 p.m.

Empress of Scotland.—39 00 N, 09 12 W, May 6, 6 p.m.

Eros.—48 18 N, 20 12 W, May 6, 6 p.m.

Geddington Court.—Gibraltar, May 6

Gothland.—56 24 N, 01 42 E, May 6, noon

Herefordshire.—49 18 N, 07 12 W, May 6, noon

Jessmore.—46 12 N, 07 36 W, May 6, 6 p.m.

Mahanada.—42 48 N, 09 54 W, May 6, 6 p.m.

Malancha.—36 42 N, 08 30 W, May 6, midnight

Manchester City.—55 00 N, 20 42 W, May 6, 6 p.m.

Manchester Exporter.—50 18 N, 18 06 W, May 6, midnight

Markhor.—48 18 N, 24 00 W, May 6, 6 a.m.

Memphis City.—31 05 N, 70 42 W, May 6

Ormonde.—42 30 N, 09 30 W, May 6, noon

Papanuti.—37 00 N, 06 42 E, May 6, midnight

Queen Mary.—44 12 N, 35 48 W, May 6, midnight

Ripplingham Grange.—43 18 N, 09 54 W, May 6, 6 p.m.

S. Wiley Wakeman.—33 57 N, 59 11 W, May 6

Sacramento.—45 30 N, 35 30 W, May 6, midnight

Sussex.—45 42 N, 07 54 W, May 6, 6 p.m.

Tigre.—55 57 N, 06 29 E, May 5, 2 20 p.m.

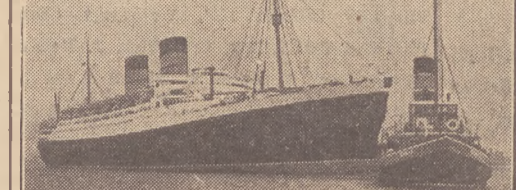
Waipawa.—50 30 N, 12 30 W, May 6, noon

VESSELS EXPECTED AT UNITED KINGDOM PORTS

Showing Vessel, Voyage, Probable Date, Broker and Berth

Table listing vessels expected at United Kingdom ports, including columns for Vessel Name, Voyage, Probable Date, Broker, and Berth. Includes sections for LONDON, PLYMOUTH, and SOUTHAMPTON.

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W. H. J. ALEXANDER, Ltd., Wapping, London, E. 1

Manchester Exporter, Norfolk Liverpool mid May Manchester Liners, Liverpool May 10-11 Manchester Shipper, Montreal, Manchester Liners (Salford Dks.) May 10-11

GARSTON Baron Douglas, St. John (N.B.) now due St. Lawrence, Baron & Co. Liverpool now due Empire Mariner, Galveston via Liverpool now due

T. & J. Harrison Stanford, New Westminster. now due Tilapa, Port Antonio, Elders & Fyffes. May 12 HEYSHAM Fort Millfin, Houston, BARROW Karmas, Narvik. now due Redgate, Bona, J. Fisher & Sons. May 13-14

WORKINGTON Hickory Dale, Singapore, Oldfield & Co. May 8 AFDROSSAN Empire Kew, Bilbao, R. L. Spine & Co. (Eglington Dk.) May 10

CLYDE Andoni, Sundsvall, W. Knight, Watson & Co. (Merlands Qy.). May 8 Caserta, Bombay, Anchor Line. May 27 Chantilly, Curacao, Anchor Line. May 17 City of Exeter, Karachi via Liverpool, now due

Clan Macbrayne, Durban via Liverpool, now due Cayzer, Irvine & Co. Liverpool, now due Clan Macgillivray, Beira via Liverpool, now due

Cayzer, Irvine & Co. Liverpool, now due Egidia, New York, Anchor Line. May 12 Empire Pennant, Baltimore via Hamburg, May 11

A. Crawford & Co. Empire Kitchener, Calcutta via Liverpool May 20, 21 City Line Essex, Sydney & Auckland. T. Law & Co. (Plantation Qy.). May 15 Ettrickbank, Seattle, Donaldson Bros. & Black. May 12

James J. Hill, Macoris, T. J. Law & Co. May 12 Karamea, Wellington, P. Henderson & Co. May 21 Ocean Vengeance, Wabana, May 14

Pawnee Rock, Abadan, J. & J. Denholm. May 10 Penhale, Aquilas, W. H. Muller (London). May 11 Regent Hawk, Trinidad, G. W. Harrison & Co. (Dowling). May 8

Telemachus, Fremantle via Antwerp, Liverpool, now due Roxburgh, Colin Scott & Co. Trevanion, Montreal, Winchester Victory, Sydney, May 17

BELFAST Buryless, Vancouver, G. Heyn & Sons, Hillcrest Park, Quebec, J. Burke & Co. May 9

DUIN Ann Stathaton, Rosario, Palgrave, Murphy, Ltd. Edenvale, Vilis Real, Wexford S.S. Co. F. Scott Fitzgerald, New Orleans G. Bell & Co. Irish Alder, Philadelphia, Irish Shipping, Ltd. May 10

GALWAY Monaleen, Liverpool, Limerick S.S. Co. DUNDEE Geologist, Calcutta via London, B. L. Nairn & Co. Sampot, Calcutta via London, J. L. Nairn & Co. Santorch, Calcutta via London, T. & J. Brocklebank (King George Wf.).

URBINO, Calcutta, C. H. Harris & Sons (King George Wf.). GRANGEMOUTH Empire Gulliver, Benisaf, METHIL Empire Congo, Grangemouth, S. H. Ohlsen & Co.

LEITH Frigga, Denmark, Furness, Withy & Co. (Albert). ASTRA, Bergen, P. H. Mathiessen & Co. (Tyne Commission Qy.). Bretagne, Oslo, P. H. Mathiessen & Co. (Tyne Commission Qy.)

Empire Bronze, Houston via Hull, Furness, Withy & Co. (Jarrov). Port Machault, Bona, Kelmiscot, Bona, Ruccimann Shipping Co. Southgate, Freetown via Vigo, Mungo, Campbell & Co.

SUNDERLAND Greno, Oxelesund, S. C. Wright & Co. MIDDLESBROUGH Anna, Antwerp, J. G. Peckston Cefny-Bryn, Casablanca, Draque, Bona, Walton's (Middlesbrough). Ingaro, Oxelesund, Kalix, Narvik, Swedish Iron Ore, Ltd. Majorca, Hamburg, Cairns, Noble & Co. (Clarens Wf.). Port de Bouc, Rouen, Furness, Withy & Co. (Clarens Wf.). Radmanso, Oxelesund, Swedish Iron Ore, Ltd. Samsoring, Dundee, Escombe, McGrath & Co.

HULL Baulder, W.C. Africa, McGregor, Gow & Holland. Consuelo, New York, Eltherman's Wilson Line. Demeterion, W. Africa, McGregor, Gow & Holland (Alexandra). Dynam (ex Kylebrook), London, Eltherman's Wilson Line (William Wright). Empire Bronze, Houston, W. Moran & Co. (Salt-End Oil Jetties). Empire Consumer, Gouthenburg, Eltherman's Wilson Line (Albert). Empire Contyne, Stockholm, via Grimsby, Eltherman's Wilson Line (Albert).

Empire Garsion, Stockholm, Eltherman's Wilson Line. Hermiston, W.C. Africa, J. H. Whitaker. Joseph S. Kemp, Vancouver, Kawartha Park, St. John (N.B.), Lambert Bros. (King George). Mathilda, Marsviken, Lambert Bros. Pipriak, Antwerp, G. S. N. Co. Tahsis, Port Alberni, Theofano Livanos, Fremantle, Eltherman's Wilson Line Tuxedo Park, Vancouver, Robson Coats. Westmoor, W.C. Africa, J. H. Whitaker.

IMMINGHAM Capella, Torrevieja, GRIMSBY Empire Contyne, Stockholm, Eltherman's Wilson Line.

ROSELYNE (aux.), 138, Itchen Qys. KOWALLAN CASTLE, 7950, Berth 38, Test Qys. RUDBERMAN, 290, Berth 50, Test Qys., Wainwright Bros. & Co. SANDERWENT, 7219, Berth 38, Test Qys. SABELLITE, 507, Berth 25, Empress SEVEN OAKS PARK, Western, Sandel Bros. 7149, Berth 101. SHELL MEX 5, 123, Hamble SHELL MEX 4, Berth 19, Inper SHIPTEE (tug), 218, Itchen Qys., Dawson Bros. SIVIL (salvage), Berth 24, Empress. Risdon Beazley SOPHIE, 945, Berth 101, Western, Sandel Bros. SPRAYVILLE, 466, Berth 16, Inner, Dawson Bros. STIRLING CASTLE, 25,550, Berth 102, Western, Union-Castle Mail S.S. Co. STRATHNAVEIL, 22,283, Berth 105, Western, Escombe, McGrath & Co. THE PRESIDENT, 926, Berth 102/103, Western VALKYRIE (salvage), 343, Dry Dock 1. WAR BONNET, 10,172, Berth 40, Test Qys. WAR NAWAB, 5586, Dry Dock 3. WASHINGTON, 22,846, Berth 107, Western, Benj. Ackley & Sons. WHISTABLE, 787, Berth 1, Outer, Southern Railway. WINCHESTER CASTLE, 20,012, Dry Dock 6, Union-Castle Mail S.S. Co.

SHIPS IN PORT SOUTHAMPTON IN PORT—Cont. from page 19. Printed and Published by THE CORPORATION OF LLOYD'S, at Lloyd's, London, England.