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PORT OMHA & BEDI BUNDER
(other Kathiawar Ports if inducement)

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GREECE, LEVANT, TURKISH AND
BLACK SEA PORTS

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Liverpool Loading Berth No. i Branch-Alexandra Dock,

WESTCOTT & LAURANCE LINE

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ELLERMAN & BUCKNALL LINE

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STEAMER To be arranged Loading Berth: E. Toxteth Dock

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vessel being available for the voyage and is subject to
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*CAPE ISABEL... ... May 6 - May 9 +STEAMER ... May 13-May 1 Loading Berth- N.E. No. 2 Gladstone Dock From BELFAST

STEAMER May 13—May 1 STEAMER May 27—May 3 Loading Berth—Herdman, Channel Wharf From GLASGOW *STEAMER May 23—May 28 Loading Berth-No. 79 Plantation Quay *NEW YORK ONLY VIA BELFAST

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CHANNEL, and EAST COAST PORTS

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STEAMER ... from Havre May STEAMER ... from Antwerp May STEAMER ... from Bordeanx May STEAMER ... from Bordeanx May For full particulars, apply to

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

Antwerp-Montreal

RECEIVING CARGO STEAMER

For Information, communicate with CANADIAN PACIFIC Trafalgar Square, W.C.2 (Whitehall 5100), o 103. Leadenhall Street, E.C.3 (Avenue 4707)

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SUSSEX ... MAY 20 JUNE 1 All dates and sailings are subject to charge, substitution or cancellation with or without notice Particulars of passenger service on application.

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GRACE LINE

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LIVERPOOL—E. H. Mundy & Co. (L pool), Ltd. 41 North John Street, Liverpool. (Tel.: Central 4715) HULL Oughtred & Harrison, Ltd., 6, https://doi.org/10.1009/j.html. (Tel.: Hull 36,999). Or to the General Freight Agents for the U.K.

E. H. MUNDY & COMPANY, LIMITED, Welsingham
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LIVERPOOL: The Pacific Steam Navigation Co.,
AGENTS | Pacific Baildings, 30, James Street



SPEECH RANGE - I MILE Write ARDENTE 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).

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 Masthead.

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,

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 Dept-ford 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.

anne 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,

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 Milburn 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.

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 building and Engineering Section on officer in the Queen Mary, and during should direct their efforts,

LLOYD'S LIST

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The Editorial, Advertisement and Publishing Offices of "Lloyd's List and Shipping Gazette are at

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LIVERPOOL OFFICE: Mr. A. C. DOUGLASS, 15, Tithebarn Street, Liverpool, 2 Telephone: Central 2034

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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 Sets
 ...
 03 07
 Moon Rises
 ...
 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 mainly fair over a greater part of the

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 Harbour Air Port remains the tive machinery to ensure that the Northern Ireland terminal for internal remarkable advances in that branch of 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 Barnes continued, that radar and radio methods of finding the position of a purposer that the Trusteer should be least for specified the amounts involved in the compensation. and Stirlings have taken off or landed without incident at two-thirds to threequarters 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 energies being applied to the work. 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." obvious and well-marked obstructions refers to the facilities for flying boats and the deep-water wharf at the air Sir ROBERT WATSON port and the large hangars available of the meeting said that the sea had It will be readily seen that the in the world to abandon them.

FIRST MONTREAL CARGO

The "Fort Spokane" at Liverpool

From Our Own Correspondent LIVERPOOL, Tuesday hip to enter Montreal after the winter reeze-up of the St. Lawrence, the Cunard White Star liner Fort Spokane. which arrived in Huskisson Dock. Liverpool, to-day, has brought the first carried large quantities of food, inmaster, Captain R. H. C. Crawford. O.B.E., was presented with a goldhandled cane by Montreal harbourmaster on his arrival at the port as a the war with the Royal Navy.

TURBINE AND DIESEL MACHINERY WATERTUBE BOILERS DRY DOCK 502 Ft. by 88 Ft.

NEWCASTLE-ON-TYNE appointed managing director,

International Conference in London

INCREASING SAFETY AT SEA

RADIO AND NAVIGATION

An informal international meeting opened at the Central Hall, Westminster, vesterday. Representatives of over 20 maritime nations were present. The meeting will continue until other countries what is being done here for ships, to seek information on similar national standardisation of radio-navigational systems. In a speech of welcome to the dele-

gates, 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 machinery consists of two-stroke singleremains centred just N.W. of Scotland to navigation had taken a prominent and a depression in the Bay of Biscay is moving N.W. or West. It will be different purposes, and considerable different purposes, and considerable Order for Fredriksstad Yard 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 boilers on deck. time of the invasion of the Continent when the accurate placing of each vessel was of paramount importance.

It was tearly evident that the techniques of radar and position fixing by means of radio would have an application to navigation at sea, and with BELFAST. Tuesday the end of the war the Ministry of War In an effort to ensure that the Transport set up the necessary execuscientific knowledge were made available to merchant ships. The Government realised that it was necessary to 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. ship would materially increase the safety at sea of naval and merchant ships and of the crews, passengers and the hazards of navigation, especially under bad weather conditions, the new devices would enable ships to proceed sioned by fog and adverse weather. Those two advantages of the use of

The present international conferships at sea was the first to take sea. The conference, though of a less Aviation Bill. Secretary. Practical pilots are agreed that large. relevant to the international conferformal nature, would explore subjects clear of the flightways constitute no to review and revise the Conventions on Safety at Sea and telecommunicathis in the fact that no obstruction has been hit in nine years. The report also vision of new scientific aids in the

Sir Robert Watson-Watt, chairman at Short & Harland's aircraft factory. always been for this country a highway linking us with our sister nations, harbour air port offers unrivalled facilities." says Sir Adrian. "and it Commonwealth and Empire. At the would be the most short-sighted policy 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 Having won the race to be the first 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 cargo of the season from Montreal. She radio industries, but we believed that these industries must be guided by the cluding 6000 tons of wheat. Her results of such discussions as the delegates were about to undertake. time had not vet come for a modification of international regulations, but the time was close at hand when the memento. Captain Crawford has been technical developers should be propresident of the British Iron and Steel with the Cunard White Star for 35 vided with a series of minimum stan-Federation, appears in our Ship- years, having served previously as chief dards of performance to which they

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

CIVIL AVIATION BILL

The directors of the Trussed Conrete Steel Company, Ltd., announce that Mr. J. G. Arthur has been elected

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 on Radio Aids to Marine Navigation & Co.), Glasgow, an order for a highspeed 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 May 22, and its objects are to inform gross, with propelling machinery consisting of three steam turbines conin the field of radio navigational aids nected to a single propeller shaft through single-reduction gearing. work in other countries, and to pre- Messrs. William Denny have also pare a provisional case for inter- 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 acting diesel engines.

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

CLYDE SHIPBREAKING

Offers for Accommodation at Faslane

From Our Own Correspondent GLASGOW, Tuesday

accommodation for shipbreaking and annum compensation for lost income co-ordinate the policy on the provision ancillary purposes within the military and cost of administration up to the port at Faslane, Gareloch, which is Trustees pending arrangements for its rate will be 6 per cent. per annum future use and working. This was re- For the period from the loss of the ported in the minutes submitted at a vessels and until the end of the meeting of the Trustees to-day. It was requisition period (30.9.45) an "equalstated that one company wished to isation payment" will be granted at lease or purchase.

mittee decided to inform the Ministry insurance valuations. of Transport that the available accommethods of finding the position of a purposes, that the Trustees should be tion, despite the fact that, but for the parties to any agreement and that occupation and the delays in settle-Admiralty needs should be met as far ment, they would have been due as possible at the other ports on the concurrently with the use or loss of the the goods carried. As well as reducing Clyde, relieving berthage for ship-vessels. breaking at Faslane. The Trustees approved this line of action.

W. H. Arnott, Young & Co., Ltd., on their business without some of the informed the Trustees that ground other important points. About about 500 yards east of Dalmuir Basin, £10,000,000 will be paid to owners of on which the Trustees granted permis- vessels in Norwegian home waters sion to them in 1934 to break up ships, during the occupation, most of which radio for navigation at sea were them- was now occupied by the Admiralty. will represent compensation for vessels selves justification for the effort and and asked permission to break up ships lost while requisitioned by the Geron the company's property on a site mans. More than £9,000,000 will be immediately east of Dalmuir Basin, allocated to a pension fund for Norence on technical matters affecting The permission was granted during the wegian seamen; £500,000 to two pleasure of the Trustees and subject to months' extra holiday for merchant place since the war, though it was the appropriate protective conditions. The seamen who have served during the practice before the war to hold formal Trustees decided to ask the support of war; and £500,000 to a fund primarily international conventions on such matters as load-line regulations, telecommunications and safety of life at adequate protective clause in the Civil

RADIO OPERATORS AND CONSCRIPTION

why young men who had taken the a unanimous compromise solution. risks of war and given three years' service as wireless operators with the the owners will accept the Commis for compulsory military service.

Armed Forces men who had completed ment. three years' service in the Merchant Such action was suspended at the beginning of April pending recon sideration of the general question of alling 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.

ROYAL EXCHANGE ASSURANCE

poration accorded continuous support knots.—Reuter. 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

The figure of 10 per cent, was a director of the company and printer's error and should be read as 15 per cent.

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 1,000,000 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

(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, motor ships 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 com pensation for depreciation, but owners Two companies have made offers for will receive the same 5 per cent. per time the vessels concerned were lost being operated by the Clyde Navigation | For vessels under 2000 tons gross the lease accommodation and the other to the same rate. These payments will also be made in kroner and are also The Trust's General Purposes Com- based on values 20 per cent. below

SHIPS IN HOME WATERS

The report contains a number of

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 Position of Merchant Navy Men importance. On these points the Comimportance. On these points the Commission was divided, but in view of the desirability of arriving at a settlement as unickly as possible, many of these as unickly as possible, many of these as unickly as possible. In the House of Commons yesterday, desirability of arriving at a settlement Major H. R. Spence (C., Aberdeen as quickly as possible, many of these Central) asked the Minister of Labour problems were by-passed so as to reach

The next step will depend on whether Merchant Navy were being called up sion's recommendations. If so, the Government's acceptance Mr. N. EDWARDS, Parliamentary granted. The settlement will then be Secretary, replied that the Minister embodied in a Bill which will have to was not calling up for service in the be passed by the Norwegian Parlia-

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 In the summary of the address of The first ship in the new service will Lord Bicester, Governor of the Royal be one of the company's 12,500-ton Exchange Assurance, which was publicargo liners, launched at Pascagoula lished in LLOYD's LIST of May 4, it was recently. She has accommodation for stated: "Throughout the war the Cor-several passengers, and a speed of 17}

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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 argunents on this award, stated in the form of a special case, in an arbitration following a dispute between Λ/S . Tankexpress, of Oslo, owners of the motorship Petrofina, and Compagnie Financière Belge des Pétroles 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

The previous proceedings were reported in LLOYD'S LIST of May 7. Sir William L. McNair, K.C., and

Mr. Eustace W. Roskill (instructed by the motorship Eastern City, claimed Messrs, Ince & Co.) appeared for the damages from Lieut.-Commander charterers; Mr. Ashton W. Roskill Eustace Reginald Davies, R.N.R., cominstructed by Messrs. Sinclair, Roche manding the landing ship tank 303, for & Temperley) represented the owners.

of the owners, Mr. Ashton Roskill afternoon of May 16 last, when the submitted that the charterers were not Eastern City was up-going and the entitled to any indulgence in the 303 was coming out of the entrance to matter of time, so far as payment of proceed down to Ostend. After the colhire was concerned, and he also sub-mitted that on the true construction broke adrift the barge Charway, colof the cable making the settlement of lided with the barge Linnet, and the the dispute on Sept. 25, 1939, the hire Linnet sank. continued payable irrespective of whether or not the vessel was at the and it was contended that those on disposal of the charterers. "Any board the Eastern City were solely to delay at Venezuela," which was not to count as off hire, meant, in his submission, future delay as well as past G. N. W. Boyes (instructed by Messrs.

elay.

But the most important commercial William A. Crump & Son, agents for Messrs. Gilbert Robertson & Co., of aspect of the present case was the quesaspect of the present case was the question if, ex hypothesi, the vessel was Mr. O. L. Bateson, K.C., and Mr. S. not at the disposal of the charterers Knox Cunningham (instructed by the when payment became due on Sept. 27, the charterers were required to pay. He submitted that they were, and contended that that proposition was supported by specific expressions and provisions 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 to be sound—that the hire continued He said the Elder Brethren had inthroughout a time charter save in so quired into the matter and had taken far as there was provision in the the considered opinion of Trinity charter expressly providing for it not House. Incidentally they had also col-

Mr. Roskill pointed out that the only provision for suspension was that the charter should be suspended if the stances like the present, it was the convessel were detained by the authorities sidered opinion of Trinity House that at home or abroad in consequence of it was good seamanship, provided it legal action brought against the owners was preceded by one blast—coming out by someone other than the charterers. into the river. Although it was not a As there was express provision for universal practice among pilots, it was suspension in that particular case, he a very common one. submitted that the charter would not be suspended in other circumstances. disrespect to that opinion if I cross-Counsel submitted that the charterers' case confused the obligation to pay hire in advance on the due date with the until later in the proceedings, but I ight of the charterers to deduct from the hire anything which was due to the position was. them for the ship having been off hire Mr. HAYWARD thanked his Lordship in a previous month. The first obliga-tion was quite unaffected by the fact Further evidence 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 agreement 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 MONAIR submitted that, until the dispute was settled on Sept. 25, 1939, the charterers could not send the money for the next month's hire, because, if there had been no settlement, they might month (April) of the port's financial never have got the ship at all. year. arbitrator's finding of fact that the charterers followed the usual method pared with 65 vessels and 340,064 tons of paying the hire prevented the in the corresponding month last year. owners from saying that the charterers In coastwise trade 677 vessels, of 98,564 adopted the wrong way of paying. The tons, were accommodated, against 670 express finding that the owners declined to allow the vessel to be at the Grand totals were: This year, 725 ships charterers' disposal to load until the and 254,334 tons; last year, 735 ships dispute was settled made it impossible and 466,053 tons.

for the owners to say that they never FREIGHT MARKETS 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

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

alternative award should be upheld,

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

a collision in Gravesend Reach, off the

Treasury Solicitor) represented the

The previous proceedings were re-

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.

Mr. HAYWARD: It will be paying no

The PRESIDENT: I could have waited

thought it best to tell you now what

BRISTOL TRAFFIC

Return to Normal Trade

From Our Own Correspondent

Further evidence of the return to

Foreign arrivals numbered 48,

peace conditions is shown by the Port

of Bristol traffic return for the first

aggregating 155,770 tons net, com-

vessels and 125,989 tons last year.

Foreign imports last month totalled

233.043 tons (last year 449,821 tons),

(last year 91,324 tons). Foreign ex-

ports were 1093 tons (last year 76,343

tons), and coastwise exports totalled

(64,726 against 192 tons), provisions

(32,578 against 23,565 tons), timber

3264 against 314 tons). Decreases were

334,734 tons), oilseeds (1980 against

4100 tons), fruit (1560 against 6207

tons), sugar (2000 against 3150 tons),

woodpulp (1596 against 7212 tons).

54.766 tons (last year 79,826 tons).

BRISTOL, Tuesday

on the bridge with witness.

to-morrow.

examine in the way I have prepared.

ported in Laorn's Last of Jan. 28,

defendant.

perils or by the operation of law.

for the assessment of damages.

Judgment was reserved.

to the master not to load should be

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.

Sir William submitted that the In the River Plate department a large Greek steamer for August canceland the case sent back to the arbitrator 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 Montreal 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 Philadelphia 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/ Continuing his argument on behalf tidal basin at Tilbury Docks, on the Italy at \$14.25 one port of discharge. Dunkirk at 62s. 6d. f.i.o. and to West 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-The defence was a denial of liability 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/THNIS RANGE. —

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.

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

BERTHS AUCKLAND.-Ribera, 8700 t., 5 per cent., 72s. 6d. per ton, sugar, June 25-July 15.

REUNION to ALGIERS or MARSEILLES.—Stmr., 9000 t., 5 per cent..
878. 6d. fi.io. one port of discharge, 90s.

QUEENSLAND TO ONE OR TWO

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-

PROVINCIAL REPORTS

From Our Own Correspondents

The market has a large number of equirements for homeward and cross-Further evidence was given and the sea trades, for which tonnage is witnesses included Mr. PHILLIP THOMAS difficult to arrange in many directions. Bray, a Trinity House pilot, who was Time charter demand is sustained. piloting the Eastern City at the time North American demand includes of the collision. A local helmsman various cargoes from the Gulf, while named Patterson was at the wheel and Cuba sugar has requirements for the master of the Eastern City, the Holland and other countries. River second officer and the third officer were Plate grain is possibly workable to French Atlantic ports and to West The hearing was adjourned until Italy for June and later dates.

> CARDIFF, Tuesday Inquiry in the coasting trades is slow and tonnage remains freely available. Foreign business is very limited.

GHENT (ldg. Swansea).—1100 t., U.M.A. less 10 per cent., May 9,

amply available coastwise business remains limited, being affected by the tightness of colliery stems. Oversea

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 and coastwise imports were 87,326 tons | are available,

GLASGOW, Tuesday May commitments to West Italy are now covered, and further tonnage is Increases were recorded in grain not likely to be wanted till June. Control Commission Shipping Bureau still want prompt vessels of about (9028 against 960 tons), tobacco (2599 2000/2500 tons for coal or coke breeze against 1387 tons), cereal products from Rotterdam or Emden to Norway on U.M.A. terms less 10 per cent., and hown in petroleum (71,628 against Lubeck to Sweden. Coastwise tonnage wanted includes 1500 tons Methil to London for coal, stone 800 tons Inverkeithing to London, and 1800 tons coal Methil to Portsmouth.

LLOYD'S LIST

Wednesday, May 8, 1946

Page 3

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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 throughout 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 progressive organisation could hope to con-LIVERPOOL, Tuesday 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 Transport that he wished to retain the societies within the Government plan. The Society would give to the Government its fullest co-operation.

The report of the GENERAL SECRE-TARY stated that the work of recon struction from war to peace had already started. Many wartime activities must cease, but constant development in other directions must Despite difficulties the continue. SWANSEA, Tuesday Society had been able to complete and Although small tramp steamers are open several new hostels in this country during the past year. Abroad, some branches had been recovered and some had been lost or closed down. trade is also very restricted, there The work of the ocean libraries service being no improvement in the coal was still growing and the Society now position.

SHIPBROKERS REOPEN AT HAMBURG

Kersten, Hunik & Co. (London). Ltd. hipbrokers and chartering agents have reopened their Hamburg office at Steinhoft 11. In addition to repre-senting a number of owners, the Hamburg office are agents for Cia. Colonial duction maintains a very good de Navegacao and Cia. Nacional de standard. Inland demand is absorbing Navegacao, both of which companies maintain regular services to Portuguese West and East Africa.

Bradshaw's British and International Air Guide is being republished on May 15 and will appear monthly It will contain world-wide air services including fares, air ports, distances, booking offices, foreign currencies £1 19s., including postage.

THE COAL TRADE

Special Market Reports

From Our Own Correspondents

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

SWANSEA

The export situation shows no material improvement owing to the shortage of anthracites. 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 occasionally 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 coastwise 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 opencast varieties, being licensed for ex-

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 proalmost 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

Heavy deliveries under standing orders for the home section engage most supplies, and offers in the open passenger and baggage information, market are limited. Prospects of any together with eight air maps. Price substantial improvement in the supply monthly. Annual subscription position are slight, and exports must continue to be restricted.

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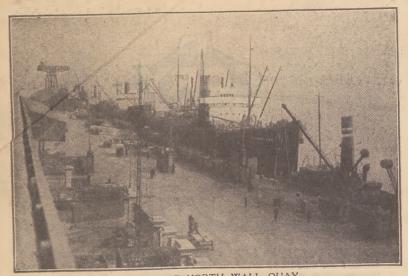
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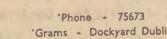
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DUBLIN

New Dock Proposed at By Our Special Alexandra Quay Correspondent

by the Board. Expansion of the permitted. Irish Mercantile Marine by the acquisition of the most modern Long-Term Policy Needed cargo vessels is foreshadowed in the proposed building of a large graving dock at Alexandra Quay. This discuss and agree upon a common scheme will cost £750,000. Repair long-term policy on all matters 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.

worthy of the port, said Mr. P. J. Munden, vice-chairman of the 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

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 Industry and Commerce. The constitution of the Class A harbour authorities, i.e. of Dublin, Cork, method of conveying commerce. 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 and Commerce.

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-

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 acquired it is intended that they 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 trade should ensure that such a venminimum 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 countheir ships in operation. On the Chinese exports hitherto supplied by other hand, small countries such as foreign brokers or buyers through Denmark and Norway had made their own agencies. If sufficient their shipping a source of substan- direct trade is assured, Messrs. tial revenue to the national Ward & Co. will charter a ship to

Satisfactory progress in capital as a whole. Eire's shipping indus-works in the continuous improve- try was entitled to the support and ment of the docks and quays of the co-operation of Irish importers and Port of Dublin is again the feature exporters. A merchant marine could of the chief engineer's quarterly not be created without that support, report to the Dublin Port and Docks and a serious and costly effort had Board. While these constructive been made to improve seamen's improvements are in progress other conditions on board Irish ships, so and greater schemes are projected far as emergency circumstances

Mr. Lemass said that he would like to see all parties getting together to affecting the well-being of Irish seamen and the efficiency of Irish shipping—as to hours of work, wages, manning scales, safety, It is intended to build new offices training of officers and men, crews' quarters and catering, regularisation of employment, &c., so that Board recently, when mentioning 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'Siocfhradha,

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 ships for the carrying of their own flag all over the world. The Hon. W. E. Wylie, K.C., a former Judge of the named in the Act under the general High Court, said that they wanted supervision of the Minister of the world to know that Ireland had a commercial value, and to have that value they must have some Waterford and Limerick, will be as Mr. Edward J. Betson, vicepresident 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 organisation representative of by Irish Shipping, Ltd., was subject labour interests, and four nomito his control, but that control had nated by the Minister of Industry been relaxed since last November. He also said that the company was The Minister for Industry and free to book cargoes with individual Commerce gave an interesting 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 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 ture 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 tries had had to subsidise to keep as Ireland now imports many

exchequer and the national economy sail direct from Ireland.

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Reconstruction of Capital Ships INTERNATIONAL TREATIES CREATE

THE ROYAL NAVY AT THE

OUTBREAK OF WAR

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 1. 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 Treatics

limiting naval armaments. An abstract of the paper, together with a

of the Empire Navies on the outbreak of war were, to put it pelitely, 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

report of the discussion, is given below.

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 culnerable. Accordingly it was decided to reconstruct all of them except the Royal Sovereign "class ships, which had been partially reconstructed; strengthening had to be effected later.

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 ides of Queen Elizabeth remained as t was when the ship was bulged in 1927, but the watertight subdivision inboard of the protective hulkheads 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 prerious 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 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 (iii) New steering gear (electro-

hydraulic). (iv) New forward capstan machinery. (v) Up-to-date wireless telegraphy

A considerable number of the ships | (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.

(A) CRUTSERS 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; had older underwater protection than the "Queen Elizabeth" class, and after the outbreak of war the disalso, being smaller and shorter were not placement restriction was waived, with reconstruction was not completed until so easy to adapt to meet requirements. the result that the ship, as completed, By 1939 Malaya, Barham and Repulse proved to be overstressed and some

> 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 twopounder 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

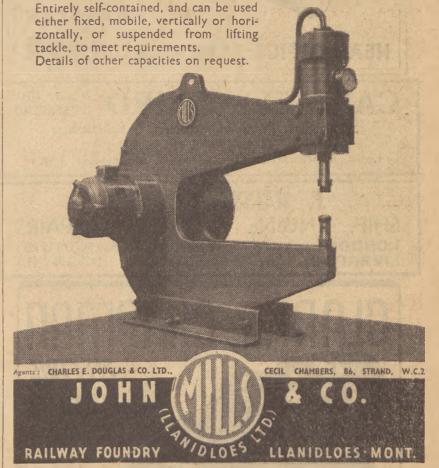
(v) Modern bridge. vi) Radar fitted

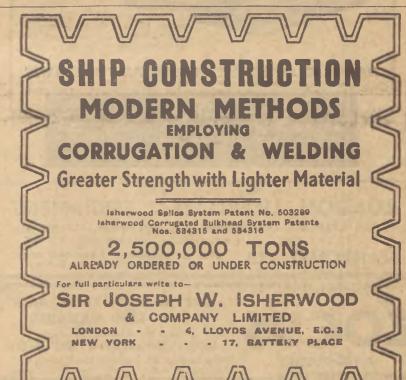
(B) CRUISERS WITH 6-in, MAIN ARMAMENT

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

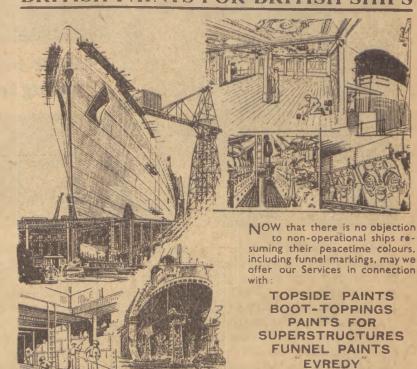
The "Southampton" class designed at a time when the Far East appeared the more likely war area. This, however, did not greatly affect their characteristics, as the ships were to be "general service" cruisers i.e. capable of trade protection duties or service with the main fleet. As compared with earlier 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 in the pre-"Tribal" destroyers. armament of four triple 6-in. mount- small ings, improved protection and the provision of an athwartships catapult, with two aircraft hangars, one on each 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 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 pre-vailed and the "Tribal" class was the

As compared with earlier destroyers the gun armament was doubled by the adoption of twin mountings and the high-angle armament substantially inreased 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 ircles 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 experience, the Board of Admiralty required a design for a ship smaller than a "Tribal" with a powerful gun mountings and minesweeping gear as



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I've changed my mind since and have come to respect these sturdy little engines. I've seen those engines run hour after hour, days at a stretch, without trouble. You've got to work on board ship to know what it means to work an engine to death, and I reckon it speaks well for British workmanship and Mirrlees workmanship in particular.

You take my tip . . . If you want an easy time in port, without much overhauling and maintenance work, see that you get a boat with British machinery on board. The first thing I do when I change my ship is to look for the familiar Mirrlees nameplate."



Makers of the first Diesel in this country in 1897

silhouette was a further

essential. In order to meet these requirements propelling machinery dependent on two side of the forward funnel. The main boilers instead of three, which had been machinery was contained in staggered the practice for very many years, was boiler and engine-rooms as was first 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 not commenced until 1927. For the outbreak of war were the earliest ships ensuing nine years British destroyer of the 'T' and "U" classes. In practice was based on the requirement 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 camea 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 with fleet officers of great destroyer 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 armament, both low angle and high angle, but with two torpedo tube were provided for reducing roll. The trials were successful and this apparatus was fitted in many sloops. 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 gunbeats 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

(Continued on page 7, column 3)





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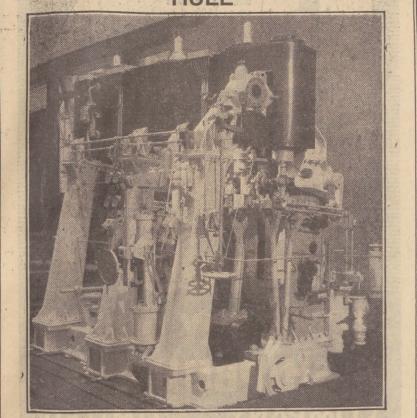
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THE ROYAL NAVY AT THE **OUTBREAK OF WAR**

(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 ship-

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/Aarmament, 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 number of commercial trawlers were taken up and fitted out for minesweeping 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 Chief, Admiralty), said that in the case 21-in. torpedoes on the upper deck, of the "Queen Elizabeth" class, it 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 exer-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'Eyncourt, 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 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 1% in. which was not too had, 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 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 break-age 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 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 wellknown 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 mis givings 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.

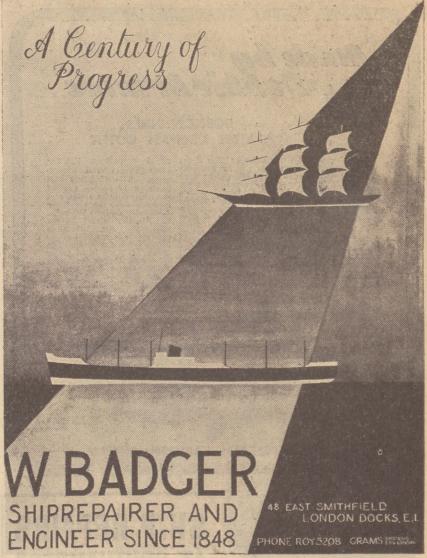
Teething Troubles

Sir John Kingcombe (Engineer-inwould 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)

LLOYD'S LIST



Wednesday, May 8, 1946

Page 7



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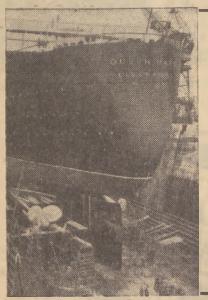
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IRON AND STEEL

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 | Limits and Restrictions 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 eastings would much appreciate larger deliveries of the high phosphorous qualities, and outputs of low and medium phosphorous grades and ideas. That raised the question as 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 theless, he did not think Sir Stanley substantial imports are still needed to Goodall's successors would be entirely meet the heavy requirements of free of restrictions, because the naval rerollers. The tonnage of bars reaching the sheet mills is on a scale that upon him limits and restrictions from permits the maintenance of full pro- which he would like to be entirely free. duction of both block and galvanised For instance, in Parliament recently sheets, outputs of which are sold for on the discussion of the Naval Estisupply 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 Campante, completed last year for the Compania Arrendataria del Monopolio de Arrendataria del Mondrid, she Petroleos, S.A. (Campsa), Madrid, she ingly in the future.

Mr. H. F. Sherborne, speaking with Mr. H. F. Sherborne, speaking with breadth, and 10.45 m. in depth, her tonnage being 8452 gross, 4551 net.

A fishing vessel, one of the series being built in Swedish yards for Icehas been launched at Holms Skeppsvarv, Raa. She is 25.4 metres in length, 5.6 metres in breadth and 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.

Admiral H. G. THURSFIELD said the outstanding thing borne out by the paper was that the naval architect before the war and during the early part of the war was hampered at every turn by Treaty restrictions and was unable to give free play to his genius 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. Nevermates 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

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 Britiish destroyer, but that sort of limitation was bound to be forced on the naval architect increas-

as efficient as they could be.

regard to fire mains in certain cruisers. said that with a desire to save weight, Another vessel of similar dimensions as he understood, light copper pipes is at present under construction for the 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 3.2 metres in depth, and is being fitted little silicon added to make it a little more fluid when molten. One would have thought that Macaulay's schoolboy 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

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. egard to enclosed turrets 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'Evncourt 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 Gotaverken, 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 allwelded construction, the transverse and longitudinal bulkheads being constructed on the Gotaverken 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 Gotaverken 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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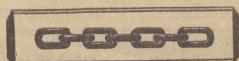
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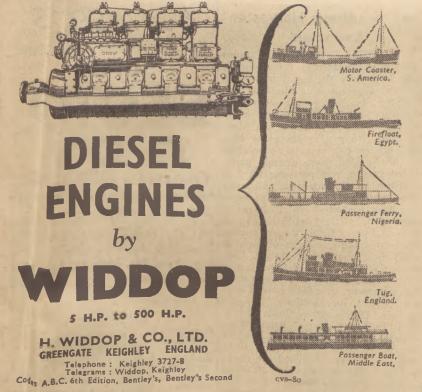
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Round the Shipyards

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 he 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, late 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 tounage under construction, only 6.2 per cent. of output is for oversea owners, although of foreign construc-tion 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

Activity in the repair yards was sustained. Barclay, Curle & Co., Ltd. Whiteinch, were engaged on 16 vessels. of which seven were drydocked at Lint-Alexander Stephen & Sons, house. Alexander Stephen & Sons, Ltd., Linthouse, continued work on the Volendam, Askeladden (which was undocked), Twickenham Ferry (drydocked), Cameronia, Bergensfjord, Acasta and Manipur (docked and undocked), and they also did some work on the tanker Rapana, which Harland & Wolff, Ltd., are reconverting after service as a "M.A.C." ship. D. & W. Hendersen, 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

BELFAST

to the Bergensfjord, Pendeen, Virginia and Kaolack, and also on crane

D 8, two A.D.C.s, and H.M.S. Sonnet.

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 Richecel Castle Ten recent representations. Riebeeck 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 aireraft 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

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

The name of the 9000-ton motorship being built to the order of Messrs Alfred Holt & Co., is to be Calchas. A vessel of the same name, built for these owners by Messrs. Workman, Clark at Belfast in 1921, was lost during the war. The Calchas is due to be launched about August. The asphalt carrier Patella (12,000 tons d.w.), which is under construction in the Musgrave Yard for 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

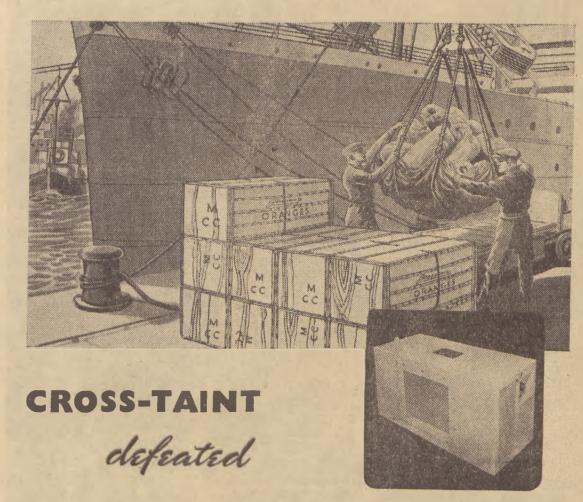
Good Position of N.-E. Coast Shipbuilding

JARROW, Tuesday The Tyne and the North-East Coast generally has every reason to be satis led 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 a present under construction. Moreover,

(Continued on page 10, column 4)







In or out of port, food cargoes are never free from the menace of Cross-tainting. Ventilation cannot always provide the cure; moving air carries the taint and passes it on, while the stagnant atmosphere of the dockside is even more dangerous. Nor do low temperatures completely solve the problem, for taint can spread in the refrigerator as surely as in the hold; scientific treatment of the air is the only protection. Ozono generators liberate fresh vital ozone and destroy all Crosstainting or after-taint left by a previous cargo. Permanent units fit into the existing ventilation ducts; portable units look after dangerous pockets. Current consumption and maintenance are negligible, and the units are supplied for any specified A.C. or D.C. voltage.



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|Shipbuilding &

Engineering Section

(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 Ameri can 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 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 work men 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 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

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 Venturer (a sister ship) and the Norhval, have already parti cipated 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 ship builders 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).

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 disford 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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Number & Type

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Ltd., Greenock 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 Zea- land
Ferguson Bros. (Port Glasgow), Ltd., Port Glasgow	Hopper grab dredger	1350 tons d.w.	Diesel electric Davey, Paxman & Co., Metropolitan Vickers, Ltd.	Mersey Docks & Har- bour Board
Ferguson Bros. (Port Glasgow), Ltd., Port Glasgow	Bucket ladder dredger	-	=	Mersey Docks & Har- bour Board
Smith's Dock Co., Ltd., South Bank- on-Tees	Three whale catchers	-	=	A/S Bryde & Dahls Itvalfslsk., Sande- fjord
Smith's Dock Co., Ltd., South Bank- on-Tees	Two whale catchers	-	=	Hvalfslsk. Polaris A/S (Messrs. Mel- som & Melsom), Nanset
Smith's Dock Co., Ltd., South Bank- on-Tees	One whale catcher	-	=	Hvalfslsk. Globus A/S (Messrs. Mel- som & Melsom), Nanset

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 The Cunarder Brescia was the irst 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 poutoon 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 Boilermakers' 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 2 years. A native of Aberdeen, he ame to Sunderland when 15 and joined the Boilermakers' Society three years later. He still attends the branch meetings regularly to receive his superannuation pay.

THE FORTH

Orders from New Zealand

LEITH, Tuesday

A recent event of interest was the aunch by the Burntisland Shipbuilding Company, Ltd., of the 3000-ton motorship Gartheood. 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, forecastle, raked stem and cruiser stern. The propelling machinery consists of two-cycle trunk-piston airless-injeccylinders, developing about 1150 b.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 full 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 damige repairs on four merchant vessels and with the reconversion of several trawlers. Menzies & Co., Ltd., had 12 merchant vessels in hand for reconditioning, 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 n 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 han on overtime giving a speed of about 14 knots.

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 vere continued on the Catrine, overhaul on the Aletta, Oxford, Knowlton, Lakewood, Clam, Empire Scott, Alexandra and Empire Stour, and general repairs on the *Photinia*. Fresh dry-dockings were the *Temple Arch*. Beaconsfield and Kingsland (general repairs), and the Norton Varand, Samuel Very and King William (over-haul). C. H. Bailey, Ltd., dealt with 7 vessels, in dry dock and afloat, the Tewera, Braconmoor, Armathia and Milford. Queen being in dry dock at Cardiff, and the Tanny, Elemore, Peri-bonka and Retriever at Newport.

The Penarth 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 Avanville and the tug Nora in dry dock, and were employed on three vessels affoat. 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 affoat 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 Sentember 1944 She damaged by the explosion of a magnetic tion British "Polar" diesel with eight 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 Wiril (933 tons gross) of the Stockholms Rederi-a.h. Svea, a vessel which had also sustained severe damage, the result of hombing, while engaged in the Red Cross Greek relief service. The Wiril'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

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 Vary, in

SWEDISH YARD'S BIGGEST SHIP

The motor tanker Avanti, 15,500 ons d.w., the largest vessel yet built nt the Oresundsvary, Landskrona, has run trials. Built to Lloyd's Register class for account of the Rederi-a.h 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 Gotaverken diesel engine having eight cylinders 680 mm. in hore by 1500 mm stroke and developing 7000 i.h.p. at 112 r.p.m., LLOYD'S LIST Wednesday, May 8, 1946

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By Our Special Correspondent

Even before war broke out in 1939 t 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 dieselelectric 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 motorships, some of which were old shelter deck twin-screw cargo liners of the immediate post World War I

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 deadweight 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 Samanco 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 the whole of its power is confinally 9d. dearer at 22s. 6d. Swan, design, each cylinder of 620 mm. & Wilcox advanced ls. 9d. to 62s. 3d. of the cylinders for controlling the exhaust gases. The uniflow system 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 instead of hinging to a horizontal positheir auxiliary services, the direct current at 220 volts being supplied telescope vertically. A vessel of 2750 from three 350 kilowatt diesel-driven generators.

It is worth noting that all the auxiliaries in the engine-room, all and heating are run by electricity. of interest, the galley and pantry equipment take 971 kilowatts, while

In common with modern cargo liner practice, the Salaverry has about 1100 b.h.p. in service. This is built in a centre structure, pitch.

THE SOUTH AMERICAN 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

> 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 101 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 avail-United Kingdom was in the main able, they will undoubtedly do a carried out by the old "L" Class 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.

THE SHARE MARKET

Further Rise in Prices

There has been a continuance of the demand for shipbuilding, iron, coal and steel issues during the past week. and the recovery in prices has made further progress, demand having been stimulated by the publication of some satisfactory reports and dividend statements. There has been sustained buying of John Brown, which recovered 2s 9d. further to 28s., while Beardmore improved 1s. to 26s. 6d. and Cammell Laird a similar amount to Wm. Denny Preference advanced 3s. 3d. to 30s., and the last recorded business in Doxford was at 90s. and 89s. 3d. A demand sprang up for Harland & Wolff, which appreciated ated on a single screw, driven Hunter improved Is, to 58s., with a by one double-acting, 2-cycle airless marking vesterday at 58s. 101d., while injection diesel engine of 8-cylinder Vickers put on 1s. 6d, to 24s. Babcock diameter and 1400 mm. stroke. It is on the increase in the dividend for the of the well-known Harland B. & W. past year, and Richardsons, Westgarth rose 9d. to 8s. 41d., but Grayson, Rollo type, with exhaust pistons at the top lost 3d, to 7s. 9d., Thos. Ward 6d. to 41s. 6d. and Samuel Williams 3d. to 18s. 9d. Firth & John Brown recovered of supply of scavenge air is fitted 5s. to 48s. 9d., Beyer, Peacock 4s. to to this engine, the rotary blower 23s. 6d., Dorman Long 2s. to 25s. 6d., being driven by the main engine while numerous issues were 3d. to itself. The propulsion system, in 1s. 101d. higher, the larger movement being shown in Colvilles to 23s, 9d, and Stewarts & Lloyds Deferred to

15 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. tion as has been usual, is made to 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 the deck auxiliaries, the galley and self-trimming hatchways fitted with pantry equipment, the ventilation patent steel covers. The internal construction of the double bottom ballast This calls for a total of 54 motors, tanks is such as to enable the coal ranging from 100 h.p. down to cargo automatically to trim to the 0.5 h.p. apiece. As a further point shore discharging grabs. The deck machinery is electrically driven. The propelling machinery consists of a twocycle trunk-piston, airless - injection the heating load requires 180 kilo- British "Polar" diesel engine having eight cylinders each 340 mm. in bore and of 570 mm. stroke, developing accommodation for 12 passengers. vessel's single screw is of variable

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Government Publishes Industry's Plans

IRON AND STEEL

40 PER CENT. INCREASE IN CAPACITY

The Government yesterday issued as 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 71 years equivalent to about 40 per cent. of the £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. To enlarge steelmaking facilities to

bring them into closer relationship with a higher demand for steel products that may be anticipated 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 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 £5,500,000; Lancashire, Flintshire Staffordshire, 17,000,000; Lincolnshire, £19,200,000;

Northamptonshire, £20,000,000. The plan involves the building of 1,750,000 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 ive-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 ngot 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 71 per cent. Little net change in capacity is con- ownership would impede the developtemplated in those Midland areas which are not directly sited on home

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 | ceed with its plans. of export trade. Full loading of effi-

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 White Paper (Cmd. 6811) the report | year each. This would bring the average output from all basic pig iron furnaces, which had already risen from 5,000 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 capacity of the industry at a cost of 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

ANDREW STRANG & Co. Ltd. The Joint Iron Council, an affiliation of producers of pig iron and of ironfounders, states in its report that postwar 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 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 achiev ing further developments and improve ments 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 dedendence 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 maintain ing 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 industr 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 owner ship 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 ment of integration. Moreover, prob lems of scrapping of plant and adjusting production between firms become more complicated when seen in relation to some undefined change of owner

ship. "The plan put forward by the in dustry 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 pro-" In the meantime, the industry will

ient plants will be ensured, for in- endeavour to maintain and, if possible, stance, on the North-East Coast there to improve on recent high levels of proare at present nine different steel duction, and to continue the substanworks at which rails are produced at tial contribution it has been making four, plates at three, billets at five, and to the export trade of the country.

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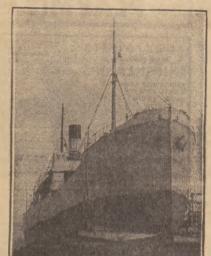
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Good Demand for Loans

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. prices were unchanged.

COMMODITIES

GRAIN

I.O.D.O. (Baltic Exchange), Tuesday WHEAT.—No offers were submitted to the Control to-day, but prices were nominally unchanged. Quotations: No. 1 Northern Manitobas for May shipment from St. Lawrence. 174c.; from West St. John-Halifax 175\(\frac{1}{4}c.\); from Baltimore or Philadelphia, 178\(\frac{1}{4}c.\); and from New York, 179\(\frac{1}{4}c.\) 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 £65, RAPE-SEED.—Crude £91, COTTON.—Crude £52 2s. 6d. CASTOR.—Firsts £82; seconds £80. GROUNDNUT and SUN-

SEED.—Crude £91. £52 2s. 6d. CASTOR.—Firsts £82: seconds £80. GROUNDNUT and SUN-FLOWER.—Crude £56 10s. per ton. OILSEEDS.—For shipment. LINSEED. —Calcutta £37; Bombay £46 10s. per ton. GROUNDNUTS, RAPESEED, CASTOR-SEED.—All unquoted.

FOREIGN PRODUCE

LONDON (Mincing Lane), Tuesday SPICES.—CLOVES.—Quiet, with prices nominal. Zanzibar spot 1s, 1d. per lb, sellers. c.i.f. May/June 9½d. (buyers' licence), afloat 11½d. per lb, sellers. PIMENTO.—Quiet. Spot 1s, 3d. per lb, sellers. CHILLIES.—Quiet but steady. Mombasa spot 145s. per cwt. sellers. MACE.—Steady. West Indian pale spot 5s, per lb, nominal. 5s. per lb. nominal. JUTE.—Firm but idle, Daisee 2/3 grade May/June shipment £43 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 £72 per ton, delivered.

TUNGSTEN ORE.—The official selling rice stands at 75s. per unit, delivered

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.—apital £5000, to acquire the business of a 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.

Imperial Chemical Industries, Ltd., at Ardrossan and Irvine.

MONEY MARKET

Many Firm Features

The Stock Markets were rather Southern Preferred a similar amount to 771 and the Deferred & to 211.

There was a continuance of the demand for shipping issues, and with few exceptions prices were higher again where changed. British India 5 per cent. Preference were marked up another 1 to 1241, while Britain rose ls. further to 31s., and Court showed similar alteration at 40s. R.M. Realisation rose 6d. to 13s., while gains of 3d, were shown in Coast to 20s. 3d. the 6 per cent. Preference to 26s. 3d and E.D. Realisation to 2s. 9d., while Walford were 11d. up at 2s. 71d. On the other hand, India General declined to 211 and Furness, Withy 3d. to 32s There were again several firm

features among commercial and industrial issues. Associated Cement advanced another 2s. 3d. to 66s. 6d. Pinchin Johnson 1s. 3d. to 45s., Rolls-Royce 1 to 5 9-16, Imperial Tobacco 3-32 to 7 21-32. Imperial Chemicals 10½d. to 44s. 6d., while gains of 6d. were shown in Courtaulds to 54s. 9d. De Havilland to 42s. 9d., Distillers to 120s. 3d., International Tea to 20s. 6d.

Among oils Royal Dutch were quoted another 14 higher at 324, while Shell gained 1-32 to 4 3-16. Trinidad Petroleum Development a similar amount to 43. while Anglo-Ecuadorian at 37s. 3d. and Attock at 56s. 6d. were each 6d, up. The Eagle issues were dearer, Mexican closing at 16s. 41d. the 8 per cent. Preference at 16s. 9d. and Canadian at 32s. 41d.

REPORTS AND DIVIDENDS

Grayson, Rollo

The accounts of Grayson, Rollo & Clover Docks, Ltd., for 1945 show that damage insurance reserve no longer required, making £57,319. The direcadded 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. Messrs. R. L. Alpine & Co., have een appointed shipping agents for £1.139,681 (£1,402,856).

The meeting will be held at Clover Docks, Birkenhead, on May 14, at 12 15 p.m.

LTD.—It is proposed to pay on June 1 next a final dividend for 1945 of 6s. per

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 £36,097 (£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. 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 cent.), leaving to be carried forward loss. The accident fund at Dec. 31 last £80,420 (£76,055). The total assets was £103,229 (£73,964). The profit and stand at £3,760,564 (£3,773,987). loss account shows a credit balance of (£290,000) for United Kingdom taxa- actual for the half-year ended Dec. 31.

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deferred repairs £100,000. In addition, special dividends (net) from subsidiary to general reserve £175,000. The profit

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refund of E.P.T. in respect of previous year of £33.879, less provision for 2501.631 (£421,767). After providing directors recommend a final dividend companies, paid out of profits of for all outgoings, including £300,000 on the Ordinary stock of 6 per cent. previous years £172.940, and transfer tion, the directors recommend a final making 10 per cent, for the year, plus for 1944 was £734,214, plus refund on dividend at the same rate as before. a cash bonus of 2½ per cent, actual, E.P.T. £28,776, less provision for posnamely, 1s. 9d. per share, making a total of 3s, 6d. per share (17½ per cent) for the year, and in addition a "Victory" bonus of 2s, per share (10 per less tax, compared with 12 per cent. They also announce that the profit for the year 262,000. The figures for both years 1945 amounted to £749,956, plus a re before provision for income tax,





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STOCK EXCHANGE

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 Foreign exchange rates and silver change was a rise of 1 to 1005 in Local Loans. Except for a fall of ½ to 58½ in London Transport "C" and of 3 to 2% in North Eastern Deferred, home railway junior stocks presented a firmer appearance. Great Western recovered 4 to 574, Midland 4 to 28,

and Unilever to 53s.

the profit from trading, after making all charges, including directors' fees and provision for taxation, amounted to £53.886, compared with £51.142 for COPPER.—Electrolytic and wire bars \$\ \text{t2} \text{ per ton, delivered,} \$\ \text{COPPER SULPHATE.} = 98/100 \text{ per cent.} \text{ in \$\ \text{£53.886}\$, compared with \$\ \text{£51.142}\$ for the previous 12 months, to which had to be added \$\ \text{£3499}\$ dividends from 2 cwt. bags (free), f.o.b.

ALUMINIUM.—Ingots and bars for home delivery \$\ \text{£67}\$ per ton, delivered.

ANTIMONY.—English 99 per cent. \$\ \text{£125}\$ (\\ \text{£55.284}\$). The sum of \$\ \text{£20,000}\$ (same) and crude 70 per cent. \$\ \text{£105}\$ per ton. tion 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 tors have transferred to reserve for contingencies £25,000 (same), but on the present occasion nothing is The balance sheet totals at £1,318,873 (£1,604.175). Sundry debtors and work in progress, less payments

ATLAS ASSURANCE COMPANY. share, making a total of 10s. 6d. per share, less tax (same) for the year. SEA INSURANCE COMPANY.

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Spondilus, May 7 Curacao Este (ex Admiralty corvette), May 6 SOUTHEND Pd Down Clan Lamont, May 6 Dronning Maud May 7 Cardiff (ex Admiralty trlr) Christiansund MERSEY RIDHAM DOCK SD Vesuvius, May 6 Tyne THE DOWNS Anch

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Reaveley Birkenhead
EASTHAM
SD May 6 Chapel Hill Victory Emily Dickinson, May James Sullivan Vancouver City, May 6 Cassard, May 7 Koster, May 7 Havre Van der Capelle William J. Riddle Morris Hillquit William J. Rid Morris Hillquit THE DOWNS SD Holmside Bordeaux Houston City Halifax rairie Grove, May 6 Duncan oseph I, Kemp STANLOW STANLUW Lucerna, May 6 Manchester Springwood, May 7 Chapel Hill Victory Emily Dickinson William J. Riddle Van der Capelle Stanley R. Fisher DOVER PARTINGTON Holmside, May 6 Bordenux Langleegale, May 6 Montreal MANCHESTER SD El Aleto, May 6 Curação Tessy (aux), May 6 Birgitta (aux) Vaderland Houston City Halifax DOVER Joseph E. Johnston Brisk, May 6 Generton, May New York
LIVERPOOL AR
Hindsholm, May 6
Copenhagen for Manchester
Stanford Nw Westmastr DOVER

Prinses Josephine Charlotte, May 6 Annam (pres), May 7 Alfred Moore Radport Chanute Victory DUNGENESS Pd Esso Balboa, May 6 Aleyone John Fiske Julian, May 7 for Curacac John Chester Kendall

BEACHY HEAD Pd E Hast III., May 6 Thorshavn

METHIL
Benjamin Sherburn
May 7 London
SD
ODDA
Bro, A

SD Skagen BO'NESS Viking, May 7 TYNE AR Amastra, May 6 Rosyth Danby, May 6 Bremen Thyra, May 7 Copenhgen

SD Snaefell, May 6
Reykjavik Hebe, May 7 Aarhus Despatch, May 7 HELSINGRORG Grangemouth
MIDDLESBRO AR
HELSINGBORG SD FLAMBORO HD Pd N Innesmoor, May 7
FLAMBORO HD Pd S SPURN HEAD Ar Off Joe Haris, May 7 SPURN HEAD Sd from Off Joe Harris, May 7

Anch SPURN HEAD Pd In Export, May 6 Krasnodon (pres) Empire Halberd, May 7 David L. Yulee SPURN HEAD Pd Out Appledore, May 6 Fjallfoss, May 7 Keila, May 7

Harmatris Empire Spearhead SD Zuijderburgh, May 6 Amsterdam IMMINGHAM Delphinus, May 4 Seacliff Park, May 5 Vancouver GRIMSBY

Saga, May 4 Copenhan CT YARMOUTH RDS GT YARMOUTH Fiducia, May 6
Amsterdam
HARWICH
AR

MANTYLUOTO Uddeholm May 5 Cardiff ABO

New York

John Hanson

Debrett, May 7 Buenos Aires for Man-chester
Fort Spokane, May 7
Montreal
Letitia Halifax Parkeston May 6 Empress of Australia.

May 7 Bombay

ARCTIC SEA Clan Urquhart, May TO USHANT New Orleans for Man-Empire Elgar, May 5
Picton
Picton

VARDO
Capella (No), May 1
Kirke

SD HELSINKI

5 AR KIEL Rypeev (Ru) (ex Gotenhof), May Neptun (No), May 2 Skagen, May 7 Esbjerg

Kirkcaldy

Noreg, May 3 Lisbon

Rilio Morsk May 5

Stavanger

Porsgrunn

Stavanger

Stavanger

Libelle

Lubeck

Katholm, May 5

Copenhagen

Libelle SD

Mastodonte (tug) (F Huelgoat (tug) (Fr) Rotenfels

Three Rivers

Geffe

SD

Emden

Emder Delfzy

Delfzyl

Amsterdam

Helsinki

RISTOL AR
New York City, May 6
Norfolk (Va)
BRISTOL SD
Halvard Bratt, May 6
Gothenburg Granville
CARDIFF AR
The report of the arrival of the Democraat on May 5 was erroneous
May 5 was erroneous

RIBKCALDY AR
Noreg, May 3 Lisbon
Coporto
Oporto
GRANGEMOUTH AR
Soton
Graiglas Burntisland
Christiansand
Westland Emden
Tuko, May 5 London
May 5 was erroneous
GRANGEMOUTH SD
RIGHT May 4

KIRKCALDY AR
Noreg, May 3 Lisbon
Oporto
Oporto
GRANGEMOUTH AR
Nerma Lau, Apr 27
Naestved
Atlantic (Du)
Soderhamn
Norco, May 2 Faaborg
Balduin, May 3 Skien
Garonne (838) Drammen
OPORSCRUNN
SD
Norco, May 2 Faaborg
Balduin, May 3
Soderhamn
Norco, May 2 Faaborg
Balduin, May 3
Skien
Garonne (838) Drammen
OPORSCRUNN
SD
Norco, May 2 Faaborg
Balduin, May 3
Skien
Garonne (838) Drammen
Formation
May 5 was erroneous
Norco, May 2 Faaborg
Balduin, May 3
Skien
Garonne (838) Drammen
Formation
Martin Carl
Tomsk Antwerp
Cateli
Bucknell Victory
Hampton Roads
Saxen Nerma Lau Gaasterland, May 4
Rotterdam
Skagen

Nerma Lau
Aalborg
Akershus, May 4
Bornholm SD LARVIK SD London SD Nandi, May 5 London SANDEFJORD SD Thoroy, May 1 Rotterdam SD

Brattfors, May 6 Fowey Bialystok Casablanca Ocean Vulcan Halvar H. SD William Strachan, Apr29 Abadan Hagane Henk Silkeborg Cope Jorgen, May 6 Marianne (Da) Marianne Agen AR Hjalmar Wessel, May 1 Danzi GOTHENBURG SD Gunvor Mærsk Greta Thorden Antwerp HELSINGBORG AR Krilyon

MIDDLESBRO AR
Kajtum, May 6 Narvik
Empire Trent Melilla
MIDDLESBRO SD
MIDDLESBRO SD
MIDDLESBRO HELSINGBURG Stockholm
Granada Danzig
HELSINGBORG Pd N Dania (588), May 3 Trio (236) KIEL Thor, May 5 Katholm Lotte Skou aring Libelle Gustaf (aux) Atlantic (Du) HELSINGBORG Pd S

Deo Duce Copenhagen Martin Carl Copenhagen Tomsk, May 6 Copnhagen KOPPARVERKS-HAMN AR Cateli Carbonia, Apr 30 Bucknell Victory Danzig Saxen Rotterdam Thamshavn KOPPARVERKS-Albatros (aux) SD Carbonia, May 4 Landskrona Bialystok Ocean Vulcan Halvar H. MALMO

May 4
Empire Consistence
OSKARSHAMN Empire Garston, May 5
SUNDSVALL AR
Devon, May 2 Stockhlm
Fidra, May 3 Hernosand
Roenhard Ingelsson
Roenhard Ingelsson Devon, May 3 Hernosand Fidra, May 3 Hernosand Bernhard Ingelsson Stockholm Themis Gdynia Andoni, May 4 Oslo Andoni, May 4 Oslo Andoni, May 4 Oslo Fidra Meganun FLENSB

Lapponia, Apr 29

Andoni, May 4 Oslo
SUNDSVALL SD
Sundfrid, May 2 Antwerp
Fidra, May 3
Calais-Brest Range
Storo, May 4 Gdynia
wia Hargshamn
Devon Watchet
Raphbard Ingelsson

Fidra
Meganun (Ru) Odessa
FLENSBURG
Albertine, May 4
Kappeln
Ruth Sonderborg
Fortifikation (lug) Kiel
Haidekrug, May 5 Kiel
KOCE

KOCE nhgn
RDS
Anch
Bernhard Ingelsson
Albany (NY)
Oring

Devon
RDS
Bernhard Ingelsson
Albany (NY)
Via
Haganes, May 2 Heroya
COPENHAGEN
May 6 SD COPENHAGEN Kontio, Apr 28 Helsinki Marieborg, May 1 Helsinki ABO

GOPENG Heimdal (aux), Nov 17 Oxelosund SD ELSINORE Sweden, May 5 Fido, May 6 Willard Hall, Apr 26
Beatrice Victory, Apr 27
Raumo ELSINORE

Stegeholm, May 5 Sandhamn Scandinavic, Apr 30 Konigsberg Eva (954), May 1 Pargas HANGO Empire Ganymede Maifrill Laban Howes Gudnaes

| Control | Cont Define, May 7, Ambreages, Apr 2, Aruba, Apr 29 Aruba, Apr 20 Aruba, Apr

Amstelstroom Antwerp Tabinta Port Said Zuijderburgh, May 4 Immingham
PERNIS SD
Stad Arnhem, May 4
Casablanca
Casab AR San Miguel, May 4
Madeira ROTTERDAM Audacia, May 3
Landskrona Sao Macario Bayonne Haifa

Nystad Aslaug Ostend OPORTO Molly (No) Dione (No) Zeemeeuw Copenhagen Bronnoy James A. Drain, May 4 Charleston Alcinous, May 5 Dallas City, May 5 Oranje Nassau Harwich Malmo Namsos FLUSHING Rouen FLUSHING Laurent Meeus, May 2 Luossa, May 3 Narvik Bissaya Barreto Narvik Pomsk, May

Copenhagen Greta Thorden, May 4 ANTWERP

ANTWERP

Margina (aux), May 4
Copenhagen
John Merrick, May 4
Savannah
George Dewey
Bremerhaven
Helfrid Sundsvall
Sunnanbris Abadan
Anna Grangemouth
Anmatelstroom, May 5
Amsterdam
Deo Gloria Rotterdam
Ferroland Rotterdam
Ferroland Rotterdam
Ferroland Gefle
Titania Gefle
Titania Gefle
Titania Gefle
Coaldale Victory, May 6
New York

Trombetas (aux)
Newfoundland
Comandante Tenreiro
(fishing) Newfoundland
Monte Sollube B Aires
Isobel Tampico
Sao Jacinto (fishing),
May 6 Newfoundland
Cordillera Montevideo
May 4
Dominion Monarch
NAPLES
New York
NAPLES
New York
NAPLES
NA Coaldale Victory, May 6
New York
Chanute Victory
New York
Charles N. Cole
New York
Amsterdam
Amsterdam
Amsterdam
Amsterdam
Amsterdam

Thomas Heyward
Hampton Roads
Badjestan Casablanca
Bodo Arendal
Clars Clarses Bodo Clara Clausen

Gironde, May 4 Borgila (aux) Malmiand Normandia Gothenburg Amsterdam Cape Kumukaki New York Curacao Copenhagen

Baser Ingertre Santan Toulouse, May 5 Soderhamn Alcinous Rotterdam Hongkong Tjibesar Indian Reefer Nw York Tekla New York Tekla New York
King Hathaway York
Springhaven Lisbon
Rouen
Rouen
Bakir,
Dahlia

Neerlandia (ltr), May 5
Rouen
Thomas Bulfinch, May 6
Pensacola
Arthur J. Tyrer
Vock

Rouen
Hercules (1388),
May 7 Lisbon

Emden Cabo de Buena Hydroussa Antwerp ort Said Buenos Aires Octane, May 2 Louis And Any 4 VIANNA SD MARSEILLES Motrix, May 3 Tripoli (Lebanon) Nicolas, May 6 SD MARSEILLES La Ciotat

Ostend Ymuiden London Depenhagen OPORTO St. John's (NF) OPORTO SD TOULON OR AR Djebel Aures Oran Augustin le Borgne Philippeville TOULON AR Algarve, May 4
Izarra (aux)
Lisbon
AR Francis Wilson, May 3 Dunnottar Castle, May 5 Dunnottar Castle, SD TOULON SD Empire Battleaxe, May 5 Dunnottar Castle, May 6 AR Glimmingehus, May 5
Philadelphia
Gerez, May 6 Curacao Gerez, May LISBON Garonne, Apr 28 Antwrp Neptuno 2 (s.v.), May 4 Labrador SAVONA Henry Adams, May 1 Philadelphia AR
men
Florentina (fishing),
May 4 Labrador
SD
Maria Carlota (s.v.)
Labrador SAVONA Frank H. Evers, May 3
Hampton Rds Coulgorm, Apr 27 Noesaniwi, May 4 Durban Labrador John Dickinson Primeiro Navegante enhagen

Rergen
Oslo
Oslo
Oslo
Habitali
Gasnar (aux) (fishing)
Habitali
Gasnar (aux) (fishing) May 4
Helsinki
Hamburg
Malmo
Malmo
AR
May 5
May 5 Newfoundland
Trombetas (aux)
penhagen
Leonelding (s.v.)

Leonelding (s.v.)

Leonelding (s.v.)

Leonelding (s.v.)

Leonelding (s.v.)

Flora Nomicou, May 5 Citta di Tunisi Toulon Vikingland, May 6 MALTA SD Empire Tegleone, May 4 UK Danzig Drina, May 6
Gdynia River Plate
Abo ANTWERP SD
Lamburg Gironde May 4 Alviso

CARLE Stone, May 4
Philadelphia
Willodale, May 5 Aberdn
Hjortholm, May 6
Copenhagen Bishopdale, May 5 Abadan Citta di Tunisi, May Cisneros, May 6 Fort Frobisher, Apr 30 Lourenco Marques SD

TRIESTE

ituno, May 6

SD

TRIESTE MEDITERRANEAN Archers Hope, May SEA Including Black Sea

Yugoslavia Victory, May 6 Newport News and Sea of Azov PIRAEUS Thomas J. Rusk, Apr 28 Galveston Empire Russell Lezo, May 5 Orbis, May 6 Marseilles Ocean Vigour Thessaloniki Kiof Thessaloniki Swan Point Back, May 6 | Alexandra Park, May 6 | Montreal Hercules (1388) Granfoss
Empire Gatehouse
Port Said
Constantinos H. Aslaug Leixoes
Buenos Aires
Chanute Victory Flavre
Gyda Alexandria
GHENT AR
Jeannette, May 1
London
HAVRE AR
May 4

Dablia, May
Aslaug Leixoes
Wyvern Halifax
GIBRALTAR SD
Confederate (Da) (147),
Apr 23 Southampton
Robert R, Randall,
May 6 Hampton Ros
Themistocles (4364)
Hampton Roads
Granfoss
Korytza
Empire Russell, May 4

Italife

THESSALONIKI

LLOYD'S LIST Wed., May 8, 1946

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Page

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Page 16		D'S LIST May 8, 1
LAS PALM Monte Oiz	May 6	D Maria I.
Lalandia Tarkwa Argentina Bajamar TENERIFF	Copenhage Londo	Tayari, I
Bachi, May Campechano Empire Heli May Monte Ayala	msdale, 6 Liverno	Constant Silverlard Fort Bel
ST VINCEN Chile, May 6 Star XXIII, Southern Sta	Gothenbr (whlr)	Robin A
ST VINCEN Southern Spr May 6 Gr	race (whir) T. CV SE Say (whir), Tangemouth	Empire 1
Southern Sho Gu Southern Wa	ore (whir) rangemouth ve (whir)	BEIRA Holland
Serpa Pinto I Chile, May 6 Star XXIII.	Rio Janeiro (whlr) Tonsberg	Agioi Vie
Kattegat, Ma Cecilia Tamerland, M	lay 5 New York	Clan Mac BEIRA Holland,
Fort de Troyc Banfora, May Capitaine St. DAKAR Katingo Had	5 Duala Martin	Panaghiot
Banfora, May	4 Matadi Marseilles	Bullaren, Lou Constance Gullmaren
Elisabethville, Cilicia Benalder Port FREETOWN	Antwerp	MOROND
Oranjefontein, Cilicia, May 6	May 5 Takoradi Port Said	Sofala, Ma ZANZIBA Isipingo, I
Sangara L (in tow of man) TAKORADI Oranjefontein.	tng Sea-	Antenor, I Fort St. J
TAKORADI Sirocco, May	Rotterdam SD 7 Boston	Corfu Clan Mac Khandalla
David Livings May Samaffric, May	tone, y 4 Lagos 5 Takoradi	Antenor DJIBGUT
May David Livingst Arago (cable) LAGOS	one SD	Travancore DJIBOUT Travancore
Lafian, May 5 Eastern Prince BURUTU Kumasian, Ma	Freetown	MASSOWA Nidaros, M KOSSEIR Anglo Indi
BURUTU Kumasian, Ma	Calabar SD y 5 Sapele	TridentAp
Liberian, May PORT HARCO Sagunto, May	3 Sapele	ADEN Urbino, Ma Ocean Vice
Jonathan Holt, DUALA Salen, Apr 28	May 4 Lagos AR	Ocean Vice ADEN Urbino, Ma City of Ch
Jan Lievens, A Glimmaren, Ma Professeur Emi Lagarde, Ma	pr 30 Bordeaux ly 1	British Glo ADEN British Pr
Nigerstroom A Gideon Welles DUALA Banfora, Apr 3	msterdam Baltimore SD	BAHREIN British Int Ma BAHREIN Chapultepe
Espiguette, Ma	Takoradi y 1 Libreville	Grays Har
Biard, May 4 SANTO TOME Castillo Fuens prev May 4 POINTE NOI	aldana, Barcelona RE AR	Wallowa, A Scotts Blue Santiago, 1
Praia Morena Mar 29 A BOMA Diana, May 6 MATADI	SU	North Poir Black Jack
President Cattie Athelqueen, Ma LOBITO	Antwerp	BUSREH Varela, Ma KARACHI Barjora, Ma
Theseus, May 4 Mina Piquera Lourenco LOBITO	N York Marques	KARACHI Empire Til Bengkalis
Springbok (tug	ssamedes AR), May 4	COCHIN Empire Car
Tiradentes, Ma Rochester Castl Sou African Dawn Empire Voice M	y 5 Oslo le thampton	Empire Co Dramatist City of Wi
Riebeeck Castle Sameveron Randfontein F	Durban Beira Rotterdam	COLOMBO Malvina, M
Umtali TABLE BAY Tungsha, May	Bunbury	China, May COLOMBO Nordnes, M
Calabar Empire Wilson Tiradentes Port SIMONSTOWN	Elizabeth	Titusville Fort Pitt Sir Harvey Empire Dy
SIMONSTOWN Sameveron, Ma	y 4 Beira I SD	Luxmi Empire Pro M Empire Re
Umtali, May 5 T Monarch of the	able Bay Seas	Samothrace Marguerite
City of Calcutt	a. May 5 iladelphia	Empire Te Pegu, May Fort Erie
	Mombasa j	Sea Phoeni Lloyderest Northern M
DURBAN	Durban Seas, es-Salaam	Marguerite Mar Samothrace
Fort Fairford, Trader, May 5 Saparoea Po	Liverpool Liverpool	Anna Odla Dorsetshire
Prince Albert I St Jo Trader, May 5 El Nil, May 6 Panaghiotis	Liverpool Beira	Empire Tu MADRAS Samlouis, I
City of Calcutt Ph DURBAN Five Forks M	a iladelphia SD	Samskern, Jalaganga
Silverlarch, Ma Lourenco Robin Adair L	y 4 Marques Marques	Empire Guaht Apr

Silverteak, May 5
Calcutta
Ondina
Calcutta
Clan Murray, May 6
Calcutta
Calc Nurjehan Calcutta
Marques

May 6
Marques
Marques

May 6
Marques
Marques

Calcutta
Ca renco Marques Nurjehan Durban Reans Aden Rr. tish Vigour Abadan Rr. Aden Br. fish Vigour Abadan Inchanga, May 6 Durban Jalavijaya Rangoon Egra, May 7

SD Port Swettenham Beira Silverteak Philadelphia Silverteak Philadelphia Cap Tarifa Sydney

Louis CALCUTTA SD Chupra, May 4 Sydney

BRISBANE SD Chupra, May 5 San Francisco

SAN DIEGO SAN DIEGO SAN DIAGNAM SD Chupra, May 1 Demerara

BRISBANE SD Chupra, May 6 Chupra, May 6 Chupra, May 7 Chupra, May 7 Chupra, May 7 Chupra, May 8 Chupra, IARQUES SD Beira
Silverteak Philadelphia
Silverteak Philadelphia
Ard, May 5
Port Louis
Mandarin
Gibraltar
Lumbo
Madras, May 6
AR
Aronda
Singapore
AR
Aronda
Singapore
Marine Panther, May 6
Pacific
Pacific
Port Fremantic, May 0
Sydney
BRISBANE
SD
Port Republic, May 7
Balboa
Hastings Victory, May 5
Balboa
Hastings Victory, May 5
Balboa
Marine Panther, May 6
Port Republic, May 7
Balboa
Marine Panther, May 6
Port Republic, May 7
Balboa
Marine Panther, May 6
Marine Panther, May 6
Port Republic, May 7
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Marine Panther, May 6
Aronda
Singapore
Port Republic, May 7
Balboa
Marine Panther, May 6
Marine Panther, May 6
Port Republic, May 7
Balboa
Marine Panther, May 6
Marine Panther, May 6
Port Republic, May 7
Balboa
Marine Panther, May 6
Marine Panther, May 6
Port Republic, May 7
Balboa
Marine Panther, May 6
Marine Panther, May 6
Port Republic, May 7
Balboa
Marine Panther, May 6
Guayaquil
Siverteak Philadelphia
Sydney
BuENAVENTURA AR
Mobile
New York
May 5
CalRNS
Ar
Colborne
Demerara
William Wirt, May 4
Boskoop
Coulbeg
Pernambuco
Coulbeg
Pernambuco
Boskoop, Apr Sun, May 5
Sun, May 6
Sun, May 6
Sun, May 7
Sun, May 8
Sun, May 8 Durban Fort Lajoie Singapore Mahia, May 7 Wellingtn May 4
Mogadiscio
Aden
AR
May 5
May 5
Rothenburg
SD
May 4
Wave Emperor Hugkng
Nuttallia Shanghai
Saroena, May 5 Tarakan
Fu Kwang Hongkong
Pulpit Rock
Pearl Harbour
Teucer | March | Marc Gothenburg
SD
May 6 Aden
May 6 Aden

Pulpit Rock
Pearl Harbour
Saigon
Akyab
May 5 (not "Cerope" before reported)

SD SYDNEY 12

1946

10

SD 4 Tamaroa, May 7 Wellington Wellington Apr 20 Vanc

VICTORIA, BC Vancyr VICTORIA, BC SD Sapperton Park, May 6 UK AR VICTORIA AR STOCK AR STOCK AR VICTORIA AR STOCK AR VICTORIA BC SD Sapperton Park, May 6 UK AR STOCK A Merope (ex Hegira) (Gr),
May 1 Los Angeles
(not "Cerope" as Atlantic Coast

George H. Pendleton,

May 2 Bermuda
ST KITTS
SD
H. Pendleton,

Stella Maris, May
Iciar
Indore
Hastings Victory
Victory Stella Maris, May 6

SYDNEY AR Tamaroa, May 7
Wellington
Rembrandt Port Pirie
Romney
Lilliam Wald
Dehighshire London
SYDNEY
SD
Acadia, May 7 Marseilles
Linfield Victory

13
LOS ANGELES SD
Merope (ex Hegira) (Gr),
Apr 20 Vancouver
J. J. Coney, May 4
Grays Harbour
Benlawers Balboa
Emma Bakke
San Francisco
Coastal Monarch
San Francisco
David B. Henderson
Linfield Victory

15
Linfield Victory

16
Los ANGELES SD
Merope (ex Hegira) (Gr),
Apr 20 Vancouver
J. J. Coney, May 4
Grays Harbour
Benlawers Balboa
Emma Bakke
San Francisco
Alcoa Pilgrim, May 6
Trinidad
San Francisco
David B. Henderson
Linfield Victory

Linfield Victory ARUBA AR Gulf of Venezuela Savannah
Esso Norfolk, May 2
New York
Caribbean New York
Albert G. Brown

May 4 Land's End
Gulf of Venezuela
Providence
Robert C. Tuttle, May 6
PORT ARTHUR SD

Lawrence D. 1yson
Savannah
Savannah
Savannah
Savannah Caribbean New York Albert G. Brown Esso New Orleans
New York ARUBA
Mission Los Angeles, May 2 Antwerp Sacona New York Mobiloil New York Prometheus Chile Niobe New York Baltic New York Baltic New York CRISTOBAL Lucien La Baudt, Apr 28 Vancouver Cuba, Apr 29

New Orleans

New York ARTHUR SD Missionary Ridge, May 1 New York Robert E. Clarkson, May 2 Antwerp Savannah New York Now York Mobiloil New York Sweetwater Philadelphia Western Sun Marcus Hook Gulfgem, May 2 Tampa Gulfwax, May 3

Providence and New Bedford Gulfstar, May 3

Providence Providence

New Orleans

May 1 New York William B. Leeds, May 6

Savannah Savannah Savannah Savannah Esso Paterson Besso Pat Apr 28 Vancouver
Cuba, Apr 29

New Orleans
Boskoop Tocopilla
CRISTOBAL SD
Lucien La Baudt,

Apr 28 Vancouver
Gulfstar, May 3
Providence
Arizona Malanzas
Vermont New Haven
Esso Richmond
New York Mount Maxwell Park,
May 4 Tampico
John Barton Payne Bremerhaven Sea Scorpion, May 5 Baltimore Empire Abbey, May 1 BALTIMORE Chinese Prince, May 5 New York O. M. Bernuth American Ranger London Charleston
Gulfbreeze Wilmington
Potrero Hills
Providence
Robert C. Tuttle, May 6
Philadelphia
British Promise, May 6
The Downs & Antwerp
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Olabella, May 1 UK
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Tahchee, May 6 London
Nathaniel Macon
Philapipeville
Capstan Knot Boston
Merrimac Seam Savona
Sea Scorpion
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Sea Scorpion

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Morrimac Seam New Haven
O.K. Service IV. (aux)

Boston
May 6
O.K. Service IV. (aux)

Boston
Morrimac Seam Savona
Sea Scorpion

Boston
May 6
O.K. Service IV. (aux)

Boston

Boston
May 6
O.K. Ser BEAUMONT
Dolabella, May 1 UK
Mobiloil, May 2 N York
Mobilgas, May 3
New York
New Yor LAKE CHARLES AR Gulfcoast, May 4
Heide Antwerp
LAKE CHARLES SD

New York
James River (in tow)
Alcoa Cutter Venezuela
Frank Dale Walton (NS)
Bennington, May 5
Houston
Walter Reed, May 6
London

NEWPORT NEWS SD F. H. Bedford, Jr. Uranlenborg
Rio Colorado
Philadelphia
William H. Ashley
Venice
Venice
Tunis

NEW HAV

Nevada, May 2

Boston

May 4

Charles L. O'Connor, May 3 Windsor (NS) Flying Arrow, May 4 Blue Licks Adna, May 5 Curacao Rice Victory R Janeiro Tide Penn Corpus Christi American Banker
Brandywine Houston
Williamsburg
New Haven James Rumsey, May 6
Savannah
Hoegh Silverstar Empire Camp, May 6 AR Leerdam, May 6
Philadelphia U.S.S.R. Victory Liverpool Elizabeth C. Stanton Gulfport James River Port Arthur NEW HAVEN, Conn Nevada, May 2

James W. Grimes Tunis
Santa Teresa Nw York
Purdue Victory
Liverpool
Liverpool
Gulfwave, May 5 Pan Massachusetts
Texas City
Pontus H. Russ
New York
Tahchee, May 6 London

Pan Massachusetts
Texas City
Hermes
John B. Joyce Nw York
Berwindvale
Czechoslowskie Victoria Tahchee, May 6 London | Berwindvale | Czechoslovakia Victory

ALGONQUIN PARK,—See "Cargo in EMPIRE GRETA—See L.C. 15 (lifting Shed Montreal," under "Fires,"

ANNA MARCOU — New York, May 6.—
Steamer Anna Marcou, collision with
naval barge YO 97 in April: Four
plates, two floors and three breasthooks renew, two stem plates and two
frames part renew, three plates fair,
together 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 Salvage Association have instructed Lloyd's Agents at Busreh to attend and

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

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

age on May 6. (See issue of Apr. 21.)

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. Pierre, Miquelon. (See issue of Jan. 2.

GEFN-Y-BRYN. — Gibraltar, May 6. — Steamer Cefn-y-Bryn: Repairs com-pleted 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 ascer-tain damage stated to have been sustain damage stated to have been sustained through collision with steamer OCEAN GLORY on Jan. 31. Permanent repairs to shell plating on portside in way of forecastle and No. 1 cargo space, guardrails and stanchions, acc. were effected at a cost of 33,524.49 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 VESPUCIO, in tow of tug TIGRE. Both vessels were surveyed at Corrientes. The Ciudad de Concepcion was found to have sustained damage to plates &c. on port, side forward. age to plates, &c., on port side forward. Temporary repairs were effected with cement boxes. The VESPUCIO, which also sustained damage to plates, &c., on port side forward, was granted a certificate of seaworthiness.

CIUDAD DE CORRIENTES. -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 date while on service in the River Parana. On Mar, 1 master reported unusual noises emanating from starboard stern 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. pellers are unfit for further service.

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

COVERSACK (barge).—See Settler.

CRESTED COCK .- See Settler.

CROWN (barge).-See Settler.

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

on Wharf, New Orleans," under "Fires.

DON. — Lisbon, May 3. — Norwegian steamer Don left here on May 2 for Bayonne. (See issue of May 2.)

DRUMASS (barge).-See Settler.

British motor vessel Duke of Athens arrived here to-day. (See issue of May 4.)

EDIMBURGO.—Buenos Aires, Apr. Temporary repairs to damage stated to have been sustained by Argentine steamer Edimburgo through heavy weather between Sept. 4 and 8 were examined here on Mar. 29. (Tement 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.) 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 British steamer Empire Connell, Rouen for Hull, in ballast, struck No. 14 light float off Albert Dock, River Humber, on

EMPIRE FALKLAND .- Bristol, May -Bristol, May 6.

-British motor vessel Empire Falkland,
Auckland for Avonmouth, with 6067
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
gunner' quarters were damaged. gunners' quarters were damaged.

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

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.

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 heaved on board by the repaired windlass.

EMPIRE TREASURE,—Hull, May 2.—

by the repaired windiass.

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. 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.

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 hawsepipe fractured, and a lug on crown 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.—

FORT LA BAYE — Talcahuano, May 6.—
Steamer Fort la Baye is adrift 500 miles
west; Chilian steamer Don Alberto
sailed yesterday to assist. (See issue of

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

GELLA.—Louisburg, 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 Louisburg 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 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.

- New York, May 6. 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 Sorel), grounded three times in the Passaic River, but floated and docked at Newark, N.J., yesterday; damage unknown.

damage unknown.

HELENGREST.—London, W., May 7.—
British steamer Helencrest, Newcastleupon-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 (tredger) Ligence)

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

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

ISOBEL (barge).—See Settler. JAMES (barge).—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 (barge).—See Settler.

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

Sonal mjury.

SHEERNESS (barge).—See Settler.

SUBALTERN II. (barge).—See Settler.

L.C. 15 (lifting craft).—Dartmouth, May 6.—It is now understood that General Estates Company's ferry tug sustained damage when tug EMPIRE GRETA, towing lifting craft L.C. 15, fouled the Harbour ('ommissioners' 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."

MAHADEV PASHA (country craft).—
Karachi, Apr. 9.—Customs Officer at
Anjar reports that country craft
Mahadev Pasha, 76/80 tons, registered
number 3975, owned by Karshandas
Khimji, of Anjar, caught fire on Mar. 13
near Bombay, while on voyage from
Mormugao for Tuna, and was totally
lost. Crew saved by a passing steamer

MAINSHEET EYE .- Chicago, May 6, United States Government motor vessel Mainsheet Eye, adrift in Chicago River on May 5, damaged Washington Street Bridge, Civic Opera Building and "Daily News" Plaza.

MAJOR (barge).—See Settler.

MOORARA (aux.).—See Foremost.

MICHOLAS D. LABADIE.—New York, May 7.—Master of steamer Nicholas D. LaBadie reports this morning: Position lat. 38 17 N., long. 28 24 W., speed 11 knots, Nos. 1, 2, 3 and 4 holds on fire. Still have situation under control; coast-guard cutter Groton escorting to Ponta Delgada. (See issue of May 7.)

OCEAN COCK -See Settler. OCEAN GLORY .- See Chubut.

onward. — London, May 7. — The following advices have been received from New York, dated May 3: On May 1 the United States Salvage Association here received the following cable from Shanghai: Steamer Onward, en route to Shanghai struck a Onward, en route to Shanghai, struck a | YO 97 (barge).—See Anna Marcou.

submerged object off Tenega Island on Apr. 29; aft end of shaft alley punctured, Nos. 4 and 5 (holds) flooded, double bottom damaged. Vessel arrived at Woosung to-day on (? own) steam, draw-ing 33 ft. Navy tugs now assisting

pumping.
Shanghai, May 6.—American steamer Onward arrived here yesterday.

PAMPACRUZ.-Buenos Aires, Apr. 10.-MPACRUZ.—Buenos Aires, Apr. 10.—
Motor vessel Pampacruz was surveyed here on Nov. 19 and subsequent dates to ascertain damage stated to have been sustained through striking wharf at Concepcion on Oct. 25. A piece of poop deck main sheer plate was cut out and replaced and indented plate and frames faired in place, &c., to surveyor's satisfaction at a cost of 2575 pesos, Argentine paper.

tine paper.

Rosario, Apr. 8.—While lying alongside the wharf at Santa Fe on Feb. 26, moorings of motor vessel Pampacruz parted owing to vessel being forced down channel by strong tide and floating masses of river vegetable growth, which caught in anchor chain and bow of the vessel. The Pampacruz dragged her anchor for some distance down the channel before being brought up. As the anchor may have fouled submarine pipe lines, starboard anchor and six lengths of chain were slipped and secured by a cable made fast to shore. Vessel struck the dolphin and dented port quarter in way of peak on beautiful and secured of the secured of the secured production of the secured parter in way of peak on beautiful and secured production. dented port quarter in way of peak on breaking away from the wharf.

ANOIL. — Cleveland, Ohio, May 6. — Tank steamer Panoil has been surveyed on account of machinery damage of unknown date. Repairs entail new bedplate to starboard engine. Estimated cost to starboard engine. Estimated cost \$15,000.—Salvage Association's Sur-

PEDRO MENENDEZ.—New York, May 4.—Steamer Pedro Menendez, Norfolk for Buenos Aires, is aground on Drew Bank, in lat, 11 30 N., long. 60 40 W., about five miles south-west of Tobago Island. Three destroyer escort vessels are proceeding to assist and will manoeuvre close to her creating a wash which is expected to refloat the vessel. (Note.—Pedro Menendez has since refloated. See issue of May 6.)

PEEBLES .-- Hull, May 2 .-- British motor vessel Peebles, Bombay for Bandar Shahpur, with general cargo, grounded owing to engine trouble in the Shatt-el-Arab on Feb. 7. (See issue of Mar. 8.)

PRINCE ALBERT PARK. — Durban, May 7.—When docking on May 5 May 7.—When docking on May 5 steamer Prince Albert Park (from St. John, N.B.) struck steamer BARON HERRIES. Prince Albert Park sustained climbt democratical prince Albert Park Sustained Control Par tained slight dame HERRIES undamaged. damage.

RALPH BARNES.—Genoa, Apr. 26.— Fire in coal cargo of American steamer Ralph Barnes, due to spontaneous com-bustion, did not break out in port here. The vessel arrived with coal cargo on fire. (See issue of Apr. 29.)

SAMFIELD.—Madras, Apr. 9.—Fire was discovered in No. 3 hold of British steamer Samfield at 3 50 a.m. on Mar. 25 at Madras. Fire was extinguished about four hours later. Cases and cartons of tinned foodstuffs were damaged, but no damage was found to the vessel.

SANDLAND.—St. John's, NF., May 2.—
British steamer Sandland was surveyed at Corner Brook on Apr. 25 to ascertain damage stated to have been sustained through heavy weather between Apr. 9 and 13 while proceeding to Halifax from St. John's, NF. Perforated piping of ballast line to No. 2 port tank was renewed, and cracked division plate in port wing between Nos. 3 and 4 tanks repaired by welding to surveyor's satisfaction.

SANTIAGO,-Rouen, May 6. -Santiago: Surveyor reports shell plating on starboard side No. 1 hold damaged through striking quay. Two shell plates renew, &c. Repairers give May 15 as completion date. Two anchors and five lengths of cable lost; replacements coming from the United Kingdom.—Lloyd's Agents per Salvage Association. (Note.—Santiago agrical Post 1997). Santiago arrived Rouen on Apr. 15

SETTLER.—London, May 6.—At 3 25
p.m. steamer Settler, of Liverpool,
owners Messrs. T. & J. Harrison, proceeding up river in tow of steam tugs
('RESTED COCK and OCEAN COCK,
collided with General Lighterage Co.'s
barge roads, Poplar, breaking adrift the
dumb barges WREXFORD, DRUMASS
and KATHLEEN, owners Messrs. W. G.
Marriott & Son, Ltd., COVERSACK,
owners Admiralty Lighterage Co.,
ISOBEL, owners Messrs. Hilliard & Co.,
Ltd., JAMES, owners Messrs. Talbot
Bros., MAJOR and SUBALTERN
II., owners General Lighterage Co.,
Ltd. Vessel then fell athwart Union
Lighterage ('o.'s barge roads, causing slight, damage, to the down Ltd. Ves Lighterage Lighterage (°O.'s barge roads, causing slight damage to the dumb barges SHEERNESS and CROWN, owners Union Lighterage Co., Ltd. The vessel cleared the barge roads and subsequently entered South-West India Dock. Damage to Settler not known, slight damage to dumb barges MAJOR, SUBALTERN II., SHEERNESS and CROWN. No personal injury. Co.'s barge roads,

TIGRE,-See Ciudad de Concepcion.

TRUXTON.—New York, May 6.—Motor vessel Truxton, fire in April: Fruit racks and vent fittings part renew, together with sundry damages. Cost \$2715. — Salvage Association's Surveyors. (See issue of Apr. 10.)

TUDOR PRINCE.—London, W., May 7.
—British steamer Tudor Prince, Bristol for Barry, in ballast, struck quay at Cumberland Basin Lock, Bristol City Docks, on Feb. 20, and had No. 4 hatch slightly indented. (See issue of Apr. 30.)

TWICKENHAM.—London, W., May 7.— British steamer Twickenham, Man-chester for Demerara, in ballast, struck Barton Lock, Manchester Ship Canal, on Apr. 28, and sustained damage to stern. (See issue of Apr. 29.)

VASSILIOS (aux.).—Canea, Apr. 3.—Sub-Agent at Candia states that the auxiliary vessel Vassilios, which stranded near Candia in December, has now been salved and is in the harbour of Candia. (See issue of Mar. 6.)

VESPUCIO (lighter). - See Ciudad de Con-

voroshilov.—Istanbul, May 6.—Motor vessel Voroshilov was refloated by dredging, without lightering; diver reported no damage and vessel sailed for Odessa on May 5. (See issue of

WAR BONNET. — London, May 7.—In reply to inquiry, Lloyd's Agents at Southampton write under date of May 6: American turbo-electric tanker War Bonnet developed boiler trouble while on voyage from Farge for Galveston and put into this port for repairs on Apr. 6. We understand that one boiler was practically burnt out and that repairs are expected to be finished by May 17.

WREXFORD (barge).-See Settler.

WEATHER AND NAVIGATION

LIFERAFTS REPORTED Bermuda, May 6.—American steamer Memphis City reports sighting liferaft, 20 person capacity, in position lat. 31 05 N.,

long, 70 42 W.

American steamer S, Wiley Wakeman reports passing liferaft in position lat. 33 57 N., long. 59 11 W.

DRIFTING BUOY

Bermuda, May 6.—Steamer Memphis City reports sighting a waterlogged nun-buoy in position lat. 30 45 N., long. 71 33 W.

MINES REPORTED

Radio, May 5. -Niton Radio, May 5.—Fdllowing received from turbo-electric tanker Council Crest at 7 20 a.m., G.M.T.: Sighted mine adrift in position lat. 49 43 N., long. 00 52 W., at 7 a.m., G.M.T.

Cullercoats Radio, May 5.—Following received from motor vessel Tigre at 4 23 p.m., G.M.T.: Floating mine observed in position lat. 55 57 N., long. 06 29 E., at 2 20 p.m., G.M.T.

NORTH SEA

North Foreland Radio, May 6 .- Follow-Morei Foreiand Madio, May 6.—Following received from American steamer Alfred Moore at 10 10 p.m., G.M.T.: Light of Buoy 53 (lat. 51 47 N., long. 01 48 36 E.) extinguished.

ATLANTIC WEATHER REPORTS

We have received from the Meteorological Office the following wireless reports dated May 6 from vessels in the Atlantic The times given are G.M.T.:—

AQUITANIA.—6 p.m., 45 06 N., 35 00 W.; N. by W., fresh; cloudy; bar. 29 94. Midnight, 46 06 N., 31 54 W.; NNE., strong; squalls; bar. 29 86. ARCTIC RANGER—Noon, 69 48 N., 11 00 E.; WSW., mod. gale; slight drizzle and rain; bar. 29 41.

BALTARA.—Noon, 47 48 N., 08 42 NE. by N., strong; cloudy; bar. 29 94. CAXTON.—Noon, 56 36 N., 22 36 W.; S. by E., mod.; overcast; bar. 30 39. 6 p.m., 56 18 N., 24 18 W.; SSE., mod.; overcast; bar. 30 33.

CLAN MACDOUGALL—Noon, 36 36 N. 08 00 W.; W., strong; cloudy; bar 29 86. 6 p.m., 37 30 N., 09 12 W. NW., gentle; showers; bar. 29 80.

CLAN URQUHART.—6 a.m., 47 24 N., 08 00 W.; ENE., strong; intermittent mod. rain; bar. 30 03.

COLUMBIA STAR.—Noon, 08 00 W.; SSE., mod.; partly cloudy; bar. 29 97. 6 p.m., 03 00 S., 07 12 W.; SSE., fresh; partly cloudy; bar. 29 86.

CONSUELO —6 p.m., 55 54 N., 21 24 W. SE., mod.; overcast; bar. 30 36. Mid night, 56 42 N., 19 36 W.; SE., gentle cloudy; bar. 30 42. EMPIRE MACALPINE.—6 p.m., 50 30 N., 10 48 W.; NE., mod.; partly cloudy; bar. 30 42.

EMPIRE MACDERMOTT.—Noon, 46 18 N., 37 48 W.; NE., strong; squalls; bar. 29 97. 6 p.m., 46 30 N., 36 24 W.; NNE., strong; squalls; bar. 30 00.

EMPIRE MACKENDRICK.—6 a.m., 50 48 N. 12 54 W.; NE., mod.; partly cloudy; bar. 30 33. Noon, 51 00 N., 10 54 W.; NE., mod.; partly cloudy;

EMPIRE VENTURE.—Noon, 14 30 S., 25 30 W.; E. by N., light; showers; bar. 29 97.

EMPRESS OF AUSTRALIA.—Noon, 49 18 N., 08 24 W.; NE. by E., fresh gale; cloudy; bar. 30 06. 6 p.m., 50 48 N., 07 54 W.; NE., fresh gale: overcast; bar. 30 06. EMPRESS OF SCOTLAND,-6 a.m., 36 06

N., 06 48 W.; W., mod.; cloudy; bar. 29 86. 6 p.m., 39 00 N., 09 42 W.; NNW., mod.; partly cloudy; bar. 29 80. EROS.—Noon, 47 48 N., 22 42 W.; ESE., mod.; overcast; bar. 30 18, 6 p.m., 48 18 N., 20 12 W.; E. by N., mod.; overcast; bar. 30 12.

HEREFORDSHIRE.—Noon, 49 18 N., 07 12 W.; NE., strong; intermittent slight rain; bar, 30 06.

JESSMORE.-Noon, 45 30 N., 08 00 W. SE., fresh; rain showers; bar. 29 83. 6 p.m., 46 12 N., 07 36 W.; NNE., fresh; partly cloudy; bar. 29 77.

MAHANADA.-Noon, 44 24 N., 09 42 W. NW. by W., strong; overcast; bar. 29 94. 6 p.m., 42 48 N., 09 54 W.; NNE., fresh; partly cloudy; bar. 29 80.

MALANCHA — 6 p.m., 38 12 N., 09 30 W.; NW., gentle; cloudy; bar, 29 80. W.; NW., gentle; cloudy; bar. 2 Midnight, 36 42 N. 08 30 W.; light; partly cloudy; bar. 29 92

MANCHESTER CITY.-Noon, 55 06 N. 18 48 W.; S., light; overcast; bar. 30 45. 6 p.m., 55 00 N., 20 42 W.; S., gentle; overcast; bar. 30 36.

MANCHESTER EXPORTER.—6 p.m., 50 00 N., 19 36 W.; E. by N., mod.; cloudy; bar, 30 18. Midnight, 50 18 N., 18 06 W.; E. by N., fresh; cloudy; bar. 30 18.

MARKHOR —6 a.m., 48 18 N., 24 00 W.; calm; cloudy; bar. 30 15.

ORMONDE.—6 a.m., 44 06 N., 08 48 W.; NE., strong; cloudy; bar. 29 92. Noon, 42 30 N., 09 30 W.; NNE., fresh; partly cloudy; bar. 29 80.

RIPPINGHAM GRANGE.—Noon, 44 06 N., 09 00 W.; NE, by N., fresh; cloudy; bar, 29 65, 6 p.m., 43 18 N., 09 54 W.; N., mod.; cloudy; bar, 29 80. SACRAMENTO.—Midnight, 45 30 N., 35 30 W.; WNW., fresh; cloudy; bar.

SUSSEX.-6 p.m., 45 42 N., 07 54 W. NNE., strong; squalls; bar. 29 71.

WAIPAWA.—6 a.m., 50 00 N., 14 42 W.; NE., light; cloudy; bar. 30 30. Noon, 50 30 N., 12 30 W.; NE. by E., mod.; cloudy; bar. 30 21.

MISCELLANEOUS

THE DOCK LABOUR TROUBLE IN NEW SOUTH WALES

Sydney, May 7.—Over 1600 waterside workers to-day struck work following the dismissal of 100 men yesterday for refusing to load double-dump bales of wool. Sixteen ships in the port are affected, seven of which are entirely without labour. The dispute has spread to Newcastle, where dockers have refused to handle wool loadings and shipping authorities expect trouble at Melbourne and Brisbane as wool ships in those ports are due

THE WAR

K.T. 40.—Genoa, Apr. 29.—According to the local Press, vessel K.T. 40, which was sunk by the Germans at this port, was salved several days ago by Messrs.

SEVRE.—Paris, May 4.—Steamer Sevre is lying afloat at Hamburg and is reported to be fairly seriously damaged. (Note.—French steamer Sevre was found in German hands on the cessation of hostilities.)

NON-MARINE

THEFT OF WOOL AT GENOA

Genoa. May 6 .- Twenty-four bales of wool which arrived here on Apr. 27 by steamer COULGORM (from Boston) were stolen on May 4.-Lloyd's Agents.

FIRES

BALES OF COTTON ON WHARF, NEW ORLEANS

New Orleans, May 6.—Two hundred and thirty bales of cotton intended for the American steamer DOCTOR LYKES have been damaged on wharf by fire and water. Fire extinguished.—Lloyd's Agents.

CARGO IN SHED, MONTREAL

Montreal, May 6.—A small fire occurred on May 4 in Shed No. 15 in cargo ex steamer ALGONQUIN PARK, consisting of raw jute, hessian cloth and cotton waste.—Lloyd's Agents.

LONDON CUSTOM **HOUSE**

ENTERED IN Rotation Number, Vessel, Flag, Net Tonnage, Master, From, Station, Agents or Brokers.

1637 AARHUS, Da, 1035, Rasmussen, Antwerp, Tilbury Dk., Clemt. 1634 BEAVERDELL, Br, 5874, Grant, Montreal, Victoria Dk., Canadian Pacific

Montreat, Victoria Dk., Canadian Facine S.S.

1642 DALTONHALL, Br. 5022, Piercy, St. John, N.B., Millwall Dk., West. Hartlepool Steam Nav. Co.

1638 DRONNING MAUD, Da. 915, Vejlin, Antwerp, Tilbury Dk., Clemt.

1635 EMPIRE SHELTER, Br. 369, Smith, Antwerp, Tilbury Dk., Clemt.

1629 GRACULUS, Sw. 1044, Linde, Ulvik, Ridham Dk., Edward Lloyd.

1628 LOCH FISHER, Br. 245, Metcalf, Delfzyl, Cory's Royal Albert Dk. Hoists, S. Cater & Co.

1626 NATHANIEL MATHEWS, Br. 1785, Brown, Rotterdam, Tilbury Dk., Currie Line.

Aspeslagh, Antwerp, Tilbury Dk., Clemt. 627 PRINSES JULIANA, Du, 70, Bohuis, Rotterdam, Gravesend, G. A. Tom & Co. 1636 PRINCE CHARLES, Be

1630 SAMFLEET, Br. 4388, Hough, Iraq via Port Said, West India Dk., F.

C. Strick & Co.
1639 SAMOS, Br, 4380, Edge, Hamburg,
Tilbury Dk., Clemt.
1641 SAPHIR, Be, 269, La Rue, Ostend,
Tilbury Dk., John Cockerill Line.
1633 STEGEBORG, Sw, 361, Nillson,
Lisbon, Mark Brown's Wf., Howard
Tenens.

Tenens.

1632 SUECIA, Sw, 2422, Lindhe, Gothenburg, Millwall Dk., British & Northern Shipping Agency.
631 TONTO, Am. 6301, Orven, Philadelphia, Purfleet, J. I. Jacobs & Co.
640 WEST COASTER, Br. 155, Reynolds, Havre, London Dk., G. S. N. Co.

ENTERED OUT For, Vessel, Flag, Tonnage, Master, Station, Agents or Brokers

May 7

29 83.

29 83.

30., fresh;

BOULOGNE, Falcon, Br. 433, Wetney, St. Katharine's Wf., G. S. N. Co.

BUENOS AIRES, Millais, Br. 4738, Byrne, Royal Albert Dk., Lamport & Holt Line.

GRANGEMOUTH, Ali, Du, 93, Havinga, Brewery Wf., International Shipbrokers.
HAMBURG, Gannet, Br. 619, Langley, Tilbury Dk., Clemt.

MALTA & ALEXANDRIA, Ben H.
Miller, Br. 4380, Johnson, Millwall Dk., Westcott & Laurance Line.

MELBOURNE, SYDNEY & BRISBANE, Port Caroline, Br. 5072, Copeland, King George V. Dk., Blue Star Line.

OPORTO, Nato, Du, 273, Vollenhoven, Ordnance Wf., J. Gibson & Sons, OSLO via TYNE, Olavus, Br, 759, Towler, Beckton Gas Works, Galbraith, Pembroke & Co.

TAYOURD IR I. ACOS Calgary P. 1455 May 7

broke & Co.
TAKORADI & LAGOS, Calgary, Br. 4485,
Williams, Swanscombe, Killick, Martin

CLEARED OUT Vessel, Flag, Net Tonnage, Master, For, Station, Agents or Brokers May 7

QUEEN MARY.—6 p.m., 45 24 N., 36 18
W.; NNE., fresh; rain showers; bar.
29 97. Midnight, 44 12 N., 35 48 W.;
NE., gentle; partly cloudy; bar. 30 18.
RIPPINGHAM GRANGE.—Noon, 44 06
N., 09 00 W.; NE. by N., fresh; cloudy; bar. 29 65. 6 p.m., 43 18 N., 09 54 W.;
bar. 29 65. 6 p.m., 43 18 N., 09 54 W.;

Co.
FALCON, Br, 433, Wetney, Boulogne, St.
Katharine's Wf., G. S. N. Co.
GANNET, Br, 619, Langley, Hamburg,
Tilbury Dk., Clemt.
MILLAIS, Br, 4738, Byrne, Buenos Aires,
Royal Albert Dk., Lampoit & Holt Line,
NATO, Du, 273, Vollenhoven, Oporto, Ordnance Wf., J. Gibson & Sons.
OLAVUS, Br, 759, Towler, Oslo via Tyne,
Beckton Gas Wks, Galbraith Pembroka Beckton Gas Wks., Galbraith, Pembroke

& Co. PORT CAROLINE, Br, 5072, Copeland, Melbourne, Sydney & Brisbane, King George V. Dk., Blue Star Line.

CLEARED IN BALLAST Vessel, Flag, Net Tonnage, Master, For, Station, Agents or Brokers May 3

MERGUS, Sw, 790, Pyk, Holmsund, Ridham Dk., Edward Lloyd. May 6 AARHUS, Da. 1035, Rasmussen, Antwerp, Tilbury Dk., Clemt.

May 7 BLISWORTH, Br. 316, Cree, Antwerp,
Tilbury Dk., Grand Union (Shipping).
DRONNING MAUD, Da, 915, Vejlin, Antwerp, Tilbury Dk., Clemt.
EMPIRE SHELTER, Br. 369, Smith, Ant-

ties expect trouble at Melbourne and Brisbane as wool ships in those ports are due to load double-dump bales.—Reuter, Sydney, May 7.—American steamer LINFIELD VICTORY left here to-day for San Francisco.—Lloyd's Agents. (See issue of May 7.)

LLOYD'S LIST Wed, May 8, 1946

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TOWAGE AND SALVAGE

COASTV	VISE & H
C 1	C 2
LONDON Entered Microaldis, May 7 Warkworth	Sylvia Beale, May 5
Celtic Queen Blyth Dagenham Blyth Penshurst Blyth	Petworth, May 6 Sunderlan
Empire Sheila (tug) Hull Effra Hartlepool Camberwell Sunderland	SHOREHAM SI
Brockley Tyne William Pearman Barry	Elizabeth Lysaght
William Cash Suntrap Stelling Oliver Bury Tyne Tyndall Tyne	SPITHEAD Pd I
Mr. Therm Sunderland Francis Fladgate Tyne	Empire Mderney
Westcliffe Hall Hartlepool Olev Tyne	Yorkbrook Gool Dona Flora, May 5 Tyn Bannthom
Teeswood Goole Fulham VI. Tyne Fulham IV. Tyne	Gladonia, May 6 Warkwort Redear Blyt
Fulham III. Tyne Flamma Tyne Colonel Crompton	Empire Alderney Hambl
Berry Hindley Tyne Afterglow Tyne Rondo Tyne	Empire Richmond Tyn PORTSMOUTH SI Faxfleet, May 4 Good Flathouse, May 5 Tyn
Bowcombe Tyne Charles Parsons Barry	Empire Alderney Hamble ST CATH'S PT Pd I
Westburn, May 7 Tyne Afterglow Tyne Cerne Tyne	St. Kenneth, May 6 Dennis Rose, May 7 ST CATH'S PT Pd W Kittiwake, May 7
Fireheam Seaham Firedog Tyne Fireglow Tyne Jethlack Tyne	NEEDLES Par
Lady Olga Tyne Sir David Sunderland	Empire Polly (tug) NEEDLES Pd W Energie, May 6
Suntrap Tyne Winsor Tyne Dunmoir Grangemouth	Bannthorn Corundum HAMBLE AF
LONDON CLD Cormorant, May 7 Leith Sirdar (s.v., Tpswich	Steersman, May 5 Pool HAMBLE SI Steersman, May 6
Winifred (s.v.) Ipswich Somerset ('oast Kirkcaldy	SOUTHAMPTON AI Ialine, May 5 Pool Corundum Channel I
Scone (aux) Ipswich Redoubtable (s.v.) Ipswich	SOUTHAMPTON SI Miltrap, May 3 Arromanche
Firecrest Grangemouth	Steersman, May 4 Southampton
Federation (s.v.) Ipswich Empire Farnham	Ialine Southamptor Foch Rose, May 5 Type The Marchioness, May 6
Middlesbrough Craster Tyne Edith May (s.v.)	POOLE SI Energie, May 4 Hamble
Valdora (s.v.) Ipswich Arrow (s.v.) Ipswich	Steersman, May 5 Southamptor Ialine Southamptor LYME REGIS And
Marie May (aux) Ipswich Dunmoir Samuel Very Belfast	Rosehill, May 6 (sheltering
GRAVESEND AR	John M., May 5 Blyth EXETER SI
Samuel Very Barry Teeswood Goole	Fred Everard, May 5 Par PRAWLE PT Pd E Rathlin, May 6
Blyth Groningen Hamburg	PRAWLE PT Pd W Errol, May 6 Empire Greta (tug)
Empire Conqueror, May 6 Hull Rondo Tyne	Empire Demon (tug) Empire Cheyne Polkerris (pres) May 7
West Coaster Havre	SALCOMBE AF Empire Greta (tug).
Alnwick Middlesbrough Fulham II., May 7 Barry Sir Joseph Swan Barry Olive	May 6 (with tow PLYMOUTH AF The Earl, May 5 Blyti
Moss Rose (put back, stress of weather) Ferranti Barry Empire Fastness	Empire Snowdrop Lpoo Clara Monks Barry Zillah Falmouth
Emerald Queen, May 7 Jersey Empire Shelter Antwerp	FOWEY AF Spirality, May 4 Limerick
GRAVESEND SD Camberwell, May 6 Lady Olga	PAR Fred Everard, May 5 Exeter
Lady Olga Chessington Tyndall Winsor	Brendonia, May 6 Goole PAR SD
Yewvalley Moss Rose	FALMOUTH Barrow
John Charrington William Pearman, May 6 Lightfoot	Southern Coast, May 6 Liverpool FALMOUTH SD Warrior (tug), May 5
Empire Condor Cormead Empire Highlander,	Dalmuir (towing cruiser Diomede) LIZARD Pd E
May 6 Blyth Corfell, May 7 Charles Parsons Afterglow	Southern Coast, May 7 for Falmouth Empire Concave, May 7 LIZARD Pd W
Haslight Bowcombe, May 7 Queenworth	Warrior (tug), May 6 (with tow)
Oliver Bury SOUTHEND Anch Off	Suffolk Coast for Bristol Bug, May 7 for Preston Belgrave for Pt Talbot
Empire Condor, May 6 Lady Olga Tyndall	May 7 Lauchlan McKay
Yewvallev Firedog William Pearman	MULLION SD Lauchlan McKay, May 7 (after sheltering)
Lightfoot (put back) Moss Rose, May 7 John Charrington	MOUNT'S BAY Sheltering Fulham III., May 6
Afterglow (last three put back) SOUTHEND Pd Up	Colonel Crompton MOUNTS BAY Fulham III., May 7 Colonel Crompton (last
Esso Dakotah, May 6 Belhaven SOUTHEND Pd Down	NEWLYN AR
Corn.cad, May 6 Empire Highlander Camberwell	St. Kenneth, May 5 Port Talbot NEWLYN SD
Winsor Pass of Ballater, May 7 Chessington	St. Kenneth, May 5 Thames HAYLE AR
Cerne Ewell Empire Conington Corfell	East Coaster, May 4 Barry Empire Runner, May 5 Par (weatherbound)
TROOD AR Dominence, May 6 Blyth	Par (weatherbound) HAYLE SD East Coaster, May 5 Barry
MARGATE AR Accruity, May 4 Goole THE DOWNS Anch	HARTLAND PT Pd In Glanchyd, May 7 BIDEFORD AR
Asperity, May 6 FHE DOWNS SD Asperity, May 7	Empire Fashion, May 5 Maryport
DOVER AR AR APPRICITE, May 6	Empire Sloane, May 3 Blyth
Apricity, May 6 Ghent Biarritz, May Calais DOVER Pd E	Empire Rancher, May 5 Newport AVONMOUTH AR Justin Doane, May 5
Emerald Queen, May Dusel	Middlesbrough Corteen, May 6 Belfast Ben Robinson Newport
NEWHAVEN AR Matching, May 5	Empire Homestead Cardiff

	OME TRA	DEI
	C 3	C
	BRISTOL AR Elidir, May 6 Garston	BELFAST North Down
	BRISTOL SID Anglian Coast, May 5 Swansea	Sanda, May Empire Con
	Annan, May 6 Glasgow NEWPORT AR	Kyle Rhea
	Antrim Coast, May 4 Liverpool NEWPORT SD	Empire Jud;
	Empire Rancher, May 4 Fremington CARDIFF AR Shell Mex 5	Rivelin
	Avonmouth Shetland Coast, May 7	Annaghmore Comber Evelcen
	CARDIFF SD Lady Stella, May 7	Empire Greh Parknasilla Holdernore,
	Plymouth Robert Dundas Lyness PENARTH AR	BELFAST Monksville,
	Empire Homestead, May 6 Avonmouth Empire Nickleby, May 7	Watergate Rivelin
	Avonmouth PENARTH SD Empire Nickleby,	Crossgar Eveleen Portavogie
	May 7 Avonmouth BARRY IS Pd Up East Coaster, May 6	Glengarriff Empire Conc
	Elidir for Barry Kyles, May 7 for Bristol	Empire Con-
	BARRY IS Pd Down	Crewhill Be
	Devonbrook, May 6 Annan, May 7 Empire Nickleby	Beryl Parknasilla Comber, Ma
-	East Coaster Gleno	Kyle Rhea DUBLIN Hodder, May
	SWANSEA AR Eilian Hill, May 6 Plymouth	Nugget Southport
-	Citrine London Toryisland, May 7 Avonmouth	WATERFOF Rockabill, Ma
	Atlantic Coast Newport SWANSEA SD Prestatyn Rose, May 6	WATERFOR Carnalea, Ma
	Ocean Coast Dublin	QUEENSTO Empire Lunc (we
	Anglian Coast Bristol MUMBLES Anch Dorsetbrook, May 7 Atlantic Coast	CORK Clewbay, Ma
	MUMBLES Pd Out- Carnalea, May 6 Anglian Coast	Empire Lunc LIMERICK
	Anglian Coast MILFORD HAVEN SD Atlantic Coast, May 6	Alacrity, May LONDONDE Victor, May
	Swansea HOLYHEAD Sheltering St. Mungo, May 7	Kyle Queen, Stramore, Ma
	MOSTYN AR Topaz, May 5 London	Balmarino Ulster Castle
-	EASTHAM AR Teasel, May 6 Pt Talbot Denbigh Coast, May 7	LONDONDE Victor, May Stramore
	EASTHAM SD Greta Force, May 6	Stramore Balmarino, N Kyle Queen,
	Bassethound Bowling Orkney Coast, May 6	INVERARY Lauchlan Mc
-	Dublin E. Hayward Newport Kyle Castle, May 7 Belfast	FRASERBU Lothdale, Ma
-	Authority	Deedon ABERDEEN Spray, May
	Cheshire Coast ELLESMERE PT SD Orkney Coast, May 6	Mount Batto
The state of the s	Kyle Castle, May 7 Belfast	Archallan Earl of Zetla
	Bassethound, May 6 Bowling	ABERDEEN Archroyal, M
	E. Hayward, May 6	Crombie Archallan, M
	First, May 7 Belfast MANCHESTER AR Empire Laird, May 6	St. Rognvald
	Mumbles Empire Audrey, May 7 Bromboro	Dynamo, May DUNDEE Anthony Enr
ı	Empire Laird, May 6 Manchester	METHIL Cantick Head
	LIVERPOOL AR Clyde Coast, May 4 Glasgow	Anthony Eng
	Empire Conquest, May 6	Empire Mayr METHIL Cantick Head
ľ	C.W.S. Progress, May 7 Rouen for Manchester T. P. Tilling, May 7 Workington	KIRKCALD
	for Garston LIVERPOOL SD	GRANGEMO Bucklaw, Ma
	Lady Gertrude Cochrane May 6 Irvine Empire Audres Weaste	Foamville GRANGEMO Yarmouth Tr
	Moray Coast Cardiff Empire Sandy (tug), May 6 Milford Haven	ST ABB'S II Glamis, May
	May 6 Milford Haven Wallroy, May 7 Belfast Monksville Silloth Denbigh Coast	BLYTH Betswood, Ma
	PRESTON SD Clandeboye, May 6	Birker Force The Baron
	Moelfre Rose, May 7 Dublin	Qu Highwear Cormull
	DOUGLAS AR Drumlough, May 3 Londonderry	BLYTH Ngakoa, May
	AYR AR Comber, May 7 Belfast AYR SD	Polly M. Dicky TYNE
	Rivelin, May 6 Larne Eveleen Belfast Comber, May 7 Larne	Crombie, May Yarmouth Tr
	TAIL OF BANK Pd In Prestol, May 6	Wimbledon (last three
-	Princess Iris TAIL OF BANK Pd Out North Tipperary, May 5	on May 3 a ported) Lakeland, Ma
	GLASGOW AR	William Cash

AR William Cash, May 6 Liverpool Barra Head, May 7 London Liverpool Northern Coast Coral Queen Loch Aline Westburg

Asteria, May 5

Faso Dakotah

Tyne

EAD Pd N
6
for Dundee

AR

St. Andrew

Asteria, May 5
Hull
Esso Dakotah

Shell Haven
AR

CEAN GLORY, 8178, N Shed, South West
India, Houston Line (London)
OCEAN WAYFARER, 7173, B Shed, West
India, Thompson Steamshipping Co.
ORIOLE, 489, W. Dk., Ldn. Dk., G. S. N. for Dundee
AR
May 7
Shoreham
Ce Tyne
Ce Tyne
Charles AR
Co Track
C VLAARDINGEN AR Aptity, May 4 London Leith London FLUSHING SD Empire Maytown, May 2 ANTWERP London London Kirkwood, May 6 Ludn Holburn Head ANTWERP Empire Seabright, May 4 London Themston, May 5 London Lynn Trader
Empire Scout
Eildon, May 6
ANTWERP
London
Leith
SD Blyth Antwerp Hull Glanrhyd, May 4 Port Talbot CALAIS A Ben-My-Chree, May 6

Victoria CALAIS SD Ben-My-Chree, May 6 DIEPPE AR

Ben-My Charles And DIEPPE And Dinard, May 6 Newhaven AR

HAVRE AR Bullfinch, May 6 Londin ROUEN AR River Swift, May 5

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CHARLES*

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HARLAW, Free Trade Wf., Rateliff, Aberdeen S.N. Co.

ASCAVIA. Footo. Valued 1. Constitution Star ASPEN, 333, for Garston ATHELREGENT, 8881, Cammell Laird & Co.'s Dry 7.† Athel Line ATHELTARN, 1179, W. Float,† Athel Line AVON COAST, 1036, Clarence Dry 2, Coast mercial. Ocean Salvage & Towage Co.

Aptity, May 6
Ag Aptity, May 7
Ag Aptity, May 8
Aptity, May 8
Aptity, May 8
Ag Aptity, May 9
Ag Aptity, May 9
Ag Aptity, May 8
Aptity, May 9
Ag Aptity, May 8
Aptity, May 9
Ag Aptity, May 8
Aptity, May 9
Ag A Line
BUSITIS 945, Toxteth, Moss Hutchison Line
CW. for Manchester
CLIMIN COGGIN, 1791, Prince's Half-Tide,
R. Hughes & Co.
CAPE DOUGLAS, 7156, Bidston, † Anchor Line
CAPE 18ABEL, 6711, Gladsfone 2, United.
States Lines States Lines APE SABLE, 4598, King's 2. Booth S.S. Co. ATTYRO, 2893, Queen's 2, Ellerman Lines CARITA, 87, Morpeth Branch,† T. Phelnn & CHURRUCA, 1847, Herculaneum Dry 2, Mac Andrews & Co. CHTY OF BRISTOL, 8424, W. Float,† Hall Line
CITY OF EXETER. 9654, Brocklebank
Branch, Anchor Line
CITY OF LINCOLN, 8059, Huskisson, Ellerman Lines
CITY OF LYONS, 7063, Brocklebank Branch,
Ellerman Lines Ellerman Lines CITY OF SWANSEA, 9959, E. Float, † Hall Line
CLAN CAMPBELL, 9545, Alexandra 2, Cayzer,
Irvine & Co.
CLAN MACBRAYNE, 4818, Alexandra 1, CAN MACHEATER, 4610, Alexandra Cayzer, Irvine & Co.
CLAN MACHLLIVRAY, 6464. Huskisson. Hall Line
CLAN URQUHART, 9726, Canada 3, Cayzer. Irvine & Co.
CLAY D. COAST, 511, Gladstone 2, Coast Lines COLON, 1803, Canada 1, J. Dowie & Co.

(Continued on page 19)

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States Maritime Commission,

LAUNCHES

steel unless otherwise stated.

T	he following details of vessel	ls lau	nched have been received. All are constr-	ucted of
Date	Vessel Flag	Ton	s Builders Sbipya	.rd
Jly 18	Carso (Yard No. 1346) If	859	Cantieri Riuniti dell' Adriatico	
Mar 28	Wild Ranger Am	6103	(Cant. S. Rocco) Trieste Consolidated Steel Corporation Wilmington (Calif.)	Linited
Apr 2	Santa Luisa	8297	Corporation	Grace 4
Apr 16	Genepesca V. [t	860	Co	Gener
Apr 30	Gartwood Br	2380	Burntisland Shipbuilding Co., Ltd. Burntisland	Joseph
Apr 30	Godetia (Yard No. 794) Br	500	Hall, Russell & Co., Ltd. Aberdeen	-Irvin &
	Monte Udala Sp		Cia. Euskalduna de Construccion y Reparacions de Buques	Naviera
May 1	Nirumand Br	300	y Reparacions de Buques — Bilbao Scott & Sons — — — Bowling	Petrolei Brit
May 1. Prev.	Primula Br		Clapson & Sons Barton	
	Kawaitih D.		(Nalanda (Sugagganu)	

tine, Inc. pesca '' Cia, Gen. Italiana della inde Pesca. Constantine S. S. Line, Ltd. Johnston (South Africa), 1 Aznar, S.A. um S.S. Co., Ltd. ish Tanker Co., Ltd.) Managers

Willington Quay-on-Tyne May 2 Southern Harvester Br 17.000 Furness Shipbuilding (Yd. No. 392) (oil refinery) (2 sc.)
May 2 Water foat No. 3 Br — Goole Shipbuilding & Repairing Goole Shipbuilding & Repairing Goole The Admiralty

NEWHAVEN SD Dinard, May 6 Dieppe Toryisland

Dinard, May 7 Seaham Dieppe Rempire Nickleby, May 6 Cardiff

COAST

COAST LINES **ORGANISATION** Burns & Laird Lives Ltd.

Tyne-Tees Steam Shipping Co., Ltd.
acket Co., Ltd. British Channel Islan Shipping Co., Ltd.
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GLASGOW

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Regular Services between all important Ports

Mersey Coast Liverpool TYNE London Kirkergo

Rathlin London Gateshead North Tipperary (ex Goodwin), May 5 Cortachy

May 4 Bristol Corferry Wandle, May 7 Birker Force

Dublin Brightside

DESTRO. 3553, Canimell Laird & Co.'s Dry 5,†
Ellerman & Papayanni Lines
BEVIS 9197 (anada 2, Lamport & Holt Line
DIOMED, 10.374. W. Float Dry 3,† J. Dowie DROMORE, 4096, Hornby, Moss Hutchison DUCHESS OF BEDFORD, 20,123, Gladstone DUCHESS OF BEDFORD, 20,123, Gladstone
Dry, Canadian Pacific S.S.
DUCHESS OF RICHMOND, 20,022, Gladstone
1, Canadian Pacific S.S.
DUNDALK. 699, Prince's, British & Irish
TORBORG, 6042, Langton Dry 1, American DUNDALK. 699, Prince's, British & Irish

EASTERN COAST, 1223, Trafalgar, Coast

EDMUND FANNING, 7176, Huskisson 3,
American S.S. Lines Agency
ELDORITA. Egerton, † T. Phelan & Co.
EMPIRE ALMOND, 6860, W. Float Dry 1,†
R. P. Houston & Co.
EMPIRE BUCKLER, 7046, Alexandra 3,
Houlder Bros. & Co.
EMPIRE CAMEL, 2719, Brocklebank, Ellerman Lines
EMPIRE CAPTAIN, 9875, Brocklebank
Branch, T. & J. Harrison
EMPIRE CATO, 7039, Vittoria,† Cayzer,
EMPIRE CATO, 7039, Vittoria,† Cayzer,
EMPIRE CONDICOTE, 1000, Prince's, Coast

EMPIRE CONDICOTE, 1000, Prince's, Coast

EMPIRE CONDICOTE, 1000. Prince's, Coast EMPIRE CONQUEST, 1391, Prince's, Coast EMPIRE ETTRICK, 4022, Canada 2, Cunard EMPIRE GAIN. 3738. Grayson Rollo & Clover's Dry 6.+ Houlder Bros. & Co. EMPIRE JONQUIL. 369. Albert. Monroe EMPIRE LEECH. 363, for Weston Point EMPIRE MARINER, 4957, Alexandra, T. & J.

Harrison EMPIRE SPARTAN, 7009, Canada, Lamport & Holt Line

& Holt Line

EMPIRE TEGAMBIA (ex Herman Andersen)
1171. Victoria, Houlder Bros. & Co.

EMPIRE WALLACE, 7800. Gladstone, Ellerman Lines

EMPIRE WAVENEY, 12,844, Canada Tongue
Cunard White Star

EMPIRE WISDOM, 9208, Bidston,† Blue Star
Line EMPIRE YUKON. 7651, Toxteth, Ellerman EMPRESS OF AUSTRALIA, 21,833. off Cam-mell Laird & Co.'s Yd., † Canadian Pacific ERRIA, 8786, Gladstone 1, Canadian Pacific

FENDRIS, 1018. Queen's, Moss Hutchison Co. FORT CADOTTE, 7128, Langton, J. Dowie & AKADEMIK KARPINSKY, 1123. Shed OC. FORT CHURCHILL, 7129, Bidston, Anchor ALCHYMIST. 700 Cold of the control of t FORT ALBANY, 7131, Langton Dry 1. Toft & FORT HIGHFIELD, 7129, Hornby, Lamport FORT MCMURRAY, 7133, W. Float, + R. & D. FORT SPOKANE, 7128, Huskisson 1, Cunard White Star GEORGIC, 27,268, Gladstone, Cunard White GLENSTRAE, 9460. Vittoria,† A. Holt & Co. GODFREY B. HOLT, 3585, Brunswick, J. H. Tyrer & Co.
HILARY, 7403, Cammell Laird & Co.'s Wet
Bsn., † Booth S.S. Co

Bsn., f Booth S.S. Co HINDSHOLM, 1512, for Manchester HISPANIA, 1315, Queen's 2, Bahr, Behrend HOPPER NO. 32, ---, Alfred, T. Phelan & HOPPER NO. 32, —, Alfred.† T. Phelan & Co.
HOVE, 435, Cammell Laird & Co.'s Wet Bsn...†
J. S. Jones
ILITCH, 8979, W. Float,† F. Morland & Co.
INDORITA, 201, Morpeth Branch,† T. Phelan

FRIDA, 788, Runcorn, Sivewright, Bacon & Co. INGLETON, 7203, W. Float. t C. & Forwood

D.H. KYLEBANK, 969. Egerton, Monroe Bros. KYLECROFT, 865. Albert, Monroe Bros. LADY OF MANN, 5104, Morpeth,† T. Orford LANCASHIRE COAST, 1104, Clarence Dry 1. IANCASHIRE COAST, 163, Catasta J. J. Coast Lines
Cast Lines
LEDAAL, 376, hing's 1. Bahr, Behrend & Co.
LETITIA, 13.595, Alfred + Donaldson Bros.
LEANDOVERY (CASTLE, 10.640, Canada Dry.
Union-Castle Mail S. J. & J. Harrison
LONGFORD, 1913, Victoria, Coast Lines
LORIGA, 6665, Queen's 1, P. S. N. C.
MALLERMO, 2797, Dry Dk. 2, Ellerman's WilSon & Co.
NAILSEA MOOR, 4926, Shed 4, Dk. 7, SiveWright, Bacon & Co.
PALIEMO, 2797, Dry Dk. 2, Ellerman's WilSon Line
PALESTINIAN PRINCE, 1960, Shed 7, Dk. 7, Gough & Crosthwaite
POOL, ISHER, 605, Weston Point, Clark & Grounds
RALLUS, 1871, Shed 8, Dk. 8, J. T. Fletcher
Domaiter Lines Dempster Lines MAHSUD, 7540, Vittoria Wf., † T. & J.

MARTABAN, 4161, E. Float, † T. & J. Brockle-

PERIM. 9550. Sandon, Marwood & Robertson PERTHSHIRE, 10,496, Sandon, Cayzer, Irvine PILCOMAYO, 5567, Alexandra 3, P. S. N. Co. PINZON, 1365, Herculaneum Dry 2, Mac-Andrews & Co. PLANTER, 6007, Branswick, T. & J. Harrison POLTAVA, 3132, Brunswick, F. Mcrland &

SCOTTISH CO-OPERATOR, 513, Trafalgar SCYTHIA, 19,761, Gladstone, Cunard White

SEAVILLE, 717, Queen's, T. Orford & Son SEVILLA, 7022. Bromborough, H. Tyrer & Co. SIBLEY PARK, 7140. Huskisson 1, Cunard William Comments of the Comment of the Comment SILVERTHORN, 436. Liverpool SOBO, 5353. Harrington, Elder Dempster Lines SOUTHERN OPAL, 9811, Bromborough, Chr. Salvesen & Co.

MERSEY IN PORT—Cont. from p. 18

COMEDIAN, 5122, Alexandra 1, T.

Harrison
CONISTER, 411. E. Float, Dry 4,† T. Orford

CONISTER, 511. E. Float, Dry 4,† T. Orford

CONISTER, 512. Alexandra 1, T. Line
CONISTER, 513. E. Float, Dry 4,† T. Orford

CONISTER, 513. E. CARRICKMORE, 581, Meadowside Qy.. Partick, J. B. Couper, Ltd.

CITY OF DURINAM. 10,025, Stobcross, City Line
CITY OF LANCASTER, 3041, Prince's, City Line
CITY OF LONDON, 8956, Queen's, City Line
CITY OF LONDON, 8956 CRISTO 140, Canning Dry 2
THAMES COAST, 1045, Wallasey,† Coast
DERWENT RIVER, 8602, Alexandra 1, HoulTHOMAS HOLT, 3585, Brunswick, J. Holt &

TID 28 (tug), 50, Lpcol, T. Phelan & Co.
TID 115, 50, Morpeth,† T. Phelan & Co.
TID 116 (tug), 50, Wallasey,† T. Phelan & Co.
TID 117 (tug), 50, Wallasey,† T. Phelan & Co.
TID 143 (tug), 50, Lpcol, T. Phelan & Co.
TID 149 (tug), 50, Wallasey,† T. Phelan & Co.
TID 150 (tug), 50, Wallasey,† T. Phelan & Co.
TID 150 (tug), 50, Morpeth,† E. H. Mundy & Co. F. C. Strick & Co. EMPIRE CANUTE, 7750, James Watt Dk.

GARSTON-IN PORT

Tons Gross Dock Brokers CORNISH ROSE, 471. North, R. Hughes & Co CRAIGOLIVE, 605. Stalbridge, J. Darlington FORT CUMBERLAND, 7134, Old. T. & J Harrison GLAISDALE, 3777, Stalbridge, Marshall. Little & Son HARPTREE COMBE, 439, North, J. Darling-IPSWICH TRADER, 484, Stalbridge, Ross Ryan & Co. J.F.V., 515, Stalbridge. J. Darlington JASPER F. CROPSEY, 7240, Stalbridge, American S.S. Lines Agency KING NEPTUNE, 5224, Stalbridge, Furness, Withy & Co.

KYLEBAY, 787, Stalbridge, Monroe Bros.

ROCKVILLE, 481, Stalbridge, J. S. Monks
STR JOHN B. WRIGHT (tug), 95. North
THE DUKE, 820, Stalbridge, W. Robertson
WICKLOW HEAD, 2888, Stalbridge, G. & Forwood Heyn

MANCHESTER—IN PORT

FORT CHURCHILL, 7129, Bidston, Anchor ALCHYMIST, 382, Cold Air Stores, Caleb Brett & Son B. P. SPIRIT, 440, Irwell Park Wf., Petro BARON HAIG, 3391, Partington, H. Watson BRITA THORDEN, 1899, Shed 1, Riverside Qy., A. E. Bowen CARROWDORE, 656, Shed 1. Riverside Qy., A. Guinness, Son & Co. CHANT 10, 403, Shed 2, Dk. 1, H. Watson Holf & Co.

GOVERNOR. 5671, Grayson. Rollo & Clover's
Dry 3, † T. & J. Harrison
HELENCREST. 5233, Alexandra 1. Ellerman

CHART 55, 401, Cement Wf., Stanlow, Houlder
Bros. & Co.
DENBIGH COAST, 484, Eastham, Coast HERBERT W. WALKER, 365, W. Waterloo, EMPIRE AUDREY, 656, Weaste Oil Wf. Caleb Brett & Son EMPIRE CONTENT, 1453, Ellesmere Port, Lep Transport, Ltd. EMPIRE LAIRD, 313, Shed 6, Dk. 9, H. Watson & Co.
HISTORIAN, 5074, E. Flont, T. & J. EMPIRE MELODY, 2883, Dry Dk. 1, H. Wat-'Son & Co. EMPIRE PUNCH, 321, Runcorn, Clark & Grounds HEGRA, 1316, Shed 9, Dk. 8, H. Watson & Co HELLAS, 2081, Dry Dk. Jetties, H. Watson & Heyn INVELLA, 5026, Alexandra, J. Dowie & Co. INVERPOOL, 680, Herchlaneum, Shell-Mex. HERFINN, 861, Ellesmere Port. II. Tyrer & INVERPORT, 250, Liverpool LASMINE. 353, for Garston JOHN HANSEN, 7210, for Manchester JOHN HOLT, 3814, Cammell Laird & Co.'s Wet Bsn., 1, J. Holt & Co. KARABAGH, 6427, Bidston, † Brinings (Shipping)

REPORT OF THE CONTROL OF THE CO Dk. 9, Manchester Liners MANCHESTER TRADER, 5671, Shed 6, Dk. 7 Manchester Liners MIJDRECHT, 7493, Stanlow Oil Dk. 4. Wilson Son & Co.
NAILSEA MOOR, 4926, Shed 4, Dk. 7, Sive-wright, Bacon & Co.
PALERMO, 2797, Dry Dk. 2, Ellerman's Wil-REAVELEY, 4998, Eastham, H. Watson & Co. RICHARD J. HOPKINS, 7247, Eastham, Mar MARSUD. 7840, Withold Brocklebank MARCITA, 150, Egerton, T. Phelan & Co. MARCITA, 150, Egerton, T. Phelan & Co. MARSHAIL. 7330, Alexandra 3, R. P. Houston RIJNSTROOM, 701, Shed 2, Dk. 6, British & Foreign Maritime Agencies SAMALNESS, 7255, Shed 8, Dk. 9, H. Watson MARTABAN, 4161, E. Float, † R. Arwood & Co. SAPHIR (trlr), Ellesmere Port, Manchester Dry Dock Co. SEA FISHER, 2950, Shed 2, Dk. 8, H. Watson

Docks are at Glaspow unless otherwise stated
Tons Gross Dock or Whart Broker
ACASTA, 5229, Queen's, Gow, Harrison & Co.
ANGLO AFRICAN, 5601, Rothesay Dk., Clydebank, Colin
ASKELADDEN,
WHY & Co.
ANGLO AFRICAN, 5401, Prince's, Parness
Withy & Co.
ANGLO AFRICAN, 5602, Oueen's, Congress of the Co.
ANGLO AFRICAN, 5601, Rothesay Dk., Clydebank, Colin
ASKELADDEN,
WHY & Co.
ANGLO AFRICAN, 5601, Rothesay Dk., Clydebank, Colin
ASKELADDEN,
WHY & Co.
ANGLO AFRICAN, 5601, Rothesay Dk., Clydebank, Colin
ANGENDAM, 15.434, King George V., Douglas
HETTON, 2714, Howdon Starths, Tanfield S.S.
HIGHLAND QUEEN, 1034, Pelaw Main
Staiths, W. Jcplin & Co.
HIGHLAND, 5611, Rothesay Dk., Clydebank, Colin
ANGENDAM, 15.434, King George V., Douglas
Richardson's Yd., Wallsend,
HETTON, 2714, Howdon Starths, Tanfield S.S.
HIGHLAND, QUEEN, 1034, Pelaw Main
Staiths, W. Jcplin & Co.
HIGHLAND, 5612, Common Starths, Tanfield S.S.
HINDUSTAN, 5245, Willington Bys., Common INVICTA, 4178, Walker Naval Yd., Wallsend,
INVICTA, 4178, Walker Naval Yd., Wallsend, WHAY & CO. Queen'S, Cayzer, Irvine & Co. AYRSHIRE ('OAST, 773, Lancefield Qy., Clydc BALDER 1129, River Kelvin, Gillespie & Nicol BARON FORBES, 3061, Prince's, H. Hogarth RICHARD BEARSE, 1791, Toxteth, Wilson, Son & Co.
ROBINA, 306. Collingwood, Coast Lines RISHEN CASTLE, 1724, Prince's Landing Stage, T. Orford & Son ST. SEIRIOL, 1586. W. Morpeth,† North Wales Steamship Co.
RTILLO, 314. Egerton, Liverpool & North Wales Steamship Co.
SAMARIA, 19,597, Huskisson 1, Cunard White SAMPENN, 7219; Gladstone 2, J. Dowie & C. SAMSPEED, 7210, Canada 2 ROBINA 306 Collingwood, Coast Lines
RUSHEN CASTLE. 1724. Prince's Landing
Stage. T. Orford & Son
St. EIRIOL. 1526. W Morpeth,† North
Wales Steamship Co.
St. TRILLO 314. Egerton, Liverpool & North
Wales Steamship Co.
St. TRILLO 314. Egerton, Liverpool & North
Wales Steamship Co.
St. TRILLO 314. Egerton, Liverpool & North
Wales Stages Shipping Co.
St. TRILLO 314. Egerton, Liverpool & North
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St. TRILLO 315. Eladestile Wf. P.
Henderson & Co.
St. Trillo 314. Egerton, Liverpool & North
Wales Co.
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Wales Co.
St. Trillo 314. Egerton, Liverpool & North
Walls and Brox.
KIRITEM MCPR Co. Mark Mallsond
Allo DLPH S. OCHS, 7219. Hawthorn, Leslie &
Co. North Mallsond
ACOLUTIVE Sp. Wallsond
Allo DLPH S. OCHS, 7219. Hawthorn, Leslie &
Co. North Mallsond
ACOLUTIVE Sp. Wallsond
ALLO A013. Hawthorn, Leslie &
Co. North Mallsond
ACOLUTIVE Sp. Wallsond
Allo DLPH S. OCHS, 7219. Hawthorn, Leslie &
Co. North Mallsond
ACOLUTIVE Sp. Wallsond
ALLO A014. The Docks, N. Shields, Stalp Sp. Mallsond
Allong Bray Hallon Sp. Shields
KIRITEM MCPR Co.
North Mallsond
KIRITEM MCPR Co.
North Mallsond
KIRITEM MCPR Co.
North Mallsond
ACOLUTIVE Sp. Mallsond

Telegrams: "Mountstuart"

CARRICKMORE, 581, Meadowside Qv., Cartick, J. B. Couper, Ltd.
CITY OF DURINAM, 10,025, Stobcross, City
Line
CITY OF LANCASTER, 3041, Prince's, City
Line
CITY OF LONDON, 8956, Queen's, City Line
CLAN COLQUHOUN, 7914, Queen's, Cayzer,
CLAN COLQUHOUN, 791 Irvine & Co. EDDYSTONE, 1550, Glasgow, Clyde Shipping ELYSIA, 9979, Yorkhill, Anchor Line EMPIRE AYR, 5064, Plantation Qy., Govan

EMPIRE CONGHAM (ex Soderhamn), 1499 EMPIRE BOLPHIN, 5037. Gareloch EMPIRE EDGEHILL, 8000, James Dk., Greenock
EMPIRE FANG, 410, Prince's
EMPIRE FORAGER (dredger) (new), Cus

GOOLE, 350, Greenock GUDRUN MÆRSK, 2294, Harland & Wolff's Bsn., Govan, P. Henderson & Co. HICKORY BURN, 3834, King George V., Roxburgh, Colin Scott & Co. HUASCARAN, 6951, Prince's Pier, Greenock, J. & J. Denholm (SLE ORNSAY, 162, Rotbesay Dk., Clyde bank

bank
JADE, 931, Kingston Dk., W. Robertson
JOHN N. MAFFITT, 7176, James Watt Dk.,
Greenock, J. & J. Denholm
JOLLY DAYS, 352, Custom House Qy., I.C.I.
JOSIAH P. CRESSEY, 1791, Rothesay Dk.,
Clydebank
KAMERUN, 5042, Gareloch
KAOLACK, 1837, Queen's, D. Alexander &
Sons

Laird Lines
LANCASHIRE, 9557, King George V., Roxburgh, Colin Scott & Co.
LANDEMER (tug). 553, James Watt Dk.
Greenock, J. & J. Denholm
LITHIUM, 301, Kingston Dk., Port Glasgow,
ICLI Colin Scott & Co.
EMPIRE ATHELSTAN, 7803, Vickers-Arm-LOIL.
LOCHGORM. 635. Clyde Place. D. MacBrayne
LOCHSHIEL. 208. Kingston Dk., Port Glasgow, D. MacBrayne
MADAN, 8150, Stobeross Qy., P. Henderson

steamers COAST, 509, Springfield Qy., Clyde Steamers 7195, Rothesay Dk., Clydebank, D. & Sons Elderslie Wf., Scotstoun West, Glen & Co.
MOUNT'PARK, 6700, Queen's, J. & J. Denholm
MOYALLON, 282, Rothesay Dk., Clydebank
J. B. Couper
NEA HELLAS, 16.991, King George V., Auchor Line
NEOTHAUMA, 8200. James Watt Dock.
Greenock, Gow. Harrison & Co.
NOILSEMENT, 5084. James
Greenock, J. & J. Denholm
NONPAREIL, 6214. Plantation Qy., Govan.
T. Law, & Co. NORWEGIAN, 6366, Prince Doualdson Bros.

* Black
NUGGET, 515, Rothesay Dk., Clydebank, W.
Robertson*
OLIVE, 528, Queen's
PACHESHAM, 6990. Queen's. Anchor Line
PEBBLE, 501. Rothesay Dk., Clydebank, W.
Robertson
PENDEEN, 4174. Prince's, P. D. Hendry &
Son

Son
PETROBUS, 475
PIBROCH. 96. Kingston Dk., Port Glasgow
PORT WELLINGTON, 870. Rothesay Dk.,
Clydebank. Port Line
PRINCESS MAUD, 2885, River Kelvin
QUARTZITE, 160. Greenock. Ross & Marshall
QUEEN ELIZABETH. 85.675, off Gourock,
Cunard White Star
RAPANA, 8017, Govan Dry 1, Gow, Harrison
RAUNALA, 9100. Rothesay Dk., Clydebank,
J. Jenkins & Son

RAUNALA. 9100. Rothesay Dr., Clydebalk, J. Jenkins & Son REGIN. 1386. Queen's. Gillespie & Nicol RIVER ANNAN (trlr), Plantation Qy., Govan ST. GAUDENS (ex Empire Jupiter), 8217, Queen's. Gow, Harrison & Co. ST. TUDNO. 2326. Prince's SALACIA, 5495, Prince's, Donaldson Bros. & Bleek

SCOTTISH MUSICIAN, 7053, Garvel Dry, Greenock, J. H. Sharpe & Co. SERINGA. 4729, Great Harbour, Greenock D. MacDougall & Co. SOMERSET, 9800, Shieldhall Wf., T. Law &

TYNE -IN PORT

Pessel Tons Gross Dh. or Bth. Broker
AASE MÆRSK, 6184, Wallsend Slipway.
Cairns, Noble & Co.
ABILITY, 281, Dunston Staiths, Tabb &
Burletson, Ltd.
ABSALON, 2144, Commissioners Staiths, N.
Shields ACTIVITY, 9700. Hebburn Bys., Runciman Shipping Co.

ARNDALE, 8296, Swan. Hunter, & Wigham Richardson's Yd., Walker, W. Mathwin & Son ASA ELDRIDGE, 1791, S. Shields Bys., S. Shields, Witherington & Everett ASPHALIUM 6274 Smith's Die North

Furness, Withy & Co.
AURICULA. 8300, Hebburn Bys.
BARON SCOTT, 4574, Newcastle Qy., Furness,
Withy & Co.
BARRA HEAD. 671. (Telands (Successors).
Ltd., Willington Qy., Hull & Chicken
BASSANO, 4850, Walker Naval Yd., Wallsend
BEAL, 504, Gateshead Qy., Tyne-Tees Steam
Shinging Co. Shipping Co.

BECKENHAM, 4636, Readheads Dry Dk.,
South Shields, Watts. Watts & Co.
BELOS, 2849. Jarrow Staiths, Trapp & Co.
BOLBEC, 1345, S. Shields Bys., Common Bros
BONDICAR, 1441, Smith's Dk., N. Shields.
Broomhill Collieries
BOTHNIA, 755, Newcastle Qy., Borries, Craig
& Co. EMPIRE FANG. 410. Prince's
EMPIRE FORAGER (dredger) (new), Custom House Qy.
EMPIRE HALLADALE (ex Autonio Delfino)
13.589, Dalmuir Bsn.. Anchor Line
EMPIRE HUMBER, 9677, Elderslie Wf., Scots
tonn West. Roxburgh, Colin Scott & Co.
EMPIRE JUMNA, 2370, James Watt Dk.,
Greenock, D. MacDongall & Co.
EMPIRE KEN, 9523, Elderslie Dry. Scotstoun
West. Royal Mail Lines
EMPIRE PERDITA, 7028, Prince's, T. L. Duff
& Co.
EMPIRE WANDLE, 3093, Queen's, R. S. Dalgliesh
ENGADINE, 9050, Garvel Dry. Greenock
EUCADIA, 7250, Diesel Wf., Whiteinch,
Anchor Line
EUGENE FIELD, 7176, Rothesay Dk., Clydebank, F. C. Strick & Co.
FASTNET, 1415, Springfield Qy., Clyde Shipping Co.
FELSPAR, 799, Port Glasgow
FINA, 1383, Rothesay Dk., Clydebank, T. Springfield Qy., Clyde Shipping Co.
FORT ANNE, 7134. King George V., F. C.
Strick & Co.
FORT ASSINIBOINE, 7128, Rothesay Dk.,
Clydebank, T. L. Duff & Co.
FORT ASSINIBOINE, 7128, Rothesay Dk.,
Clydebank, T. L. Duff & Co.
FRIEDA PETERS, 465
GOOLE, 350, Greenock
GUDRUN MÆRSK, 2294, Harland & Wolff's
Bsn., Govan, P. Henderson & Co.
HICKORY BURN, 3834, King George V.,
Roxburgh, Colin Scott & Co.
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Roxburgh, Colin Scott & Co.
HICKORY BURN, 3834, King George V.,
Roxburgh, Colin Scott & Co.
CORBRIDGE, 1703, Commissioners' Staiths,
W. Cory & Son
CORCREST, 2373, Middle Dk., S. Shields, W.

W. Cory & Son CORCREST, 2373, Middle Dk., S. Shields, W

CORCREST. 2373. Middle Dk.. S. Shields. W. Cory & Son
COVALT, 2450, South Shields Bys., France. Fenwick Tyne & Wear Co.
CRAWFORD ELLIS, 2161, Swan. Hunter. & Wigham Richardson's Yd., Wallsend. Watts. Watts & Co.
EASTWOOD, 1551, Northumberland Dk.. France. Fenwick, Tyne & Wear Co.
DALCROSS, 4557, Middle Dk.. S. Shields. Mungo Campbell & Co.
DANBY, 4281, Jarrow Staiths, Common Bros.
DIMITRIOS CHANDRIS, 4643, Morcantile Dry Dks.. Jarrow, Anthony & Bainbridge DWE OF SPARTA, 5397, Sutherland Qv., S.
Shields, C. Hassel & Son
EGCLESCLIFFE HALL, 1900. Admiralty Qv. Jarrow, Witherington & Bverett
EAGLESDALE, 8352, Wallsend Slipway, W. Mathwin & Son.

George & Co.
EMPIRE ATHELSTAN, 7803, Vickers-Arm-

strongs, Walker

Shields, W. Mathwin & Son

EMPIRE BILLOW. 215, Newcastle Qy... N

Shields, W. Mathwin & Son

EMPIRE CONCERTO (ex Corona), 1569.

Clelands (Successors), Ltd., Willington Qy.,

Cairns, Noble & Co.

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IRELIGHT, 2241, Dunston Staiths, Stephenson Clarke, Ltd.
FIRESIDE, 2757. Middle Dks., S. Shields.
Stephenson Clarke, Ltd.
FORD ROSE 1358 Harton Staiths, Hesland

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FIRESIDE, 2757. Middle Dks., S.
Stephenson Clarke. Ltd.
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FORT BRISEBOIS. 7157. Commissioners
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FORT GLOUCESTER, 7127, Dunston, W. A
Sonter & Co.
FRANKA, 5273, Jarrow Slake, Shipping &
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EMPIRE FLAMINIAN. 2763, Marchwood.
McGregor. Gow & Holland
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EMPIRE PIKE, 1854. Berth 19, Inner, WainBrow & Co.

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CLEL MATHURA, 8890, E. Float, † Marwood & Robertson
MEDWAY COAST, 1014 Prince's, Coast Lines
MEDWAY COAST, 1014 Prince's, Curie Line
TAISINIA, 450, Kingston Ban, Port Glasgow
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MEDWAY COAST, 1014 Prince's, Curie Line
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INVICTA, 4178, Walker Naval Yd., Wallsend, ISLE OF THANET, 2701, Jarrow, W. Milburn JOHN W. AREY, 1791, Jarrow Slake, Marshall Speeding & Co. JUPITER, 2753, Tyne Commissioners' Qy.. North Shields, P. H. Matthiessen & Co. KAWAITIH (new), Clejand's Slipway, Willing KING JAMES, 5122, Middle Dks., S. Shields

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LLOYD'S LIST Wed., May 8, 1946 SHIPBUILDERS AND REPAIRERS

LOCHSIDE II., 368, Newcastle Qy., L. S. Carr MACBRAE, 2117. Pelaw Main Staiths. J. Hud-MALINES, 2980, Dunston Staiths, H. Gay
MARGAY, 9150, North-Eastern Marine Engi-

MARGAY, 9150, North-Eastern Marine Engineering Co.'s Yd., Wallsend MARGO, 1412, Dunston, Hull & Chicken MASEN, 1317, Mercantile Dry Dks., Jarrow. W. Mathwin & Son METHILHILL. 648, Tyne Dock Engineering Co. South Shields. W. Mathwin & Son MONKWOOD, 1591, Pelaw Main Staiths, France Fenwick Tyne & Wear Co. MOORWOOD. 2034, Dunston Staiths, France, Fenwick Tyne & Wear Co. MOYLE, 2177, Dunston Staiths, L. S. Carr & Co. NARGIN. 670, S. Shields Bys., Stelp & Leighton NIKOS T., 5175, Mercantile Dry, Jarrow, R. S. Dalgliesh NORTHERN COAST, 1211, Newcastle Qy.,

Coast Lines OAKWORTH, 4968, Dunston, R. S. Dalgliesh,

Coast Lines
OAKWORTH, 4968, Dunston, R. S. Dalgliesh,
Mungo, Campbell & Co.
OKHLA, 5550, Readhead's Dry, S. Shields,
Mungo, Campbell & Co.
OKHLA, 5550, Readhead's Dry, S. Shields
PINEWOOD, 2853, Howdon Staiths, Willington Oy., France, Fenwick Tyne & Wear Co.
QUEEN OF THANET, 792, Shipbuilding Corporation, Walker, H. Gay & Co.
REGENT PANTHER, 9556, Swan, Hunter
& Wigham Richardson's Yard, Wallsend,
Fletcher & Co.
REUBEN SNOW, 1813, S. Shields Bys.
Anthony & Bainbridge
RUDBY, 4846, Commissioners' Staiths, North
Shields, Anthony & Bainbridge
RUNNELSTONE, 869, Tyne Dk. Engineering
Co., S. Shields, F. L. Dawson & Co.
SAMCLYDE, 7219, Commissioners' Buoys.
South Shields, Stott, Mann & Fleming
SAMCONSTANT, 7210, Newcastle Qv., Furness, Withy & Co.
SAN AMBROSIO, 7410, Middle Docks, S.
Shields, Mann, George & Co.
SAN CIRILO, 8012, Palmer's Dry, Habburn,
Mann, George & Co.
SANDHILL, 586, Mercantile Dry, Jarrow
Tyne-Tees Steam Shipping Co.
SCHUYLKILL, 10,169, Dunston, Furness,
Withy & Co.
SENGA, 5140, Tyne Dk., S. Shields, Weidner,
Hopkins & Co.
SINNINGTON COURT, 6910, Brigham &
Cowan's Dk., S. Shields, Weidner,
Hopkins & Co.
SKOGNES, 2413, Jarrow Staiths, Harper
Hopps & Co.
SOUTIINHER, 7087, Smith's Burnett &
Co. (Newcastle)
SOLBRITT, 1885, Dunston Staiths, Harper
Hopps & Co.
SUTIIWOOD, 1149, Gateshead Qy., Heslop &
Newbigin, Ltd.

STANHOPE, 2337. S. Shields Bys., E. R. Newbigin, Ltd.
STRATHRAMNOCK (salvage), —, Tyne Dk STRATHRAMNOCK (salvage), —, Tyne Dk TAMWORTH, 1332, Readheads Dry Dk., S Shields, R. S. Dalgliesh, Ltd. TEAKWOOD, 6014, Hawthorn, Leslie & Co.'s Shipyard, Hebburn, H. E. Moss & Co. THORNABY, 1074, Tyne Dk. Engineering Co. S. Shields, Tyne-Tees Steam Shipping Co. THYRA, 1096, Newcastle Qy., Nielsen, Ander-

sen & Co. TOLWORTH, 1351. Harton Staiths, Stephen son Clarke, Ltd. VARG, 1964, Dunston Staiths, Burnett S.S. Co.

VARG, 1964, Bunkton Status, Buthete S.S. Co. VILK, 1944, S. Shields Bys., J. Hudson & Co. VIVTENNE LOUISE (ex. Empire Inventor), 9912, Swan, Hunter, & Wigham Richard-son's Yd., Wallsend, Mann, George & Co. WALDO HILL, 1791, S. Shields Bys., W. Cory WELLANDOC, 1987, Jarrow Slake, R. S.

WELLANDOC, 1987, Jarrow Siake, R. S. Dalgliesh
WESTBURN, 2842. Dunston Staitns, Stephenson Clarke. Ltd.
WESTOWN, 710, Tyne Dk., Engineering Co.'e
Yd., S. Shields, Connell & Grace
WILLIAM CASH, 1186, Dunston Staiths,
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WILLIAM HOMAN, 1793, S. Shields Rys.,
France, Fenwick, Tyne & Wear Co.
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Shipping Co.
WORTHING, 2294, Walker Naval Yd., Walls
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SOUTHAMPTON-IN PORT

Pessel Tons Gross Dk. or Wf. Broker ABERDONIAN, 1648. Berth 16. Inner AMRA. 8314. Berth 156. Western. Escombe, McGrath & Co. ANDRE BLONDELL (trlr), Berth 10, Inner ASIE (trlr), ---, Berth 16, Inner
ATLANTIS, 15,135, Berth 36, Itchen Qys..
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ATTENDANT, 1016, Dry Dk. 4, Hemsley Bell.
Ltd.

Ltd.
AUTOCARRIER. 822, Berth 33, Itchen Qys., Southern Railway
BANKVILLE. 339, Itchen Qys., Dawson Bros.
BEN OLLIVER, 147, Itchen Qys., Petroleum

BRITTANY, 1445, Dry Dk. 5, Southern Rail CAPETOWN CASTLE, 2700. Dry Dk. 7. Union-Castle Mail S.S. Co. CRANMERE, 248, Berth 11. Inner UMCO (tug), 425, Berth 22, Empress

EMPIRE POLLY (tug), 232 EMPIRE SEASILVER, 518, Berth 37, South EMPIRE TIGNESS (ex Georg), 186 (net). FORD FISHER, 449, Itchen Qys., Dawson

Bros. GONDIA (tug), 200. Berth 22. Empress. Wainwright Bros. & Co. GOWRIE 872, Itchen HANTONIA 1560, Berth 2. Outer, Southern Railway HASKERLAND, 374, Berth 105, Western

HILSEA. 149. Dry Dk. 2 ISLE OF SARK. 2211. Berth 14/15. Inner. Southern Railway JOSIAH A. MITCHELL. 1926, Berth 35. Itchen Gys.

Hehen Qys.
KAIDA. 510. Itchen Qys.
KEYNES. 1575. Itchen Qys.
KOWEL. 1896. Berth 34. Itchen Qys., Benj
Ackerley & Son
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LENA. 383. Town Qy.
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MELISANDE. 264. Berth 19. Inner

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WIRELESS REPORTS

Andes.-39 30 N. 11 06 E, May 6, 6 p.m. G Aquitania .-- 46 06 N, 31 54 W, May 6. J Arctic Ranger. - 69 48 N, 11 00 E, May 6, Jo

Baltara.-47 48 N. 08 42 W, May 6, noon Caxton.—56 18 N, 24 18 W, May 6, 6 p.m. K Clan Macdougall.-37 30 N, 09 12 W, May K 6, 6 p.m.

Clan Urquhart.-47 24 N, 08 00 W, May 6. Columbia Star.-03 00 S, 07 12 W, May 6.

onsuelo.—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, 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

Empress of Australia.—50 48 N, 07 54 W, On May 6, 6 p.m. Empress of Scotland.—39 00 N, 09 42 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 Re Herefordshire.-49 18 N, 07 12 W, May 6, Ri

Jessmore.-46 12 N, 07 36 W, May 6, St. Mahanada.-42 48 N. 09 54 W. May 6, Sa

Malancha.-36 42 N, 08 30 W, May 6, mid-Manchester City.-55 00 N, 20 42 W, May Sa

Manchester Exporter.—50 18 N, 18 06 W, Sa

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
Memphis City.—31 05 N, 70 42 W, May 6
May 6 noon
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Memphis Ci Memphis City.—31 05 N, 70 42 ...

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

Ormonde.—37 00 N, 06 42 E, May 6, mid
J. A. Billington,

Sussex, Wellington,

J. B. Westray & Co.

Tamaroa. Wellington,

Wellington,

Tamaroa. Wellington,

J. B. Westray & Co.

Queen Mary .- 44 12 N., 35 48 W. May 6. midnight Rippingham Grange.-43 18 N, 09 54 W, Wiley Wakeman .- 33 57 N. 59 11 W

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

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		M PORTS Shable Date, Broker and Bo	o stallo	A STATE OF THE STA
LONDON	age, Pro		ertn	THE PARTY OF THE P
Anna Lau, Mantyluoto, J. A. Finzi, Layman & Co. (Middleton's Wf.).	May 11	PLYMOUTH Explorer, Beira, Travellers, Ltd. General Chernakhovsky, Stettin,	May 24	A SECTION OF STREET
P. & O. S. N. Co.	May 15	Cory & Strick (Sound).	May 9-11	
Bajamar, Las Palmas, F. Dessen & Co. Baron Napier, St. John (N.B.),	May 14	Travellers, Ltd.	aht May 19 May 21	
Hogarth, Sons & Co. (Convoy's Wf.) Benlawers, Vancouver, Blue Star Line	May 30	PORTLAND	May 10	Cunard R.M.S. "Mauretania" in tow of "Sun"
Blue Star Line Brika, Alicante, F. C. Strick & Co.	May 14	G. H. Collins & Co. (H.M. Dockyard).	may 10	Telephones Boyal 5325 (2 lines) 24 hour Gravesend 4231 (2 lines)
City of Barcelona, Beira, Gray, Dawes & Co.	May 19	Avonmouth Australind, Brisbane, Bethell, Gwyn & Co.	May 12	W H I ALEVANDED I.
City of Durban, Calcutta, Montgomerie & Workman City of Khartoum, Bombay,	May 25	Australind, Brisbane, Bethell, Gwyn & Co. Chesapeake, Texas City, Houlder Bros. & Co. Clan Macdougall, Wellington. Bethell, Gwyn & Co. and James & Hodder. Durbam Melbourne.	May 13 May 10	
Gray, Dawes & Co. Clan Lamont, Cuxhaven, Cayzer, Irvine & Co.	May 9	James & Hodder. Durham, Melbourne,	May 27	Manchester Exporter, Norfolk via Liverpool mid May Manchester Liners.
Clan Matheson, Beira, Union-Castle Mail S.S. Co.	Jne 2	Bethell, Gwyn & Co. Fort Aklavik, Sydney, James & Hodder.	Jne	Manchester Shipper, Montreal, May 10-11 Manchester Liners (Salford Dks.).
Clan Ranald, Beira, Union-Castle Mail S.S. Co. Connaught Park, New Westminster	May 12-13	Fort Highfield, Fremantle via James & Hodder Nathan J. O'Brien, Vancouver, Bathell Cover & Co.	, now due	Baron Douglas, St. John (N.B.), now due Sivewright, Bacon & Co.
Connaught Park, New Westminster Eggar, Forrester & Verner. Dennis Rose, Liverpool, T. Creelman & Co. (Surry Com.	now due	Nathan J. O'Brien, Vancouver, Bethell, Gwyn & Co. Samaritan, W.C. Africa, M. Whitwill & Son.	May 8 mid-May	Inverpool, now due
Dentonia Park, Montreal, Canadian Pacific S.S.	now due	M. Whitwill & Son. Shahristan, Busreh, F. C. Strick & Co. Sveadrott, Gothenburg,	May 15	E. Nicholson. Tilapa, Port Antonio, May 12
Deseado, Buenos Aires, Royal Mail Lines Dundee, Lisbon,	May 12 May 13	James & Hodder	early Jne	HEYSHAM Fort Mifflin, Houston, May -
MacAndrews & Co (Idn Db)	May 27	Adolf Bratt, Mantyluoto, Whitwill Cole & Co. Boston City, New York via Cardiff, C. Hill & Sons Gloucester City, Halifax, C. Hill & Sons (Canons Marsh).	May 12 now due	BARROW Karmas, Narvik. J. Fisher & Sons. now due
Durham, Melbourne. Birt, Potter & Hughes Eddam, New Orleans, Egton, Boston, Headlam & Son (Surrey Com.).	May 17 now due	C. Hill & Sons Gloucester City, Halifax, C. Hill & Sons (Canons Marsh)	May 12	Redgate, Bona, May 13-14 J. Fisher & Sons.
Empire Abbey, New York, Cunard White Star.	May 15	Mark Whitwill & Son.	May 14	Hickory Dale, Singapore, May 8 ()ldfield & Co.
Birt, Potter & Hughes &	nd, Jne 12	Fogdo, Oxelosund, W. J. Barnett	May 8	R. L. Alpine & Co. (Eglinton Dk.).
J. B. Westray & Co. Empire Clive, Middlesbrough. Capper. Alexander & Co. Empire Control Stockholm and Hull, Inited Shipping Co.	May 13	Ingeren, Wabana, Mordey, Son & Co. Ljustero, Oxelosund,	May 12-13 May 10	CLYDE
Ollinea Bhipping Co.		Fogdo, Oxelosund, W. J. Barnett Ingeren, Wabana. Mordey, Son & Co. Ljustero, Oxelosund, W. J. Barnett. New York City, Bristol, Houlder Bros. & Co. Skeldergate, Takoradi, a	now due	(Merklands Qy.). Castalia, Bombay, May 27 Anchor Line.
Empire Garston, Stockholm via Hu United Shipping Co. Empire Might, Sydney.	Jne 18		bt May 15	Chantilly, Curacao, May 17 City of Exeter, Karachi via Liverpool, now due
Empire Rock, Jamaica, Royal Mail Lines	May 27	Canadian National Railways. Fort Ticonderoga, Pepel,	May 10	Clan Macbrayne, Durban via
Empire Talisman, Buenos Aires, Alue Star Line Empire Torrent Montreal	now due May 14	Chellew Steamship Management PORT TALBOT Blairesk, La Goulette.		Cayzer, Irvine & Co. Clan Macgillivray, Beira via Liverpool, now due
Empire Voice, Melbourne, Port Line	Jne 4	Blairesk, La Goulette, Strick, Gorchs & Co. Empire Usk, La Goulette, Strick, Gorchs & Co. (Margam	W.) May 8	Cayzer, Irvine & Co. Egidia, New York, Anchor Line. May 12
Eros, New York, Cunard White Star Line. Euryades, Kavalla,	May 9	SWANSEA	Man	Hamburg, May 11
westcott & Laurance Line		Samjack, London, T. H. Couch (King's) MERSEY		
Union-Castle Mail S.S. Co.	end May May 22	Aiken Victory, New York, Ajax, Shanghai, A. Holt & Co.	May 15 now due	Essex, Sydney & Auckland, May 13 T. Law & Co. (Plantation Qy.). Ettrickbank, Seattle, May 15
Fort William, Curacao, W. Hurst (Isle of Grain)	May 8	MERSEY Aiken Victory, New York, Ajax, Shanghai, A. Holt & Co. Alexander Ramsey, New York, American S.S. Lines Agency, Antenor, Durban, A. Holt & Co. Raltara Limasol.	May 9 May 23	Essex, Sydney & Auckland, T. Law & Co. (Plantation Qy.). Ettrickbank, Seattle, Donaldson Bros. & Black. James J. Hill. Macoris, T. Law & Co. Karamea, Wellington. P. Henderson, & Co.
Evagoras, Rosario, Explorer, Beira via Plymouth, Union-Castle Mail S.S. Co. Fort St. James, Beira. Gray, Dawes & Co. Fort William, Curacao, W. Hurst (Isle of Grain) Freja, Stockholm, British & Northern Shipping Agency (Millwall) Jascony, Jamaica, Royal Mail Lines Geologist, Calcutta. T. & J. Harrison Henaffaric, Singapoye,	May 70	A. Holt & Co. Baltara, Limasol, Ellerman & Papayanni Lines.	mid May	T. Law & Co. Karamea, Wellington. P. Henderson & Co. Ocean Vengeance, Wabana, Pawnee Rock, Abadan, J. & J. Denholm. Penhale, Aguilas. W. H. Muller (London). Regent Hawk, Trinidad, Gow, Harrison & Co. (Bowling). Telemachus, Fremantle via Antwerp and Liverpool end May Roxburgh, Colin Scott & Co. Trevanion, Montreal, Winchester Victory, Sydney, May 18
Royal Mail Lines Geologist, Calcutta. T. & J. Harrison Glenaffaric, Singapore, Glen Line.	May 19 th May 18	Baltara, Limasol, Ellerman & Papayanni Lines. Bardstown Victory, New York, Bellerophon, Penang, A. Holt & Co, Berea Victory, Vancouver, C. G. Dunn & Co. Rothnia, Port Swettenham, Cunard S.S. Co. Cisneros, Barcelona.	May 16 now due	Pawnee Rock, Abadan, abt May 10 J. & J. Denholm. Penhale, Aguilas. May 11
Glenaffaric, Singapoye, Glen Line.	abt Jne 6	Berea Victory, Vancouver, C. G. Dunn & Co. Bothnia, Port_Swettenham,	now due	W. H. Muller (London). Regent Hawk, Trinidad, Gow, Harrison & Co. (Bowling).
Glen Line. Iellicoe Rose, Liverpool, T. Creelman & Co. (West India) essmore, Alexandria,	May 9-10	MacAndrews & Co		Telemachus, Fremantle via Antwerp and Liverpool end May Roxburgh, Colin Scott & Co.
T. Creelman & Co. (West India) essmore, Alexandria, Prince Line (aipara, Port Chalmers, J. B. Westray & Co. (atowice, Gdynia, United Shipping Co. (Millwall)	May 16	J. Dowie & Co. City of Worcester, Calcutta	Jne 18	Trevanion, Montreal, May 17 Winchester Victory, Sydney, May 18 BELFAST
United Shipping Co. (Millwall) Kerma, Barcelona, Co.	May 9 May 12		May 26	Eurybates, Vancouver, May 19 G. Heyn & Sons. Hillcrest Park, Quebec, May 9 J. Burke & Co.
(Deep Water Wf., Northfleet). a Pampa, Bahia Blanca, H. C. Mann (Shipping)	now due	Cayzer, Irvine & Co. Collegian, Mombasa, T. & J. Harrison. Congonian, W.C. Africa,	end May	DUBLIN
United Shipping Co. (Millwall) (erma, Barcelona, F. C. Strick & Co. (Deep Water Wf., Northfleet). a Pampa, Bahia Blanca, H. G. Mann (Shipping) ady Sheila, Par, E. Lloyd, Ltd. (Ridham). agarto, Valparaiso, Royal Mail Lines. (Tilbury Cargo Jty.).	now due	H. Tyrer & Co. Corrales, Montreal, Canadian Pacific S.S.	May 14	Edenvale, Villa Real. now due
Royal Mail Lines. (Tilbury Cargo Jty.).	abt May 9	Debrett, Buenos Aires via Manchester,	end May	Wexford S.S. Co. F. Scott Fitzgerald, New Orleans May 15 G. Bell & Co. Irish Alder, Philadelphia, abt May 10 Irish Shipping, Ltd.
American S.S. Lines Agency. Iaunganui, Wellington,	May 25	Defender, Beira, Elder Dempster Lines.	bt May 8	GALWAY
ektor Garbo, Galveston, American S.S. Lines Agency, Iaunganui, Wellington, P. & O. S. N. Co. andi. Oslo, E. L. A., Ltd. (Surrey Com.). ew Texas, W. C. Africa, Killick, Martin & Co.	May 8	Durenda, Port Pirie via Antwerp, J. Dowie & Co. Elgin Victory, New York,	end May May 14	Monaleen, Liverpool, now due Limerick S.S. Co.
The state of the s	21011	J. Dowie & Co. Elgin Victory, New York, Empire Cromer, Buenos Aires, Donaldson Bros. & Black, Empire Kitchener, Calcutta, Hall Line	May 30 May 10/11	Geologist, Calcutta via London, May 20 B. L. Nairn & Co. Samport, Calcutta via London, Jne 15
orden, Helsingborg via Holland, British & Northern Shipping	now due	Empire Macdermott, Montreal,	may a	Samport. Calcutta via London, Jne 15 B. L. Nairn & Co. Samtorch, Calcutta via London, May 22 T. & J. Brocklebank
W. Hurst (181e of Grain). orden, Helsinghorg via Holland, British & Northern Shipping Agency (Wilson's Wf.). cean Viceroy, Calcutta, P. Henderson & Co. rontes, Singapore via Southampton Anderson, Green & Co.	May 20	Empire MacKendrick, Montreal, H. Tyrer & Co. Empire Merganser, Buenos Aires and	now due	(King George Wf.). Urbino, Calcutta, C. Barrie & Sons (King George Wf.).
ort Huon Bluff via Montavideo		Houlder Bros. & Co. Empire Tagalam, Houston.	May 8	GRANGEMOUTH Empire Gulliver, Benisaf, May
Port Line. rairie Grove, Abadan. W. Hurst (Sheerness). aranga. Lyttelton.		Furness, Withy & Co. (Dingle) Empire Tobago, Sydney, A. Holt & Co. Empress of Scotland, Mombasa	May 10	Empire Congo, Grangemouth, now due S. H. Ohlsen & Co.
Houlder Bros. & Co. imutaka. Melbourne.	May 31	Canadian Pacific S S		Frigga, Denmark, Furness, Withy & Co. (Albert).
Birt, Potter & Hughes Clears, Trinidad, Howard Tenens, Ltd.	May 25	Eufala Victory, New York,	May 15 mid-May	TYNE Astrea, Bergen, P. H. Matthiessen & Co. (Tyne Commission Qy.).
nmconon, Trinidad, T. & J. Harrison, amdak, Alexandria,	May 16 May 19-20	F. Scott Fitzgerald, New Orleans United States Lines Fleetwood, Auckland, Gracie, Beazley & Co. (Gladstone)	D18.V 26	P. H. Matthiessen & Co.
Westcott & Laurance Line. umfeugh, Vancouver, Blue Star Line.	May 16	Flying Dragon, Auckland, Gracie Beazley & Co. (Gladstone)	Jne 2	(Tyne Commission Qy.) Empire Bronze Houston via Hull. May -
amport, Calcutta, & J. Harrison. amtorch, Calcutta,		Lamport & Holt Line.	May 10-11	Furness, Withy & Co. (Jarrow). Fort Machault, Bona. Kelmscott, Vancouver, Runciman Shipping Co.
A. Howden & Co. amwharfe, Bari, Hnited Shipping Co.	May -	R. & D. Jones (Birkenhead). General C. H. Muir, New York, Guinean, Lagos,	May 13 now due	Southgate, Freetown via Vigo, May 9-10 Mungo, Campbell & Co.

J. S. Mandrock, Calculta.

J. B. May 13.

Samwharfe, Bari,
United Shipping Co.

Samwharfe, Bari,
United Ship

Cunard White Star
Orontes, Singapore,
Escombe, McGrath & Co.
Polkerris. Newport,
Wilson & Partners, Ltd.
(Dible's Wf.).
Somersetshire. Rangoon,
Escombe, McGrath & Co.
Strijd. Falmouth,
Wilson & Partners, Ltd.
(Pollock & Brown's Wf.).
Westend Park, Vancouver,

May 10
now due

MANCHESTER

Debrett, Buenos Aires,
Lamport & Holt Line.
Delane, Buenos Aires

Lamport & Holt Line.
Empire Pickwick, Houston,
J. W. Jones & Sons
Empire Spartan. Rio Janeiro via
Liverpool, May Empire Contyne, Stockholm, Ellerman's Wilson Llue. Lamport & Holt Line

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May 16

now due now due end May

May 10

(William Wright)

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W. Moran & Co.

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Empire Consumer, Gothenburg.

Ellerman's Wilson Line (Albert)

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Ellerman's Wilson Line (Albert)

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May 8-9

May 8

May '

now due

mid May

mid May

now due

Manchester Exporter, Norfolk via Liverpool mid May WILLIAM WATKINS, LTD. May 10-11 SEA AND RIVER TOWAGE GARSTON
Baron Douglas, St. John (N.B.), now due Sivewright, Bacon & Co.
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SHIPS IN PORT SOUTHAMPTON IN PORT—Cont. from page 19.

ROSELYNE (aux.), 138, Itchen Qys. ROWALLAN CASTLE, 7950, Berth 38, Test Qys.
RUDDERMAN, 290, Berth 50, Test Qys., Wainwright Bros. & Co.
SAMDERWENT, 7219, Berth 38, Test Qys.
SATELLITE, 507, Berth 25, Empress
SEVEN OAKS PARK, 7149, Berth 101,
Western, Sandell Bros.
SHELL MEX 4, 123, Hamble
SHELL MEX 4, Berth 19, Inper
SHIFTER (tug), 218, Itchen Qys., Dawson
Bros.

Bros. (Salvage), —, Berth 24, Empress, Risdon Beazley SOPHIE, 945, Berth 101, Western, Sandell now due SPRAYVILLE, 466, Berth 16, Inner, Dawson now due Bros.
STIRLING CASTLE, 25,550, Berth 102,
Western, Union-Castle Mail S.S. Co.
STRATHNAVER, 22,283, Berth 105, Western,
Escombe, McGrath & Co. now due May 8

May 22

May 15

May 15

May 15

Mow due now due

May 20

May 20

May 20

Escombe. McGrath & Co.

THE PRESIDENT, 926, Berth 102/103, Western VALKYREN (salvage), 343, Dry Dk. 1

WAR BONNET, 10,172, Berth 40, Test Qys.

WAR NAWAB, 5586, Dry Dk. 3

WASHINGTON, 22,846, Berth 107, Western, Benj. Ackerley & Sons

WHITSTABLE, 787, Berth 1, Outer, Southern Railway May - WINCHESTER CASTLE, 20,012, Dry Dk. 6, Union-Castle Mail S.S. Co.

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