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ESTABLISHED 1734

LONDON: SATURDAY, MAY 18, 1946

PRICE TWOPENCE

41,013

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P & O BRITISH INDIA FREIGHT & PASSENGER SERVICES

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BENLOMOND ... 19 June

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Antwerp Closing early June

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For Piraeus and Alexandria with Salonika if sufficient inducement.

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Tel.: AVE 1522

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Tel. Royal 6644

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Head Office: 3, Linnet Lane, Liverpool 17

City Office: India Building, Water St., Liverpool 2.

London: Fenton House, 12/14, Fenchurch St., E.C.3.

Manchester: 76, Cross St., Cardiff Agents: Elder Dempster (Cardiff) Ltd., Empire House, Mount Stuart Sq., Glasgow Agents: Roxburgh Colm Scott & Co., Ltd., 25, Buchanan St., C.1.

London Freight Agents: Killick Martin & Co., Fenton House, 12/14, Fenchurch St., E.C.3.

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WEST ITALIAN & ADRIATIC PORTS.

Sailings for all above will be announced as arranged.

CHANNEL ISLANDS

ST. ANGUS Closing for cargo noon May 22

Loading Berth: Huskisson Dk. South No. 1, Liverpool.

NORTH FRENCH PORTS

EMPIRE CONTENT Closing for Cargo May 20

Loading Berth: E. Toxteth Dock

Freight rates quoted on application.

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

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REGULAR SERVICE

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Closing Hull Antwerp

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\*ST. ELWYN ... Early June June 20

\*ST. ROSARIO ... Early July Early July

\*ST. MERRIFL ... Early August Early August

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LONDON—Bevis Marks House, E.C.3 (Telephone: AVENUE 1901)

BIRMINGHAM—Maurice Cooke & Co., 13, Corporation St.

GLASGOW—Andrew Crawford & Co., Ltd., HULL—Wm. Brown Adkins & Co., Ltd., LIVERPOOL—Canada S.S. Lines, 10, Victoria St.

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'Phone: CENTRAL 5922

Tel.: "India, Liverpool"

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'Phone: CENTRAL 3922

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64, Cross Street, Manchester

Britannia House, Leeds Road, Bradford

and 24, State Street New York

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SOUTH AFRICA AUSTRALIA

BRAZIL & ARGENTINA

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BIRMINGHAM and MANCHESTER LIVERPOOL: LAMPOR & HOLT LINE LTD., GLASGOW: J. B. NOWERY & CO. Chief Passenger Office: 3, Lower Regent St., S.W.1 (Belfast 2541)

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Cargo bookings are only made conditional upon the vessel named herein, or if no vessel is named a suitable vessel, being available for the voyage and are subject to any direction or control by the British Government.

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For Rates of Freight, Sailings, etc., apply to OWNERS MANCHESTER LINERS, 2, St. Ann's Square, Manchester 2. (Tel.: BLACKRIERS 164 (8 lines). T.A.: Nauticus Manchester.

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OFFICIAL NOTICES

NOTICE TO MARINERS (No. 62 of 1946)

SOUTH COAST OF ENGLAND NEEDLES LIGHT HOUSE Latitude 50 deg. 40 min. N. Longitude 1 deg. 35 min. W. (approximately)

ALTERATION IN CHARACTER OF FOG SIGNAL

In accordance with Notice to Mariners dated 13th March, 1946, the reed horn fog signal at NEEDLES Light House has been TEMPORARILY discontinued, and replaced by a BELL fog signal having the following character:— ONE Stroke every 15 seconds.

COMMISSIONERS OF IRISH LIGHTS

NOTICE TO MARINERS (No. 5) SOUTH COAST OF IRELAND CORK HARBOUR APPROACHES RE-ESTABLISHMENT OF DAUNT ROCK LIGHTVESSEL

THE COMMISSIONERS OF IRISH LIGHTS HEREBY GIVE NOTICE

that it is intended on 18th MAY, or as soon after as possible, to re-establish the DAUNT ROCK LIGHTVESSEL in a position 182 deg. distant 4.6 miles from Roches Point Lighthouse. The following will be the characteristics: HULL: Black, "Daunt" in white letters on sides. Black Ball at Mast Head.

PROPOSAL TO CHANGE A SHIP'S NAME I, ALBERT ARTHUR BARRETT, Secretary of Blue Star Line, Limited, of 15, West Smithfield, London, E.C.1, HEREBY GIVE NOTICE that, in consequence of change of ownership, I have applied to the Minister of Transport, under Section 47 of the Merchant Shipping Act, 1894, in respect of my ship "EMPIRE CASTLE," of Belfast, official number 168520, of gross tonnage 7356 tons, of register tonnage 5126 tons, heretofore owned by His Majesty, represented by the Minister of Transport, of London, for permission to change her name to "GOTHIC STAR," to be registered in the said new name at the Port of London, as owned by Blue Star Line, Limited.

TIMBER MEASURING CUSTOMS' FUND

MEASUREMENT FOR PURCHASE SALE OR FREIGHT. MEASUREMENT AT ALL PORTS. Resident staff of measurers at the principal timber ports. Please address enquiries to Head Office—J. H. DRABBS, Manager, Timber Measuring Dept., Customs' Fund, City Gate House, Finsbury Square, London, E.C.1

R. & W. HAWTHORN, LESLIE & CO. LTD.

PASSENGER AND CARGO VESSELS TURBINE AND DIESEL MACHINERY WATERTUBE BOILERS DRY DOCK 502 Ft. by 66 Ft. NEWCASTLE-ON-TYNE

APPOINTMENTS DORSET COUNTY COUNCIL EDUCATION COMMITTEE SOUTH DORSET TECHNICAL COLLEGE NEWSTEAD ROAD, WEXMOUTH WORKSHOP AND LABORATORY MECHANIC Applications are invited for the permanent Post of Workshop and Laboratory Mechanic at the College.

LLOYD'S LIST AND SHIPPING GAZETTE (Established 1734)

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

LLOYD'S, LONDON, E.C.3 Telephone: Avenue 7644 (Private Exchange) LIVERPOOL OFFICE: Mr. A. C. DOUGLASS, 15, Tithebarn Street, Liverpool, 2. Telephone: Central 2034

The Committee of Lloyd's do not guarantee the accuracy of the information contained in Lloyd's List and Shipping Gazette, nor do they accept responsibility for errors or omissions or their consequences

SATURDAY, MAY 18, 1946 High Water, London Bridge ... 04 08 16 22 High Water, Liverpool ... 01 18 13 33 Sun Rises ... 05 03 Sun Sets ... 20 15 Moon Sets ... 06 21 Moon Rises ... 23 27

TO-DAY'S WEATHER

Meteorological Office Forecast Advance forecast for the 18 hours ending midnight to-night:— General Inference: A depression off S.W. England is expected to move slowly East. An anti-cyclone over the Baltic is extending Westwards. Some thundery rain will occur in Southern districts. Elsewhere there will be scattered showers. It will be cool or rather cool. Further outlook for the British Isles: Fair in the North; occasional rain in the South; rather cool.

MERCHANT SHIP REPAIRS

Royal Dockyards Now Able to Accept Contracts

We are informed by the Admiralty that the Royal Dockyards have reverted to the pre-war practice of undertaking merchant ship repairs on a repayment basis, providing such repairs do not interfere with any naval work in hand, and that labour and facilities are available. There is no intention that the Royal Dockyards should undertake any work outside the scope of ordinary merchant ship repairs.

THE "BEAVERLAKE" TO BE LAUNCHED

The cargo liner Beaverlake, under construction for the Canadian Pacific Railway Company, is to be launched at the Kingston Yard of Lithgows, Ltd., Port Glasgow, on Monday next. She is intended for the London-Canada service, and will be under the management of Canadian Pacific Steamships, Ltd. The naming ceremony will be performed by Mrs. Wm. Baird, of Montreal. The Beaverlake is the third of four new cargo liners. The Beavertell has been in service since February, and the Beaverglen is to make her maiden voyage on May 24. The hulls of the first three have been constructed at Messrs. Lithgows' yards; the Fairfield Shipbuilding & Engineering Company, Ltd., will build the fourth at their Govan yard. They are all single-screw turbo-electric vessels. A description and photograph of the Beavertell appeared in LLOYD'S LIST of Feb. 27 last.

RELAXATIONS OF EXPORT CONTROLS

Further relaxations of export control are made by a new Board of Trade Order (S.R. & O. 1946, No. 667) which comes into operation on May 23, 1946. Among the goods which will not require export licences as from that date are surgical instruments and a number of chemical products, while unmounted diamonds exported through specified postal channels to certain destinations will also be free of export licensing control. Supply considerations have rendered it necessary to impose export licensing control on zinc oxide (including leaded zinc oxide) and di-iodohydroxyquinoline, and export licences will be required in respect of these goods as from May 23.

SHIPPING MOVEMENTS

Increased Clearances with Cargo

Figures published in "The Board of Trade Journal" of shipping movements at United Kingdom ports show the total tonnage of vessels in the foreign trade that entered and cleared with cargo in March (2.62 and 1.68 million tons net respectively) were one-fifth and one-tenth higher respectively than the corresponding figures for February. The rise for clearances was entirely due to the greater number of days in the month, while that for entrances was due in part to a rise in the tonnage of vessels bringing mails but no other cargo; on a daily average basis, entrances increased by one-tenth while clearances were essentially unchanged. The figures are as follows:—

Table with columns: Entrances, Th. tons, No., With Cargo, Clearances, Th. tons, No. Data for Mar. 1946, British, Foreign, Total, and Daily Averages.

Table with columns: In Ballast, Th. tons, No. Data for Mar. 1946, British, Foreign, Total.

Table with columns: Vessels with passengers only, Vessels calling for or clearing with bunkers only, Other vessels. Data for Mar. 1946, Feb. 1946, Mar. 1945, Year 1945, Year 1938.

For vessels entering with mail only there was a sharp increase from the abnormally low figure of 94,000 tons for February to 202,000 tons in March. For clearances, however, there was a further reduction from 186,000 tons to 121,000 tons. On a daily average basis, both entrances and clearances with cargo (excluding mail) showed a 5 per cent. increase compared with February, clearances with cargo being 50 per cent. above the 1945 average, and the highest since June, 1940. The average daily tonnage of vessels with passengers only entered in March rose by three-quarters compared with February, the rise for clearances being one-quarter; compared with the 1945 daily average the March figures were each higher by more than one-third.

SMALLER BUNKERS ONLY TRAFFIC

There was a reduction of 143,000 tons (two-fifths on the daily average basis) between February and March for vessels calling at United Kingdom ports for bunkers only, the March total representing one-fifth of the vessels loading bunkers only, as against about one-third in January and February. The reduction in March was shared equally between entrances from ports in Northern Europe and those from other European ports. Even so, the March figure was roughly double the figures recorded just before the war, as a result of the present shortage of coal bunkers at Continental ports. Almost the whole of the tonnage of vessels calling here for bunkers only in March was of foreign nationality. On a daily average basis, clearances with bunkers only were substantially the same as in February. In the first quarter of 1946 entrances of British shipping with cargo (excluding vessels with mail only) rose slightly compared with the preceding quarter, when they were affected by the dock strike, and were the highest for over four years. Entrances of United States vessels were abnormally low in the second half of 1945 as a result of the diversion of shipping after the end of the war; the tonnage recorded for the first quarter of 1946 was, however, rather above the average for last year. The rise in United States tonnage was slightly larger than that for the total. Entrances of Norwegian vessels, comprising largely tankers, have fallen since last June with the reduction in oil imports, and the figure for the past quarter was the lowest for six years. Reductions were also recorded for Danish and Dutch tonnage, entrances of the latter being the lowest since the outbreak of war. Clearances of British shipping with cargo (excluding vessels with mail only) were 618,000 tons (23 per cent.) higher than in the preceding quarter, when the figures were affected by the dock strike, and were the highest since mid-1940. There was a rise of about 250,000 tons (27 per cent.) for clearances of foreign vessels, also to the highest since mid-1940. Clearances of Swedish vessels were nearly double those in the previous quarter and were the highest for over six years, while those of United States vessels rose by 79,000 tons (85 per cent.) to the highest since the second quarter of 1945. Danish tonnage has been rising rapidly since the end of the war, and clearances in the first quarter of 1946 were 60,000 tons (47 per cent.) higher than in the preceding quarter and the highest for six years, but a reduction of a similar amount was recorded for Norwegian vessels.

THE COASTING TRADE

Owners Pay Tribute to the Wartime Directorate

The wartime directorate of the Ministry of Transport—Sir John Fisher, Mr. J. W. Coats, Mr. J. W. Duncan, Mr. H. E. Gorick, Mr. J. R. Cowper, Mr. T. Stone, Mr. H. G. Sorrell and Mr. Frank Atkinson—were entertained at dinner at the Dorchester Hotel on Thursday by the Coasting and Short Sea Section of the Chamber of Shipping and the British Motor and Sailing Ship Owners' Association. Mr. Kenneth R. Pelly, chairman of the Coasting and Home Trades Tramp Section, presided. Submitting the toast of "The Wartime Directorate," Mr. PELLY said that they formed a wonderful and efficient team. It had been a pleasure to work with such men, who had upheld the reputation of the coasting and short sea traders in the eyes of the Ministry. He hoped that the directorate felt, in turn, that the shipowners had upheld the directors in their labours. The toast was supported by Mr. F. FLETCHER HUNT, chairman of the Short Sea Liner Section; Mr. E. W. BURNES, chairman of the Coasting Liner Section, and Mr. J. C. RADCLIFFE, chairman of the Intermediate Tramp Section. Sir JOHN FISHER, in reply, said that the coasting and short sea trade stood to-day higher in honour and prestige than ever before. They might not be in a position to replace their ships one for one with those they had lost, but they were able to place orders for ships for the future and those ships would be the finest afloat. Coasting owners knew more about ships than any other section of the industry, and they could view the future with the utmost confidence. Mr. PELLY, on behalf of coasting shipowners, then made a presentation to Mr. H. E. Gorick, secretary of the Chamber of Shipping of the United Kingdom, who had been deputy director of the Coasting and Short Sea Division of the Ministry of Transport. The presentation consisted of an inscribed gold cigarette case for Mr. Gorick and a diamond-platinum wrist watch for Mrs. Gorick. Mr. Pelly said that Mr. Gorick had been Sir John Fisher's right hand man and had served the industry well; he was the only non-shipowner member of the team and the coasting owners had thought it appropriate to pay him a special tribute for his great work. Mr. GORICK, in reply, said that the success of their work was due very substantially to the inspiring leadership and the insatiable appetite for hard work of Sir John Fisher. But little could have been achieved without the combined efforts of everyone concerned in the organisation, whether at headquarters or in the ports; whether in Iceland or in the Mediterranean. Proposing a vote of thanks to the chairman, Mr. J. P. MACLACHLAN, president of the Chamber of Shipping, said that many of the wartime devices which played an important part in the small vessels, and for which the Admiralty received credit, originated in the mind of Sir John Fisher.

General Sanction for Craft Under 50 Tons Gross The following announcement, authorising a General Sanction for the transfer of ships (excluding fishing craft), not exceeding 50 tons gross, and not under requisition, has been issued:— SHIPS AND AIRCRAFT (TRANSFER RESTRICTION) ACT, 1939 The Minister of Transport has issued a General Sanction, dated Apr. 17, 1946, under the above Act authorising, subject to the conditions set out below, the transfer between persons entitled to own British ships in accordance with the provisions of Sect. 1 of the Merchant Shipping Act, 1894, of any ship not under requisition by or on behalf of His Majesty's Government to which the Act applies or any share in any such ship, the mortgage of any such ship or any share therein, and the transfer of any mortgage of any such ship or share. The conditions under which these transactions are authorised are that the ship (1) is registered in accordance with the provisions of Part I of the Merchant Shipping Act, 1894, at any port of registry in the United Kingdom, Channel Islands, or Isle of Man and (2) is not entered in the Fishing Boat Register and (3) does not exceed 50 tons gross tonnage. It should be noted that if a vessel though not exceeding 50 tons gross is either still on requisition to His Majesty's Government or is entered in the Fishing Boat Register then it is not covered by the General Sanction and individual application must still be made on a form which can be obtained from any Registrar of Shipping. It should further be noted that the General Sanction does not carry with it any general approval by the Minister to treat a purchase as tonnage replacement expenditure for purposes of the Government Tonnage Replacement Scheme. Accordingly, in any instance in which the purchaser of a vessel which is transferred in pursuance of the General Sanction desires to treat the purchase as a tonnage replacement for the purpose of effecting a withdrawal from the Government Tonnage Replacement Account the prior approval of the Minister must still be sought in accordance with the terms of sub-clauses (7) and (8) of clause 3 of the Government Tonnage Replacement Account Agreement. Previous General Sanctions which have been issued under the above Act are:— 1. General Sanction for transfer of registry of a ship (a) from ports outside United Kingdom to ports in United Kingdom; (b) from one port in United Kingdom to another port in United Kingdom.—September, 1939. 2. General Sanction for certain mortgage or transfers of mortgages of ships (a) in respect of Approved Banks; (b) in respect of shipbuilder or vendor where the transaction is effected for securing payment of the unpaid purchase price.—May, 1940. 3. General Sanction for transfer of ships not exceeding 15 tons net which are exempted from registry under Sect. 3 of the Merchant Shipping Act, 1894, and are not registered under that part of the Act or entered in the Register of Fishing Boats.—October, 1945.

EUROPEAN SMALL CRAFT Census to be Taken on Aug. 15 The conference on the census of inland waterway and harbour craft convened by the European Central Inland Transport Organisation under the chairmanship of Mr. O. Popper, Director of Inland Waterways and Ports, concluded its work on Thursday. It agreed to recommend to the Governments and the Occupation Authorities that a census of all inland waterway and harbour craft in Continental Europe should be taken on Thursday, Aug. 15. The conference, desiring to make the census procedure as uniform as possible, agreed on census forms to be used by the authorities concerned. The object is to determine the losses incurred; to obtain an overall picture of the inland water transport situation; to trace Allied and neutral craft displaced by the events of war and to suggest suitable types of ex-enemy transport material for selection by the appropriate authorities as partial replacement of Allied losses. Each government and authority will be responsible for the procedure within its own territory. Mr. POPPER said yesterday that it was estimated that between 60,000 and 80,000 craft totalling about 20,000,000 tons would be affected. As in many cases an inland waterway craft was the home as well as the source of livelihood of an owner and his family the restitution of craft which had vanished after having been requisitioned by the Germans and taken to a distant place would mean the restoration of homes to a number of people. Since the liberation of Europe more than a thousand owners of a variety of craft have had their vessels returned to them. The Organisation expected to receive the filled in census forms about two months after the census day, when their real work would begin in establishing the ownership of vessels which had been seized by the Germans. Such matters as ordering the restoration of craft would be decided by the appropriate legal authorities. The new address of Galbraith, Pembroke & Co., Ltd., is 67, Bishopsgate, E.C. 2. Tel.: London Wall 1544/9.

TRANSFER OF SHIPS

General Sanction for Craft Under 50 Tons Gross

The following announcement, authorising a General Sanction for the transfer of ships (excluding fishing craft), not exceeding 50 tons gross, and not under requisition, has been issued:— SHIPS AND AIRCRAFT (TRANSFER RESTRICTION) ACT, 1939 The Minister of Transport has issued a General Sanction, dated Apr. 17, 1946, under the above Act authorising, subject to the conditions set out below, the transfer between persons entitled to own British ships in accordance with the provisions of Sect. 1 of the Merchant Shipping Act, 1894, of any ship not under requisition by or on behalf of His Majesty's Government to which the Act applies or any share in any such ship, the mortgage of any such ship or any share therein, and the transfer of any mortgage of any such ship or share. The conditions under which these transactions are authorised are that the ship (1) is registered in accordance with the provisions of Part I of the Merchant Shipping Act, 1894, at any port of registry in the United Kingdom, Channel Islands, or Isle of Man and (2) is not entered in the Fishing Boat Register and (3) does not exceed 50 tons gross tonnage. It should be noted that if a vessel though not exceeding 50 tons gross is either still on requisition to His Majesty's Government or is entered in the Fishing Boat Register then it is not covered by the General Sanction and individual application must still be made on a form which can be obtained from any Registrar of Shipping. It should further be noted that the General Sanction does not carry with it any general approval by the Minister to treat a purchase as tonnage replacement expenditure for purposes of the Government Tonnage Replacement Scheme. Accordingly, in any instance in which the purchaser of a vessel which is transferred in pursuance of the General Sanction desires to treat the purchase as a tonnage replacement for the purpose of effecting a withdrawal from the Government Tonnage Replacement Account the prior approval of the Minister must still be sought in accordance with the terms of sub-clauses (7) and (8) of clause 3 of the Government Tonnage Replacement Account Agreement. Previous General Sanctions which have been issued under the above Act are:— 1. General Sanction for transfer of registry of a ship (a) from ports outside United Kingdom to ports in United Kingdom; (b) from one port in United Kingdom to another port in United Kingdom.—September, 1939. 2. General Sanction for certain mortgage or transfers of mortgages of ships (a) in respect of Approved Banks; (b) in respect of shipbuilder or vendor where the transaction is effected for securing payment of the unpaid purchase price.—May, 1940. 3. General Sanction for transfer of ships not exceeding 15 tons net which are exempted from registry under Sect. 3 of the Merchant Shipping Act, 1894, and are not registered under that part of the Act or entered in the Register of Fishing Boats.—October, 1945.

WORLD AVIATION

New Agreement Proposed

WASHINGTON, Friday A new world international air agreement, to supersede present bilateral pacts, will be proposed at a meeting of the Provisional International Civil Aviation Organisation (PICAO) in Montreal on Tuesday, authoritative sources in Washington stated. A "multilateral convention" would probably be modelled on the present Anglo-American agreement signed in Bermuda, and would replace that agreement by a pact accepted by all 44 member-nations, it was stated. The Montreal meeting will be the first full session of PICAO since it was formed in Chicago in November, 1944. It is expected that it will decide to drop the word "Provisional" from its title. The conference is expected to open with a review of the past year's work of the organisation in attempting to unify standards of technical equipment, navigation, Customs and immigration methods on a world-wide basis. Lord Winster (Minister of Civil Aviation) will probably attend the later sessions of the conference.—Reuter.

ALEXANDRIA FLOATING DOCK TO BE TOWED TO BERMUDA

Two Admiralty tugs, the Reward and the Warden, have been commissioned to tow to Bermuda the Admiralty floating dock which, during the war and since, has been stationed at Alexandria. The Reward and Warden, which are propelled by diesel engines developing 4000 h.p., are among the largest ocean-going tugs in the world. The dock is being transferred to Bermuda to replace the existing one which is now obsolete, and this move was decided upon many months ago as part of the peacetime reallocation of our resources.

FREIGHT MARKETS

Plate Bookings to France

By Our Own Correspondent THE BALTIC, Friday In the chartering market licence difficulties continue to be experienced, and it is understood that the handy-sized ship reported fixed a day or two ago for barley from Antwerp to Trieste has been refused the necessary permit. Time-charter interest is well maintained, and there are numerous inquiries for vessels of practically any size and for any position for periods ranging from three to twenty-four months. In the homeward trades interest is mainly centred in the River Plate section, and it is reported that three vessels have been fixed for French account, subject to licence. There is no falling off in the demand for cross voyages. Outward coal business remains quiet, although a handy-sized steamer has been done for loading next week from Wales to Casablanca at 17s. 6d. In the River Plate section there has been a resumption of chartering operations for French account, and three vessels have been fixed to Bordeaux/Dunkirk Range, 87s. 6d. being paid from not above San Lorenzo and 91s. from Necochea, the latter vessel giving both loading and discharging options. The North American trades have provided no fresh feature. Tonnage continues to move off freely for food-stuffs for account of the authorities, and a little more interest is displayed in coal carriers, mainly for South American discharging ports. There is a maintenance of the demand for sulphur from the Gulf for various destinations, and numerous orders continue to be circulated for sugar for Cuba, with Dutch charterers now indicating 75s. per ton for vessels of any size for July loading to Amsterdam or Rotterdam. Ore carriers are in keen demand from both the East and West Coasts of India, particularly for North American discharging ports, but there is no inquiry for oil bearing material. A spot vessel has been taken for coal from Calcutta to Madras at 27s. 6d. per ton. Mauritius sugar shippers are reported to be interested, and coal carriers are workable from Durban and Lourenco Marques. Reports are current of a vessel having been fixed for coal from Zonguldak to Lisbon at about 55s. FIXTURES NOT ABOVE SAN LORENZO (BAR DRAUGHT) TO BORDEAUX/DUNKIRK RANGE.—Lord Cochrane, 6200 t., 87s. 6d. per ton, heavy grain, June-July. NOT ABOVE SAN LORENZO (BAR DRAUGHT) TO BORDEAUX/DUNKIRK RANGE.—Astar (m.v.), 8360 t., 87s. 6d. per ton, heavy grain, May-June. NECOCHEA TO BORDEAUX/DUNKIRK RANGE.—Uthman, 9360 t., 10 per cent. 91s. per ton, heavy grain, option Bahia Blanca or Buenos Aires loading 28s. 6d. per ton less, July 20-Aug. 20. CALCUTTA TO MADRAS.—Empire Nobla, 4798 t.n.r., 27s. 6d. per ton, coal, spot. WALES TO CASABLANCA.—Penhale, 5000/5500 t., 17s. 6d. per ton, coal, May 22-25.

PROVINCIAL REPORTS

LIVERPOOL, Friday

Orders are freely quoting in the homeward and cross-seas trades with few fixtures going through. Time-charter demand continues at steady rates. A fair miscellaneous business offers from United States and Canadian ports, and Cuban sugar is open for further carriers to Holland, Bordeaux/Dunkirk Range and Marseilles. River Plate grain is workable to the Continent and West Italy. Fixtures: DURBAN to MONTEVIDEO.—Stmr., 8000 t., 57s. per ton, coal, May-June. SANTANDER to PORT TALBOT.—Stmr., 200 t., 33s. per ton, iron ore, June. CARDIFF, Friday Inquiry in the coastwise section is restricted by the difficult coal position. Few new orders offer in the foreign trades. Fixtures:— PORTSMOUTH (ldg. NEWPORT).—630 t., schedule rate, coal, May 18. PORTSMOUTH (ldg. Newport).—580 t., schedule rate, coal, May 20. DENMARK (ldg. Swansea).—1500 t., 23s. 3d. per ton, coal, May 27. DENMARK (ldg. Swansea).—500 t., rate not disclosed, coal, ppt.

SWANSEA, Friday

Demand is again very restricted in the foreign section, as apart from duffs practically no coal is available for ordinary export abroad. Home trade business is adversely affected by stemming difficulties. NEWCASTLE, Friday Stemmed tonnage comes forward freely, enabling a steady clearance of wagons. Early stemming is difficult. Oversea shippers are eager to operate but cargo release remains meagre. In the home coast trade there is a good inquiry for end May and early June.

GLASGOW, Friday

Coastwise tonnage has been fixed from Methil to Chatham/Portsmouth/Devonport range, with 2000 tons of coal for loading next week, the last that will be wanted till May 27, and Methil to Aberdeen for 400 tons of coal, both at scheduled rates. The near Continental section is quiet on the lack of coal, and very few cargoes are quoting in the foreign section. Tonnage is in fair supply, but stemming is not always easy, especially coastwise.

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**LAW REPORTS**

**KING'S BENCH DIVISION**

Friday, May 17, 1946

**CLAIM AGAINST UNDERWRITER**

**WHITEHEAD v. HULLETT**  
 Before Mr. Justice LYNKEY

The hearing was continued of this action in which Mr. John Alexander Whitehead, of Home Farm, Cockayne Hatley, Pottin, Beds., claimed from Mr. Alfred John Hullett, an underwriting member of Lloyd's, his proportion of £7000 alleged to be due under a Lloyd's "All Risk" insurance policy, subscribed to by defendant and other underwriters in connection with the insurance of a diamond necklace valued at £7000. The necklace, plaintiff alleged, was stolen from him in the precincts of the Law Courts on Mar. 26 last year.

The defence was a denial that the necklace was stolen or that Mr. Whitehead had suffered any loss under the terms of the policy.

The previous proceedings were reported in LLOYD'S LIST of May 3, 4 and 17.

Mr. P. R. Barry, K.C., and Mr. H. J. Astell Burt (instructed by Messrs. Herbert J. C. Sumpter & Co.) appeared for the plaintiff; Mr. Valentine Holmes, K.C., and Mr. J. Foster (instructed by Messrs. William Charles Crocker) represented the defendant.

To-day Mr. Dudley Lorain Anderson, solicitor, was called to deal with the incorporation of Copo. Ltd., a company formed by Mr. Whitehead.

Mr. Justice LYNKEY said that he was not investigating the affairs of Copo.

Mr. ASTELL BURT said that a serious charge of fraud had been made against Mr. Whitehead and he desired to call evidence in connection with that allegation.

Mr. Justice LYNKEY pointed out that that was in cross-examination by counsel for the defence as to credit.

Mr. BURT: As there are allegations of fraud against Mr. Whitehead it is not fair that the Court should hear only half the story and leave it at that.

Mr. Justice LYNKEY replied that he did not think the evidence Mr. Burt proposed to call was permissible.

Witness left the box and Mr. BURT asked permission to recall Mr. Whitehead, which was granted.

Mr. WHITEHEAD, in further evidence, said that the apple trees belonging to Copo. Ltd., and the ground on which they stood had been valued at £500,000. Witness had always obtained legal advice about the development of Copo. Ltd.

Mr. Justice LYNKEY: In fact you have been a good friend to the Chancery Bar. (Laughter.)

Mr. BURT: He has been such a good friend that when his last case came on it was difficult to find a Judge who had not advised Copo. Ltd., before he went on to the Bench.

Mr. CRELL BERTRAM FORDE, a member of the firm of B. W. Noble, Ltd., insurance brokers, said he had carried out a great deal of insurance business for Mr. Whitehead. His company negotiated the policy in question.

When plaintiff notified him of the loss of the necklace he told him that the matter must be reported to the police. Witness got in touch with the police himself. Later, there was a meeting at a London hotel between Mr. Whitehead, the witness and a representative of the underwriters. Mr. Whitehead produced his waistcoat and showed where it had been slit. Nothing was said about it being a swindle, but a remark was made that Mr. Whitehead was a clever man.

Mrs. IRENE MAY JAMES, Mr. Whitehead's private nurse, said she saw the slit in plaintiff's waistcoat and asked what had happened. Mr. Whitehead told her he had lost his diamond necklace. She searched all his clothing, but could not find it. Later she repaired the slit.

This concluded plaintiff's case.

Dr. HENRY JAMES WALLS, of Bristol, who carried out laboratory tests on Mr. Whitehead's waistcoat to ascertain how it was slit, said he came to the conclusion from experiments and observations that it was more consistent with having been cut by scissors than a razor blade. The cut did not appear to have been made in one movement.

In cross-examination, Dr. WALLS said that in his view the waistcoat was cut from below.

Mr. JOHN HIGGS, a retired detective of the Flying Squad, Scotland Yard, who has specialised in the apprehension of pickpockets, said that in his experience pickpockets usually confined their activities to two pockets, the breast and the hip pockets.

Mr. HOLMES: Do you think that with a person wearing a waistcoat in the way Mr. Whitehead wore his it would be possible for a pickpocket to cut through the pocket and extract an article?

Mr. HIGGS replied that it would require more than one pickpocket to do that. It would take at least three. Witness added that he had never seen a pickpocket make a cut like that made in Mr. Whitehead's waistcoat.

Mr. ALFRED ALEXANDER SUMMERS, of Messrs. Summers, Anderson & Co., said he received instructions to inquire into the loss of the necklace. He interviewed Mr. Whitehead and asked him when he saw it last. He said he had not looked at it for five or six weeks

before the loss. He had worn the same suit for some time and had not changed the necktie from one suit to another.

"I asked him," said Mr. Summers, "when he discovered the loss and he said 'When I was standing on the steps of the Carey-street entrance of the Law Courts.'"

Mr. Summers said he also asked Mr. Whitehead how he thought a thief could take the necklace from him, and he replied that he thought it was done from the back.

Asked whether Mr. Whitehead gave him all the information he could, Mr. Summers said plaintiff was extremely vague and witness could get nothing definite from him.

P.C. ERNEST CLAUD VINCENT, of the Bedfordshire Constabulary, said he saw Mr. Whitehead on the night of Mar. 26 last year as the result of a communication from Scotland Yard. Plaintiff told him that he had been carrying the necklace about with him and the last time he saw it was a month previously.

"Mr. Whitehead told me," said the officer, "that he had paid £7000 for it and had hoped to re-sell it for £10,000, thus making a profit of £3000."

Mr. JOHN DOX, employed by Messrs. William Charles Crocker, solicitors to the defendant, said that in an interview Mr. Whitehead told him he put the necklace in his pocket on the morning of Mar. 26 last year when he left for London.

This concluded the evidence.

Mr. VALENTINE HOLMES, for the defendant, said the issue was whether the Court was satisfied that it had been established that the necklace was stolen from Mr. Whitehead. The only evidence of that was the evidence of Mr. Whitehead himself and the production of a waistcoat with a cut pocket and lining. There was also the question whether Mr. Whitehead was a witness whose word could be accepted.

In Counsel's view one must look with some degree of suspicion on his story.

Counsel for Mr. Whitehead admitted that plaintiff was careless in handling the necklace and did not always put it back in the safe after looking at it. There were discrepancies in his evidence too, he said, but those discrepancies did not amount to dishonesty on plaintiff's part.

Mr. Justice LYNKEY said he would give judgment next Tuesday.

Friday, May 17, 1946

**SPANISH TRAWLERS SEIZED BY RIOTERS**

**PESQUERIAS Y SECADEROS DE BACALAO DE ESPANA S.A. v. BEER**

Before Mr. Justice ATKINSON

Judgment was given in this action brought by Pesquerias y Secaderos de Bacalao de Espana S.A., a fishing and cod-curing company, of San Sebastian, Spain, against Mr. Stanley Graham Beer, an underwriting member of Lloyd's, who was sued as a representative of many other underwriters and companies who subscribed to a time policy of insurance concerning four trawlers owned by the plaintiff company. Plaintiffs alleged that in 1936 the trawlers were seized by rioters in Spain. One was afterwards sunk and the remaining three were requisitioned and converted to other uses. Subsequently, the three converted vessels were handed back to the plaintiffs, who now claimed the cost of their reconversion. They claimed the full policy money in respect of the vessel which was lost. Defendant denied that the losses were due to perils insured against, or that he was liable.

The previous proceedings were reported in LLOYD'S LIST of Apr. 10, 11, 12, 13 and 16, and May 1, 2 and 3.

Sir Robert ASKE, K.C., Mr. A. J. Hodgson and Mr. J. B. Hewson (instructed by Messrs. Thomas Cooper & Co.) appeared for the plaintiffs; Mr. Patrick Devlin, K.C., and Mr. Eustace Roskill (instructed by Messrs. Ince & Co.) represented the defendant.

**JUDGMENT**

Giving judgment, Mr. Justice ATKINSON said the claim was in respect of the total loss of the plaintiffs' trawler *Vendaval*, and serious damage to the trawlers *Hispania*, *Buskateria*, and *Mistral*. The plaintiffs said all the loss and damage suffered was covered by the policy concerned, and on the other hand the defendant contended that the real cause of the loss or damage was outside the policy.

The plaintiff company had premises at Passages, a port adjoining San Sebastian, and they owned trawlers which brought in for curing, cod caught off Newfoundland. In June, 1936, their fleet had returned and the employment of the crews ceased. The employment of the officers continued, but soon after the return of the ships they went on strike. The times were troublous in Spain, said his Lordship, and on the evidence there could be no doubt that there was a dismal failure to maintain law and order.

In June, 1936, the plaintiffs insured their ships at Lloyd's for the period June 15 to Dec. 14, against loss or damage "caused by strikers, locked-out workmen or persons taking part in labour disturbances or riots or civil commotions or . . . from any other malicious act whatsoever by any persons . . . as a direct result of malicious damage not recoverable under marine policies, excluding war risk and excluding all other risks ordinarily covered under the vessel's marine policy."

His Lordship was satisfied that from early in 1936 there were frequent strikes, riots and crimes in many parts of Spain, and the lives and property

of people supposed to be hostile to parties of the extreme left were in constant danger. There was, however, no reflection on the Basque Nationalist Party, which, he found, took no part in the disturbances, but were apparently not strong enough to keep order.

"There were several independent military risings, not against the Republic but to restore law and order. In San Sebastian there were detachments of two regiments, a small Civil Guard and an Assault Guard, who declared for General Mola, the leader of one of the military risings. After five days' fighting the soldiers surrendered and from that date conditions became worse than ever. The attitude of the extreme groups was 'We are the masters now'—a remark with which even we in this country were not altogether unfamiliar. The Basque Nationalists took no part in the acts of violence.

The evidence satisfied Mr. Justice Atkinson beyond all doubt that from the end of July until well into September there was a state of riot and civil commotion, and that was putting it mildly. Bands of armed men were out to kill and rob persons whom they regarded as political enemies. The ordinary law was paralysed by commotions, disturbances and riots.

His Lordship went on to describe the seizure of the plaintiffs' vessel *Mistral* on Aug. 6, when 30 or 40 men broke into plaintiffs' premises and made off with the vessel, which they took to Bilbao. Plaintiffs did not see her again until, three years later, she was recovered in a French port. In October, 1936, the three Basque provinces were given autonomy by the Spanish National Government and on Oct. 30 they issued a decree authorising the seizure of all the ships concerned in that action. It was on about Sept. 6 that the ships other than the *Mistral* were seized, under different conditions.

General Mola was advancing on San Sebastian and hundreds of people, seeking to escape judgment, stormed the plaintiffs' factory, looted it, and made off in the remaining ships to Bilbao, where, on Oct. 30, the vessels were seized under the decree. But until that date, his Lordship held, the ships had been on their own, and were not under the authority of the Basque Government. The *Vendaval* was later sunk in an engagement with a Spanish cruiser, and the three other vessels were subsequently restored, but everything which made them fishing vessels had gone, and considerable expenditure had been needed to restore them to their original condition.

In February, 1937, the plaintiffs gave notice of abandonment, which was not accepted, and it was agreed that Feb. 12, 1937, should be deemed to be the date on which the writ was issued. In fact, the writ was not issued until May 7, 1941. The plaintiffs said the original seizure was within the policy and not within the exception of war risk. They claimed that in fact the seizure, followed by the ships reaching Bilbao, brought about a constructive total loss of each ship, and that the constructive total loss was the proximate cause of everything that followed. As their notice of abandonment, which they were entitled to give, was not accepted, plaintiffs claimed that they were free to claim for a partial loss, with regard to the three ships which they recovered.

It was said by the defendant that the original seizure was a casualty not within the policy; that the original seizure did not amount to a constructive total loss, but only a partial loss; and that the seizure by the Basque Government on Oct. 30 did amount to a constructive total loss, but was a casualty within the exception of war risk. Therefore, the defendant said, he could not be liable for more than the damage caused to the vessels between the time of their seizure and the time when they did become a constructive total loss by what he said was an act of war. If it were necessary, the defendant claimed that the original seizure was not the proximate cause of the further loss, but that the casualty causing partial loss, followed by the constructive total loss, was merged in that total loss and therefore did not give rise to a claim. That his Lordship thought, fairly summarised the various contentions.

In the judgment of Mr. Justice Atkinson, the proximate cause of all the losses was the malicious act of the mobs. He thought the seizures were within the policy and he accepted the plaintiffs' evidence of how they came about. The taking of the *Mistral*, accompanied by an assault on the plaintiffs' factory, was riot or civil commotion, and apart from being a riot, in itself was, in the legal sense, a malicious act. It was clear that the seizures were unlawfully done without justification. He did not see how it could be argued that they were the consequence of hostilities. It was for the defendant to bring the seizures—which *prima facie* were within the cover—within the exception. There was an extreme state of civil commotion, but that was not the result of hostilities; it was the cause of the hostilities that were in fact going on. The seizures were not made by a military force, or anyone connected with a military force. They were seizures by disorderly crowds acting on their own and not under orders from any authority.

As to the seizure of the ships other than the *Mistral*, his Lordship said there was an undisciplined mob of people, who had been taking part in crimes, seeking to escape justice. They

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**CARDIFF**  
 A strong tone characterises the market. Business circulates freely, but the shortage of supplies keeps new bookings in check. Almost all the best descriptions are earmarked for important inland uses, and the only releases of these kinds for abroad is for essential bunkering depots. Exports are restricted to some of the lowest grades, chiefly anthracite dust; there is a large business in this fuel with France, though Belgium and Denmark are receiving smaller quantities.

**NEWCASTLE**  
 A shortage of wagons is tending to delay the transport of coal from collieries to staiths, but there is an adequate supply of coastwise tonnage. Production of open-cast coal is making a useful addition to fuel supplies, which remain well below market needs. Steams and graded sizes, bunkers and gas and coking coals are all in heavy request for early delivery. Industrial cokes are a steady trade, domestic sorts being rather easier.

**MERSEY**  
 The bunker market continues active with heavy calls for Midland descriptions. Additional business could be obtained if fuels were made available. Open-cast continues to come forward to meet deep-mined deficiencies. All classes of graded fuels are directed for industrial purposes. The coastwise section is steady with tonnage more readily available. Cokes are a little easier. Values are unaltered.

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(Continued on page 4, column 4)

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MONEY MARKET

Treasury Bill Result

The applications for the £150 million of three months Treasury bills offered at the Bank yesterday amounted to £234,270,000. The amount allotted was £140 million, and the average rate of allotment was 10s. 1.58d. per cent., tenders at 499 17s. 5d. for the Monday to Friday bills receiving about 48 per cent., and those above in full. There was again a keen demand for overnight loans yesterday, and borrowers experienced difficulty in satisfying their requirements. The discount market had a fair amount of bills to pay for, and as there was only a small demand for Treasury bills on the part of the banks, assistance from the special buyer was again necessary.

STOCK EXCHANGE

Shipbuilding Shares Firmer

A good deal of irregularity was in evidence on the Stock Exchange yesterday. There was renewed selling of British Government stocks, which were 1/2 to 1/4 down on balance, and except for a further rise of 1/4 to 61 in London Transport "C" home railway Ordinary stocks failed to maintain the whole of their recent advance, Great Western reacting 1/4 to 61d. Shipping issues were quieter, with changes fewer than recently, although the tone was satisfactory. Clan Second Preference gained 6d. to 25s. 6d. and Coast 6 per cent. Preference 3d. to 27s. 3d. Active conditions ruled in the market for shipbuilding, iron, coal and steel shares. The feature was the strong demand for Harland & Wolff, which closed 1s. 6d. dearer at 28s. 6d. Swan, Hunter improved 9d. to 60s. 9d., John Brown 6d. to 29s. 3d., Cammell Laird 3d. to 13s. 6d. and Vickers a similar amount to 27s. 3d.

REPORTS AND DIVIDENDS

UNION INSURANCE SOCIETY OF CANTON, LTD.—A dividend of 25s. per share (same) has been declared on account of the year 1945. B. LAPORTE, LTD.—Final dividend on the Ordinary stock of 10 per cent. actual, plus a victory bonus of 21 per cent. actual, both less tax, making 17 1/2 per cent. (15 per cent.) for the year ended Mar. 31. Net profits for the year, before charging taxation, were £192,644 (£179,753). STEEL BROTHERS & CO., LTD.—The accounts for 1945 show that the net profit and dividends, after deducting all charges, including directors' fees £500 and staff assurance scheme premium, amounted to £187,406, to which had to be added £2108 brought in, making £189,514 (£241,223). The sum of £125,000 (£112,000) has been provided for taxation £2500 (same) transferred to benevolent trust fund and £2812 (nil) additional amount written off floating assets in Burma. The directors recommend dividends for the years 1942 and 1943 on the 6 per cent. Cumulative First Preference shares, less tax, leaving to be carried forward £6402. The balance-sheet totals at £4,571,864 (£4,311,314). BROOKE TOOL MANUFACTURING COMPANY, LTD.—Interim dividend of 5 per cent. (7 1/2 per cent.), less tax.

WORLD SHIPPING

Call for an International Organisation

At a meeting in New York on Wednesday the Temporary Transport and Communications Commission of the United Nations Organisation discussed the possibility of establishing a world shipping organisation. Mr. GEORGE BARKER (United States) stressed the need for an inter-governmental shipping organisation. Mr. VAN HENGEL, Netherlands shipping representative, expressed the view that if such a body were set up he considered its headquarters should be in Europe and not at the seat of the United Nations.

LAW REPORTS

(Continued from page 3, column 4)

did not want the ships for the purposes of war; they were interested only in running away from justice, and in his judgment the defendant had wholly failed to bring the seizures within the exception. The next question was whether the seizures amounted to a constructive total loss. In his view they did. Anyone knowing the true facts at the end of September would have thought it extremely unlikely that the plaintiffs would see their ships again in a reasonable time. He also held that the plaintiffs, in the circumstances, were entitled to claim a partial loss, in respect of the ships recovered. It seemed to him plain that everything which followed the original seizure was the result of that seizure, and therefore that was the proximate cause of all the loss that followed. The plaintiffs were accordingly entitled to succeed. The question of merger did not arise as the original seizure was a constructive total loss. His Lordship accordingly gave judgment, with costs, for the plaintiffs for an amount to be ascertained in respect of the loss of the Ventara, and the expenditure incurred in respect of the three other vessels. A stay of execution was granted. [A full report of the judgment will be given in "Lloyd's List Law Reports."]

COMMODITIES

GRAIN

LONDON (Baltic Exchange), Friday WHEAT.—Moderate quantities of Manitoba grades were made available to the Control at unchanged prices. Australian in bulk May-June 64s. 6d. per 480 lb. f.o.b. MAIZE.—No actual offers. Argentine 1946 crop from up-River ports July 91s., Sept. 90s., and from down-River ports July 92s. 9d., Sept. 91s. 9d. per 480 lb. f.o.b.

OILS AND OLSEEDS

LONDON (Baltic Exchange), Friday OILS.—LINED—Raw 66s. RAPE.—Crude 491. COTTON.—Crude 452 2s. 6d. CASTOR.—First 482, second 480. GROUNDNUIT and SUNFLOWER.—Crude 456 10s. per ton. OLSEEDS.—For shipment. CASTOR-SEED.—Bombay 443 10s. per ton. Other oilseeds and groundnuts unquoted.

FOREIGN PRODUCE

LONDON (Mincing Lane), Friday SPICES.—Cloves.—Quiet and prices nominal. Zanzibar spot 1s. 1d. per lb. sellers. C.I.F. May-June 9 1/2d. (buyers' licence) afloat 11 1/2d. per lb. sellers. PIMENTO.—Quiet. Spot 1s. 3d. per lb. sellers. CHILLIES.—Quiet but steady. Mombasa spot 145s. per cwt. sellers. MACE.—Steady. West Indian pala spot 5s. per lb. nominal. JUTE.—Daisee 2-3 new crop Oct.-Nov. shipment 42 1/2s. value per ton. SHELLAC.—Open market quotations steady on the basis of 247s. 6d. per cwt. ex warehouse for F.O. T.N. pure.

METALS

LONDON (Metal Exchange), Friday TIN.—The Directorate of Non-Ferrous Metals supplies tin of 99 per cent. to under 99.75 per cent. at £300 per ton, delivered works, plus prices and charges, if any, for grades, sizes of ingots, bars and strip, granulated and small lots; export £357 per ton, f.o.b. United Kingdom. TUNGSTEN.—For home delivery 32s. 6d. basis L.C. 14 by 20 f.o.t. makers' works, export 39s. to 41s. basis f.o.b. South Wales. Uncoated plates 27s. a box. COPPER.—Electrolytic and wire bars £72 per ton, delivered. COPPER SULPHATE.—98/100 per cent. £32 5s. per ton (less 2 per cent.) in 2 cwt. bags (free), f.o.b. ALUMINIUM.—Ingots and bars for home delivery £67 per ton, delivered. ANTIMONY.—English 99 per cent. £125, and crude 70 per cent. £105 per ton, delivered. TUNGSTEN ORE.—The official selling price stands at 75s. per unit, delivered works. PLATINUM.—Refined maintained at £13 10s. per troy ounce. NICKEL.—For home delivery £190 to £195 per ton, according to quantity. PIG IRON.—No. 3 Cleveland 163s. per ton, delivered Middlesbrough area.

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The Postmaster-General announces that air mail letters at 1s. 3d. per 1/2 oz. (postcards 7d.) may now be sent to French Indo-China. For Cambodia and Cochinchina the limit of weight for letters is 1 lb. and/or other districts 1 oz. Registration facilities are available only to Cambodia and Cochinchina.

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## OVERSEA MOVEMENTS: Latest Reports

### UNITED KINGDOM

**1 GRAVESEND AR**  
 Prince Charles, May 16 Antwerp  
 Ocean Vista, May 17 Antwerp  
 Peterston St John (NB), May 17 Antwerp  
 Ruyvades, May 17 Antwerp  
 Kavalla, for Surrey Commercial Dock  
 Warjo, Malmo  
 Samconon, Trinidad  
 for SW India Dock  
 Lieutenant Lancelot, Nantes for W Thurock  
 Trevanion, May 17 Montreal for King George V. Dock  
 Nautilus, May 17 Trevaylor, May 17 Cochin for Rotterdam  
 Volente, for Creck  
 S. Wilej Wakeman, Cienfuegos for Royal Albert Dock  
 Aarhus, May 17 Antwerp  
 Dronning Maud, Antwerp  
 Clio (St), Flushing  
**2 POOLE AR**  
 Gustaf (aux), May 15 Hull  
**PORTLAND SD**  
 Imperia, Transport, May 17 Curacao  
**TEIGNMOUTH AR**  
 Fenja (aux), May 17 Southampton  
**TEIGNMOUTH SD**  
 Zeester, May 16 Amsterdam  
 Constant, Amsterdam  
**PRAWLE POINT Pd E**  
 May 16  
 John Barton Payne, Hollandia, May 17  
 Yamska Park, Santa Paula  
 William S. Young, PRAWLE POINT Pd W  
 Mario Floro, May 16  
 Empire Uro, Empire Tegleone  
 Actinia, Assaroo, May 17  
**PLYMOUTH AR**  
 Falken, May 15 Lisbon  
 Ochoak, Hamburg  
 Nordenfeldt, May 16 Guernsey  
 Dallington Court, Takoradi  
**PLYMOUTH SD**  
 Aniva (Jerry) (Ru), May 16 Odessa  
**FALMOUTH AR**  
 Empire Rhodes, May 17 Kiel (to lay up in River Pal)  
 Norbris, Portland  
 Prinses Margriet, Dublin  
 Mario Floro, Rouen  
**FALMOUTH SD**  
 Hollandia, May 17 Southampton  
**LIZARD Pd E**  
 Tananki, May 17  
**LIZARD Pd W**  
 Marine Poreh, May 16 for New York  
 Concordia, Westward Ho, May 17 for Bristol (in tow of Eastloigh (tug))  
 (Glashaven, May 17 Thomas Hart Benton, for Philadelphia)  
**JERSEY AR**  
 Elisabeth, May 13 Guernsey  
**JERSEY SD**  
 Gullborg, May 13 Vienna  
**HARTLAND Pt Pd In**  
 Eva, May 17  
 Mina L. Cambani, Panaghis  
 Empire Shepherd, Avonmouth  
**AVONMOUTH AR**  
 Shahristan, May 16 Busreh  
**AVONMOUTH SD**  
 Akademik Karpinsky, May 17 Plymouth  
**Bristol SD**  
 Lapwing, May 17 Lisbon  
 Empire Wharfe, May 16 Jamaica  
**CARDIFF AR**  
 Bidassoa, May 17  
 Devon, Grayville  
 Penduen, Watchel  
**CARDIFF SD**  
 Port Sydney, May 16 River Plate  
 Uffington Court, Lagos  
 Pinguin, Copenhagen  
 Bidassoa, May 17 Bristol  
**BARRY SD**  
 Bantry Bay, May 16 Bilbao  
**BARRY IS Pd Down**  
 Uffington Court, May 16  
 Pinguin, Empire Wharfe  
 Port Sydney, Varand  
 Glanowen  
 Irish Plane  
 Bantry Bay, May 17  
**PORT TALBOT AR**  
 Sovus, May 16  
 Norresundby, City of Antwerp  
**MUMBLES Anch**  
 May 17  
 Empire Pedrone, MUMBLES Pd Out  
 Servus, May 16  
 City of Antwerp, Sovus, May 17  
**MILFORD HAVEN In Port**  
 Norte (Pa), May 17  
**MERSEY AR**  
 Athelprince, May 17  
**MERSEY SD**  
 Athelprince, May 17  
**EASTHAM AR**  
 City of Newcastle, May 16  
 Waterford, Baron Geddes (ex Empire Ploughman)  
**EASTHAM SD**  
 Herium, May 16 Oslo  
 Hindsholm, Copenhagen  
 Samalness, Halifax  
 Jacoba, May 16 Port Talbot  
**RUNCORN AR**  
 Verna, May 16 Preston  
**MANCHESTER SD**  
 John Hanson, New York  
 Juan N. Sequin, New York  
 Manchester Progress, May 17 Montreal  
**SPITHEAD Pd In**  
 John Kriesson, May 17  
**PORTSMOUTH AR**  
 Wave Regent, May 16 Abadan  
**PORTSMOUTH SD**  
 Empire Salvage, May 15 Rotterdam  
 Nebula, Amsterdam  
 (in tow of Empire Marthia (tug))  
**ST CATH'S Pt Pd E**  
 May 16  
 Winchester Victory, Falken, May 17  
 Gascony, Tonax  
 Sloterijk, for Rdam  
 Argentina  
**ST CATH'S Pt Pd W**  
 Lake George, May 17  
 Gouwe  
 Luminetta  
 Charles Goodyear, NEEDLES Pd W  
 May 16  
 Empire Guernsey, SOUTHAMPTON SD  
 Perna, May 4 Curacao  
 (since diverted Aruba)  
 Claymont Victory, May 15 Havre

**3 ELGIN VICTORY**  
 Bremerhaven  
 Ovingdean Grange (ex Empire Buckler)  
 Buenos Aires  
**FLEETWOOD SD**  
 Vilma, May 15  
**BARROW AR**  
 Redgate, May 16 Bona  
**BARROW SD**  
 Kongs, May 16 Narvik  
**WORKINGTON SD**  
 Baron Graham, May 15 Liverpool  
**ARDROSSAN SD**  
 Fantoff, May 16 Genoa  
**CLYDE ANCHORAGE AR**  
 Basethound, May 15 Ince  
 Tyndareus, May 17 London  
 Empire Archer Wabana  
**CLYDE ANCHORAGE SD**  
 Virvriyer, May 16  
**GLASGOW SD**  
 Rapana, May 16 Aruba  
 Virvriyer, Hornholm  
**BELFAST SD**  
 Volant (aux), May 16  
 Palmouth, Barbados  
 Azores, Los Angeles  
 Panama, Hawaii, Suva & Australia  
**DUBLIN AR**  
 R. Scott Fitzgerald, May 15 New Orleans  
 Menapia, May 16 Lisbon  
**DUBLIN SD**  
 Penestin, May 15  
 La Pallice  
 Prinses Margriet, Bilbao  
 Cardiff  
**QUEENSTOWN AR**  
 Argentina, May 16  
**QUEENSTOWN SD**  
 Argentina, May 16 Southampton  
**CORK SD**  
 Irish Larch, May 16 Raumo  
**LIMERICK AR**  
 Hakeljord, May 17 Liverpool  
**DUNNET HEAD Pd W**  
 Nike, May 16  
 Hingar, Cairnaxon  
 Lillohus, May 17  
 Cavorek, Argentina  
**KIRKWALL AR**  
 Good Gull, May 17 Port Arthur  
**KIRKWALL SD**  
 Good Gull, May 17 Stockholm  
**ABERDEEN SD**  
 Willodale, May 15 Huelva  
 Empire Blackwater, May 17 Casablanca  
**METHIL SD**  
 Bauta, May 16 London  
 Helvetia, Esbjerg  
**GRANGEMOUTH AR**  
 Allan, May 15 Leith  
 Kie, May 16 Sunde  
 Southern Spray (whlr), May 17 St Vincent (CV)  
**GRANGEMOUTH SD**  
 Allan, May 16 Kolding  
 Empire Conference, Lubock  
**BO'NESS SD**  
 Junior, May 16 Middlebrough  
**LEITH SD**  
 Allan, May 15 Grangemouth  
 Mado, May 16 Goole  
 Rota, May 16 Copenhagen  
 Baranda, May 16 Faro Is  
**ST ABB'S HEAD Pd N**  
 May 16  
 Esso Cadillac (pres), Inna  
 Ali, May 17 Sirij, (pres)  
 Majori, Southern Shore (whlr) (pres)  
**ST ABB'S HEAD Pd S**  
 Bauta, May 16  
**TYNE AR**  
 City of Dieppe, May 16  
 Bretagne, May 17 Oslo  
 Astrea, Bergen  
 Aktjo, Colchester  
 Generton, Emden  
 Empire Constitution, Torrevieja  
 Southern Wave (whlr), St Vincent (CV)  
**TYNE SD**  
 Foll (aux), May 16 Vestmann Is  
 Reykjafoss, Hull  
 Laifa, Aruba  
 Kortenaar, May 17 Waterford  
 Baron Geddes (ex Empire Ploughman)  
**SUNDERLAND AR**  
 Margay (new), May 15  
 Tyne (in tow of Cullercoats (tug))  
 Phoenix, May 16 Harwich  
**SUNDERLAND SD**  
 Grano, May 15 Gdynia  
 Helena, May 16  
 Ruja, Copenhagen  
**MIDDLESBRO AR**  
 Lalande, May 15  
 Promethus, Antwerp  
 Oshur, May 16 Bilbao  
 Oleim, London  
 Port Perrot, Hamburg  
**MIDDLESBRO SD**  
 Fenm, May 15  
 Gothenburg  
 Port de Bone, Rouen  
 Warjo, London  
 Kalix, Narvik  
**FLAMBORO HD Pd N**  
 Westham, May 16  
 Elgin Victory, New York  
 Follerton Hills, Farge  
 Sardia, Bordeaux  
 City of Durham, Glasgow  
 Aiken Victory, May 17 New York  
 San Amado, May 17 Caripito for Mode  
 Wheel  
 Athelprince, Cienfuegos  
 Grisholm, May 17  
 Empire Wyo, New York  
 Ascania, May 17 Port Said  
 Empire Mariner, Garston  
 Aiken Victory, Havre

**4 SPURN HEAD Pd Out**  
 Fortuna (aux), May 16  
 Susanna, Gothenburg  
 Empire Halberd, May 15 Visby  
 Starkenborg, May 17 Helsingborg  
 Empire Rapier, May 17 Helsingborg  
**SALT END SD**  
 La Mesa, May 15 Corpus Christi  
**HULL AR**  
 Empire Halberd, May 15  
 Ring, May 13 Malmo  
**LIMHAMN AR**  
 Ring, May 13 Malmo  
**LIMHAMN SD**  
 Ring, May 15 Rouen  
**YSTAD SD**  
 Mangol, May 15 Lubeck  
**OXELUND AR**  
 Oia, May 14 Sodertelje  
**OXELUND SD**  
 Mitra, May 14 Vasa  
 Oia, Gdynia  
 Dorotea, May 15 Stockholm  
**STOCKHOLM AR**  
 La Plata, May 10 Buenos Aires  
 Herma Gorthon, May 11  
 Soya L., May 13 Mexico  
 Malmohus, Port Arthur  
 Ring, (Ge) Christiansand  
**STOCKHOLM SD**  
 Penris (Sw), May 11  
 Pernambuco & Santos via Sprangvis and Kramfors (ballast)  
 Bore, May 11 Amsterdam via Hieronand (ballast)  
 Marta, May 11 France  
 Orion (Sw), London  
 Axel Johnson, Buenos Aires via Hallstavik & Gothenburg  
 British Engineer, May 12 Tyne  
 Skinner, May 13 Delizyl via Stugund (ballast)  
 Colombia, May 13 Rio Janeiro & Santos via Svartvik, Ostrand, Hornofors & Gothenburg  
 Inatir, Ghent  
 Orion (Du), May 14 Delizyl via Orskoldsvik (ballast)  
 Birka, London  
 Gellon, Amsterdam  
 Gundborg Segrel, UK via Oskarshamn (ballast)  
 La Plata, May 15 Buenos Aires via Gothenburg  
**GELE AR**  
 Birgitta (aux), May 14 Teignmouth  
**GELE SD**  
 Bifrost, May 14 Calais via Swedish ports  
 Gudnæs, Germany  
 Juliane, Germany  
**SUNDSVALL AR**  
 Hunter Victory, May 13 Skutskars  
 Hugin, Stockholm  
 Touhou, May 14 Harnosand  
 MMS 173 (No) Bergen (towing MMS 136 (No))  
**ARCTIC SEA TO USHANT**  
**NARVIK AR**  
 Laponia, May 14 Ghent  
 Kajum, May 15 Middlebrough  
 Kiruna, Middlebrough  
 Kvikkjokk, Middlebrough  
 Karmas, May 16 Barrow  
**NARVIK SD**  
 Lilian, Danzig  
 Prysken, Antwerp  
 Asko, Kotka  
 Greta Thorden, May 12 Antwerp  
 Hennes, Gdynia  
**CHRISTIANSAND AR**  
 Samuel Bakke, May 11 Hull  
 Golden West, May 12 Oslo  
 Irish (1260), Danzig  
 Libra (Du), May 13 London  
 Ringar, May 14 Montreal  
 Hogland (625) (Ru), Karlsruhe  
 Vard, May 14 Emden  
 Gun, Thamsnavn  
 Jotia, Moss  
 Gol, Stavanger  
 Mari, Emden  
**CHRISTIANSAND SD**  
 Golden West, May 12 US  
 Irish (1260), May 13 Hargshamm  
 Ringar, May 14 Archangel  
 Hogland (625) (Ru), Murnansk  
 Vard, Stavanger  
 Gun, Helsingborg  
 Mari, Skien  
**GRIMSTAD AR**  
 Ashbel Hubbard, May 10 Arendal  
**PORSGRUND SD**  
 Ask (Sw), May 14 Westervik  
 Temeraire, May 15 Antwerp  
**OSLO AR**  
 Romma, May 14 Antwerp  
 Olavus, Tyne  
**OSLO SD**  
 Phoenix, May 14 Denmark  
 Empire Concern, Kragero  
**GOthenburg AR**  
 Saturnus, May 14 Hull  
 Malva, Gdynia  
 Araviz, Danzig  
 Porsvik, May 15 Landskrona  
 Laurits Swenson, Bergen  
 Irish Pir, Arendal  
 Caring, Danzig  
**GOthenburg SD**  
 Rydholm, May 14 Sundsvall  
 Zena, Halbstad  
 Industria, Valencia  
 Nike, Corpus Christi  
 Manfred, Rouen  
 Gripsholm, Liverpool  
**HELSINGBORG AR**  
 Vicia, May 15 Gothenburg  
**HELSINGBORG SD**  
 Vicia, May 15 Malmo  
**HELSINGBORG Pd N**  
 Maria, May 14 Gladan  
**HELSINGBORG Pd S**  
 Plato (Sw), May 14

**5 LANDSKRONA SD**  
 Forsvik, May 14  
**MALMO AR**  
 Kinn, May 15 Visby  
**MALMO SD**  
 Havsbriis, Helsingborg  
**MALMO SD**  
 Banana, May 14 Danzig  
 Hemodia, Ronnskar  
**LIMHAMN AR**  
 Ring, May 13 Malmo  
**LIMHAMN SD**  
 Ring, May 15 Rouen  
**YSTAD SD**  
 Mangol, May 15 Lubeck  
**OXELUND AR**  
 Oia, May 14 Sodertelje  
**OXELUND SD**  
 Mitra, May 14 Vasa  
 Oia, Gdynia  
 Dorotea, May 15 Stockholm  
**STOCKHOLM AR**  
 La Plata, May 10 Buenos Aires  
 Herma Gorthon, May 11  
 Soya L., May 13 Mexico  
 Malmohus, Port Arthur  
 Ring, (Ge) Christiansand  
**STOCKHOLM SD**  
 Penris (Sw), May 11  
 Pernambuco & Santos via Sprangvis and Kramfors (ballast)  
 Bore, May 11 Amsterdam via Hieronand (ballast)  
 Marta, May 11 France  
 Orion (Sw), London  
 Axel Johnson, Buenos Aires via Hallstavik & Gothenburg  
 British Engineer, May 12 Tyne  
 Skinner, May 13 Delizyl via Stugund (ballast)  
 Colombia, May 13 Rio Janeiro & Santos via Svartvik, Ostrand, Hornofors & Gothenburg  
 Inatir, Ghent  
 Orion (Du), May 14 Delizyl via Orskoldsvik (ballast)  
 Birka, London  
 Gellon, Amsterdam  
 Gundborg Segrel, UK via Oskarshamn (ballast)  
 La Plata, May 15 Buenos Aires via Gothenburg  
**GELE AR**  
 Birgitta (aux), May 14 Teignmouth  
**GELE SD**  
 Bifrost, May 14 Calais via Swedish ports  
 Gudnæs, Germany  
 Juliane, Germany  
**SUNDSVALL AR**  
 Hunter Victory, May 13 Skutskars  
 Hugin, Stockholm  
 Touhou, May 14 Harnosand  
 MMS 173 (No) Bergen (towing MMS 136 (No))  
**ARCTIC SEA TO USHANT**  
**NARVIK AR**  
 Laponia, May 14 Ghent  
 Kajum, May 15 Middlebrough  
 Kiruna, Middlebrough  
 Kvikkjokk, Middlebrough  
 Karmas, May 16 Barrow  
**NARVIK SD**  
 Lilian, Danzig  
 Prysken, Antwerp  
 Asko, Kotka  
 Greta Thorden, May 12 Antwerp  
 Hennes, Gdynia  
**CHRISTIANSAND AR**  
 Samuel Bakke, May 11 Hull  
 Golden West, May 12 Oslo  
 Irish (1260), Danzig  
 Libra (Du), May 13 London  
 Ringar, May 14 Montreal  
 Hogland (625) (Ru), Karlsruhe  
 Vard, May 14 Emden  
 Gun, Thamsnavn  
 Jotia, Moss  
 Gol, Stavanger  
 Mari, Emden  
**CHRISTIANSAND SD**  
 Golden West, May 12 US  
 Irish (1260), May 13 Hargshamm  
 Ringar, May 14 Archangel  
 Hogland (625) (Ru), Murnansk  
 Vard, Stavanger  
 Gun, Helsingborg  
 Mari, Skien  
**GRIMSTAD AR**  
 Ashbel Hubbard, May 10 Arendal  
**PORSGRUND SD**  
 Ask (Sw), May 14 Westervik  
 Temeraire, May 15 Antwerp  
**OSLO AR**  
 Romma, May 14 Antwerp  
 Olavus, Tyne  
**OSLO SD**  
 Phoenix, May 14 Denmark  
 Empire Concern, Kragero  
**GOthenburg AR**  
 Saturnus, May 14 Hull  
 Malva, Gdynia  
 Araviz, Danzig  
 Porsvik, May 15 Landskrona  
 Laurits Swenson, Bergen  
 Irish Pir, Arendal  
 Caring, Danzig  
**GOthenburg SD**  
 Rydholm, May 14 Sundsvall  
 Zena, Halbstad  
 Industria, Valencia  
 Nike, Corpus Christi  
 Manfred, Rouen  
 Gripsholm, Liverpool  
**HELSINGBORG AR**  
 Vicia, May 15 Gothenburg  
**HELSINGBORG SD**  
 Vicia, May 15 Malmo  
**HELSINGBORG Pd N**  
 Maria, May 14 Gladan  
**HELSINGBORG Pd S**  
 Plato (Sw), May 14

**6 FRANKA (Du)**  
 Immingham  
 Thor, Forshult  
 Skagen, Emden  
 Skans Mersk, Emden  
 Noreo, Emden  
 Enorgi, Emden  
 Ring, Sundsvall  
 Capella (Fi), Helsinki  
 Thornbury, Mantyluoto  
 Hada, Copenhagen  
 Vilno, Stockholm  
 Pano, Stockholm  
 Jeron (Du), Delfzyl  
**KIEL SD**  
 Lillie Matthiessen, Danzig  
 May 15 Ymuiden  
 Lestris, Antwerp  
 Lica Mersk, Haamburg  
 Pluto (Da), Delfzyl  
 Cyrl, Ghent  
 Jefferson City Victory, Danzig  
 Clio (Fi), Antwerp  
 Scioia, May 16 Gothenburg  
 Hast IV, Hbro  
 Franka (Du), Bandholm  
 Oia, May 14 Sodertelje  
 Forshult, Trelleborg  
 Skagen, Holbaek  
 B.T.V., Malmo  
 Boreas (Du), Halmslad  
 Mary Clausen, Gdynia  
 Hans Mersk Copenhagen, Heeron (Du) Gothenburg  
 Fano, Aarhus  
 Energi, Antwerp  
 Ghent, Ghent  
 Thornbury, Christianand  
 Ema (Ge) Christiansand, Ring  
 Capella (Fi), Calais  
 Wilno, Calais  
 Hada, Antwerp  
 Norro, Copenhagen  
**KOGE AR**  
 Svend Pii, May 12 Emden  
**COPENHAGEN AR**  
 Julandia, May 14 Gdynia  
 Uruguay, New York  
 Saga, May 15 Grimsby  
 Wm. Th. Malling, Emden  
 Wandia, Swansea  
**COPENHAGEN SD**  
 Havsbriis, May 14 Malmo  
**ELSNORE Pd N**  
 Leo, May 15  
 Sally Mersk, Selandia  
 Castor, Othen, May 16  
**ELSNORE Pd S**  
 Phoenix, May 15  
 Hanne Skou, Sagant, May 16  
 Sannaland, Ingeborg  
**HOLBAEK AR**  
 Jorgen, May 12 Emden  
**NAESTVED SD**  
 Margrete, May 10  
**SVENDBORG AR**  
 Alica (Fi), May 11 Gdynia  
**NYBORG AR**  
 K. J. Knudsen, May 10 Baytown  
**ODENSE SD**  
 Trio (Da), May 10 Kolding  
**AABENRAA AR**  
 Tora Elise, May 13 Gdynia  
**KOLDING AR**  
 Hedda Lau, May 12 Emden  
**VEJLE SD**  
 Odu, May 13 Emden  
**HORSENS SD**  
 Stadion LL, May 13 Drammen  
**AARHUS AR**  
 Cimbrin, May 13 Emden  
**AARHUS SD**  
 Westralia, May 11  
 Hebe, May 11  
**LIARAGER AR**  
 Energi, May 9 Danzig  
**SKIVE SD**  
 Falken (aux), May 13 Danzig  
**NYKOBING, Mors AR**  
 Vera (Fi), May 12 Struer  
**STRUER SD**  
 Vera (Fi), May 12 Nykobing (Mors)  
**ESBJERG SD**  
 Rvetersen, May 15 Haamburg  
**HAMBURG AR**  
 Ocean Traveller, May 15 Baltimore  
 Dania, Vesteras  
 Dania Mersk, May 16 Oxelosund  
**HAMBURG SD**  
 Araks (ex Johann) (Ru), Araks, May 14 Baltic Sea  
 Rummor, Oxelosund  
 Dverbank, Rotterdam  
 Vestholm, May 16 Emden  
 Scotia, May 15 Aalesund  
**CUXHAVEN AR**  
 Empire Lance, May 15 Hull  
**CUXHAVEN SD**  
 Empire Lance, May 16 Hull  
**DELZYL AR**  
 Tulko, May 16 London  
 Oranje, London  
**DELZYL SD**  
 Gruno, May 14 Emden  
 Sparta, May 16 Masnedund  
 Handedst, Handedst  
 Harcor, Svendborg  
 Wolanda, Zaandam  
 Kwiek, Odense  
 Ernst, Nakskov  
 Lelle, Copenhagen  
 Antlorpe, Sliedrecht  
 Oranje, Bo'nness  
**TERSCHELLING To Sail**  
 Necton (Du), May 16  
**YMUIDEN AR**  
 Wane, May 16  
 Woland, May 17  
 Empire Martha (tug), May 17 Falmouth  
 (towing Nebula (whlr))  
 Lillie Matthiessen, Stockholm  
**YMUIDEN SD**  
 Atlantic, May 15 Rotterdam  
 At S., May 15 Rotterdam  
 Vliedroom, Newport  
 Orpheus, Antwerp  
 Gouwe, Newport  
 Koida, May 16 Stettin  
 Nautilus, London  
 Patricia, Grangemouth  
 Kieldiep, May 16 London  
 Minin, May 17 Antwerp  
 Deo Dubos, Gothenburg  
 Abucros (aux), Rdam  
**FLUSHING AR**  
 Snok, May 14 Congo  
 Snofrid, May 14 Skuld  
**ANTWERP AR**  
 Aalsum, May 16 Corral  
 Elisabeth Bakke, Telenhuano  
 Andun, Ghent  
 Belgian Crew, Maladi

**7 HENRI JASPAR**  
 Matadi  
 London  
 Princesse Josephine, Eiger  
 Rabia Blanca, Narvik  
 Mahlund, Baltimore  
 George Weems, New York  
 Kalamai, New York  
 Kolsnaren, May 16 Beira  
 Josef Bergendorff, Luin  
 Braze, Stockholm  
 Svea, Jamaica  
 Nova, Rotterdam  
 Samuel Chase, Philadelphia  
 Orpheus, Ivar, May 16 Grimsby  
 Aarhus, London  
 Dronning Maud, London  
 Madaket, May 17 New York  
 Temeraire, Ipswich  
 Java, Hull  
 Paul, Hull  
**ANTWERP SD**  
 Pento, May 15 Bergen  
 Patria, Gothenburg  
 Katanga, Matadi  
 Assaroo, Lisbon  
 Prince Charles, May 16 Tibury  
 Neptun, May 16 Bergen  
 Europe, Persian Gulf  
 Bernard V., Narvik  
 Saivo, Narvik  
 Rosa Smith, Gothenburg  
 Dronning Maud, London  
 Samuel Adams, N York  
 Jamaica, Stockholm  
 Gallium, Rouen  
 Bele, May 16 Stockholm  
 Willem Barendsz, Oporto  
 Amstelkerk, W Africa  
 Johanna, Stockholm  
**GHEHT SD**  
 Belgien, May 15 Germany  
**CALAIS AR**  
 Bastogne, Immingham  
 Audun, Antwerp  
**CALAIS AR**  
 Grashin, May 10  
 Haarlagre, May 10 Tunis  
**DIEPPE AR**  
 Atlantic Express, May 14 Basse Tere  
**HAYRE AR**  
 Divina, May 14 Rouen  
 Clarke's Wharf, May 16 Curacao  
 Dundurp Park, May 16 New Westminster  
 Haverford Victory, New York  
 U.S.S.R. Victory, N York  
 Nathaniel Carrier, May 17 Honston  
**HAVRE SD**  
 Norelandia (It), May 14 Rouen  
 Claymont Victory, May 16 New York  
 Baldwin Hills, Rouen  
 John Blair, Rouen  
 Cocalilao, Tampico  
 Andre Thome, Gdynia  
 J. W. McAndrew, Bremerhaven  
 Haverford Victory, Bremerhaven  
**ROUEN AR**  
 Baldwin Hills, May 16 Havre  
 John Blair, Havre  
 Ville de Majunga, May 17 Algiers  
 Chippewa Park, Montreal  
**ROUEN SD**  
 Rock Landing, May 16 Galveston  
 Oddevold, Swansea  
 Ninnia Lau, "Humble", Hogra, Gdynia  
 Sommerstad, May 13 New York  
 Ardenia, Gothenburg  
 James Jackson, N York  
**BREST TO CARAMINAL POINT**  
**LA PALLICE SD**  
 Roy K. Johnson, May 11 New York  
 Eleazar Wheelock, May 12 New York  
**BORDEAUX AR**  
 Joseph Blot, May 12 Tunis  
 Cornetake, London  
 Greth, Dakar  
 Solvik, Manchester  
 Mount Helikon, May 13 Havre  
 Maurienne, May 13 Casablanca  
 Maywood, May 14 Barry  
 Erica, Manchester  
**BORDEAUX SD**  
 Sardis, May 13 Liverpool  
 Brem, May 14 Gothenburg  
 James Kyron Walker, New York  
 Cassard, Manchester  
**PAULLAC AR**  
 Frisia, May 13 St Herblain  
**PAULLAC SD**  
 Frisia, May 14 St Herblain  
**BILBAO AR**  
 Lango, May 15 Rotterdam  
 Monte Ayala, Buenos Aires  
**BILBAO SD**  
 Halmstad, May 15 Middlebrough  
**SANTANDER AR**  
 Garesfield, May 15 Port Talbot  
 Isla de Tenerife, San Antiooco  
**SANTANDER SD**  
 Isla de Tenerife, May 15 Gijon  
**CORUNNA AR**  
 Miranlanas, May 16 Havana  
**OPORTO AR**  
 Pendoris, May 15 Liverpool  
**OPORTO SD**  
 Mjohner, May 15 Lisbon  
 Nato, Setubal  
**LEIXOES AR**  
 Lys, May 15 Antwerp  
**LEIXOES SD**  
 Silva Gouveia, May 15 Villa Real  
 Casablanca  
 Vianense, Casablanca  
 Maria Joana, May 15 Saffi  
 Cape Sable, Liverpool  
**LIBSON CLD**  
 Silkeborg, May 15 Leixoes  
 Gdynia, Casablanca  
**LIBSON SD**  
 Hercules, May 14 Rdam  
 Cape Sable, May 16 Para  
 Santa Mafalda (aux), Casablanca  
**PORTIMAO AR**  
 Joao Jose Primoer, May 11 Oporto  
**HUELVA SD**  
 Torni, May 15 Glasgow  
 Gleno, May 16 Ardrossan  
**CADIZ SD**  
 Lanahroue, May 16 Ancona  
 Dublin

**8 MEDITERRANEAN SEA**  
**GIBRALTAR AR**  
 Meridian, May 15 Leningrad  
 Foroland, May 16 Genoa  
 Gotland (966), May 16 Barry  
 Otic, May 16 Malta  
 Gaspeian Park, Stettin  
**GIBRALTAR SD**  
 Pskov, May 14 Malta as before reported  
 Chehov, May 16 Malta  
 Holnside, Huelva  
 Caterina Gerolimich, Buenos Aires  
 Erastus Smith, Split  
 Foroland, London  
 Gotland (966), May 16 Plymouth  
 Malcolm M. Stewart, May 16 Odessa  
 Archers Hope Galveston  
 Umberloigh, Malta  
 Ogmoro Castle, Iceland  
 Junceest, Trieste  
 Meridian, Odessa  
 Ary Lensen, Toulon  
**GIBRALTAR Pd E**  
 Egypt, May 11 Dromore, May 16  
 Empire Southark, Neleus  
 Samaria, Clyde L. Soavey, May 16  
 John H. Quick, Oporto  
 Ocean Rider, Kattogatt, May 17  
 Greenland, May 17  
 Trevider, Tunisia  
**GIBRALTAR Pd W**  
 Telemachus, May 16  
 Matthew P. Deady, Lawton B. Evans  
 Niagara Victory, Campania, May 16  
 City of Worcester, Saffron Park, May 16  
 John G. Brady, John Marshall  
 Cabo Quintres, May 17  
 Samboston, May 17  
 Sestriere, Gerarchia  
 John N. Robins, Nyanza  
 Rya de Muros, MALAGA AR  
 John N. Robins, May 16 Naples  
**MALAGA SD**  
 Campas, May 15 Seville  
 Rita Garcia, San Fernando  
 Camelia, Gothenburg  
 John N. Robins, May 16 Cadiz  
**TORREVIEJA AR**  
 Kathrinotisa, May 12 Cadiz  
**VALENCIA AR**  
 Gaudiun, May 15 Farnagusta  
**BARCELONA AR**  
 Ravons Point, May 16  
**PORT VENDRES SD**  
 Miriam, May 13 AR  
**SETE AR**  
 Jean Marc, May 10 Oran  
 Marcel Jean, May 10 Oran  
**ROUEN SD**  
 Flora Nomicou, Cyprus  
 Ely, May 12 Algiers  
 Ville De Djidjelli, Algiers  
 Doortman, Oran  
 Cap Faidneh, May 13 Oran  
 Bertin, Mostaganem  
 Eruden, Portigione  
 Esperance, Lisbon  
 Empire Tavistock, May 14 Oran  
 President de Lavit, Algiers  
**SETE SD**  
 William L. Yancey, May 11 Marseilles  
 Vinga, Algiers  
 William G. Fargo, Marseilles  
 Ansyra, May 13 Oran  
 Stepas Darius, May 14 Marseilles  
**ST LOUIS, Rhone AR**  
 P. I. M. 14, May 12 Marseilles  
 Askot, Heroya  
 Sanja, Marseilles  
**ST LOUIS, Rhone SD**  
 Sandsgaard, May 11 Oran  
 Val de la Haye, May 14 Bastia  
 Capitaine Do Hun Vi, Marseilles  
**MARSEILLES AR**  
 May 14  
 Capitaine Do Hun Vi, May 16 Dakar  
 Pasteur, May 16 Dakar  
 Lieutenant de la Tour, Marseilles SD  
 Rni Alberto, May 16 Lisbon  
**TOULON AR**  
 Champollion, May 13 Marseilles  
 Medina Victory, May 14 Middle East  
**SAVONA AR**  
 Susan Colby, May 7 Genoa  
**GENOA AR**  
 Tormes, May 7 Tarragona  
 Capo Mele, May 8 San Antiooco  
 Condestable, May 9 Barcelona  
 Enrico, Cagliari  
**GENOA SD**  
 Susan Colby, May 7 Savona  
**SAVONA AR**  
 Camelia, May 8 Toulon  
 Condecorado, May 9 Barcelona  
 Tunising, Portigione  
 Susan Colby, May 15 Hampton Roads  
**NAPLES SD**  
 Mataroa, May 14 Argentina, Port Said  
**MALTA AR**  
 Coulgorm, May 15 Genoa  
 Ben H. Miller, May 16 London  
 Itria, Arabian Prince  
**VENICE AR**  
 Reinhold Richter, May 7 Galveston  
 James A. Wilder, Philadelphia  
 James A. Wilder, Hampton Roads  
 Philip Doddridge, Ancona  
**PORTIMAO AR**  
 Joao Jose Primoer, May 11 Oporto  
**HUELVA SD**  
 Torni, May 15 Glasgow  
 Gleno, May 16 Ardrossan  
**CADIZ SD**  
 Lanahroue, May 16 Ancona  
 Dublin

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MARINE CASUALTIES

ALAR.—See St. Christopher.

ANN MELVILLE.—Castletown, Ber-

haven, May 13.—Steam trawler Ann

Melville, M 49, has been at the pier here

for the past five or six days with slight

engine trouble. Vessel proceeded to sea

last night. (See issue of May 13.)

ARIZONAN.—Cristobal, May 16.—

Steamer Arizonan is still repairing steer-

ing engine at Cristobal. Vessel is ex-

pected to proceed on May 18. (See

issues of May 6 and 13.)

ATLANTIC.—St. John's, N.F., May 16.—

Steamer Atlantic drydocked on May 9.

Survey showed a number of slack rivets

in keel plates Nos. 1 and 3, and in bow

shell plates on both sides in strikes A,

B, C and D, also necessary to renew

No. 2 keel plate, remove and rivet two

centre line tank top plates, and renew a

number of slack rivets in two adjacent

plates. Estimated date of completion

afternoon of May 18, estimated cost

\$13,400.—Lloyd's Agent per Salvage

Association. (See issue of May 4.)

BANCO.—Oslo, Apr. 10.—Motor tanker

Banco, of Stavanger, 462 tons gross,

built in 1940, sank in Berlevag harbour

after collision in the autumn of 1943.

The vessel was later purchased by

Hangesund buyers, who now intend to

raise her. Salvage has been entrusted

to Lars Folkedal, of Kopervik, and

operations will begin shortly.—"Norges

Handels og Sjøfartstidende." (See issue

of Jan. 19.)

BEAUMONT.—London, May 17.—Survey

was held at Oslo and Tonsberg

between Oct. 21 and Jan. 4 in respect

of damage to Norwegian motor tanker

Beaumont, stated to have been sus-

tained through grounding. Part of bilge

keel was renewed and part removed,

faired and replaced, one keel plate re-

newed and one removed, faired and

replaced, four shell plates renewed, re-

cropped and part renewed, two re-

moved and replaced, six faired in place,

&c. A number of indented shell plates

are to be repaired at owners'

convenience.

BELLE ISLE.—New York, May 14.—

Army transport Belle Isle, which left

New York on May 12 for Greenland,

was in position lat. 41 26 N., long. 65 15

W., 160 miles from Nantucket Light-

house, yesterday, and reported that she

H. M. FLAGLER.—Para, May 16.—Tank

steamer H. M. Flagler left here yester-

day for Pernambuco. (See issue of

May 6.)

IDA STRAUS.—New York, May 14.—

Steamer Ida Straus has arrived at

Sewalls Point from Bermuda for

repairs. (See issue of May 13.)

IROQUOIS.—Port Said, May 17.—Tank

steamer Iroquois: Windlass repairs com-

pleted; vessel proceeded (from Suez)

10-day. (See issue of May 2.)

ISABEL A. MCALLISTER.—See No. 25

(barge).

JAMES RUMSEY.—New York, May 14.—

Steamer James Rumsey, Savannah for

Santos, is hard aground in position lat.

27 00 N., long. 77 30 W., 30 miles north

of Pelotas Hills is on the scene and

Meritt's tug Willet is proceeding from

Key West to her assistance. At 7 24

a.m. to-day vessel reported: "Shutting

down all steam in boilers, Nos. 1, 2 and

3 starboard side double bottom tanks

punctured. Cannot tell if vessel will

float at present time; in need of imme-

diate assistance." At 10 20 a.m. vessel

reported: "Swell moderated in bow. 30

25 Double bottoms holed in Nos. 1, 2 and

3 tanks, no water as yet in any hold. Hard

and fast aground even at high tide." (See

issue of May 16.)

JAN MOLSEN.—See Prospect.

LADY WOLMER.—Liverpool, May 17.—

Motor vessel Lady Wolmer, lying in

Alexandra Dock, had fire break out yester-

day afternoon among bales of cotton

in No. 1 hatch. The National Fire Ser-

vice was called by the master and ship's

fire hoses brought into use. The fire

is reported to have been caused by

control and damaged bales are being dis-

charged and placed on open quay. The

National Fire Service is standing by in

case of further outbreak.

LISA (aux.).—Malmo, May 17.—Swedish

auxiliary schooner Lisa, Danzig for Sim-

rishamn, cargo coke, has stranded off

Simrishamn.

MAISONNEUVE PARK.—London, May

17.—Survey was held at Halifax on

Feb. 27 and subsequent dates in respect

of damage to steamer Maisonneuve Park,

control and damaged bales are being dis-

charged and placed on open quay. The

National Fire Service is standing by in

case of further outbreak.

SHARK.—Paris, May 2.—According to

advices from Boulogne (trawler Shark,

of Newhaven, put in there on Apr. 20

with damage. Vessel was repaired, after

which she proceeded to sea.—"Journal

de la Marine Marchande."

TORDENE.—Liverpool, May 17.—Steamer

Tordene: Discharge of cotton from No. 1

hold continued this morning; conditions

unchanged. Propose opening No. 2

hold to-morrow. Discharge commenced

from No. 5 hold at 8 a.m. to-day.—

Liverpool & Glasgow Salvage Associa-

tion per Salvage Association. (See issue

of May 7.)

TRENORA.—St. John's, N.F., May 11.—

Survey was held at Corner Brook on

May 6 on steamer Trenora to ascertain

damage sustained through being touched

by British steamer CORNER BROOK

while the latter vessel was shifting to

a new berth at Corner Brook on May 6.

Damage was found on the port bow,

the upper landing of the sheerstrake

being indented slightly between frames

16 and 17 from the bow and some deck

angles slightly buckled. A certificate

of seaworthiness was issued with a

recommendation that the necessary

repairs be effected at owners' conve-

nience.

ULSTER PRINCE.—Liverpool, May 17.—

Motor vessel Ulster Prince (from Bel-

fast) lost her starboard anchor in the

River Mersey this morning.

VAN DER HELST.—Willemsdam, May 16.

Motor vessel Van der Helst (Astoria

for Rotterdam) put back here on May 12

with damaged gas turbine blower.

Repairs require about 10 days.

WEST POINT.—Para, May 17.—Steamer

West Point (Bahia and Ceara for New

York) advises struck Manoel Luiz Reef

on May 17, pounding badly against reef

and making water badly all bilges; 5 ft.

8 in. of water in deep tank. Master

ascertaining inflow before attempting to

get off reef. Requesting assistance and

am sending small tug Arary from

Maranhão.—Lloyd's Agent.

On Apr. 13 to survey their stocks of grain

situated in a variety of siefs which they

feared might have suffered damage from

heavy rains or from seepage of river water

owing to the high levels. In two instances

there were definite indications of damage

by seepage, and Messrs. Andrew Weir &

Co. were requested to arrange removal of

the sound barley so that further damage

might be stopped and the damaged quan-

tity removed for drying. At the Marzili

siefs the bags forming the bottom layer of

some stacks showed signs of having been

slightly damaged by rain water, and simi-

lar action was recommended.—Lloyd's

Agents.

THE DOCK LABOUR TROUBLE

IN AUSTRALIA

Sydney, May 16.—The new moves to

settle the double-dump wool dispute did

not end the deadlock as anticipated to-day,

but a settlement on all terms is expected

to-morrow.—Exchange Telegraph Com-

pany.

THE STRIKE OF STEVEDORES

AT NASSAU, BAHAMAS

Nassau, May 16.—The stevedores who

went on strike on Tuesday evening

(May 14), when the British steamer

CATHCART arrived here with a full cargo,

demanding 36 pence an hour to unload

the vessel, this morning accepted 24 pence

an hour and resumed work on the un-

loading.—Exchange Telegraph Com-

pany.

THE WAR

BORDVIK.—Oslo, Apr. 25.—Steamer

Bordvik arrived at Sourabaya on Jan. 17,

1942. To prevent the vessel falling into

Japanese hands she was scuttled on

Mar. 3 after the crew had been sent

ashore.—"Norges Handels og Sjøfart-

stidende."

CASCADE.—London, May 17.—In reply

to inquiry, Lloyd's Agent at Amsterdam

writes under date of May 15: "Motor

vessel Cascade was requisitioned by the

German Navy in 1941. In September,

1945, she returned in tow from Hamburg

and is still under repairs at the yard

of Messrs. Broeken at Westerbok.

CYRNO.—Paris, May 2.—According to

advices from Marseilles, the motor

vessel Cyrno has been refloated. It is

able to return to service after being

refloated.—"Journal de la Marine

Marchande." (See issue of Jan. 2.)

DJENNE.—Paris, Apr. 25.—Steamer

Djenne, at Marseilles, is expected to be

refloated during the present month.

"Journal de la Marine Marchande."

(Note.—Djenne was sunk at Marseilles

in August, 1944.)

ESBJERG.—Copenhagen, Apr. 27.—

Switzers will shortly commence salvage

operations on motor vessel Esbjerg, which

was mined and sunk near Stevns after

the capitulation.—"Nationaltidende." (See

issue of Aug. 23.)

FRESNEL (submarine).—Paris, Apr. 25.—

The refloating of the submarine Fresnel,

COASTWISE & HOME TRADE MOVEMENTS

Table with columns C1, C2, C3, C4, C5 listing ship names, destinations, and dates for various ports like LONDON, NEWPORT, LIVERPOOL, GLASGOW, etc.

LONDON--IN DOCK

Table listing ships in dock at London, including ship names, agents, and dates.

LONDON--IN THE RIVER

Table listing ships in the river at London, including ship names, agents, and dates.

(Continued on page 9)

Table with columns C6, C7, C8, C9, C10 listing ship names, destinations, and dates for various ports like BELHAVEN, LONDON, etc.



BRITISH COAST LINES SEAWAYS

COAST LINES ORGANISATION. Lists various shipping companies and their services.



SHIPS IN PORT

LONDON IN THE RIVER—Cont. from p. 8

CHARLHURST (ex Empire City), White's Wf., ... CHELWOOD, Power Station, Barking, Charl- ... CLIO (yacht) ... COLINGBOURNE ... CORDALE S. S. O. C. A. Jty., Purfleet, W. ...

MERSEY—IN PORT

Docks are at Liverpool unless otherwise shown

AFAX, 7540, Canada, A. Holt & Co. ... ALBANY, 382, Victoria, A. Holt & Co. ... ALEXANDER RAMSEY, 718, Gladstone 2 ...

STANVILLE, 5363, Toxteth, Canadian Pacific

CROSSBELL, 533, E. Float, R. & D. Jones ... CROSSLAND, 309, E. Float, Brown & Kinch ... DEFENDER, 8258, Sandon, T. & J. Harrison ...

TYNE IN PORT

Fessel Tons Gross Dk. or Bth. Broker

ACTIVITY, 970, Palmer's Dry Dk., Hebburn, ... ADOPH S. OCHS, 7219, Albert Edward Dk., ...

BRITISH TOMMY, 1411, Springwall Tr., Jarrow, F. C. Strick & Co.

CANTICK HEAD, 488, Northumberland Dk., ... CAPTAIN, 1049, Johnson's Wf., Gateshead, ... CAPSA, 8229, Hawthorn, Leslie's Shipyard, ...

GARSTON IN PORT

Vessel Tons Gross Dk. Broker

BALMARINO, 419, Stalbridge, W. G. Morcy & Co. ... BARON DOUGLAS, 3899, Stalbridge, R. & D. ...

MANCHESTER—IN PORT

Fessel Tons Gross Dk. or Wf. Broker

ARDENZA, 933, Shed 5, Dk. 9, Moss Hutchison ... B. T. SPIRIT, 440, Stanlow Dk. 3, Petroleum ...

REPORTS OF INCOMING VESSELS

Arrangements can be made to report Vessels arriving off the coast to any address.

EWELL, 1350, Harlon Staiths, Stephenson ... FREDERICK, 2757, Middle Dks., S. Shields, ...

TYNE IN PORT

Fessel Tons Gross Dk. or Bth. Broker

ACTIVITY, 970, Palmer's Dry Dk., Hebburn, ... ADOPH S. OCHS, 7219, Albert Edward Dk., ...

LUCKY LIST

Sat., May 18, 1946

EMPIRE TERN, 2479, Alexandra, Sivewright, ... EMPIRE TREASURE, 7022, King George, ...

SOUTHAMPTON—IN PORT

Fessel Tons Gross Dk. or Wf. Broker

ABA, 9338, Berth 46, Test Qys., Union-Castle ... ABERDONIAN, 1648, Berth 16, Inner ...

SUNDERLAND—IN PORT

Fessel Tons Gross Dk. or Wf. Broker

AMPULLA (Irish), 248, Shipbuilding Corporation ... BENTLEY, 1076, Rack Bys., T. G. Irving ...

HULL—IN PORT

Fessel Tons Gross Dk. or Wf. Broker

ACORNING, 1678, Alexandra, Ellerman's ... ALCHYMIST, 282, Alexandra ...

(Continued on page 10)

