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OFFICIAL NOTICES

NOTICE TO MARINERS

[No. 58 of 1946]

WRECKS

There is a considerable number of Wrecks off the Coasts of England and Wales which occurred during the War, and as the seas are being cleared of mines these wrecks are becoming potential

dangers to navigation.

It is quite impossible with the limited resources available to the Trinity House as the General Lighthouse Authority to survey and mark all these wrecks

survey and mark all these wrecks immediately.

The existence and positions of known wrecks are indicated on the Admiralty Charts, and Mariners are warned to navigate with caution when in the vicinity of any charted wreck and to give it a wide beeth The survey, marking and dispersal of dangerous wrecks is being dealt with as

The survey dangerous wrecks as dangerous wrecks as rapidly as possible.

By Order,

J. M. NICOLIE.

Secre

Trinity House, London, E.C. 3. 10th May, 1946.

ISLE OF MAN HARBOURS

Secretary.

NOTICE TO MARINERS DOUGLAS HARBOUR—VICTORIA PIER

RADIO BEACON FOG SIGNAL

THE ISLE OF MAN HARBOUR COMMISSIONERS HEREBY GIVE NOTICE that the RADIO BEACON FOG SIGNAL established on the Victoria Pier, Douglas, will be out of commission during the period MONDAY, 13th MAY, to FRIDAY, 17th May, inclusive.

By Order,
H. T. MATTHEWS,
Secretary.

Harbour Commissioners' Office, Douglas, Isle of Man. 7th May, 1946.

PROPOSAL TO CHANGE A SHIP'S NAME

WE, THE UNION-CASTLE MAIL STEAMSHIP COMPANY, LIMITED, HEREBY GIVE NOTICE, that, in consequence of a desire to maintain consistency in the naming of vessels of the Company's Fleet, we have applied to the Ministry of Transport, under Section 47 of the Merchant Shipping Act, 1894, in respect of our ship "EMPIRE WILSON," of Glasgow, official number 169418, of gross tonnage 9916 tons, of register tonnage 7118 tons, heretofore owned by His gross tonnage 9916 tons, of register ton-nage 7118 tons, heretofore owned by His Majesty as represented by the Minister of Transport, of London, for permission to change her name to "KENILWORTH CASTLE," to be registered in the said new name at the Port of London, as owned by The Union-Castle Mail Steam-chin Company. Limited

owned by the Union-Castle Mail Steam-ship Company, Limited.

Any objection to the proposed change of name must be sent to the Registrar-General of Shipping and Seamen, Llan-trisant Road, Cardiff, within seven days from the appearance of this advertise-

ment.
Dated at 3, Fenchurch Street, London,
E.C. 3, this 10th day of May, 1946.
A. H. MILBOURNE,
Secretary,

The Director of Small Craft Disposals regrets that a to accept any further offers for Admiralty-built Trawlers or for 105 ft. and 126 ft. Motor Mine Sweepers, none of which are at the moment available for disposal. As soon as further vessels of these classes are released they will be advertised in the usual way. In the meantime it is

in the usual way. In the meantime it is regretted that no offers for these craft can be considered. (Signed) A. P. F. DEMPSTER,

DISPOSALS,
Admiralty,
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OFFICIAL NOTICES

PROPOSAL TO CHANGE

I. S. SLOBOM, Secretary of The Bear-creek Oil & Shipping Co., Ltd., of 611. Tower Building, Water Street, Liverpool HEREBY GIVE NOTICE that, in consequence of transfer of ownership, I have applied to the Ministry of Transport ander Section 47 of the Merchant Shipping Act, 1894, in respect of my ship ms. "EMPIRE TRINIDAD," of Glasgow. "EMPIRE TRINIDAD," of Glasgow, official number 169453, of gross tonnage \$217.08 tons, of register tonnage 4765.69 tons, heretofore owned by the Minister of War Transport, of Berkeley Square House, Berkeley Square, London, W. 1, for permission to change her name to m.s. "REGENT LION," to be registered in the said new name at the Port of Liverpool, as owned by The Bearcreek Oil & Shipping Company, Limited.

as owned by the hearcree off a Shipping Company, Limited.

Any objections to the proposed change of name must be sent to the Registrar-General of Shipping and Seamen, Llantrisant Road, Cardiff, within seven days from the appearance of this advertisement. Dated at Liverpool, this 8th day of May

S. SLOBOM.

PROPOSAL TO CHANGE A SHIP'S NAME

I, L. V. WILLIAMS, Secretary of The Bowring Steamship Co., Ltd., of 52, Leadenhall Street, London, E.C. 3, HEREBY GIVE NOTICE that, in consequence of transfer of ownership, I have applied to the Ministry of Transport, under Section 47 of the Merchant Shipping Act. 1894 in respect of my ship Act. 1894, in respect of my ship ms. "EMPIRE JET." of Glasgow, official number 168683, of gross tonnage 8133.71 tons, of register tonnage 4728.14 tons, heretofore owned by the Minister of War Transport, of Berkeley Square House, Berkeley Square, London, W. 1, for permission to change her name to m.s. "REGENT JAGUAR," to be registered in the said new name at the Port of London. the said new name at the Port of London, as owned by The Bowring Steamship Com-

pany, I.td.

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

Dated at London, this 8th day of May, 1946.

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FRIDAY, MAY 10, 1946

High Water, London Bridge ... 10 39 23 09

 High Water, Liverpool
 ...
 ...
 08 00 / 20 46

 Sun Rises
 ...
 05 16
 Sun Sets
 ...
 20 38

 Moon Sets
 ...
 03 53
 Moon Rises
 ...
 14 20

 The above times are B.S.T.

TO-DAY'S WEATHER Meteorological Office Forecast

ending midnight to-night:-

General Inference: An anti-cyclone over Scotland is extending South- If a recurrence of such a slump is to Eastwards and a depression off North- be avoided on this occasion, it will be West Spain is almost stationary. Weather will be fair or fine in most districts, but there is a chance of some thundery rain in the South-West. It vill be rather cold in the East and South, rather warm elsewhere.

Further outlook for the British decent standards of employment.

HARWICH-ZEEBRUGGE SERVICE

L.N.E.R. to Repurchase Train Ferry

The London & North Eastern Railway have agreed to repurchase their Train Ferry No. 1 which was acquired by the Government during the war. This vessel, renamed Princess Iris, while on naval service, is the only surviving unit of the L.N.E.R. train ferry fleet which operated the Harwich-Zeebrugge service. She is being handed over to John Brown & Co., Ltd., Clydebank, for reconditioning, and, it is anticipated, will be available for teopening the service in about two months' time, in advance of delivery of the new train ferry, a contract for which has already been placed with the Clydebank firm.

PORT OF LONDON TRAFFIC

The number of vessels using the Port of London during the week ended May 4 was 405, representing 539,222 tons net (excluding certain vessels trading regularly with coastwise ports). Of these, 202 vessels, of 366,943 tons net. were to and from Empire and foreign ports, and 203 vessels, of 172,279 tons net, were engaged in coastwise traffic.

A SHIP'S NAME

International Action the Only Solution

SHIPPING PROBLEMS

I.L.O. REPORT FOR SEATTLE CONFERENCE

The text has now been issued by the International Labour Office, Montreal, of the Director's report, which will be the first item on the agenda of the forthcoming International Maritime Conference, to open at Seattle on in the shipping world before the war June 6.

That shipping is one of the most tions. international of all industries and therefore one in which international competition plays an extremely important part needs no demonstration. which seafarers' conditions of employgenerally admitted that there is still room for improvement in many respects even in the most advanced countriescompetitive situation. Shipowners naturally tend to oppose improvements which, although recognised by them as desirable in themselves, would in their opinion so greatly increase their operating costs that they could no longer compete successfully on the world market. On the other hand, just because the industry is essentially international and highly competitive, it is particularly necessary to ensure that competition is not carried on, as it often has been in the past, at the expense of the seafarers and by exploiting them.

The war put a tremendous strain on the shipping of all the United Nations L. V. WILLIAMS, and, in spite of the unprecedented amount of new tonnage built, which greatly outstripped losses, the lack of adequate shipping space remained a serious problem up to the end of the war and even after hostilities had been terminated. This meant Government control both of men and of shipping. The Director then goes on to discuss the various manning pools set up by the maritime nations, together with their conditions of service, and also touches upon the shipping pools, the United Maritime Authority and the decision to continue a certain degree of control after the end of U.M.A. last March. The decision to continue a certain degree of control of shipping and thus gradually taper off the operations of U.M.A. instead of ending them abruptly would seem to be wise, he adds. There is a natural desire for a resumption of freedom of operation, but on the other hand the immediate return to unbridled competition at the old of the Birst world war had di astrous consequences, from which the shipping industry was only beginning to recover when the second world war

was already looming on the horizon. In 1933 it was estimated that the following proportions of the tonnage owned by some of the leading maritime countries were laid up: United States, 30 per cent.; France, 29 per cent. Advance forecast for the 18 hours the Netherlands, 26 per cent .: Norway, 17 per cent.; United Kingdom. 16 per cent.; Japan, only 5 per cent. essential to reach some international understanding concerning the distribution of the available shipping, the laying up of old or unsuitable ships, new building programmes, the alloca-

CHANGE IN BALANCE OF

OWNERSHIP Turning to post-war problems, the Director states that it is a commonplace that the war has effected a revolution in the ownership and control of the world's shipping. Before the war British shipping was roughly twice that of any other country, and equal to the combined tonnage of the United States and the Scandinavian countries. The pre-eminence of British shipping had already been seriously affected by the loss of 37 per cent, of the fleet in the war of 1914-18; in June, 1914, the United Kingdom owned nearly 42 per cent, of world shipping, but in June, 1918, only 34 per cent. clative decline continued in the years between the wars, the British proportion of world tonnage falling from 34 per cent. to 26 per cent. By 1945, when world tonnage had risen to some 7 millions, the share of the United Kingdom had fallen to 18 per cent. In the course of the recent war Great Britain lost 82 per cent. of her pre-war fleet; in June, 1945, it was estimated that her merchant fleet was 66 per cent. of the 1939 tounage. Similar losses

were suffered by many other countries.

The other side of the picture is the tremendous increase in the volume of able as sources of employment, they United States tonnage. The United States emerged from the war with effect upon the trade figures of the her gross tonnage nearly five times ports. greater than in 1939, and equivalent to more than one-half of the total pre-war tonnage of the world. Moreover, many of these ships have a high speed and are capable of carrying considerably more cargo in the course of a year than could have been carried by a similar tonnage of pre-war ships. Empire possessed 2347 ships, aggrega-

ting 56,797,700 tons d.w., compared | with 1401 vessels, of 12,100,200 tons d.w., in 1939.

The situation outlined above, the Director goes on, means that the United States now have a large volume of shipping in excess of their requirements, while most other countries have fewer ships than they consider necessary. It is small wonder that the question of what the United States will do with their surplus shipping is exciting interest in all maritime countries. The problem has political aspects States will undoubtedly continue to be great maritime power. The other countries which held leading positions follows:

In the United States two trends of thought have manifested themselves to direct a fair share of the cargo which been no fresh developments in the outduring and since the war. On the one they control to the South Wales ports, ward section. hand it has been claimed that the portant part needs no demonstration. United States must retain "a para-the Director states. The extent to mount position" in shipping, or "be these ports. a number one maritime nation for all ment can be improved—and it is time." or at least that it should have any measures designed to improve the a fair share of the world's ships" the claim has frequently taken the form of asserting that the United States has a right to carry half of its own must therefore depend even more than foreign trade. Those who oppose this wherever possible. in shore industries on the international trend of opinion argue that the policy of claiming an increased share in the established as quickly as possible carrying of their foreign trade might.

6. Shipowners should be approached carrying of their foreign trade might, in the long run, proved detrimental to United States commerce in general. It tute new services where necessary. is concluded that the United States must choose between its pre-war share formed when local firms are instructed a larger share of a greatly reduced than at South Wales ports. volume, and it is suggested that the must be restored so that it can buy gested. goods which will be transported to it

by the merchant navies of the world. involved, and that a unilateral decision by any one of the leading countries on any of the major problems also be asked to ping industries of several other charges.

ountries. It must therefore be hoped 11. The railway company should be that these problems will be solved by operation. If not, it is to be feared that there will be a repetition of the docks. chaotic competitive conditions which followed the first world war, and such a situation would tend to prejudice the which the International Labour report. Organisation is seeking to maintain and improve

ELDER DEMPSTER LINES

Rumours Denied

The board of Elder Dempster Lines Holdings Limited have had their attention drawn to rumours of negotiations between their company and the Blue Star Line, and announce that no such negotiations are in progress or in contemplation with this or any other shipping company.

SHIPMATES ASHORE

The "Shipmates Ashore" feature in the B.B.C. light programme totion of trade routes, the avoidance of morrow at 5 30 p.m. will include as rate cutting and the maintenance of guest artists Robert Easton, singer, and Peter Waring, comedian. Clifton Robbins, of the International Labour Office, will describe the machinery of the Seattle Conference in a clubroom

(Continued from next column)

establish a cargo clearing house to collate such information. It is convinced that the export particulars thus made available will be most valuable material with which to approach liner owners for increased or additional ocean services. Despite any differences of port custom in the division of responsibility for payment of charges local works export costs are materially lower when shipment can be made through a local Therefore, the crux of this matter lies in ensuring that there are sufficient liner services from the South Wales ports to cater for locally produced goods.

NEW INDUSTRIES

The sub-committee appreciate the valuable work being carried out by the the Board of Trade in fostering the establishment of new industries. It is noted, however, that most of the new undertakings are "light industries," and therefore, while immensely valucould not, of themselves, have a large

The sub-committee understand that one of the inducements held out to encourage new works into the area is the proximity to the ports for their export goods. It is pertinent to point out that unless these new industries can be assured of reasonably frequent liner services from their local ports table of the distribution of world their competitive ability in the world's connage shows that in 1945 the British markets will be endangered by the fact that the selling price of their products ting 19.589,000 tons d.w., compared will have to include a long haul to with 2892 vessels, of 23,325,300 tons other ports for shipment. This is an l.w., in 1939, while the United States obvious danger to the national export

SOUTH WALES PORTS

Sub-Committee's Suggestions

COAL EXPORTS ESSENTIAL

The report of a sub-committee of the South Wales and Monmouthshire Joint Ports Committee appointed to report on factors militating against the welfare of the ports is published to-day as well as its economic ones. The United The report, which has been adopted and approved by the parent committee. summarises its recommendations as

are all anxious to regain those posi- tained with the Welsh Parliamentary Party.

2. The Government should be asked Emphasis should be laid on the widen-

3. Co-operation should be offered in present position of the South Wales coal export trade.

shipment at South Wales ports

5. The clearing house should be

to resume pre-war sailings and insti-7. The Committee should be in-

of a large volume of foreign trade and to ship large blocks of traffic elsewhere 8. There should be a change in the former is the more profitable alterna- division of port charges at the South tive. This argument, the Director Wales ports. A suitable method of states, touches on one of the fundamen- setting up a fair division is given in

tal points of the whole question; there the report. Shipowners should be can be no future for shipping except approached to treat South Wales ports n so far as there are cargoes for it to in the same way as other ports and handle. Industry and trade must accept as a charge against freight, therefore he revived everywhere and costs of dock labourage services in the economic situation of every country accordance with the division sug-9. Exporters should inform the

Committee of unfavourable rail rates It is clear, the Director sums up, for South Wales ports, Such informathat the vital interests of most, if not tion should be made the subject of all, of the maritime countries are representations to the Great Western

10. The railway company should also he asked to relieve shippers of might do very serious harm to the ship- at least a proportion of dock labourage

asked to extend to Swanses and Port international consultation and co-Talbot the principle that "town" rates are equally applicable to the

12. The railway company should be asked to accept the suggested system of rating for traffic from the Midlands conditions of employment of seafarers to South Wales ports as set out in the

Regarding coal exports the report states that virtually the present position is that the presentative Welsh coal is now being exported. Shipments are either coastwise or of unrepresentative types for certain European markets, the latter consisting of a high proportion which is not fresh wrought coal and of which supplies will be exhausted in the near future.

The sub-committee recognise that this is a matter which is in the forefront of national policy, and that the problems of the coal trade generally are in the hands of others. theless, the fact remains that to increase the flow of general goods through the South Wales ports, full employment and prosperity will be limited unless something at least approximating to the pre-war tonnage of coal exports is regained.

LOCAL PRODUCTS

Referring to shipment of local works' products, the report states that many liner services operated from the South Wales ports prior to the war. Without exception, these sailings were attracted to the ports to lift the products of local works. In the view of the sub-committee, local works traffic will continue to be the main attraction for liner sailings, whatever may result from the recommendations made in the report for a widening of the area served by the ports.

Prior to the war, many thousands of tons of local works' traffic were shipped each year from ports outside South Wales, owing to the absence or infreoutstanding difficulties experienced in attempting to improve that position was the lack of authentic information regarding traffic available for shipment to a particular market from South Wales works, at any one time.

The sub-committee note with satisfaction the proposed intention to

(Continued in preceding column)

FREIGHT MARKETS

Many Unfilled Orders

By Our Own Correspondent

THE BALTIC, Thursday Although few fixtures are reported to-day, there is a keen demand in practically all sections of the freight market, and the number of unfilled orders is steadily accumulating. There are reports of another vessel having been fixed on time charter for delivery 1. Full co-operation should be main- this side and redelivery South Africa, and also of a steamer of about 7500 tons for Far Eastern trading. There have

In the River Plate market it is rumoured that two vessels have been fixed for the homeward run, but details are not yet available. Tonnage is required for Portugal, and for June loading 80s, is offering for maize to 4. Local exporters should stipulate Holland, while the Dutch Government are still inquiring for a vessel for a full cargo of linseed from Montevideo. Brazilian charterers are making very little progress with their numerous inquiries, and there are no reports of any business having been concluded for Chilian nitrate.

The North American department is decidedly quieter. There have been reports of another vessel having been chartered for sugar from Cuba to Bordeaux/Dunkirk, although it is believed that these relate to business already reported. In the meantime it is understood that tonnage has been fixed to Holland at 78s., subject to licence. Grain cargoes are moving off on account of the authorities, there is a sustained demand for sulphur from the Gulf. No business is reported from Aus-

tralia, although charterers are still open for a variety of cargoes, and ore cargoes are offering from both the East and West Coasts of India. Tonnage is reported to be working for sugar from Mauritius to India and also from Reunion to French Mediterraneal ports. A vessel of 9000 tons maximum has been done for coal from Lourenco Marques to West Italy at the schedule rate, and there is a keen inquiry for ore carriers from the principal African exporting centres. A handy-sized ship for the end of this month has been done for phosphate from Sfax to Fin-

FIXTURES

LOURENCO MARQUES to WEST ITALY.-Stmr., 8500-9000 t., schedule rate, coal, end May-June. SFAX to FINLAND.—Stmr.. 5600 70s. per ton. phosphate, May 15-31,

PROVINCIAL REPORTS

From Our Own Correspondents

LIVERPOOL, Thursday Orders are circulating freely but are met by limitations of tonnage for ordinary chartering. A good demand continues for time charter and a 12,000ton steamer has been fixed at 14s. for the voyage out, with delivery Bristol Channel May 15 and redelivery Eastern Mediterranean. A small steamer has been taken for phosphate from Antwerp regardless of success attending efforts to Hull at 19s. 3d., and a 1000-ton steamer for cotton from London to

Liverpool at 20s. CARDIFF, Thursday Quiet conditions rule in the coasting market and shipping is freely available.

Little employment offers in the foreign GIBRALTAR (ldg. Cardiff). - 2200 t.

17s. 6d., ppt. SWANSEA, Thursday In the short coasting trades the smaller tonnage is amply available, chartering being checked by stemming difficulties. Oversea business is also very restricted, with the coal position generally unimproved.

NEWCASTLE, Thursday Scandinavian shippers press inquiries freely, but neutral tonnage holds off and there is almost a total lack of definite cargoes. Home coast carly loading turns are scarce. Late orders are numerous but tonnage is not quency of liner sailings. One of the pressing. Trading for the coaling and other deep water ports is idle.

> Mr. W. Clifford Shields, Jnr., vice. president of the American South African Line, Inc., is on a visit to London, and his address is c/o John T. Rennie, Son & Co., 1, Bury Court, St. Mary Axe, E.C. 3. (Telephone: Avenue 5965.)

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LAW REPORT

ADMIRALTY DIVISION

[IN PRIZE] Thursday, May 9, 1946

IN RE S.S. "HANSA" Before the PRESIDENT (Lord Merriman)

A claim came before the Prize Court to the s.s. Hansa by the Glen Line,

Mr. Owen L. Bateson, K.C., and by Messrs. Bentley Stokes & Lowless, Principal Office:
NEWCASTLE-UPON-TYNE, Collingwood Buildings agents for Messrs. Allsop & Co., Liveragent offices: GLASGOW-94, Hope St., C.1

Principal Office:

NEWCASTLE-UPON-TYNE, Collingwood Buildings agents for Messrs. Allsop & Co., Liveragent offices: GLASGOW-94, Hope St., C.1

Mr. Barrson explained that the Hansa was taken by the Germans in Denmark. The claimants in 1937, hrough the Ocean Steamship Company, entered into a contract to build this vessel for a Copenhagen firm. She was launched but not completed before the German occupation of Denmark. All the instalments had been paid but the Germans first as a merchant ship, Naval Prize Act, 1864, said: which she was, and then to 1944, as a merchant cruiser. She was in that condition when surrendered at Kiel to the 21st Army Corps. Brought to this country, she was seized as prize at Methil, on June 12, with a protest against seizure by her then master. The writ was Aug. 14, 1945, appearance in September, and an agreement followed by the Procurator-General to release the vessel to the Glen Line on terms. The ship had passed to the Crown on requisition and on her return to the Admiralty Marshal she was to be released. A summons before the Registrar stood adjourned to the Court, seeking release under the agreement, and there was also a claim by the Glen Line to the Court for the

The PRESIDENT said there would be question, in one alternative, how far the Court was bound by the Naval Prize Act and the Rules.

Mr. Bateson said he asked first, on the summons, for the ship under the agreement; he wished to make good the point that without inquiring into more than the agreement, there was power in the Court to release. On the evidence of the contract and avoid condemnation of the vessel as prize.

The PRESIDENT observed that there might be the possibility that the property was in some Danish owner.

Mr. BATESON contended that if the claimants had property in the vessel at the time the Germans took her over the Court might give effect to the ngreement.

The President said he gathered Mr. Bateson wanted a pronouncement on the contract or a judgment of the

Methil was on June 12 last and the the Treasury Solicitor. The case was forth " of the Salerno as a ship of war. appearance in September. The agree- one of considerable importance, for, ment was formulated in a letter from the Procurator-General to the solicitors of the Glen Line on Mar. 4 last and accepted by the solicitors on Mar. 13. The summons was dated Mar. 1

When the President asked how the it, Mr. Bateson said the Ocean Steamship Company was the company which entered into the contract to build the of the Ocean Steamship Company.

The President: What you are saying is that because somebody in the
Procurator-General's office has come to
the capelusion that the ship ought to be the conclusion that the ship ought to be observations were most helpful. released, I am bound, without any inquiry further, to release her. That is the naked statement. Mr. Nesbitt has by the Ellerman's Wilson Line, Ltd., argued for it before and I suppose he and was registered at Hull. She was is now going to argue against it.

Mr. NESBITT said no; he should accept an order of the Court that the against it. If the Court said release, he at once, for the Procurator-General.

correspondence and affidavits, observed that he should be disposed on the effect that the German Imperial Comevidence to say that this might be a proper case for release, but that would ship and cargo. On Oct. 4, 1940, there not be releasing the vessel by virtue of

Mr. Bareson mentioned that the purand the date of the contract, Sept. 3, 96 per cent. The price of her hull was £342,830 and of the machinery £95,170. These and other relevant facts were poken to in an affidavit by a Liverpool Jan. 11 and Apr. 12, 1941. hipowner-Mr. Roland Hobhouse Thornton, of India Buildings, Water used as a ship of war?

Street, Liverpool. Mr. NESBITT thought that on capture vessel automatically fell to the Crown. The PRESIDENT pointed out that the

hip had been used against the Crown. She might have to be looked at from the point of view of prize.

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And at GOOLE, GRIMSRY and HULL The Procurator-General took out a country with a Prize crew. On Apr. 6, 1945, she was seized in Prize by the Country and Prize by the Procurator-General took out a country with a Prize crew. On Apr. 6, 1945, she was seized in Prize by the Procurator-General took out a country with a Prize crew. On Apr. 6, 1945, she was seized in Prize by the Procurator-General took out a country with a Prize crew. On Apr. 6, 1945, she was seized in Prize by the Procurator-General took out a country with a Prize crew. On Apr. 6, 1945, she was seized in Prize by the Procurator-General took out a country with a Prize crew. On Apr. 6, 1945, she was seized in Prize by the Procurator-General took out a country with a Prize crew. summons asking the Court to release Chief Preventive Officer in Customs. to that claimant, the Court was not On July 16 an affidavit of seizure was entitled to ask the Procurator-General made and on Aug. 21 the writ in Prize to show that he was entitled to the prize on adjudication. was taken out by the Procurator-General. On Aug. 27 she was released

Court could order release without pro- of his Majesty, appearing by the Minisceeding to adjudication.

The PRESIDENT supposed Mr. Nesbitt would argue that the Court was bound asked that the vessel be released to to release by virtue of the agreement the West of England Mutual War only, though the facts were conclusive Risks Association, Ltd., on payment against claimants. Given an agree- of the Marshal's expenses and the ment, the Court was not entitled to usual Court fees. On Apr. 9, by special inquire into the facts.

that, if the vessel had been fitted, when the release of the ship be made to the taken, with heavy guns and torpedo Club or alternatively the Ellerman's tubes, it might be said that the pro- Wilson Line. perty would pass immediately to the Mr. Mocatta submitted (1) that, by Crown, but it was a curious situation reason of the fact that the Procurator-I the Crown could not, at its own General agreed, the Court should desire, give effect to its desire to hand order the release of the vessel to his Maurice E. C. Rena (instructed the ship over to the original British clients whatever the facts; (2) that he owners

was ever seized in Prize by anyhody?

Mr. Bateson said she was not so seized by the Germans. Application whether the Salerno became a ship of had been made at the Hamburg Prize war. Court, and nothing was known of any proceedings there against her. The contention, I do become a ship of war, Germans did not requisition any vessels then I become the property of the in Denmark, regarding Denmark as a Crown on recapture. The Crown, conthe last, due on delivery, so that the because the Germans regarded Danish claimants had a lien. She was used by waters as neutral Sort 40 feet. no seizure of the Hansa as Prize is in the Crown. waters as neutral. Sect. 40 of the was an awkward point. The Crown

"Where any ship or goods belonging to any of her Majesty's subjects, after being taken as Prize by the enemy, is or are retaken from the enemy by any of her Majesty's ships of war, the same shall be restored by decree of a Prize Court to the owner, on his paying as Prize salvage one eighth part of the value of the Prize to be decreed and ascertained by the Court, or such sum not exceeding one eighth part of the estimated value of the Prize as may be agreed on between the owner and the recaptors, and approved by order of the Court: Provided, that where the recapture is made under circumstances of special difficulty or danger, the Prize Court may, if it, thinks fit, award to the recaptors as Prize salvage a larger part than one eighth part, but not exceeding in any case one fourth part, of the value of the Prize."

The next paragraph ran:—

The next paragraph ran:

"Provided also, that where a ship after being so taken is set forth or used by any of her Majesty's enemies as a ship of war, this provision for restitution shall not apply, and the ship shall be adjudicated on as in other cases of Prize."

Mr. Bateson submitted that nothing had happened to the Hansa beyond a military requisition of the vessel Sect. 40 of the Naval Prize Act did not apply to this case. The Court, claim, if necessary, he wished to tender therefore, had power to order the release of the vessel on terms.

The PRESIDENT said he found that Sect. 40 did not apply, and on the facts of this case, as Mr. Bateson had established them, the Crown consenting, the Court ordered that this vessel be released to the Glen Line.

THE "SALERNO"

In this case Mr. A. A. Mocatta (instructed by Messrs, Holman Fen-wick & Willan) appeared for the West a vessel was a high-powered fighting

apart from the case of the Hansa, that vessel had been taken over by the was the first of a number of cases where Lords Commissioners of the Admiralty British ships captured by the Germans and fitted out, the case became diffiin 1940, having been recaptured by the British in 1945, came before the Court of Mr. Mocatta. This had certainly for decision. There was a number of to be borne in mind in the case of a Ocean Steamship Company came into other cases, about 10, where the facts vessel fitted to carry torpedoes. The were very similar. Those instructing Court would hear Counsel on a future him were concerned to obtain the occasion on the problem of a ship actrelease of the ship in the proper way, ing as a vessel of war. ship and the Glen Line was a subsidiary to which the Procurator-General agreed. The summons came on before Salerno was adjourned. The President: What you are say-the Registrar on Feb. 7 last. He reserved his judgment, and on Mar. 29

The Salerno, said Mr. Mocatta, was a small steamer owned before the war of 870 tons gross. On Apr. 15, 1940, she was captured by the Germans, when proceeding from Bergen to Hull ship be released, saying nothing On Apr. 19, 1940, the Ellerman's Wilson Line gave notice of abandonment to the present claimants, who had insured her for war risks. On June 12. The President having looked at the 1940, the Hamburg Prize Court made kind of preliminary order to the missioner be allowed to dispose of the was a final judgment of the Hamburg the Procurator-General's agreement and cargo as confiscated for Germany.

Mr. NESBITT said the Crown were chase price of the Hansa was £435,000 re-insurers in the case to the extent of

Mr. Mocatta said further that the total loss on the Salerno was paid out by three instalments-on Oct. 14, 1940,

The PRESIDENT: Was this vessel Mr. Mocarra: That is a matter to be

determined on the evidence. I shall submit "No." She appears to have been used for towing torpedo targets. On June 2, 1945, said counsel, the On June 2, 1945, said counsel, the Sugnall Street, Liverpool, who supplies they can get. There is keen described himself as a labourer, was forde, on the Baltic coast some miles of gas and coking remanded in custody for one day at scott's, Marcon and Bentley Codes Mr. Nesbitt observed that he would north of Kiel. She was captured by be prepared to argue that, if there was the British Forces and sent back to this

try of War Transport.

The summons, said Mr. Mocatta, leave, the Ellerman's Wilson Line Mr. Bateson made the comment entered an appearance to argue that

was entitled to the release of the vessel The PRESIDENT asked if the Hansa under Sect. 40 of the Naval Prize Act as altered by the Prize Salvage Act, 1944. The PRESIDENT said that depended

Mr. Mocatta: If, contrary to my neutral country and judging that Prize senting that the vessel be released to must be captured on the high seas or my clients, your Lordship should accede in enemy ports. There was apparently to that request as soon as the property

> The PRESIDENT remarked that that seized the ship and brought her into

argue if the ship was not a ship of war, the applicant was entitled almost as of right under Sect. 40 to restitution on agreeing to paying salvage, which would not be claimed. If the Court said the ship was a ship of war it followed that the property already belonged to the Crown, and the Crown had decided that the claimant should have it.

The PRESIDENT: But the question is whether the Crown or this Court decides that.

Mr. NESBUTT: Your Lordship has ilways held that where the property has been condemned to the Crown, the Crown can hand it over to whomsoever it will. It is immaterial whether the ship was fitted out as a ship of war or was not. The Procurator-General, having submitted to a release, the Court ought to make an order accordingly.

The President: Does it signify if

the contract or a judgment of the Court in his favour on the claim.

Mr. Bateson: I say that on the agreement the Court is entitled to release. The ship is not under requisi
Mr. Mocatta said a summons was preceding practice from Cromwell's The ship is not under requisition now.

Mr. Bateson went on to say that the seizure of the vessel by the Customs at the Traceumy Schrift and the Salerno, that course seizure of the vessel by the Customs at the Traceumy Schrift and the Salerno with the Traceumy Schrift and the Salerno with the Traceumy Schrift and the Traceumy Schrift and the Salerno with the Salerno with

The President insisted that once a

The hearing of the case of the

TEN GERMAN SHIPS CONDEMNED Mr. J. P. ASHWORTH (for the Procurator-General) asked his Lordship to condemn 10 German ships, two of which had cargoes on board. They were all seized in German ports during June, August, September and October of last year, following the collapse of

German armed resistance.

The ships were the s.s. Rudolf Albrecht, of Hamburg, 3817 tons; motorship Esmeralda, of Bremen, 6446 tons, which was carrying a cargo of 1840 tons of iron ore; s.s. Robert Sauber, of Hamburg, 2515 tons, carrying a cargo of 2300 tons of wharf construction material, and two marine engine cylinders; motorship Gabelsflach, of Kiel, 692 tons; s.s. Wandsbek, of Hamburg, 2388 tons; 8.8 Hendrik Fisser 6, of Emden, 1923 tons: motorship Binz, of Swinemunde, 715 tons; motorship Howacht, of Kiel, 603 tons; motorship Poel, of Wilhelmshaven, 679 tons, and the s.s. Walter Raw, of Bremen, 13,751 tons. His LORDSHIP made condemnation orders in each case.

SEAMEN'S POOL PAY CHARGE

Man Remanded

From Our Own Correspondent LIVERPOOL, Thursday

remanded in custody for one day at coal Liverpool on a charge of breaking and entering the offices of the Shipping Federation, Mariners Parade, Liverpool, and stealing National Health stamps and £2860 17s. cash, total value £2955, belonging to the Shipping Wederation, Ltd., on May 2.

LLOYD'S LIST Friday, May 10, 1946

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From Our Own Correspondents

SWANSEA

With current production mainly taken up under contract engagements there is little fresh business in anthracites. The lower grades of big vein large are well stemmed on home account and red veins are moving off briskly. Semi-anthracite descriptions are being more widely used for industrial purposes and are rather firmer.

NEWCASTLE

Iron and steel requirements make sustained demands on Durham industrial cokes and producers have considerable business on hand for blast furnace and foundry sorts, steel Wdowicki (31), a Pole, of makers and founders taking all the

HULL

There is continued pressure from all directions for supplies, but as the major portion of production is absorbed by the many priority claims from inland prize on adjudication.

Mr. Bateson interposed that no document was before the Registrar except the summons and he thought the Mr. F. W. Austin, prosecuting, said consumers few new orders can be con-

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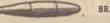
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LMS

Wanford, Herts.

Chief Commercial Manager, LMS Headquarters,

Docks and Marine Manager, Southampton Docks.

SR

STOCK EXCHANGE

Further Rise in Prices

A very firm tone continued to rule in most departments of the Stock Exchange yesterday. There was a maintenance of the demand for British Government stocks, which closed 1-16 to 3 up, the 4 per cent. Funding showing the larger movement at 117%. Home railway Ordinary stocks were steady to firm, the outstanding movement being a further rise of 3/4 to 583/4 in Great Western.

Shipping issues continued to move in favour of holders. R.M. Realisation improved 9d. to 13s. 9d., while gains of 6d. were recorded in Furness, Withy to 32s. 6d., Orient to 62s. and Coast 6½ per cent. Preference 28s., the 6 per cent. closing 3d. up at 26s. 6d. Union-Castle were also 3d. better at 32s. 6d.

There was a maintenance of the demand for shipbuilding, iron, coal and steel shares, and prices continued to move upwards. Swan, Hunter Wilcox 9d. to 63s. Settle, Speakman advanced 2s. 6d. to 32s. 6d., Staveley 1s. 11d. to 43s., while several other shares were 6d. to 1s. dearer, Bolsover Colliery Second Preference showing the

larger change at 29s. 6d. Commercial and industrial issues were again active, and although some irregularity was in evidence the general tone was firm. Good buying of oil shares was reported. Canadian Eagle advanced 1s. $4\frac{1}{2}$ d. to 35s. $1\frac{1}{2}$ d., the 8 per rent. Preference 2s. 3d. to 35s., Anglo-Iranian 1-16 to 5 3-16, Trinidad Leaseholds a like amount to 5 7-32, while Burmah at 3 9-16 and Shell at 4 3-16 were each 1-32 up.

GENERAL STEAM NAVIGATION COMPANY, LTD. — The directors recommend a dividend of 10 per cent., less tax, for the year ended Dec. 31 last, against 5 per cent.. free of tax, for the previous twelve months.

JOHN I. THORNYCROFT & CO., LTD.—The directors have decided to pay the following interim dividends on account of the year ending July 31, 1946. less tax: 3 per cent. on the 1944. Cumulative Preference shares; 33 per cent. on the Participating Preferred further expansion during the year, but Ordinary shares; and 5 per cent. on the I would again ask you to use your Ordinary shares. Similar payments influence in supporting this part of were made in the four previous years. Warrants will be posted on May 27.

NEWTON, CHAMBERS & CO., LTD .- Final dividend of 10 per cent. on Ordinary and Preference shares. making 15 per cent. (same) for the year. The gross trading profit and income from investments for the year ended Dec. 31 last was £217,524, against £249,809. The net income was £99,350 (£99,490), allocated to reserve £30,000 (same) and increase in carry forward £20,316.

PHŒNIX ASSURANCE COM-PANY, LTD.—The report for 1945 states that in the fire department the net premiums amounted to £4,237,763 (£3,829,041). The claims paid and outstanding amounted to £2.194.626, or 51.8 per cent. of the premiums. The commission and expenses, including Dominion and foreign taxes, amounted to £1,842,986. or 43.5 per cent. of the premiums. After adjusting the reserve of 40 per cent. for unexpired risks £49,535 has been transferred to profit and loss account. The fire funds amount to £1,696,000. In the accident department, the net premiums £4,627,727 (£4,057,930). The claims paid and outstanding amounted to £2,324,015, or 50.2 per cent. of the premiums. The commission and expenses, including Dominion and foreign taxes, amounted to £1,929,123, or 41.7 per cent, of the premiums. After adjusting the reserve of 40 per cent. for unexpired risks £146,587 has been transferred to profit and loss account. The accident funds amount to £1,852,000. The net premiums in the marine department amounted to £1,399,681 (£1,824,215). The claims settled in respect of 1945 amounted to £342,425. The expenses, including Dominion and foreign taxes, amounted to £214,427, and £515,000 has been transferred to profit and loss account. The marine funds amount to £2,917,616. The sum of £751,123 (£774,982) has been transferred to profit and loss account from the fire, accident, marine and capital redemption accounts. Interest (net of tax) amounted to £383,738 (£312,218). The directors recommend a dividend of 12s. per share, less tax (same) for the year. together with a special distribution (non-recurrent) of 1s. 2d. per share, less tax, in respect of Dominion income tax relief. The sum of £331,650 has heen set aside for the dividends payable in 1946, and £32,243 in respect of the special distribution. The balance of the profit and loss account to be carried forward is £1,619.578 (£1,546.275).

The Bank of Montreal announce the appointment as director of Mr. Charles J. Burchell, K.C. Mr. Burchell is well known for his public service as High Commissioner Canada to Australia, Newfoundland and South Africa and as legal adviser to the Canadian Government. He has been a delegate member of several important international conferences and is a director of leading Canadian industrial concerns.

Company Statement

ALLIANCE ASSURANCE COMPANY, LTD.

Very Satisfactory Results

The annual general court of the members of the Alliance Assurance Company, Ltd., will be held at the offices of the company on May 22, 1946. The following is an extract from the

review by the chairman, Mr. RICHARD DURANT TROTTER, which has been cirulated with the report and accounts: In the life department, the net new

business completed during the year amounted to £1,761,499, in comparison with £1,399,439 in the previous year and £1,210,839 for 1943. This expansion is still continuing. At the close of the year, the "Alliance" Life and Annuity Funds amounted to £23,689,711. in comparison with £23,415,196 on Dec. 31, 1944.

In the fire department I have pleasure in reporting that the net premium income has further increased to £2,685,215. which is £127,412 more advanced 1s. to 59s. and Babcock & than it was in 1944. The claims and contributions to fire brigades show an increase at £959.251, as compared with £775,953, but after adjusting the reserves for unexpired risks the sum of £516,079 has been carried to profit and loss, which I think you will agree is a very satisfactory result, particularly bearing in mind the fact that fire losses in this country were generally heavier than in 1944 and that the cost of individual claims has increased as a result of enhanced values and increased

cost of repairs. In the accident department the net premiums, amounting to £1,419,441, show an increase of £104.250 over those of 1944. The results of the year, after adjusting the reserves for unexpired risks, disclose a surplus amounting to REPORTS AND DIVIDENDS £174,794, which has been carried to profit and loss account.

In the marine department we have now closed the underwriting account for the year 1943. This produced a surplus of £326.611, which is substantially in excess of the figure for the 1942 account. After setting aside £64.697 to meet further claims, balance of £261,914 has been carried to profit and loss. The premium income in the department, at £921,468, is less by £124,276 than the premiums for

The trustee department has shown our activities.

Finally, I think you will agree with me that the results of the year's business are very satisfactory.

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MONEY MARKET

Moderate Demand for Bills

There was a good inquiry for loans yesterday, but supplies proved sufficient, and borrowers were able to satisfy their needs at ½ per cent. In the discount market a moderate demand for July Treasury bills was again in evidence. Foreign exchange rates and silver prices were unaltered.

COMMODITIES

GRAIN

LONDON (Baltic Exchange), Thursday WHEAT.—Only very small supplies of Canadian grades were offered to the Control at unchanged prices. Australian, in bulk, May-June, 64s. 6d. per 480 lb., f.o.b. MAIZE.—Prices were nominally dearer, but no actual offers were submitted. Argentine, 1946 crop, September shipment from up-River ports, 88s.; and from down-River ports, 89s. 9d. per 480 lb., f.o.b.

FOREIGN PRODUCE

LONDON (Mincing Lane), Thursday SPICES.—CLOVES.—Quiet and prices nominal. Zanzibar spot 1s. 1d. per lb. sellers, c.i.f. May/June 9½d. (buyers' icence) afloat 11½d. per lb., sellers. PIMENTO.—Quiet. Spot 1s. 3d. per lb., sellers. (HILLIES.—Quiet but steady. Mombas, spot 1458, per out sellers. Mombasa spot 145s. Per cut, sellers. MACE.—Steady. West Indian pale spot 5s. per lb., nominal.

JUTE.—Quiet and somewhat easier.
Daisee 2/3, May/June shipment, £42 5s.

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ox COPPER.—Electrolytic and wire bars OILS AND OILSEEDS

LONDON (Baltic Exchange), Thursday
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NEWMAN INDUSTRIES LIMITED, YATE BRISTOL ENGLAND

LLOYD'S LIST Fri., May 10, 1946

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Carthage Victory.

May 8 Pearl Harbour
PEARL HARBOUR SD
Seneca Castle, May 6
Los Angeles
KAHULUI SD
John P. Harris, May 4
Pearl Harbour
Pearl Harbour

Dashing Wave
San Francisco
Dashing Wave
San Diego
Los Argeles
KINGSTON, Ja AR
Tetela, May 7

Tetela, May 7

San Francisco
Dashing Wave
The Downs & Barranquilla
KINGSTON, Ja AR
Tetela, May 7

Tetela, May 7

Tage Washington
George Washington
SAN JUAN, PR SD
MAYPORT
Zacapa, May 8
The Downs & Bremer-haven
JACKSONVILLE SD
The report of the sailing of the Zacapa on May 7 for Tampico Tornus, Apr 30 Abadan Nevasa, May 3 Matang Penang Penang Pe Brisbane

MIDWAY IS AR
Isaac McCoy, May 7
MIDWAY IS SD
Isaac McCoy, May 7
Portland (Oreg)
HONOLULU AR
Samuel G. Howe, May 7
Marine Phoenix
San Francisco
W. H. Berg
San Francisco
W. H. Berg
San Francisco
HONOLULU SD
James K. Paulding,
May 6 San Francisco
Sea Centaur, May 7
May 8 Pearl Harbour
PEARL HARBOUR SD
Seneca Castle, May 6
Sen

AMERICA, N.&S.

Pacific Coast

L. P. St. Clair

Port San Luis and San Francisco
J. L. Hanna

J. L. Hanna

San Diego
KINGSTON, Ja AR
Tetela, May 7
Stanrealm Vancouver
Vancouver Port San Luis and San Francisco
J. L. Hanna
Portland (Oreg)
Ocean Telegraph
San Francisco
SKAGWAY
SD Tongass, May 3
Sitka
SITKA
SITKA
SD Tongass, May 6
Ketchikan
CHEMAINUS
Forest, May 7
VANCOUVER DIST

Port San Luis and Francisco
San Francisco
Lockout
Talara
Callao, Mollendo, Arica
and Valparaiso
SAN DIEGO
SAN DIEGO
SAN DIEGO
SANTIAGO
SAVANNAH
AR
CIENFUEGOS
SD
John H. Marion, May 5
SAVANNAH
SD
Gienfuegos
SAVANNAH
Gienfuegos
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SAVANNA

LONDON CUSTOM HOUSE

ENTERED IN

Rotation Number, Vessel, Flag, Net Tonnage, Master, From, Station, Agents or Brokers. May 3 348 MONICA, Du, 126, Beelhuizen, Honfleur, Thames Haven, Phs. Van Ommeren (London),

May

1653 CHANNEL QUEEN, Br. 275, Lucas, Jersey & Guernsey, Free Trade Wf., British Channel Islands Shipping 1662 CONFID, Du, 164, Ryvordt, Maassluis, Horseferry Wf., G. A. Tom & Co. 1670 DUURSWOLD, Du, 99, Wungaard, Brussels, Ldn. Dk., Brussels Steamship

71 EGTON, Br. 2535, Readman, Halifax & Boston, Surrey C. Dk., Headlam &

fax & Boston, Surrey C. Dk., Headlam & Son.

1660 EMPIRE SWALLOW, Br, 99, Blackman, Paris, St. George's Wf., W. H. Muller & Co.

1658 FORT SLAVE, Br, 4256, Rudkin, Gdynia, Tilbury Dk., E. H. Mundy & Co.

1655 GRONINGEN, Br, 547, Traynier, Hamburg, Tilbury Dk., Clemt.

1664 JESSMORE, Br, 4194, Bailey, Alexandria, Victoria Dk., Prince Line.

1659 LAPWING, Br, 486, Nicholls, Rotterdam, Victoria Wf., G. S. N. Co.

1657 LEKTOR GARBO, No, 4389, Jansen, Galveston, Royal Albert Dk., American Steamship Lines Agency.

1654 LONDON QUEEN, Br, 428, Grantham, Jersey & Guernsey, Free Trade ham, Jersey & Guernsey, Free Trade Wf., British Channel Islands Shipping

1663 MARIE FLORE, Be, 266, Peelman, Rouen, Symon's Wf., L. Dens & Co. 1656 RIVER FISHER, Br, 451, Roberts, Caen, West Thurrock, S. Cater & Co. 61 SOUTHERN COAST, Br, 411, Williams, Dublin, London Dock, Coast

Lines. 565 SUSSEX, Br, 6516, Almond, Wellington, Royal Albert Dk., J. B. Westray

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

May 7 GERMANY, Earner (tug), Br, 17, Magill, Gravesend, Clemt. May 9

May 9

ANTWERP, Blommersdijk, Du, 4229, Verhoog, Surrey Commercial Dk., Phs. Van Ommeren (London).

CAEN, River Fisher, Br, 451, Roberts, West Thurrock, S. Cater & Co.

CHICAGO, Carmelfjell, No, 715, Vadum, Willson's Wf., Tatham, Bromage & Co.

DORDRECHT, Aldo, Du, 96, Kroon, Tunnel Cement Works, G. A. Tom & Co.

DORDRECHT, Prinses Juliana, Du, 70, Bolhuis, Cliffe Works Wf., G. A. Tom & Co.

Bolhuis, Cliffe Works WI., G. A. Tom & Co.,
DUBLIN, Moss Rose, Br. 342, Bruen,
Instone's Wf., S. Cater & Co.
GHENT, Alouette, Br., 92, Casey, Regent's
Canal Dk., G. S. N. Co.
HAIFA, Malayan Prince, Br., 5288, Fraser,
Royal Albert Dk., Prince Line.
JERSEY & GUERNSEY, Emerald Queen,
Br., 257, McGratton, Free Trade Wf.,
British Channel Islands Shipping Co.
KINGSTON, JA., Jamaica Producer, Br.,
2881, Allen, South-West India Dk.,
Kaye, Son & Co.
ROTTERDAM, Plover, Br., 166, Kelly,
Regent's Canal Dk., G. S. N. Co.
SANTOS via TENERIFFE, Betancuria,
No, 1302, Klocker, West India Dk., Fred
Dessen & Co.

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

May 7

EARNER (tug), Br. 17, Magill, Germany,
Gravesend, Clemt. May 9

ALOUETTE, Br. 92, Casey, Ghent, Regent's Canal Dk., G. S. N. Co. ALDO, Du. 96, Kroon, Dordrecht, Tunnel Cement Wks., G. A. Tom & Co. BETANCURIA, No. 1302, Klocker, Dk. BETANCURIA, No. 1302, Klocker, Santos via Teneriffe, West India Dk.

Santos via Teneriffe, West India Dk., F. Dessen & Co.
BLOMMERSDIJK, Du, 4229, Verhoog, Antwerp, Surrey Commercial Dk., Phs. Van Ommeren (London).
CARMELFJELL, No, 715, Vadum, Chicago, Willson's Wf., Tatham, Bromage & Co.
EMERALD QUEEN, Br, 257, McGrattan, Jersey & Guernsey, Free Trade Wf., British Channel Islands Shipping Co.
JAMAICA PRODUCER, Br, 2881, Allen, Kingston, S.W. India Dk., Kaye, Son & Co.

Co.
MALAYAN PRINCE, Br., 5288, Fraser,
Haifa, Royal Albert Dk., Prince Line.
MOSS ROSE, Br., 342, Bruen, Dublin,
Instone's Wf., S. Cater & Co.
PLOVER, Br., 166, Kelly, Rotterdam,
Regent's Canal Dk., G. S. N. Co.
PRINSES JULIANA, Du, 70, Bolhuis,
Dordrecht, Cliffe Works Wf., G. A., Tom

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with position of lower section of rudder and replacing part or all upper plates and arms. This would be quickest temporary repair to enable vessel to proceed under her own power. Provided stern frame and gudgeons undamaged estimated time required is a fortnight after dry dock could be ready, May 12.—Lloyd's Agent per Salvage Association. (See issue of May 9.)

ARGENTUM .- London, May 9 .- Survey was held at Sunderland on Jan. 10 and subsequent dates in respect of damage subsequent dates in respect of damage to steamer Argentum, stated to have been sustained: Through grounding on Longstone Rock on July 13: Bilge keel one keel plate and seven shell plates were renewed, &c. Through unstated causes: Five bulwark plates were renewed and two removed, faired and replaced. (See issue of July 20.)

ASP (motor launch).—Land's End Radio, May 9.—Following received from master of British steamer Harmatris at 12 50 p.m., G.M.T.: At 12 35 p.m., G.M.T., passed motor launch Asp abandoned in position lat. 49 56 N., long. 04 40 W.

AXEL.—See M. 18 (minesweeper).

poxer.—San Francisco, May 8.—Motor vessel Boxer: Tug Kanak left San Pedro this morning, expecting to reach vessel at 6 p.m. on May 8, terms \$850 per day. Boxer is reported to be leaking slightly, but weather apparently favourable and vessel lies head on to beach.—Lloyd's Agent per Salvage Association. (See issue of May 9.)

camroux III.—London, May 9.—Survey was held at Middlesbrough on Dec. 6 and subsequent dates in respect of damage to motor vessel Camroux III., damage to motor vessel Camroux III., stated to have been sustained through contact with quay while on Government service. Port and starboard bilge keel shell bars and bulb plates were removed, faired and replaced, 10 shell plates renewed, 22 removed, faired and replaced, one grouped and faired in place 18 faired. one cropped and faired in place, 18 faired

CITY OF DERBY. — See "The Dock Labour Trouble in Australia" under "Miscellaneous."

CLAN MACGILLIVRAY.—See "Bales of Hemp in Shed, Liverpool," under Fires."

CLAN RANALD.—Gibraltar, May 9.— Steamer Clan Ranald left here on May 8. (See issue of May 2.)

DEBRETT.—Liverpool, May 9.—Steamer EMPRESS OF AUSTRALIA reports that while in mid-river abreast of Monks Ferry, Birkenhead, she touched lightly abreast of No. 1 hatch, port side, the port quarter of motor vessel Debrett, at anchor, knocking over a projecting gun
pedestal on after deck of the Debrett.
The vessels swung alongside each other
and port wing of bridge of Debrett-came
into contact with after end port side of
forward island of EMPRESS OF AUSTRALIA, causing further damage.
EMPRESS OF AUSTRALIA was found
to be found of spale of Debrett-and proto be foul of cable of Debrett and proceeded away from Debrett stern first at slow speed with tug Egerton fast on port quarter and four tugs alongside starboard side assisting vessel into position. Debrett's cable was slipped and EMPRESS OF AUSTRALIA let go tug roceeded to anchorage (See issue of May 9.)

EL ALAMEIN. — Rhodes, May 1. — Egyptian motor vessel El Alamein, Alexandria for Piraeus, experienced heavy weather on the voyage and put into this port on Apr. 25 with damage to motor. Survey was held, repairs to motor. to motor. Survey was held, repaire effected and vessel proceeded on Apr. 30

ELEANOR BROOKE.-London, May —Survey was held at Sunderland in March in respect of damage to steamer Eleanor Brooke, stated to have been sustained: Through collision with unknown steamer in the North Sea on Feb. 22, 1942: One sheerstrake plate was renewed, one faired in place, &c. Through contact with Corporation, Quay, Sundercontact with Corporation Quay, Sunder-land, on Jan. 10, 1943: Two shell plates were renewed, one faired in place, &c. Through collision with landing craft L.C.T. 516 at Shoreham on Dec. 29, 1944: One forecastle sheerstrake plate was renewed, one faired in place, &c.

ELK HILLS.—Gibraltar, May 9.—Turbo-electric tanker Elk Hills left here yester-day for Abadan. (See issue of May 8.)

EMPIRE CONDICOTE. - See No. 13

EMPIRE CONSTITUTION. May 9.—Survey was held at Hull on Jan. 1 and subsequent dates in respect of damage to steamer Empire Constitution, stated

EMPIRE DOON .- North Foreland Radio May 8. Following received from British steamer Empire Doon (Port Said and Industrial For London) at 6 45 p.m., G.M.T.: Starboard boiler out of action, tubes fractured. Require two tugs for mooring to-morrow as it is not possible to manoeuvre engines on one boiler. (Note.—Empire Doon anchored off Southend on May 9.)

Southern to the state of the st place, &c. (See issues of Dec. 14

EMPIRE SALISBURY -London, May 9 —Survey was held at Bombay in January in respect of damage to tank steamer Empire Salisbury, stated to have been sustained through grounding at Trincomali on Dec. 5. Three shell plates were cropped and part renewed, &c.

EMPIRE WAVENEY,—Liverpool, May 9. -Motor vessel Empire Waveney was placed in Canada Dry Dock this morn-ing. (See issue of May 6.)

FORT LA BAYE .- Talcahuano, May 8 .-Authorities report that Chilian steamer Don Alberto to-day passed tow rope to steamer Fort la Baye and convoy is proceeding to Valparaiso, (See issue of

GENERAL SAN MARTIN.-Rosario, May -Steamer General San Martin re floated on May 5, (See issue of May 6.)

GEORGE D. PRENTICE.—Freetown, May 4. — American steamer George D. Prentice (Takoradi for Philadelphia) was surveyed here on Apr. 15 and subsequent dates in respect of machinery defects Repairs to main bearings, thrust pads and a leaking cooling water pipe in thrust oil well were effected and a certificate of seaworthiness was issued to enable vessel to proceed to Dakar for further examination.

— Dakar, May 8.

—American steamer George D. Prentice has arrived here with main bearing trouble, necessitating removal of shaft; estimated delay 12 days.

GRANGETOFT .- Hull. May 8 .- Steamer Grangetoft (Portsmouth for Bl Attended vessel in Victoria Dock, Attended vessel in victoria Ilock, Hill, to-day with owners' and classification surveyors. Vessel experienced heavy weather; double bottom tanks leaking and water in No. 2 hold. Arrangements are being made for vessel to proceed to Goole for drydocking for further examination and repairs. Solvaga Association nation and repairs. — Salvage Association's Surveyors.

HEDDA LAU .-- Antwerp, May 7. steamer Hedda Lau, Antwerp for Emden, has anchored in Flushing Roads with damage to machinery. Vessel is expected to proceed on voyage to-morrow.

"I Lloyd Anversois."

IMATRA.—Mantyluoto, May 9.—Finnish steamer Imatra, while leaving the harbour at Raumo, outward bound, in tow, fully loaded with props, touched the ground, sprang a leak and was beached.

JAMES JACKSON. - Paris, May Dockers at Havre were to-day fighting fire in four holds of the America fire in four holds of the American steamer James Jackson, recently arrived (from Mobile) with 8216 tons of coal. The vessel was being unloaded when the fire broke out. Unable to remain on deck owing to gas from the burning coal, the dockers this afternoon were using two floating cranes in an effort to unload the remainder.—Reuter.

L.C.T. 516.—See Eleanor Brooke.

LAKE KYTTLE (barge).-London, May 9.—The following information has been received from New York, dated Apr. 22: Barge Lake Kyttle struck a rock or boulder located adjacent to the channel between the Jersey shore and Ellis Island, while she was in tow of the tug NOTTINGHAM. The barge had just completed loading about 3500 tons of bituminous coal at Pier 18, Jersey City, and was in tow of the tug bound for Boston. Apparently the barge struck very heavily and was released by the very heavily and was released by the NOTTINGHAM assisted by the tug Barlow and as she was leaking very Barlow and as she was leaking very badly was towed into shallow water near Pier 14, Communipaw, N.J. The pumps of the barge were run cominuously but she filled and sank on Apr. 14 in about 21 ft. of water. Merritt-Chapman & Scott are endeavouring to raise the vessel. It was first thought possible to pump the barge without discharging cargo, but this procedure proved impossible. Salvors are now attempting to discharge cargo and presently awaiting word from the cargo owners as to what disposition will be made of same.

May 8.—Barge Lake Kyttle, striking bottom in April and sinking while in tow of tug NOTTINGHAM: Twenty-three plates recovery. three plates renew, nine off and 18 fair, floors, centre keelson, frames and brackets part renew, 3000 scattered shell and internal rivets renew, seams caulk, tank steam, clean and test, electric tank steam, clean and test, electric wiring, generator, dynamos and switch-board fixtures part renew, boiler, steam piping, auxiliaries and pumps repair, together with sundry damages. Lowest tender, including dry dock charges, \$62,739.—Salvage Association's Surveyors.

The following cable has been received from New York, dated May 8: Barge Lake Kyttle surveyed by Salvage Asso-**state Ryttle surveyed by Salvage Association and bids obtained, lowest being \$62,739. Believe repairs plus hull proportion of salvage charges will exceed insured value, therefore tender abandonment to underwriters.

LOVSTAD.—London, **OVSTAD.**—London, May 9.—Survey was held at Calcutta on Nov. 30 and subsequent dates in respect of damage to Norwegian steamer Lovstad, stated to have been sustained through grounding while preceding the control of t to have been sustained through grounding while proceeding to Rangoon from Kyaukpyu on Oct. 20. Five bottom shell plates were renewed, one removed, faired and replaced. Five other shell plates were found set up but could not be repaired as No. 4 double bottom tank was full of fuel oil. (See issues of Nov. 3 and 8.)

of damage to steamer Empire Const.

Nov. 3 and 8.)

Nov. 3 and 8.)

M.18 (minesweeper).—Gothenburg, Apr. 30.
—Minesweeper M.18 was in collision during fog on Mar. 20 in Gothenburg harbour with the lighter SHELL 2, in two of the tug AXEL, of Gothenburg, and had port side indented and made water.
The SHELL 2 also sustained some damage.—"Goteborgs Handels och

MASILIA.—Gothenburg, May 2.—Steamer Masilia arrived at Oskarshamn on Apr. 30 "Cotahorgs Handels och Sjofarts--"Goteborgs Handels och Sjofar Tidning. (See issues of May 4 and 9.)

NGAKOA.—London, May 9.—Survey was held at Hull on Dec. 14 and subsequent dates in respect of damage to motor vessel Ngakoa, stated to have been sustained: Through collision with H.M.S. WREN on Feb. 5, 1943: Stem bar was cropped and part renewed, one plate cropped and part renewed, three plates faired in place, &c. Through grounding on Cairnbulg Briggs on Sept. 11, 1945: on Cairnbulg Briggs on Sept. 11, 1945: One keel plate was cropped and part renewed, one shell plate renewed, nine removed, faired and replaced, 10 faired in place, &c. Through striking Corporation Quay, Stockton-on-Tees, on Nov. 27, 1945: One plate was cropped and part renewed, four removed, faired and replaced, &c. (See issue of Sept. 12.)

MICHOLAS D. LABADIE.—Ponta Delgada, May 8.—Steamer Nicholas D. LaBadie has arrived here with cargo of cord on five in all holds except No. 5. coal on fire in all holds except No. 5. (See issue of May 8.)

NONPAREIL .- Glasgow, May 9. - Steamer Nonpareil left here on May 8. (See issue

NOTTINGHAM, - See Lake Kyttle

NO. 8 (lighter).-San Pedro de Macoris May 8.-Lighter No. 8, the property of Compania Azucarera Dominicana, sprang a leak last night and sank with 1200 bags of sugar, the property of Ingenio Porvenir, alongside the pier at Macoris Believe little damage to lighter, but fear only small percentage of sugar can be salved.—Llovd's Agent.

NO. 13 (hopper).-Liverpool. May 9,-Mersey Docks and Harbour Board hopper No. 13, bound down river this morning for dump, came into contact with port side of British steamer EMPIRE CONDICOTE, bound Bromborough, about abreast of mainmast, Both vessels proceeded.

ORANJEPOLDER.—Gravesend, May 9. -Steamer Oranjepolder arrived here today from Flushing. (See issue of May 9.)

PAN GOTHIA.—See Willem Barendsz.

SEVERN ROVER, - London, May 9.-Survey was held at Gloucester on Jan. 8 and subsequent dates in respect of damage to motor tank barge Severn Rover, stated to have been sustained through striking canal banks and bridges and collision with another barge on various dates. Two shell plates were renewed, four removed, faired and replaced, four faired in place, &c.

SHELL 2 (lighter).—See M. 18 (mine sweeper).

SPARREHOLM.—London, May 9. vey was held at Gothenburg in January in respect of damage to Swedish motor vessel Sparreholm, stated to have been Through grounding at Fowey sustained: Through grounding at Fowey Rocks, Florida Strait, on Sept. 16, while proceeding to Havana from Boston, and grounding at Norrsundet on Nov. 8: One plate was renewed, two partly renewed, nine removed, faired and replaced, four faired in place, &c. Through unstated cause: Two plates and three frames were faired in place. (See issue of Nov. 27.)

Survey was held at Gothenburg in February in respect of damage to Swedish motor vessel Sparreholm, Swedish motor vesser Sparrenoin, stated to have been sustained on Feb. 4 while proceeding to Havana from Gothenburg. A fracture found in one shell plate was repaired by electric welding. (See issues of Feb. 9 and

ARMO. — Gothenburg, Apr. 25. — The Finnish icebreaker Tarmo sustained damage to rudder on Mar. 7 but managed to reach Helsinki without assistance Repairs were completed on TARMO. assistance Repairs were compassistance Apr. 5.—" Svensk Sjofartstidning.

ORDENE. — London, May 9.—The owners of the steamer Tordene (Buenos Aires for Liverpool, cargo general) have received the following wireless messages from the master:-

Timed 6 30 a.m.: Fire in Nos. 1 and 2 lower holds. Attempting to make Falmouth, position lat. 45 10 N., long. 11 30 W.

Timed 8 21 a.m.: Fire spreading. Now making Ferrol, arriving daylight

TREVANION.—London, May 9.—Survey was held at St. John, N.B., in February, in respect of damage to motor vessel Trevanion, stated to have been sustained through heavy weather on Jan. 31, Feb. 1 and 3, while on voyage from (ardiff to St. John, N.B. One plate was removed, faired and replaced and two faired in place, and a large number of slack and leaking rivets renewed or made good. (See issues of renewed or made good. (See issues of

TWINK (yacht).—See "Boats Passed" under "Weather and Navigation."

vey was held at Antwerp on Dec. 31 and subsequent dates in respect of damage to Norwegian motor tanker Vardefjell, stated to have been sustained: Through starboard quarter striking pier when entering harbour at Methil on Feb. 24, 1943: One shell plate was removed, friends and starboard plate was removed. entering harbour at Methil on Feb. 24, 1943: One shell plate was removed, faired and replaced, one shell plate and two stringer plates in way faired in place, &c. Through grounding off the mole at Ancona on Jan. 13, 1945: One plate and one frame in way were faired in place. Through contact with wooden fender of pierhead at entrance to Bromborough Dock, ('heshire, on May 15, 1945, while on voyage from Philadelphia to Bromborough: One shell plate was removed, faired and replaced, two faired in place. &c. Through contact with quay in Bromborough Dock on May 16, 1945, when shifting from Bromborough Dock to the Mersey: One plate was renewed, two plates cropped and one new plate fitted in their place, &c. Through touching ground when leaving Salt End, Hull, on Nov. 4, 1945, and being in collision with a tug during manoeuvring on the same occasion: One plate was faired in place. Three other plates, which were found slightly set up, remain to be dealt with. Through striking quay at junction between Kattendijk Dock and Lefebvre Dock, Antwerp, on Jan. 9, 1946: One plate was renewed, one removed, faired and replaced, eight faired in place, &c. moved, faired and replaced, eight faired

WAR BRAHMIN.—Liverpool, May 9.— British tank steamer War Brahmin left here on May 8 for Bermuda. (See issue

WESTERN HILL. — London, May 9. —
Survey was held at Schiedam on Jan. 24
and subsequent dates in respect of
damage to motor vessel Western Hill,
sustained through unstated causes:
Stem was faired in place, two plates
renewed, six removed, faired and
replaced, eight faired in place, &c.

WILLEM BARENDSZ.—London, May 9.
—Survey was held at Gothenburg on Aug. 16 and subsequent dates in respect of damage to motor tanker Willem Barendsz (ex PAN GOTHIA); stated to have been sustained during the war on unknown date. Three shell plates were renewed, one removed, faired and replaced, two faired in place, &c.

William H. Webb: 1181 tons of carginal salved and delivered at Murmansk. (Se issue of Apr. 3.)

WREN (warship).-See Ngakoa.

WEATHER AND NAVIGATION

BOATS PASSED

BOATS PASSED

London, May 9. — The 30-ft, Bermuda rigged yacht TWINK, white hull and mahogany upper works, fitted with a small auxiliary engine, left Brixham for Poole on Apr. 30 and was last seen at about 2 30 p.m., on May 3 heading out to sea from Lulworth Cove.

Land's End Radio, May 8. — Following received from master of British steamer Appledore at 9 50 p.m., G.M.T.: Sighted small boat in position lat. 48 50 N., long. 06 06 W., burning one all round white light, no answer to signals; possibly yacht TWINK.

Washington, D.C., Apr 24.— On Apr. 22, in lat. 46 22 N., long. 28 55 V., steamer Stephen Hopkins passed an

LIFERAFTS REPORTED

Washington, D.C., Apr. 24.— On Apr. 22, in lat. 26 03 N., long. 58 08 W., a wooden liferaft was sighted. On Apr. 23, in lat. 20 43 N., long. 66 50 W., a wooden liferaft was sighted.

DRIFTING BUOY

Land's End Radio, May 8 .-- Following received from British steamer Samark at 3 29 p.m., G.M.T.: Passed small floating buoy in position lat. 47 11 50 N., long. 15 W., at 2 45 p.m., G.M.T.

MINES REPORTED

Land's End Radio, May 6 .- Following Land's End Radio, May 6.—Following received from American steamer Washington at 1 10 p.m., G.M.T.: Sighted floating mine in position lat. 50 59 N., long. 07 11 W., at 1 p.m., G.M.T.
Land's End Radio, May 8.—Following received from steamer Gurna at 7 31 a.m., G.M.T.: Passed floating mine at 7 15 a.m., G.M.T., in position lat. 45 30 N., long. 07 40 W.

07 40 W.

Alexandria Radio, Apr. 13.—Following received from "BPJF": Floating mine observed in position lat. 31 36 N., long. 32 05 E., at noon, G.M.T.

Alexandria Radio, Apr. 14.—Following received from steamer Noah Brown: Passed floating mine at 8 15 p.m., G.M.T., in position lat. 35 17 N., long. 29 29 E.

BALTIC SEA

London, May 9. — The following ice report was broadcast from Sweden on May 8:—

Channel from sea to Karlsborg: Navigation closed. Sea outside Rodkallen: Rift in the ice parallel to coast; navigation closed. Channel to Lulea through Tjuvholms-

Channel to Lulea through Tjuvnoims-sundet: Thick covering of ice; navigation closed. Other Swedish places: Free of ice; navigation not obstructed

ST. LAWRENCE

London, May 9. — The following cable has been received from the Canadian Signal Service, Quebec, dated May 8: Bergs in sight off Amour Point. Heavy open ice with numerous bergs sighted eastwards of Belle Isle. No ice elsewhere.

ATLANTIC WEATHER REPORTS

We have received from the Meteorological Office the following wireless reports dated May 8 from vessels in the Atlantic. The times given are G.M.T.:—

AQUITANIA -6 a.m., 49 06 N., 16 24 W. NNE., strong; intermittent mod. rain bar. 29 74. Noon, 49 24 N., 13 18 W. ENE., strong; intermittent mod. rain

'AIRNVALONA.-6 p.m.,

CAIRNVALONA.—6 p.m., 54 36 N., 20 00 W.; E., mod.; overcast; bar. 30 15.

Midnight, 54 24 N., 21 42 W.; E., mod.; cloudy; bar. 30 15.

CAXTON.—6 p.m., 52 24 N., 36 54 W.;

SE, by E., gentle; partly cloudy; bar. 30 09. Midnight, 51 42 N., 38 12 W.;

SW. by W., mod.; overcast; bar. 29 94.

CLAN MACDOUGALL.—6 a.m., 47 36 N., 07 12 W.; S. by W., strong; overcast; bar. 29 94.

CLAN MACDOUGALL.—6 a.m., 47 36 N., 07 12 W.; S. by W., strong; overcast; bar. 29 92.

COLUMBIA STAR.—Noon, 10 24 S., 01 30 W.; SE, gentle; partly cloudy; bar. 30 00. 6 p.m., 11 42 S., 00 36 W.; SE, gentle; partly cloudy; bar. 30 00. 6 p.m., 11 42 S., 00 36 W.; SE, gentle; partly cloudy; bar. 30 00. 6 p.m., 29 30 W.; E., light airs; overcast; bar. 30 18.

EMPIRE MACALPINE.—6 p.m., 54 06 N., 28 00 W.; E., light; cloudy; bar. 30 21. Midnight, 53 00 N., 29 30 W.; E., light airs; overcast; bar. 30 18.

EMPIRE MACANDREW.—Noon; 49 24 N., 24 00 W.; NNW., mod.; partly cloudy; bar. 29 97.

EMPIRE MACDERMOTT.—Noon, 49 36 N., 25 06 W.; NE., mod.; overcast; bar. 30 03. 6 p.m., 49 36 N., 23 12 W.; N. by E., fresh; overcast.

EMPRESS OF SCOTLAND—6 a.m., 51 00 N., 07 48 W.; ESE., strong; overcast; bar. 29 65.

HEREFORDSHIRE.—Noon, 37 36 N.,

cast; bar. 29 65.
HEREFORDSHIRE.—Noon, 37 36 N.,
09 18 W.; SSW., strong; intermittent
slight drizzle; bar. 29 86. 6 p.m., 36 42
N., 08 18 W.; SSW., fresh; cloudy; bar.

JESSMORE.—Noon, 50 30 N., 01 00 W.; NE., light airs; overcast; bar. 30 12. KELMSCOTT.—Noon, 49 36 N., 33 42 W.; ESE., gentle; cloudy; bar. 30 21.
6 p.m., 50 18 N., 32 24 W.; SE., light airs; partly cloudy; bar. 30 15.
MAHANADA.—6 a.m., 36 06 N., 06 36 W.; S. by E., gentle; partly cloudy; bar.

30 15.
MANCHESTER SHIPPER.—Noon, 50 24
N., 28 54 W.; NE., mod.; partly cloudy;
bar, 30 15. 6 p.m., 50 48 N., 26 42 W.;
N. by E., fresh; partly cloudy; bar.

30 03.

RUAHINE.—6 p.m., 41 18 N., 26 18 W.;

NNW., mod. gale; cloudy; bar. 30 00.

midnight, 40 54 N., 27 24 W.; N., mod.

gale; cloudy; bar. 30 12.

SOUTHERN VENTURER.—6 p.m..

21 48 N., 61 00 W.; ENE., gentle; partly cloudy; bar. 30 06. SOVAC.—6 p.m., 41 24 N., 36 18 W.; calm; partly cloudy; bar. 30 21.

MISCELLANEOUS

THE STRIKE OF DOCK LABOURERS AT COLOMBO

Colombo, May 9.—Strike of do labourers terminated.—Lloyd's Agent. THE DOCK LABOUR TROUBLE IN

AUSTRALIA

Company.
Sydney, May 9. — The double-dump dispute in Australian ports is becoming more serious and Sydney's waterfront is rapidly approaching complete immobilisations. rapidly approaching complete liminolisation. A similar position threatens all Australian wool ports. There are now 25 ships in Sydney harbour affected by the strike and 3000 men are idle. Art Newcastle all ships except colliers are tying up to-night, while in Brisbane, Melbourne and Laureesten no wool ships are being Launceston no wool ships are being

CONGESTION AT BUENAVENTURA. COLOMBIA

London, May 9.— Messrs. Balfour, Williamson & Co., Ltd., received a cable on May 7 from Lloyd's Agents at Calistating that there is a probability of the temporary closure of the port of Buenaventura owing to congestion.

THE WAR

MANRO MARIL-See Manhan

MANRYO MARU,-See Marion.

MARION.—London, May 9.—Panamanian steamer Marion, which was scuttled at Hongkong in December, 1941, was subsequently raised. Vessel was sunk on Oct. 12, 1944, in the South China Sea while in Japanese hands and named MANRYO MARU.

MAUBAN.—London, May 9.—Steamer Mauban was sunk in Manila harbour on Dec. 27, 1941, by opening the seacocks. Vessel was subsequently raised but later sunk off Kobe on May 12, 1945, while in Japanese hands and named MANBO MARU.

RAMO. — London, May 9.—In reply to inquiry with reference to steamer Ramo, Lloyd's Agents at Narvik write under date of May 3, enclosing copy of the maritime declaration made at Heunings. visible texplaint on hade at Heiningsvaer, at which it was stated that the vessel loaded salt fish at various places in Vesteraalen and Lofoten for Greece. On Apr. 18 she arrived at Henningsvaer and anchored at Gullvik-flaket to load a parcel of salt fish. At 10 p.m. on Apr. 21 a violent explosion, presumably due to a magnetic mine, occurred aft and the vessel sank. Fifteen lives were lost. Divers stated that the vessel, which was lying in about 18 metres water, was in their opinion a total wreck and beyond repair. The afterpart was destroyed. The vessel had 8885 cases of salt fish on board at the time. (See issue of Apr. 24.)

NON-MARINE

FIRES

BALES OF HEMP IN SHED, LIVERPOOL

Liverpool, May 9.—The exhaust from a mobile diesel-driven crane set fire to bales of hemp in a shed yesterday afternoon, which had been discharged from British Huskisson Dock. Approximately 200 bales affected. Fire was quickly extinguished by National Fire Service and firefloat. The damaged cargo is being broken out and restowed as much as possible in an out side shed on open quay.

CASUALTIES TO AIRCRAFT

THE FORCED LANDING AT CHALDON, SURREY

London, May 8. — The Ministry of Civil Aviation reports to-day: Aircraft G-AHAK (not G-AHAR as previously reported), type Auster, owners Taylor Craft, Ltd., made a forced landing through engine trouble at Green Lane, Chaldon, at 6 10 p.m. on May 6 damage slight. Pilot, Charles Allen, who has no injuries.

WIRELESS REPORTS

Andes.—35 00 N, 23 24 E, May 8, 6 p.m. Anna N. Goulandri.-Gibraltar, May 7 Appledore.—Land's End, May 8, 9 50 p.m. 48 50 N, 06 06 W

Aquitania.-49 24 N, 13 18 W, May 8, Ariel (1213).-Gibraltar, May 7 Belgian Liberty.-32 W, May 4

Cairnvalona.—54 24 N, 21 42 W. May 8. midnight Capitaine Biebuyck.—Niton, May 4 Caxton.--51 42 N, 38 12 W, May 8.

midnight Cefn y Bryn.—Gibraltar, May 7 Nan Macdougall.—48 18 N, 06 48 W May 8, noon

Columbia Star. -- 11 42 S, 00 36 W, May 8 Cowrie.—Gibraltar, May 7

Empire Macalpine.—53 00 N, 29 30 W, May 8, midnight Empire Macandrew.-49 00 N, 25 30 W

Empire MacDermott.—49 36 N, 23 13 W, Empire Spearhead.—54 06 N, 07 36 E Gurna.-45 30 N, 07 40 W, May 8, 7 15

Jessmore.-50 30 N, 01 00 W, May 8, Kelmscott.-50 18 N, 32 24 W, May 8,

Manchester Shipper.—50 48 N, 26 42 W May 8, 6 p.m. Papanui.-35 00 N, 20 00 E, May 8, 6 p.m. Ruahine.-40 54 N, 27 24 W, May 8, SHIP BROKERS & COAL EXPORTERS midnight

Samark.-47 12 N, 07 15 W, May 8, 2 45 Southern Venturer.—21 48 N. 61 00 W

Melbourne, May 9.—The loading of four ships at Melbourne has ceased and five others vessels may be affected as a result of the suspension of Melbourne waterside workers who refused to load double-dump

REPAIRS ON THE N.E. COAST

Page

LLOYD'S LIST

Fri., May 10, 1946

BUILDERS OF MARINE THE HILLIAM SLIP Man. License BUP In 8

BRIGHAM & COWAN SOUTH SHIELDS

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ONMOUTH

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| Length** | Length** | Telephone: 5103 | Breadth** | 53 Ft. | 64 Ft. | 66 Ft. | 75 Ft. | 56 Ft. | 65 Ft. | 65

(THE CARDIFF CHANNEL DRY DOCKS & PONTOON CO., LTD.)
(THE BARRY GRAVING DOCK & ENGINEERING CO., LTD.)

PRIVATE GRAVING DOCKS

COASTWISE & HOME TRADE MOVEMENTS LONDON-IN DOCK

Friday, May 10, 1946

Jellicoe Rose, May 9 Jellicoe Rose, May 9
Liverpool
Dennis Rose Liverpool
Empire Concave Beliast
Ossian Tyne
Chelwood Tyne
Atreco (sv) Ipswich
Twee BEACHY HEAD Pd W
Polly M., May 8
Elegang Brooke May 9 Corferry Tyne
Bushwood Tyne
ShOREHAM AR
SHOREHAM AR
Southern Coast Livrpool
Suffolkbrook Empire Alderney, May 8
Southampton
Arthur Wright Goole
SHOREHAM SD
ShoreH Suffolkbrook

Middlesbrough
Dicky
Blyth
Yewmount
Tyne
Sylvia Beale May 8

Neithdrau (20) Drawinh Ramsgate Grangemth PORTSMOUTH SD Empire Richmond, May 7 Kathleen Ramsgate
Dominence Grangemth
Empire Fairhaven
King's Lynn
Picardy Middlesbrough
George Smeed (s.v.)
Felixstowe
Yewmount Aberdeen
Empire Spinel (ex
Spinel) Mostyn
Yewpark Grangemouth
GRAVESEND AR
Dicky, May 8

Empire Richmond, May 7

Dona Flora, May 7

Middlesbrough
ST CATH'S PT Pd E
Energie, May 8
Sir Leonard Pearce
ST CATH'S PT Pd W
Carrick Coast, May 8
Ngakoa, May 9
Kildrummy
NEEDLES Pd E
Steersman, May 8
Errol Kathleen GRAVESEND AR Steersman, May 8
Dicky, May 8
Empire Concave, May 9
Belfast

Corundum, May 9 ellicoe Rose King's Lynn Belravock (ex Lanrick) ewmount. Hetton ondon Queen Antwerp w Paris Avonwood Sunderland Penshurst Sunderland Betty Hindley Seaham Avonwood Penshurst Sunderland Cordale
Lachinedoc, May 9 Lpool
Empire Comfort, May 9
Antwerp
Empire Shelter Antwern

Lady Stella
Authority(pres), May 9
Lizard Hay 8
Corfleet, May 9
Antwerp
Corfleet, May 9
Corfleet, May 9 Empire Shelter Antwerp Samuel Very Belfast Charles Parsons William Pearman SOUTHEND Pd Up Tyndall, May 9 Watercock (tug), May 9 Empire Fabric Goole for Purfleet GUERNSEY SOUTHEND Pd Down Channel Queen, May 6 Westeliffe Hall, May 8 Queensland Julham II., May 9 Empire Farnham
Empire Farnham
Empire Farnham
Empire Farnham
Empire Sholter
Lachinedec, May 9
Toeswood
Itemated
Itemated Empire Tigity Empire Farnham

PLYMOUTH AR Energie, May 8 Hamble Fred Everard, May 8 Par Devonbrook, May 8 Barry Ba Orneed, May 8

GARSTON AR

GARSTON AR

Falliam VI.

GORDINA S.

GARSTON AR

Falliam VI.

GARSTON AR

Falliam VI.

GORDINA S.

GARSTON AR

Falliam VI.

GORDINA S.

GARSTON AR

Falliam VI.

GARSTON AR

Par Reasel Fremington

Rearry Empire Punch Barry

SD Empire Leech Par Clydebrae P

Carrickmore, May

Ellesmere Port BLYTH
Workington The Baron,

Ellesmere Port ourt Newport

London
Shoreham
e, May 9
Par
AR
London
9 London
Aberdeen
y 9 Tees
nk
ng s Lynn

Co. (laid up)

Co. (laid up) Cerne, May 8 London Firedog, May 9 London Hawkwood London Northwood London 'olnbrook

Altegneny, May 9

Empire Seabank

King's Lynn
Hudson Bay London
Craster London
Jetblack London
Empire Bromley Lndon
Birdwood London

KING HAI, (ax Friedrich Busse) (trawler),
438, Southern Lay-bye, Surrey Commercial.
Ocean Salvage & Towage Co.
KING LEAR, 309, 8. Lay-bye, Surrey Commercial.
Ocean Salvage & Towage Co.
KING FISHER, 493, W. Dk., Ldn. Dk., G. S. N.

Galacum, May 9

Covered to May 9
Coteaudoc
HULL
Correctelt May 9
Coteaudoc

Grangetoft, May 8

Mytongate
Northgate
SPURN HEAD Pd Out
Macclesfield, May 8
Sussexbrook
Convediction

Gladonia

AR Charles M. Daniel M.

GOOLE AR Yewvalley, May 9
London
Empire Facet
King's Lynn
Empire Farrier

London
Empire Farrier

Empire Farrier

London
Empire Farrier

Empire Farrier

Empire Farrier

Empire Farrier

FLAMBORO HD Pd S Sir David
Empire Kyle
Macbrae, May 9
Corminster Cormist Betswood, May 9 Highwear David M, Holderness

LONDON—IN THE RIVER

LONDON—IN THE RIVER

Vessel Station Broker

ACCLIVITY, Everard's Jty., Greenhithe, F. T.

Everard & Sons
ACTIVITY, Everard's Wf., Greenhithe, F. T.

Everard & Sons
ALDO, Tunnel Portland Cement Works, W.
Thurrock, G. A. Tom & Co.

ALNWICK, Free Trade Wf., Ratclift, H. F.

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Thomson & Clark
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Wapping
BELHAVEN, Irongate Wf., Tower Bridge,
London & Edinburgh Shipping Co.
BELTOY, Lower Tr., Deptford, G. O. Till
BETTY, HINDLEY, of Brith, Stephenson

SPURN HEAD Pd In Shelbrit 2, May 8 Guelder Rose Yorkbrook, May 9 Boston Trader Galagum May 9 Cornishbrook Galagum May 9 Cornishbrook Empire Resistance, May 1 London (to lay Celtic Queen, May 9 Cornishbrook Gorselands HAMBURG SD Scheldt, May 7 Billingham Edern GT YARMOUTH RDS Empire Seabrook
King's Lynn
Galacum Immingham Lowestoft Trader, May 8 Greyfriars Empire Conleith, May 9 BREMERHAVEN SD Northern Chieftain, May 8 Southampton YMUIDEN SD City of Dublin, May 7 Antweep HOOK OF HOLLAND Antwerp, May 8 Harwich Duke of Rothesay Harwich King's Lynn
Empire Farrier
Middlesbrough
GOOLE
Sussexbrook, May 8
Antwerp
Faxfleet
KEADBY
KEA ROTTERDAM Cromarty Firth, May 7
Emden
ANTWERP
AR ANTWERP AR Ymuiden
ANTWERP SD
Eildon, May 7 Leith
Williamstown, May 8

KEADBY SD Signality, May 8
Signality, May 8
Exmouth Foanville
GRIMSBY AR Ardgantock, May 7
GRIMSBY SD Empire Congress,

Yarmouth Trader, May 9
Foanville
Winbledon
GT YARMOUTH AR
Ebbrix, May 9
Empire Seabright
CONTROL OF COMMENT OF Empire Congress, May 7 Chatham Farndale Empire Congress,
May 7 Chatham
KING'S LYNN AR
River Trent, May 9 Hull
Empire Seacoast Selby
Sedulity Gt Yarmouth
Empire Fairplay Hull
Robrix Hull
Empire Seabrook
Hamburg
KING'S LYNN SD
River Trent, May 9 Hull
Summity Emden
Pass of Melfort Hull
Assurity Ipswich
GT YARMOUTH RDS
Anch
Gladonia, May 8
Cornishbrook
Celtic Queen
Ortolan
Gorselands (sheltering)
Edern

Embire Fairingdon
IPSWICH AR
Empire Fairingdon
IPSWICH SD
Norman Queen May 8
Isle of Grain
IPSWICH SD
Norman Queen May 8
HARWICH AR
Empire Fabric Tyne
Kindiesel, May 7 Cardiff
Empire Fabric
Tyne
GHENT SD
Ronan, May 7 Dundee
Kindiesel London
Empire Fabric, May 8
Southend (f.o.)

Kindiesel, May 7 Cardiff
Empire Fabric
Tyne
GHENT SD
Ronan, May 7 Dundee
Kindiesel London
Empire Fabric, May 8
Southend (f.o.)

Kindiesel, May 7 Cardiff
Empire Fabric
Tyne
GHENT
SD
Ronan, May 7 Dundee
Kindiesel London
Empire Fabric, May 8
Southend (f.o.)

Kempire Fabric
Tyne
GHENT
SD
Ronan, May 7 Dundee
Kindiesel
Empire Fabric
Tyne
Kindiesel
Empire Fabric
Tyne
GHENT
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Ronan, May 7 Dundee
Kindiesel
Empire Fabric
Tyne
GHENT
SD
Ronan, May 7 Dundee
Kindiesel
Empire Fabric
Tyne
GHENT
SD
Ronan, May 8
CALAIS
AR
City of Charleroy, May 5
Newport
Biarritz, May 8
Ben-My-Chree
Dover
Hook of Holland
Manxman, May 8
Hook of Holland
Manxman, May 8
Hook of Holland
Duke of York
Hook of Holland
Duke of York
Hook of Holland
Duke of York
Hook of Holland
St. Andrew
Hook of Holland
Manxman, May 8
Hook of Holland
Duke of York
Hook of Holland
Manxman, May 6
Swansea Kindiesel, May 7 Cardiff Empire Fabric Tyne

Ayr
Liverpool
Bristol
Liverpool
Ayr
Silloh
Charrington
London
Ayr
Silloh
Charrington
London
Charborne Grangemouth
Charles
Chargo, May 9 London
Cranborne Grangemouth
Charles
Charl RIKA, for Cliffe, C. Hoffmann & Co. RIVER FISHER, Chalk Jty., W. Thurrock.

Savage ANGLIAN COAST, 594, Sandon, Coast Lines ANNA II., 478, Liverpool ANTRIM COAST, 646, Sandon, Coast Lines APPLIANCE, 200, W. Float, t W. A. Savage, ARDENZA, 933, Toxteth, Moss Hutchison ARTISAN, 7037. Huskisson 3, T. & J. Hartison ASCANIA, 14,013, Canada 1, Cunard White Star ATHELREGENT, 8881, Cammell Laird & Co.'s Dry 7.† Athel Line ATHELTARN, 1179, W. Float,† Athel Line AUTHORITY, 616, Bromborough, Caleb Brett & Son AVON COAST, 1036, Clarence Dry 2, Coast Lines

BALTARA, 2407, Sandon, Cunard S.S. Co.
BALTARA, 3392, biverpool, Ellerman & Papayanni Lines
BALTYK, 7001, W. Float,† Elder Dempster BANTRIA, 2407, Queen's 1, Cunard S.S. Co. BARON DUNMORN, 3938, Alexandra 2, Sive-wright, Bacon & Co. BAYANO, 6815, Huskisson 1, Cunard White BEACONSTREET, 7467, Bidston, + Furness. BELLEROPHON, 9016, Gladstone 1, A. Holt & Co.
BEN AIN, 266, E. Float,† Brown & Kinch
BEN VOOAR, 274, W. Float,† E. Nicholson
BENEDICK, 6978, E. Float,† C. T. Bowring BCLHAM, 158, Bromborough, Caleb Brett & BONIFACE, 4928, King's 2, Booth S.S. Co. BURMA, 7821, W. Float, † Lamport & Holt BULMA, 1821, W. Float, Manufort & Hole Line
BUSIRIS, 943, Toxteth, Moss Hutchison Line
C. W. S. PROGRESS, 967, Toxteth, Cooperative Wholesale Society
CAPE DOUGLAS, 7156, Bidston, † Anchor Line
CAPE ISABEL, 6711, Gladstone 2, United
States Lines
CAPE SABLE, 4398, King's 2, Booth S.S. Co.
CATTARO, 2883, Queen's 2, Ellerman Lines
CARITA, 87, Morpeth Branch, † T. Phelan &
Co. CHESHIRE COAST, 1122, Trafalgar, Coast CHURRUCA, 1847, Herculaneum Dry 2, Mac-Andrews & Co.
CITY OF BRISTOL, 8424, W. Float,† Hall
Line
CITY OF EASTBOURNE, 5563, Liverpool.
Hall Line
CITY OF EXETER, 9654, Brocklebank
Branch, Anchor Line
CITY OF LYONS, 7065, Brocklebank Branch,
Ellerman Lines

CLAN CAMPBELL, 9545, Alexandra 2, Eller-man Lines CLAN MACGILLIVRAY, 6464, Huskisson, Hall Line (Continued on page 9)

CITY OF SWANSEA, 9959, E. Float, † Hall



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Regular Services between all important Ports

DENTRO, 3555, Cammell Laird & Co.'s Dry 6,†
Ellerman & Papayanni Lines
DEVIS, 8187, Canada 2, Lamport & Holt Line
DIOMED, Float Dry 3,† J. Dowie
THOMAS HOLT, 3585, Brunswick, J. Holt & DROMORE, 4096, Hornby, Moss Hutchison

DUCHESS OF RICHMOND, 20,022. Gladstone
Canadian Pacific Steamships

EDMIND FANNING, 7176, Huskisson 3,
American 8.S. Lines Agency
ELOGRITA, Egerton, T. Phelan & Co.
EMPIRE BUCKLER, 7046, Alexandra 3,
Houlder Bros. & Co.

RMPIRE BUCKLER, 7046, Alexandra 3, Houlder Bros. & Co.
EMPIRE CAMEL, 2719, Brocklebank, Eller-TILSINGTON COURT, 6910, W. Float, † R. & man Lines
EMPIRE CAPTAIN, 9875. Brocklebank
Branch, T. & J. Harrison
EMPIRE CATO, 7039, Vittoria, † Cayzer,
USSTER CASTLE, 1217, Canning, Coast Lines Irvine & Co. EMPIRE CONDICOTE, 1000, Bromborough, EMPIRE GAIN, 3738. Grayson Rollo & Clover's Dry 6,† Houlder Bros. & Co. EMPIRE JILL, 739, Harrington, Belfast S.S. EMPIRE JONQUIL, 369, Albert, Monroe EMPIRE MACKENDRICK, 7933, Alexandra 2. H Tyrer & Co. EMPIRE MARINER, 4957, Hornby, T. & J. EMPIRE SPARTAN, 7009, Canada, Lamport EMPIRE HOAMBIA (ex Herman Andersen).
1171 victoria, Houlder Bros. & Co.
EMPIRE WALLACE, 7800, Gladstone, Eller-EMPIRE Lines
EMPIRE WAVENEY, 12,844. Canada Dry.
Cunard White Star
EMPIRE WISDOM, 9208. Bidston,† Blue Star
BEN E

White Star GEORGIC, 27,268, Gladstone, Cunard White GLAMORGAN COAST, 879, Victoria, Coast GLENSTRAE, 9460, Vittoria, † A. Holt & Co. GODFREY B. HOLT, 3585, Brunswick, J Holf & Co.
GOVERNOR, 5671. Grayson, Rollo & Clover
Dry 3,† T. & J. Harrison
GREYPOINT, 1128. Prince's, British & Irish

J. S. Jones ILITCH, 8979, W. Float, † F. Morland & Co. INDORITA, 201, Morpeth Branch, † T. Phelan INGLETON, 7203, W. Float, t G. & Forwood Heyn INVELLA, 5026, Alexandra, Toft & Co. INVERPOOL. 680, Herculaneum, Shell-Mex. Ltd.
IRENE, 1548. Harrington, Vogt & Magnire
JACINTII, 650, Liverpool
JOHN HOLT, 3814, Cammell Laird & Co.
Wet Ban. † J. Holt & Co.
JOLLY DAYS, 352, Liverpool
KARABAGH, 6427, Bidston,† Brinings (Ship-

COLON, 1803, Langton, MacAndrews & Co.
COMBER, 513, Liverpool
COMEDIAN, 5122, Toxteth, T. & J. Harrison
CONISTER, 411, E. Float, Dry 4,† T. Orford
CRAIGOLIVE, 605, Liverpool
CRISTO, 140, Canning Dry 2
DEFFENDER, 8258, Sandon, T. & J. Harrison
DERWENT RIVER, 8602, Alexandra 1, Honidar Bros. & Co.
DESTEC, 1851, Campell Laird, 19,761, Gladstone, Cunard White
SEVILLA, 7022, Bromborough, H. Tyrer & Co.
SILVERFIELD, 426, Albert, W. A. Savage
SOUTHERN OPAL, 9811, Bromborough, Chr.
Salvesen & Co.
STANFORD, 5969, for Garston, E. Nicholson
STANVILLE, 538, Campell Laird & Co.'s
Harrison
PRILLING 44, 19,761, Gladstone, Cunard White

S.S. Lines Agency
S.S. Lines Agency
ULSTER CASTLE, 1217, Canning, Coast Lines
ULSTER COAST, 774, Prince's, Coast Lines
UMGENI, 8149, Vittoria,† Cayzer, Irvine & Co.
UNION VICTORY, 7606, Huskisson 3, C. G. WICKLOW, 1032, Trafalgar, British & Irish WILLIAM HOWLAND, 1793, Huskisson, G. & Forwood Heyn WINTHROP L. MARVIN, 7176, Canada, American S.S. Lines Agency

GARSTON—IN PORT Tons Gross Dock Brokers EMPIRE VIKON, 7651, Herculaneum, Ellerman Lines
EMPRESS OF AUSTRALIA, 21,833, Prince'
Landing Stage, Canadian Pacific S.S.
EMPRESS OF SCOTLAND, 26,632, Liverpoot.
Canadian Pacific Steamships
FENDRIS, 1018, Brunswick, Moss Hutchison
Line
FER, 161, Bramley-Moore, R. & D. Jones, 1dd
FINA, 1383, Harrington, H. Tyrer & Co.
FORT ALBANY, 7131, Langton Dry 1, Toft
Co.
FORT CADOTTE, 7128, Langton, J. Dowie &
Co.
FORT CHURCHILL, 7129, W. Float Dry,†
Anchor Line
Anchor ASPEN, 333, Old. J. Darlington BEN ELLAN, 270, Old. J. Darlington BRIARFIELD, 46, Stalbridge, W. A. Savas CORAL QUEEN, 303, Garston, A. Coker MEDICAL OF SEASON OF SEASO MANCHESTER-IN PORT

FLIMSTON, 4674, Shed 7, Dk. 9, II. Watson & Co. Co. FRIDA, 788, Runcorn, Sivewright, Bacon & PACHESHAM, 6090, Queen's, Anchor Line PEBBLE, 601, Rothesay Dk., Clydebank, W. Co.
GUINNESS, 1151, Eastham, A. Guinness, Son PENDEEN, 4174, Prince's, P. D. Hendry & HELLAS, 2081, Dry Dk. Jetties, H. Watson & KARABAGH, 6427, Bidston,† Brinings (Smp and Start of Gardon KAUPANGER 1584, Queen's 1. Pollexfen & Co. KENTISH COAST, 459, Prince's, Coast Lines KENTUCKY, 2136, Carriers', N. Johansen & KILKENNY, 1320, Prince's, British & Irish S. P. Co. KOKOMO VICTORY, 7607, Prince's Landing Stage, Anchor Line KYLEBANK, 969, Egerton, Monroe Bros. LADY OF MANN, 5104, Morpeth,† T. Orford Land & Son L ## Mills, Marwood & Robertson | KYLE BUTE, 795, Shed 3, Dk. 2, J. J. Mack | Coast Lines | Lancastlines | Lancas COLIENTED ALL JOINT CASTLE DIVISION 5048. Shed 3. Trafford W. Machester Liners 1. Co. 1. Co.

SHIPS IN PORT

MERSEY IN PORT—Cont. from p. 8

Dry 3.†
SAN DARIO, 1137, Grayson Rollo & Clover's SANSU, 546, Toxteth, Elder Dempster Lines Gold Cap Tourane, 8009, Queen's, City Line Cap Doming Co.

CLAN URQUHART, 9726, Canada 3, Cayzer, Clay Lines Colon, 1805, Langton, MacAndrews & Co.

COMBER, 513, Liverpool

CONISTER, 411, E. Float, Dry 4.† T. Orford Contacts of Cap Lines Colon, 1805, Langton, MacAndrews & Co.

COMEDIAN, 5122, Toxteth, T. & J. Harrison Contacts of Cap Lines Cap Lines Contacts of Cap Lines Contacts of Cap Lines Contacts of Cap Lines Cap Lines Contacts of Cap Lines Cap Lines Contacts of Cap Lines Cap Lines Cap Lines Cap Lines Cap Lines Contacts of Cap Lines Trvine & Co.

CLAN MACBRAYNE, 4818, *Plantation Qv...
Govan, Cayzer, Irvine & Co.

CULLEBRA, 5261. Mendowside Qv.. Partick,
Bain Gardner & Co.

EDDYSTONE, 1550. Glasgow, Clyde Shipping CULBBRA. 5261. Meadowside Qy. Partick.
Bain Gardner & Co.
EDDYSTONE, 1550. Glasgow, Clyde Shipping
CLO.
ELYSIA. 9979. Yorkhill. Anchor Line
EMPIRE AYR. 5064. Plantation Qy., Govan.
F. C. Strick & Co.
EMPIRE CANUTE, 7750. James Watt Dk.,
Greenock
EMPIRE CONGHAM (ex Soderhamn), 1499.
Gareloch
EMPIRE DOLPHIN, 5037. Gareloch
EMPIRE DOLPHIN, 5037. Gareloch
EMPIRE FANG. 410. Prince's
EMPIRE FORAGER (dredgor) (new), Custom House Qy.
EMPIRE HALLADALE (ex Antonio Delfino), 13.589, Dalmuir Bsn., Anchor Line
EMPIRE HUMBER, 9677. Elderslie Wf., Scotstoun West, Royal Mail Lines
EMPIRE FUNDA, 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 TEDMUIR, 891, Queen's
EMPIRE TEDMUIR, 891, Queen's
EMPIRE TEDMUIR, 891, Queen's
EMPIRE WANDLE, 3093. Queen's, R. S. Dalgiesh 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 Glasgory, Control of the control FELSPAR, 799, Port Glasgow FINDHORN, 1064. Windmillcroft Qy... Sloan & Co. FORT ANNE, 7134, King George V., Harper

FORT ANNE, 7134, King George V., Harper, Hoppis & Co.
FORT DEARBORN, 7160, Rothesay Dk., Clydebank, T. L. Duff & Co.
FORT ST. FRANCOIS, 7125, Rothesay Dk., Clydebank, Glen & 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.
HUASCARAN, 6951, Prince's Pier, Greenock, J. & J. Denholm
ISLE ORNSAY, 162, Rothesay Dk., Olydebank ISLE OKNEAL, 192,
bank
JADE, 931. Kingston Dk., W. Robertson
JOHN N. MAFFITT, 7176, James Watt Dk.
Greenock, J. & J. Denholm
JOHN WOOLMAN, 7191
JOLLY DAYS, 352, Custom House Qy., I.C.J
JOSIAH P. CRESSEY, 1791, Rothesay Dk.
Clydebank KAMERUN, 5042, Gareloch KAOLACK, 1837, Queen's, D. Alexander & Laird Lines LAIRDSCREST, 789, Broomielaw, Burns & EMPIRE Laird Lines
LANCASHIRE, 9557, King George V., Roxburgh, Colin Scott & Co.
LANDEMER (tug), 533, James Watt Dk.,
Greenock, J. & J. Denholm
LITHIUM, 501, Kingston Dk., Port Glasgow.

PETROBUS, 475

BRITISH CHANCELLOR, 7085, Wallsend
Slipway, F. C. Strick & Co.
BRITISH FAITH, 6955, Walker, F. C. Strick
& Co. (Nawcastle)
BRITISH LADY, 6098, Dunston Staiths, F. C.
Strick & Co. (Nawcastle)
Strick & Co. (Nawcastle) Strick & Co. (Newcastle)
BRITISH TOMMY, 1411, Springwall Tr.
Jarrow, F. C. Strick & Co.
BROUGHTY, 504, Newcastle Qy., Aberdeen, Newcastle, & Huil Steam Co.
Newcastle, & Huil Steam Co.
CANTICK HEAD, 488, Northumberland Dk., N. Shields, Hargreaves (Newcastle)
CAPELLA, 1865, Tyne Dk. Trapp & Co.
CAPITO, 968, Tyne Dk. Trapp & Co.
South Shields, Harlor Staths, P. H.
Mathiessen & Co.
CASTOR, 1633, Harton Staths, P. H.
Matthiessen & Co.
CERNE, 1257, Dunston Staths, Stephenson Clarke, Ltd.
CHANT 25, 402, Brigham & Cowan's Dk., S.
Shields, L. S. Carr & Co.
CHESSINGTON, 1756. Harlon Slaths, Stephenson Clarke, Ltd.
CTY OF POONA, 9900, Swan, Hunter, & Wigham Bichardson, Walker
CLUNERAK, 3491, Brigham & Cowan's Dk., S. Shields, J. & J. Denholm
COLNBROOK, 2031, Howdon Staths, Wilhighton Qy., France, Fenwick Tyne & Cowan's Dk., S. Shields, J. & J. Denholm
COLNBROOK, 2031, Howdon Staths, Wilhighton Qy., France, Comparison Clarke, Staths, Stephenson Clarke, Ltd.
CONARRIAN, 4876, Smith's Dks., N. Shields, Mungo, Campbell & Co.
CONSTANT, 1995, S. Shields Bys., G. F. Cuthbert Brown & Co.
CONSTANT, 1995, S. Shields Bys., G. F. Cuthbert Brown & Co.
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CONSTANT, 1995, S. Shields Bys., G. F. Cuthbert Brown & Co.
CONSTANT, 1995, S. Shields Bys., G. F. Cuthbert Brown & Co.
C hip.

CW. Cory & Son
COVALT, 2450, South Shields Bys., France, Fenwick Tyne & Wear Co.
CRARSTER, 733, Newcastle Qy., Tyne-Tees Steam Shipping Co.
CRAWFORD ELILS, 2161, Swan, Hunter, & Wigham Richardson's Yd. Wailsend, Watts. Watts & Co.
DALCROSS, 4557, Middle Dk., S. Shields, M.
CONDAIT, 2481, Jarrow Staiths, Gonmon Bros.
Shields R. S. Dalgliesh, Ltd.
TEAKWOOD, 6014, Hawthorn, Leslie & Co.'s Shipland, R. S. Dalgliesh, Ltd.
TEAKWOOD, 6014, Hawthorn, Leslie & Co.'s Shipland, Bros. Strath, Castle Mail S.S. Co.
THORNABY, 1074, Tyne Dk. Engineering Co., Shields, C. Hassel & Son
DIMITRIOS CHANDRIS, 4643, Mercantile, Dry Dks., Jarrow, Anthony & Bainbridge, Shields, C. Hassel & Son
EAGLESCLIFFE HALL. 1990, Dunston
Staiths, Witherington & Everett
EAGLESCLIFFE HALL. 1990, Dunston
EAST ANGLIAM, 810, Tyne Dock Engineering Co. S. Shields, C. Wallsend Slipway, W.
Mathwin & Son
EAST ANGLIAM, 810, Tyne Dock Engineering Co. S. Shields, Connell & Griener & Co. VIVENNE i, OUISE (ex Empire Inventor).

Son's Yd., Wallsand
Dry Dks., Jarrow, Staiths, Connell & Griener & Co.
VIVENNE i, OUISE (ex Empire Inventor).

Son's Yd., Wallsand
Dry Dks. Jarrow, Baids, W.
Cory & Son Co. (Newcastle Qy. Tyne-Tees Shipping Co. Castle Solze Western, Witchen Qy. S. Shields Bys., J. Hudson & Co.
VIVENNE i, OUISE (ex Empire Inventor).

Son's Yd., Wallsand
Dry Dks. Agriculture of the Co. VIVENNE i, OUISE (ex Empire Inventor).

Son's Yd., Wallsand
Dry Dks. Agriculture of the Co. VIVENNE i, OUISE (ex Empire Inventor).

Son's Yd., Wallsand
Dry Dks. Agriculture of the Co. VIVENNE i, OUISE (ex Empire Inventor).

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Dry Dks. Agriculture of the Co. VIVENNE i, OUISE (ex Empire Inventor).

Son's Yd., Wallsand
Dry Dks. Agriculture of the Co. VIVENNE i, OUISE (ex Empire Inventor).

Son's Yd., Wallsand
Dry Dks. Agriculture of the Co. VIVENNE i, OUISE (ex Empire Inventor).

Son's Yd., Wallsand
Dry Dks. Jarrow Staiths, Burnett & SHELL MEX 3, 123, Hamble SHELL MEX 3, 124, Et Mathwin & Son EAST ANGLIAN, 810, Tyne Dock Engineer-ing Co. S. Shields, Connell & Grace EFFRA, 2701, Tyne Dk., South Metropolitan Gas Co. ELAX, 7403, Smith's Dk., North Shields, Mann George & Co. ELONA, 6192, Middle Dks., S. Shields, Mann George EMPIRE strongs, Walker
EMPIRE BILLOW. 215. Newcastle Qy., N.
Shields, W. Mathwin & Son
EMPIRE BROMLEY 1058, Pelaw Main
Staiths, Furness, Withy & Co.
EMPIRE CONCERTO (ex Corona), 1569,
Clelands (Successors), Ltd., Willington Qy., & EMPIRE Laird Lines
LAIRDSWOOD, 789, Broomielaw, Burns & Hull & Chicken
EMPIRE CONDOR, 998, Dunston Staiths. Thil & Chicken
EMPIRE CONIFER, 1279. Dunston Staiths.
Tyne-Tees Steam Shipping Co.
EMPIRE CONTENT, 1453, Harton Staiths,
South Shields, Tyne-Tees Steam Shipping MAIDAN, 8150, Stobcross Qy., P. Henderson EMPIRE CONY, 997, Springwell Tr., Jarrow, GREYPOINT, 1128, Prince's, British & Irish
HELENCREST, 5233, Alexandra 1, Ellerman
Lines
HERBERT W. WALKER, 365, W. Waterloo,
H. Tyrer & Co.
HILARY, 7403, Cammell Laird & Co.'s Wet
BBon. # Book. Book. Book.
HISPANIA, 1315, Queen's 2, Bahr, Behron
HISPANIA, 1315, Queen's 2, Bahr, Behron
HISTORIAN, 5674, E. Float.† T. &
HOPPER NO. 32, —, Alfred.† T. Phelan &
OPPER NO. 32, —, Alfred.† T. Phelan &
HOPPER NO. 32, —, Alfred.† T. Phelan &
HOVE, 435, Cammell Laird & Co.'s Wet Bsn.,†
J. B. Jones
Lines
HISTORIAN, 5674, E. Float.† T. Walkend
HOVE, 435, Cammell Laird & Co.'s Wet Bsn.,†
J. B. Jones
Lines
HORIZON, 1968, Dk. or Wf. Broker
MANIJA, 8303, Queen's, G. S. N. Co.
MANULA, 8303, Queen's, J. C. Peacock & Co.
MANULA, 1965, Queen's, J. C. Peacock & Co.
MANULA, 1965, Queen's, J. C. Peacock & Co.
MERSEY COAST. 509, Springfield Qy., Clydebank, D.
Alexander & Sons
META, 1575, Elderslie WI., Scotstonn West, Glen & Co.
MOUNTPARK, 6700, Queen's, J. & J. Dendolm
Marine Engineering Co.'s Yd., Wallsend
MOYALLON, 282, Rothesay Dk., Clydebank,
J. B. Conner
NEARLY COAST. 494, Should the document of the common Bros.
MOYALLON, 282, Rothesay Dk., Clydebank,
J. B. Conner
NEARLY COAST. 494, Should the document of the common Bros.
MOYALLON, 282, Rothesay Dk., Clydebank,
J. B. Conner
NEARLY COAST. 494, Should the document of the common Bros.
MIRCH CONY, 978, Springwell Tr., Jarrow,
Holl Line
MANILA, 8303, Queen's, G. S. N. Co.
MANULA, 1965, Queen's, J. C. Peacock & Co.
MANULA, 1965, Queen's, J. C. Peacock & Co.
MERSEY COAST. 509, Springfield Qy., Clyde
MERSEY COAST. 509, Springfield Qy., Clyde
MERSEY COAST. 509, Springfie Common Bros.
EMPIRE LAGOON, 2013, Dunston Statths, J. CORMEAD, 2867, South, W. Cory & Son

Walton & Co.
OAKWORTH, 4968, Dunston, R. S. Dalgliesh,
I. M. OCEAN VISTA, 7174. Tyne Dk., S. Shields,
Mungo, Campbell & Co.
OKHLA, 5550, Readhead's Dry, S. Shields
OLNA, 12,660, Commissioners Bys., N. Shields
OLNA, 12,660, Commissioners Bys., N. Shields
The Admiralty
PINEWOOD, 2853, Howdon Staiths, Willington Qv., France, Fenwick Tyne & Wear Co.
QUEEN OF THANET, 792, Shipbuilding Cor. The Admiralty
PINEWOOD, 2853. Howdon Staiths. Willington Qv., 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.

sen & Co.
VAREGG, 945. Dunston Staiths, Gjemre & Co.
VILK. 1944. S. Shields Bys., J. Hudson & Co.
VILK. 1944. S. Shields Bys., J. Hudson & Co.
VILK. 1944. S. Shields Bys., J. Hudson & Co.
VILENNE LOUISE (ex Empire Inventor).
9912. Swan, Hunter. & Wigham Richardson's Yd.. Wallsend, Mann, George & Co.
VREDE, 400, Northumberland Dk.
WALDO HILL, 1791, S. Shields Bys., W. Cory WELLANDOC, 1987, Jarrow Slake, R. S. Dalgliesh
WESTBURN. 2842. Dunston Staiths, Stephenson Clarke. Ltd.
WESTOWN, 710, Tyne Dk., Engineering Co. 8
Yd. S. Shields, Connell & Grace
WESTWOOD. 1040, Gateshead. Heslop &

SUNDERLAND IN PORT

Tons Gross Dk. or Wf. Broker AMPULLA (trlr), 248, Shipbuilding Corpora-tion Yd. Qy., Shipbuilding Corporation, BRITISH MARQUIS, 8565, Doxford's Qy., BRITISH MARQUIS, 8505, Poxisius Qy.,
W. Doxford & Sons
BRITISH PRINCESS, 8500, Pickinson's Qy.,
Sir J. Laing & Sons
CAMBERWELL, 1577, South, Lambton, Hetton
& Joicey Collieries
CAPITOL, 1558, South, J. Westoll, Ltd. CHARLUS, 361, South, T. G. Irving CLAN MACKELLAR (ex Empire Southwold), 7000, South, Bartram & Sons CLIFFVILLE, 424, Crown's Stipway, Rose CORSEA, 2764, Lambton Staiths, W. Cory &

Staiths, G. F. Cuthbert Brown & Co.
EMPIRE TEXDALE, 1000, Smith Dk., N.
Shields
EMPIRE URE, 2570. Admiralty Qy., Jarrow.
Kirsop. Marshall & Co.
EMPIRE WINDRUSH (ex Monte Rosa),
13.882. Jarrow Slake, Mann, George & Co.
EMPIRE WINDRUSH (ex Monte Rosa),
Staiths, Hargreaves (Newcastle)
ERNA (tug), Northumberland Dk., N. Shields.
Lawson Batey
FIREDOG, 1557, Harton Staiths, S. Shields,
Stephenson Clarke, Ltd.
Marshall & Son
HUBERT, 4225, Pickersgill Qy., W. Pickersgill & Sons.

EMPIRE TEDBURGH, 947, Clark's Qy., Short
EMPIRE CHEYNE, 1051, Queen Alexandra
EMPIRE CONSTRUCTOR, 1201. Bute E.,
F. S. Dawson
EMPIRE NIGHTINGALE, 5698, Roath, Sir
GALEOMMA, 4970, Manor Qy., J. L. ThompSon & Sons
Son & Sons
Son & Sons
Son & Sons
Staiths, Hargreaves (Newcastle)
ERNA (tug), Northumberland Dk., N. Shields,
Lawson Batey
FIREDOG, 1557, Harton Staiths, S. Shields,
Stephenson Clarke, Ltd.
BYPIRE TEDBURGH, 947, Clark's Qy.,
EMPIRE CHEYNE, 1051, Queen Alexandra
EMPIRE SUCTION, 7130, Mountstuart Jty. JERSEY CITY, 6680, South, J. F. Marshall FORT ACTON, 7133, Mountstuart Jty. JERSEY CITY, 6680, South, J. F. Marshall
LAMBTONIAN, 2781, South,
Hetton & Joicey Collieries
MARENA, 303, Lambton Staiths, T. G. Irving
MR. THERM, 2974, Wearmouth
Staiths, J.
KING WILLIAM, 2274, Mountstaart Dry
KING WILLIAM, 2676, Mountstaart Dry
KING WILLIAM, 2874, MOUNTSTAART DRY

APPERTIALS, GIO. W. FORLING, P. L. PROLET, P. J. PROPERTIALS, GIO. W. FORLING, P. J. PROPERTIALS, GIO. W. FORLING, P. J. PROPERTIALS, GIO. PROLET, P. J. PROPERTIALS, GIO. PROPERTIALS, GI

LLOYD'S LIST Fri., May 10, 1946

Page

Co.
NIKOS T., 5175, Mercantile Dry, Jarrow, R. S.
NORTHERN COAST. 1211, Newcastle Qy..
Coast Lines
NORTHWOOD, 1146, Dunston Staiths, J. H.
NEWISTON & Co.

Tons Gross Dk. or Wf. Broker

ALEXANDRA. 4355. South. Dunn & Co.
UATRINE, 5218. Mour.: Stuart Dry 2, Dunn
& Co. (Newport)
E. HAYWARD, 444, South. Thomas
ELEMORE, 165, North J. F. Thomas & Co.
EMPIRE MAGPIE. 6211, South. Strick Gorchs WESTWOOD. 1040. Gateshead. Heslop & Robson
WILLIAM HOMAN, 1793. S. Shields Bys.,
France, Fenwick, Tyne & Wear Co.
WOOLER, 507. Gateshead. Tyne-Tees Steam
WORTHING, 2294, Walker Naval Yd., Walls
end. W. Milburn & Co.

WESTWOOD. 1040. Gateshead. Heslop & EMPIRE PUMA, 7777, South, Strick, Gorchs
EMPIRE RAZORBILL, 5118, North, Lambert
Bros.
FORT BEDFORD, 7127, Bailey's Dry,
Richard W. Jones & Co.
FORT ST. PAUL, 7137, South, Houlder Bros. & Co. HARTBRIDGE, 5080. South, Dunn & Co. (Newport)
KNUD, 1944, South, Sir J. German & Son
IJANBERIS, 5055, Mount Stuart Dry 1.
R. W. Jones & Co.
ROMEO, 7043, South, Jones, Heard & Co.
ROMEO II., 797, North, Clifford C. Jones & ST CONAN. 483. North, J. F. Thomas & Co. ST. HELIER, 1952, North, Mordey, Son & Co. SCORTON, 4813, Tredegar Dry, Tredegar Associated Collieries
TORPOINT, 214, North, W. T. Greening &

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May 20

May 10
now due
t May 15

Trevanion, Montreal,

BELFAST
Eurybates, Vancouver,
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J. Burke & Co.

now due

May 10

May 10

May 10

May 10

May 12-13

May 12-13

May 16

May 16

May 16

May 17

May 18

now due

now due

May 15

aht May 15

abt May 19

LONDON	35
Anna Lau, Mantyluoto, J. A. Finzi, Layman & Co. (Middleton's Wf.).	May 11
(Middleton's Wf.).	May 13
S. L. A., Ltd. (Regent's Canal).	May 15
P. & O. S. N. Co.	May 15
Bajamar, Las Palmas, F. Dessen & Co. (West India).	May 11
Banaderos, Las Palmas,	May 18
J. A. Finzi, Layman & Co. (Middleton's Wf.). Ara., Bordeaux. S. L. A., Ltd. (Regent's Canal). Atreus, Penang. P. & O. S. N. Co. Bajamar, Las Palmas, F. Dessen & Co. (West India). Banaderos, Las Palmas, F. Dessen & Co. Baron Napier, St. John (N.B.), Hogarth, Sons & Co. (Convoy's Wf.) Benlawers, Vancouver, Blue Star Line Brika, Alicante, F. C. Strick & Co. Castalia, Bombay, Runciman (London). City of Barcelona, Beira, Gray, Dawes & Co. City of Durhan. Calcutta. Montgomerie & Workman. City of Khios, Calcutta. Montgomerie & Workman. City of Madras, Beira, Montgomerie & Workman. City of Madras, Beira, Montgomerie & Workman. Clan Lamont, Cuxhaven, Cayzer, Irvine & Co.	now due
Benlawers, Vancouver,	May 30
Brika, Alicante,	May 14
Castalia, Bombay,	May 27
Runciman (London). City of Barcelona, Reira	May 20
Gray, Dawes & Co.	Jne 4
Montgomerie & Workman	Ino C
Montgomerie & Workman.	Jue 5
City of Madras, Beira, Montgomerie & Workman.	Jne 3
Clan Lamont, Cuxhaven,	now due
Clan Matheson, Beira,	Jne 2
Clan Lamont, Cuxhaven, Cayzer, Irvine & Co. Clan Matheson, Beira, Union-Castle Mail S.S. Co. Clan Ranald, Beira. Union-Castle Mail S.S. Co. Corintian Haifs	May 13
Union-Castle Mail 8.8. Co. Corinthian, Haifa,	May 16
Union-Castle Mail S.S. Co. (Corinthian, Haifa, United Shipping Co. (Connaught Park, New Westminster, Eggar, Forrester & Verner, Dentonia Park, Montreal, Canadian Pacific S.S. Deseado, Buenos Aires.	end May
Dentonia Park. Montreal,	May 10
Deseado, Buenos Aires,	May 13
Deseado, Buenos Aires, Royal Mail Lines Dundee, Lisbon, Mon Andrown & Co. (Ldn. Dk.)	May 13
MacAndrews & Co. (Ldn. Dk.).	Jne 3
Shaw Savill & Albion Co.	Mov 17
Empire Abbey, New York,	May 17 May 15
Cunard White Star. Empire Camp, New York,	May 20-21
Cunard White Star. Empire Clive, Middlesbrough,	May 13
Capper, Alexander & Co.	shv .
Dundee, Liston, MacAndrews & Co. (Ldn. Dk.) Durango, Napier. Shaw Savill & Albion Co. Edam, New Orleans, Empire Abbey, New York, Cunard White Star. Empire Camp, New York, Cunard White Star. Empire Clive, Middlesbrough, Capper, Alexander & Co. Empire Contyne, Stockholm via Grim and Hull, at United Shipping Co. Empire Garston, Stockholm via Hull United Shipping Co. Empire Garston, Stockholm via Hull United Shipping Co. Empire Merganser, Buenos Aires, Birt. Potter & Hughes & J. B. Westray & Co. Empire Rock, Jamaica, Royal Mail Lines Empire Tagalam, Houston, Anglo-American Oil Co. (Thames Haven). Empire Talisman, Bnenos Aires, Blue Star Line Empire Torrent, Montreal, Turner, Brightman & Co. Esperance Bay, Sydney, Shaw, Savill & Albion Co. Euryades, Kavalla, Westcott & Laurance Line Evagoras, Rosario, Explorer, Beira via Plymouth, Union-Castle Mail S.S. Co.	t May 20
United Shipping Co.	, May —
Empire Merganser, Buenos Aires, Birt. Potter & Hughes &	Jne 1
J. B. Westray & Co.	May 29
Royal Mail Lines	now due
Anglo-American Oil Co.	now due
(Thames Haven). Empire Talisman, Buenos Aires,	now due
Empire Torrent, Montreal,	May 14
Empire Voice, Melbourne,	Jne 3
Port Line Esparta, Auckland,	May 30
J. B. Westray & Co.	Jne 8
Shaw, Savill & Albion Co.	May 20
Westcott & Laurance Line	mid May
Evagoras, Rosario, Explorer, Beira via Plymouth,	end May
Union-Castle Mail S.S. Co.	111

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'	table Date Bashes and Booth	Aiken Victory, New York, May 1 Alexander Ramsey, New York, now du
	bable Date, Broker and Berth	Aiken Victory, New York, Alexander Ramsey, New York, American S.S. Lines Agency. Antenor, Durban, A. Holt & Co. Bardstown Victory, New York, Berea Victory, Vancouver, C. G. Dunn & Co. Blue Licks, New York, Blue Ridge Victory, New York, Bothnia, Port Swettenham, Cunard S.S. Co. Charles H. Herthy, Houston, Cisperos, Barcelona, May 1
	Fort St. James, Beira, Jne 5	A. Holt & Co. Bardstown Victory, New York, May 1
	Gray, Dawes & Co. Freja, Stockholm, British & Northern Shipping Agency (Milwall) Gascony, Jamaica, Royal Mail Lines Geologist, Calcutta, T. & J. Harrison Glenañaric, Singapore, Glen Line. Haym Salomon, Santiago, American S.S. Lines Agency. Highland Monarch, Buenos Aires, Jne 6	Berea Victory, Vancouver, end May
	Agency (Millwall)	Blue Licks, New York, abt May 1 Blue Ridge Victory, New York, May 1
Ī	Royal Mail Lines	Bothnia, Port Swettenham, now due Cunard S.S. Co.
ı	T. & J. Harrison	Cisneros Barcelona, May 1
ı	Glenaffaric, Singapore, abt Jne 6 Glen Line.	MacAndrews & Co. City of Worcester, Calcutta
ĺ	Haym Salomon, Santiago, May 13 American S.S. Lines Agency.	Hell Line via Boulogne, May 2
i	Royal Mail Lines.	Hall Line Clan Macbean, Durban via Genoa, May 2 Clayer Irvine & Co.
l	John Harvard, Macoris, May 11 Runciman (London)	Collegian, Mombasa, end May
	American S.S. Lines Agency. Highland Monarch, Buenos Aires, Royal Mail Lines. John Harvard, Macoris, Runciman (London) (West India). Kaipara, Port Chalmers, J. B. Westray & Co. Katowice, Gdynia, United Shipping Co. (Millwall) Kerma, Barcelona, F. C. Strick & Co. May 12	Clar Maccean, Durban via Genoa, May 2 Cayzer, Irvine & Co. Collegian, Mombasa, end May 7. & J. Harrison. Congonian, W.C. Africa via Rotterdam, end May
ı	J. B. Westray & Co. Katowice, Gdynia, now due	H. Tyrer & Co. Corrales, Montreal, Canadian Pacific S.S. Debrett, Buenos Aires via Manchester, Lamport & Holt Line.
l	United Shipping Co. (Millwall) Kerma, Barcelona, F. C. Strick & Co. (Deep Water Wf., Northfleet). Lady Sheila, Par, E. Lloyd, Ltd. (Ridham).	Canadian Pacific S.S.
	(D W I Tre Mark G 4)	Manchester, end May
ĺ	(Deep water WI., Northneet). Lady Sheila, Par, E. Lloyd, Ltd. (Ridham). Lagarto, Valparaiso, Royal Mail Lines. (Wiley and Lines.	Jamport & Holt Line. Drewry's Bluff. Corpus Christi, Furness, Withy & Co. (Dingle). Durenda, Port Prire via Antwerp, J. Dowie & Co. Elgin Victory, New York. Empire Cromer, Buenos Aires, Donaldson Bros. & Black. Empire Helmsdale, Las Palmas, Yeoward Line. Empire Kitchener Calcutta
l	Lagarto, Valparaiso, now due	Durenda, Port Pirie via Antwerp, end May
l	(Tilbury Cargo Jty.). Maunganui, Wellington, May 25 P. & O. S. N. Co. New Texas, W. C. Africa, May 20 Killick, Martin & Co.	Elgin Victory, New York. May 14
ı	P. & O. S. N. Co. New Texas W. C. Africa. May 20	Donaldson Bros. & Black.
l	Killick, Martin & Co.	Empire Helmsdale, Las Palmas, May 14 Yeoward Line.
ı	Killick, Martin & Co. Niso, Curacao, W. Hurst (Isle of Grain). Norden, Malmo via Amsterdam, British & Northern Shipping Agency (Willson's Wf.). Northleigh, La Romana, W. J. Tatem (Greenwich Bys.). Ocean Strength, Jamaica. Royal Mail Lines. Ocean Viceroy, Calcutta, P. Henderson & Co. Orontes, Singapore via Southampton Anderson, Green & Co. Peterston, St. John (N.B.), R. S. Dalgliesh. Port Huon, Bluff via Montevideo, May 10 May 15 May 15 May 15 May 18 May 18 May 18	Yeoward Line. Empire Kitchener, Calcutta, Hall Line Empire MacDermott, Montreal, J. Dowie & Co.
	British & Northern Shipping	Empire MacDermott, Montreal, now due
1	Northleigh, La Romana, May 13	J. Dowie & Co. Empire Tobago, Sydney, A. Holt & Co. Eufala Victory, New York, F. Scott Fitzgerald, New Orleans
i	Ocean Strength, Jamaica. Jne 9	Eufala Victory, New York, May 18
١	Royal Mail Lines. Ocean Viceroy, Calcutta, May 20	Via Dublin, mid-May
١	P. Henderson & Co. Orontes, Singapore via Southampton May 18	United States Lines Fleetwood, Auckland, Gracie, Beazley & Co. (Gladstone). Flying Dragon, Auckland, May 31
	Anderson, Green & Co. Peterston, St. John (N.B.). May 18	Flying Dragon, Auckland, May 31
İ	R. S. Dalgliesh. Port Huon, Bluff via Montevideo, May 14	Gracie Beazley & Co. (Gladstone). Fort Charnisay, Rio Janeiro, mid May Lamport & Holt Line. May 10 13
1	Port Line.	Fort Thompson Melilla May 10.11
l	Houlder Bros. & Co.	Fort Thompson, Melilla, May 10-11 R. & D. Jones (Birkenhead). Frank P. Reed, Santa Cruz del Sur. C. G. Dunn & Co.
	Port Line. Raranga, Lytelton, Houlder Bros, & Co. Richmond Castle, Wellington, Shaw, Savill & Albion Co. Rimutaka, Melbourne, Birt, Potter & Hughes May 16	C. G. Dunn & Co. General C. H. Muir, New York, May 12
l	Birt, Potter & Hughes	Gripsholm, Gothenburg, May 17 Rahr, Rehrend & Co.
l	Nordenfjeldske S.S. Services.	Guinean, Lagos, now due
l	Union-Castle Mail S.S. Co.	Justin Doane, Avonmouth, May 10
	St. Clears, Trinidad, May 25 Howard Tenens, Ltd.	Malayan Prince, London, May 10
l	Samconon, Trinidad, May 16 T. & J. Harrison.	Manchester Exporter, Philadelphia, now due
	Samdak, Alexandria, May 19-20 Westcott & Laurance Line.	(S. Hornby).
-	Samfeugh, Vancouver, May 16 Blue Star Line	R. & D. Jones (Birkenhead). Frank P. Reed, Santa Cruz del Sur. C. G. Dunn & Co. General C. H. Muir, New York, Gripsholm, Gothenburg. Bahr, Behrend & Co. Guinean, Lagos, H. Tyrer & Co. Justin Doane, Avonmouth, R. & D. Jones (Carriers). Malayan Prince, London, Furness, Withy & Co. Manchester Exporter, Philadelphia, Furness, Withy & Co. (S. Hornby). Margalau, Buenos Aires, R. P. Houston & Co. Maritime Victory, New York, Mauretania, Bombay, Cunard White Star. Michael L. Embiricos, Albauy, A. Holt & Co. Ocean Faith, Bona, R. & D. Jones (Birkenhead) Orbita, Alexandria, P. S. N. Co. May 13 May 15 May 16 May 12 May 22 May 25 May 26 May 15 May 16 May 15 May 16 May 18
١	Samport, Calcutta, Jne 6	Maritime Victory, New York, May 12 Mauretania, Bombay, May 22
l	Samtorch, Calcutta, May 13	Cunard White Star. Michael L. Embiricos, Albany, May 16
l	San Cipriano, Curacao, May 14	A. Holt & Co. Ocean Faith, Bona, May 13-14
l	(Sheerness).	R. & D. Jones (Birkenhead) Orbita, Alexandria, May 25
1	Stanrealm, Vancouver, end May J. A. Billmeir & Co. Suecia, Gothenburg, May 13	
1	Reitich & Northern Shinning	A. Holt & Co. Parima, Vancouver, May 29
-	Agency (Tilbury Stage & Millwall). Tamaroa Wellington via Southampton, Jne 12 Shaw Savill & Albion Co.	P. S. N. Co.
	Shaw Savill & Albion Co. Taranaki, Napier, May 16	Rhesus, Singapore, A. Holt & Co. St. Merriel, Santos, Canada S.S. Lines. Sameveron, Beira, J. Dowie & Co. Samphire, W.C. Africa, H. Tyrer & Co. Sarpedon, Sydney, A. Holt & Co. Shirrabank, St. John (N.B.), Canadian Pacific S.S. Stiklestad, New York, now due Tagati, Boston,
١	Taranaki. Napier, May 16 Shaw Savill & Albion Co. Tarantia. Malabar Coast, via Havre, Jne 4	Canada S.S. Lines.
ŀ	Cayzer, 1rvine & Co. Themistocles, Lyttelton. May 19	J. Dowie & Co.
İ	Cayzer, Irvine & Co. Themistocles, Lyttelton. May 19 Shaw Savill & Albion Co. Tongariro, Wellington. May 29	H. Tyrer & Co.
1	Tongariro, Wellington. May 29 J. B. Westray & Co. Tower Hill, Babia Blanca, end May	A. Holt & Co.
ĺ	Lamnert Dros.	Canadian Pacific S.S.
1	Trevaylor, Cochin, May 16 Cayzer, Irvine & Co. Trewidden, Camden, now due	Tagati, Boston, now due
1	Hain S.S. Co. (Surrey Com.),	Telemachus, Fremantie via Antwerp, end May
l	Umtali, Beira, Union-Castle Mail S.S. Co.	
	Umtata, Durban, May 16 Union-Castle Mail S.S. Co. Ursa, Stavanger, May 21	Tordene, Buenos Aires,
	S. L. A., Ltd. (Regent's Canal).	G. & Forwood Heyn. USSR Victory, New York, May 19
-	Ursa, Stavanger, S. L. A., Ltd. (Regent's Canal). Wairangi, Brisbane, Shaw Savill & Albion Co.	C. G. Dunn & Co. Wanderer, Demerara, now due
	Warjo, Malmo, British & Northern Shipping Agency (Willson's Wf.). William M. Rayburn, Jucaro, American S.S. Lines Agency. May 13	Wanderer, Demerara, T. & J. Harrison (Huskisson). Welsh Prince, Lagos vin Manchester, abt May 22
	William M. Rayburn, Jucaro, May 13	Elder Dempster Lines.
-	POPTSMOUTH	Westminster Victory, New York now due C. G. Dunn & Co.
	Empire Salvage, Abadan, May 10	Williams Victory, New York, May 10
	Wave Regent, Abadan, abt May 18	Wilson victory, New Tork, 1843 1.
	SOUTHAMPTON Alcantara, Bombay. end May Royal Mail Lines. Alexia, Curacao, May 12 J. Horn & Son	Yaka, Hampton Roads via Avonmouth now due
	Royal Mail Lines.	Anchor Line MANCHESTER
	Almanzora, W.C. Africa, Jne 8 Royal Mail Lines.	Jessmore, Alexandria via London, May 1 Gough & Crosthwaite
	Royal Mail Lines.	(Salford). Manchester Exporter, Norfolk via
	Union Castle Mail 8.8. Co. May 15	Manchester Liners.
	Royal Mail Lines. Andes. Bombay, Royal Mail Lines. Arundel Castle, Singapore, Union Castle Mail S.S. Co. Durban Castle, Bombay, Union-Castle Mail S.S. Co. Empire Trooper, Singapore, Escombe, McGrath & Co. Highland Brigade, Port Said Royal Mail Lines.	Manchester Shipper, Montreal, May 1
	Empire Trooper, Singapore, May 28 Escombe, McGrath & Co.	Manchester Enioper, Montreal, May 1 Manchester Liners (Salford Dks.). Welsh Prince, Lagos, Flder Despress Lines
	Highland Brigade, Port Said and Lagos May 25	Elder Dempster Lines. GARSTON
		Baron Douglas, St. John (N.B.), May 1
	United States Lines (Western). Lady Rodney, Halifax via Perkingula, abt May 10	R. & D. Jones. Empire Mariner, Galveston via
	Reyklavia and may in	T. & J. Harrison
	Cunard White Star Orontes, Singapore, May 16	
	Escombe, McGrath & Co. Somersetshire, Rangoon, May 20	Tilapa, Port Antonio, May 1
	Escombe, McGrath & Co. Tamaroa, Wellington. Jne 11	HEYSHAM Fort Mifflin, Houston, May -
	Westend Park, Vanconver, May 19	BARROW
	Wainwright Bros. & Co.	J. Fisher & Sons.
	PLYMOUTH Explorer, Beira. May 24	WORKINGTON Hickory Dale, Singapore, now due
	Travellers, Ltd.	Oldfield & Co.

SWANSEA
Laurel Hill, Abadan.
Samjack, London,
T. H. Couch (King's)
Sovac, Philadelphia,
Burgess & Co. MERSEY Aiken Victory, New York, Ellerman's Wilson Line
(Wm. Wright).
City of Barcelonae Beira via London, May 30
Ellerman's Wilson Line
Consuelo, New York,
Ellerman's Wilson Line.
Demeterton, W.C. Africa,
McGregor, Gow & Holland
(Alexandra). McGregor, Gow & Holland
(Alexandra).
Empire Contyne, Stockholm,
via Grimshy, May 13
Ellerman's Wilson Line (Albert).
Empire Garston, Stockholm,
Ellerman's Wilson Line
Javanese Prince, Brisbane via Antwerp, Jne 2
McGregor, Gow & Holland.
Kawartha Park, St. John (N.B.), now due
Lambert Bros. (King George).
Mathilda Marsviken,
Mathilda Marsviken,
Lambert Bros. (King George).
Melrose Abbey, Rotterdam,
Ellerman's Wilson Line (Humber)
Pipiriki. Auckland,
G. S. N. Co.
Tahsis, Port Alberni,
Theofano Livanos, Fremantle,
Ellerman's Wilson Line
Tuxedo Park, Vancouver,
Robson Coats.
Westmoor, W.C. Africa,
J. H. Whitaker. GRIMSBY WORKINGTON lickory Dale, Sin Oldfield & Co. now due ARDROSSAN Empire Kew, Bilbao, R. L. Alpine & Co. (Eglinton Dk.). R. L. Alpine & Co. C. S.

CLYDE
Andoni, Sundsvall, now due
W. Knight, Watson & Co.
(Merklands Qy.).
Chantilly, Curacao,
City of Exeter, Karachi via Liverpool, now due
Anchor Line.
Clan Macgillivray, Beira via
Liverpool, now due AVONMOUTH

Akademik Karpinsky, Manchester,
E. Stock & Sons (Royal Edward).
Australind, Brisbane,
Bethell, Gwyn & Co.
Chesapeake, Texas City,
Houlder Bros. & Co.
Clan Macdougall, Wellington,
Bethell, Gwyn & Co. and
James & Hodder.
Durham, Melbourne,
Rethell, Gwyn & Co.
Fort Highfield, Fremantle via

James & Hodder

Liverpool, now due May 12

May 12

May 12

Dorelian, Montreal,
Donaldson, Bros. & Black.

Egidia, New York,
Anchor Line.

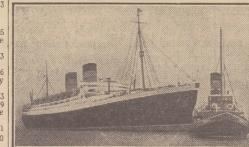
Empire Pennant, Baltimore via
Hamburg, May 11 May 27
A. Crawford & Co.
Empire Kitchener, Calcutta
via Liverpool mow due

City Line
Essex, Sydney & Auckland,
T. Law & Co. (Plantation Qy.)
Etrickbank, Seattle,
Donaldson Bros. & Black.
Hondsrug, Par,
W. Knight, Watson & Co.
(Kingston Dk.).
James J. Hill, Macoris.
T. Law & Co.
Karamea. Wellington.
P. Henderson & Co.
(Kylecroft, Liverpool,
W. Knight, Watson & Co.
(Queen's).
Molino del Rey, Curacao.
J. & J. Denholm (Dunglass Wf.).
Ocean Vengeance, Wabana,
Pawnee Rock, Abadan,
J. & J. Denholm
Penhale, Agnilas,
W. H. Muller (London).
Regent Hawk, Trinidad.
Gow. Harrison & Co. (Bowling).

Trevanion. Montreal.

BELFAST
Eurybetes Vancouver May 25 May 13 May 15 May 13 May 12 May 26 now due May 11-12 May 14 abt May 10 May 11 now due May 1

end May May 14 FOR ALL LONDON RIVER AND COASTAL TOWAGE



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W. H. J. ALEXANDER, Ltd	٠,
ABERDEEN	W
Willodale, Huelva, May 10	* *
City of Khios, Calcutta via London, mid Jne	
C. Barrie & Sons. Geologist, Calcutta via London. May 20 B. L. Nairn & Co. Samtorch, Calcutta via London, May 22 T. & J. Brocklebank (King George Wf.). Urbino, Calcutta, C. Barrie & Sons (King George Wf.).	Fe
B. L. Nairn & Co. Samtorch, Calcutta via London, May 22	
T. & J. Brocklebank	
Urbino, Calcutta, Jne 1	
GRANGEMOUTH	E
Empire Gulliver, Benisaf, May	
METHIL Empire Congo, Grangemouth, now due	
S. H. Ohlsen & Co.	Ap
LEITH Baranda, Faroes, May 13	'G
C. Mauritzen, Ltd. (Albert Bsn.)	<u></u>
G. Gibson & Co. (Albert).	G
Eildon, Antwerp, now due G. Gibson & Co (Albert)	
Frigga, Denmark, May 13	
Furness, Withy & Co. (Albert).	6/8
TYNE Astrea, Bergen, P. H. Matthiessen & Co. May 10	
(Tyne Commission Qy.).	N
Bretagne, Oslo, May 10 P. H. Matthiessen & Co.	
Astrea, Bergen, P. H. Matthiessen & Co. (Tyne Commission Qy.). Bretagne, Oslo, P. H. Matthiessen & Co. (Tyne Commission Qy.). Empire Bronze, Houston via Hull, Furness, Withy & Co. (Jarrow). Jupiter, Bergen, P. H. Matthiessen & Co. May 10 May 10 May 10 May 10 May 10 May 10 May 10	GA
Furness, Withy & Co. (Jarrow). Jupiter, Bergen, May 13	
P. H. Matthiessen & Co.	Se
Jupiter, Bergen, P. H. Matthiessen & Co. (Tyne Commission Qv.). Kelmscott, Vancouver, Bergen, August 13 [P. H. Matthiessen & Co. (Jarrow). May 13 [P. H. Matthiessen & Co. (Jarrow). May 13 [P. H. Matthiessen & Co. (Jarrow). May 13 [P. H. Matthiessen & Co. (Jarrow). May 13 [P. H. Matthiessen & Co. (Jarrow). May 13 [P. H. Matthiessen & Co. (Jarrow). May 13 [P. H. Matthiessen & Co. (Jarrow). May 13 [P. H. Matthiessen & Co. (Jarrow). May 13 [P. H. Matthiessen & Co. (Jarrow). May 13 [P. H. Matthiessen & Co. (Jarrow). May 13 [P. H. Matthiessen & Co. (Jarrow). May 13 [P. H. Matthiessen & Co. (Jarrow). May 13 [P. H. Matthiessen & Co. (Jarrow). May 14 [P. H. Matthiessen & Co. (Jarrow). May 14 [P. H. Matthiessen & Co. (Jarrow). May 14 [P. H. Matthiessen & Co. (Jarrow). May 14 [P. H. Matthiessen & Co. (Jarrow). May 14 [P. H. Matthiessen & Co. (Jarrow). May 14 [P. H. Matthiessen & Co. (Jarrow). May 14 [P. H. Matthiessen & Co. (Jarrow). May 14 [P. H. Matthiessen & Co. (Jarrow). May 14 [P. H. Matthiessen & Co. (Jarrow). May 14 [P. H. Matthiessen & Co. (Jarrow). May 14 [P. H. Matthiessen & Co. (Jarrow). May 14 [P. H. Matthiessen & Co. (Jarrow). May 14 [P. H. Matthiessen & Co. (Jarrow). May 15 [P. H. Matthiessen & Co. (Jarrow). May 15 [P. H. Matthiessen & Co. (Jarrow). May 15 [P. H. Matthiessen & Co. (Jarrow). May 15 [P. H. Matthiessen & Co. (Jarrow). May 15 [P. H. Matthiessen & Co. (Jarrow). May 15 [P. H. Matthiessen & Co. (Jarrow). May 15 [P. H. Matthiessen & Co. (Jarrow). May 15 [P. H. Matthiessen & Co. (Jarrow). May 16 [P. H. Matthiessen & Co. (Jarrow). May 17 [P. H. Matthiessen & Co. (Jarrow). May 17 [P. H. Matthiessen & Co. (Jarrow). May 18 [P. H. Matthiessen & Co. (Jarrow). May 19 [P. H. Matthiessen & Co. (Jarrow). May 19 [P. H. Matthiessen & Co. (Jarrow). May 19 [P. H. Matthiessen & Co. (Jarrow). May 19 [P. H. Matthiessen & Co. (Jarrow). May 19 [P. H. Matthiessen & Co. (Jarrow). May 19 [P. H. Matthiessen & Co. (Jarrow). May 19 [P. H. Matthiessen & Co. (Jarrow). Matthiessen & Co. (Jarrow). Matthiessen & Co. (Jarrow). Mat	
San Venancio, Curacao via Cuxhaven. May 15	
	iq.
Mungo, Campbell & Co.	
SUNDERLAND Grano, Oxelosund, May 11	
Grano, Oxelosund, May 11 S. C. Wright & Co.	R(
MIDDLESBROUGH Anna, Antwerp, now due	
J. G. Peckston	"]
Cefn-y-Bryn, Casablanca, May 11 Drakepool, Bona, now due	
Waltons (Middlesbrough). Kalix, Narvik, now due	
	M
Cairns, Noble & Co.	
Port de Bouc, Rouen, now due	Ш
Swedish Iron Ore, Itd. Majorca, Hamburg. Cairns, Noble & Co. (Tyne-Tees Wf.). Port de Bouc, Rouen, Furness, Withy & Co. (Clarence Wf.).	h
Radmanso, Oxelosund, now due	
Radmanso, Oxelosund, Swedish Iron Ore, Ltd. Samsoaring, Dundee, Escombe, McGrath & Co.	
MIIII	
Benalder, W.C. Africa, mid May McGregor, Gow & Holland.	
(Alexandra).	
(Alexandra). Charles Treadwell, Hamburg, now due Ellerman's Wilson Line	

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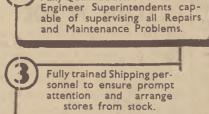
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