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31 May

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LLOYD'S LIST Sat., May 18, 1946

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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 18th 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 characters: placed by a BELL fog signal had following character:—
ONE Stroke every 15 seconds.

By Order, J. M. NICOLLE, Secretary.

Trinity House, London, E.C. 3. 16th May, 1946.

COMMISSIONERS OF IRISH LIGHTS

NOTICE TO MARINERS (No. 5)

SOUTH COAST OF IRELAND

CORK HARBOUR APPROACHES RE-ESTABLISHMENT OF DAUNT ROCK LIGHTVESSEL

IRISH LIGHTS OFFICE, DUBLIN, 14th May, 1946

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 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.

LIGHT: One red flash every 30 Seconds, thus:—
Flash 4.0 Seconds
Eclipse 26.0 Seconds Total period 30.0 Seconds FOG SIGNAL: Diaphone Two Blasts every 60 Seconds, thus:

Blast 1.5 Seconds
Silent 3.0 Seconds Total period 60.0 Seconds

If Diaphone is disabled, a reed horn will sound a similar signal.

Approximate Geographical DAUNT ROCK LIGHTVESSEL, Latitude 51 deg. 43 min. N Longitude 8 deg. 15 min. W

By Order, E. A. M. LEGGETT, Secretary,

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 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.

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 16th day of May,

Dated at London, this 16th day of May 1946.

BLUE STAR LINE, LIMITED. A. A. BARRETT



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Applicants should be skilled men, able to execute running repairs and make small apparatus, as well as being capable of maintaining and running electrical machinery, internal combustion engines, steam engine plant, and a gas-fired watertube boiler.

Wages offered are Trade Union rate, but for a suitably qualified candidate these could be supplemented by payment for, additional, instructional work.

Applications, stating age, experience, and names of referees, together with copies of testimonials, should be forwarded to the Principal, South Dorset Technical College, Newstead Road, Weymouth.

C. P. BRUTTON,

C. P. BRUTTON, Clerk of the County Council

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SHIPPING GAZETTE (Established 1734)

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SATURDAY, MAY 18, 1946 High Weter, 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 The above times are B.S.T.

TO-DAY'S WEATHER

Meteorological Office Forecast ending midnight to-night:-

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

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 Whole of the tonnage of 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 per formed by Mrs. Wm. Baird, of Montreal.

The Beaverlake is the third of four new cargo liners. The Beaverdell 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 Beaverdell 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 urgical instruments and a number of hemical products, while unmounted liamonds 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 icensing control on zine oxide (incluleaded zinc oxide) and di-iodohydroxyquinoline, and export licences will be required in respect of these goods as from May 23.

SHIPPING MOVEMENTS | THE COASTING TRADE | TRANSFER OF SHIPS

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 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:

		Entrances Th. tons		Clearances	
		No	. net	No.	Th. tons
	Mar., 1946 :	77.54	With	Cargo	2.015
,	British	754 947		1,000	1,215 469
		271	000	003	409
	Total:				
	Mar., 1946	1,701	2,623	1,669	1,684
	Mar., 1945 Total excluding	893	2,510	666	1,1.010
	vessels with				
	mail only-				
	Mar., 1946	1,679	2,421	1.660	1,563
	Mar., 1945	858	2,317	653	977
	Daily Averages-				
	Mar., 1946	55	85	54	54
	Feb., 1946	41	78	47	55
	Mar., 1945	29	81	21	33
	Year 1945 Year 1938	39 138	79 187	29 139	37 161
	100	100	101	107	101
			In I	Ballast	
	Mar., 1946 :	877	000	CAD	7 465
	British Foreign	733 566	920 971	547 972	1,465 1,633
ì	Toronga	200	311	314	4,000
ı	Total:				
ı	Mar., 1946	1.299	1,891	1,519	3,098
ľ	Mar., 1945 Vessels with pas-	1,537	3,026	1.843	4.734
ı	sengers only				
ı	Mar., 1946	36	94	56	244
ı	Mar., 1945	6	14	12	142
ı	Vessels calling				
ı	ing with				
ı	bunkers only				
ľ	Mar., 1946		297	821	1.456
ł	Mar., 1945 Other vessels:	26	85	344	914
í	Mar., 1946	1 197	1.501	642	1,397
ı	Mar., 1945	1.505	2.927	1,487	3,678
ŀ	D II .				
	Daily Averages :	40	63	49	300
1	Mar., 1946 Feb., 1946	42 41	61 65	39	100 94
ı	Mar., 1945	50	98	59	153
١	Year 1945	46	73	56	116
ĺ	Year 1938	55	64	54	91
	For vessels	enter	ing wir	th ma	il only
1	13	3		C	(1

Advance forecast for the 18 hours there was a sharp increase from the 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 tounage of vessels with passengers only entered in March rose by three-quarters compared with Febone-qualter; 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 Feb-The reduction in March was shared equally between entrances from ports in Northern Europe and those from other European ports. Even 80, the March figure was roughly double the figures recorded just before the war, as a result of the present shortage of 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-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 1915. 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.

Increased Clearances with Owners Pay Tribute to the General Sanction for Craft Plate Bookings to France Wartime Directorate

total tonnage of vessels in the foreign trade that entered and cleared with John Fisher, Mr. J. W. Coats, Mr. craft), not exceeding 50 tons gross, culties continue to be experienced, and cargo in March (2.62 and 1.68 million J W. Duncan, Mr. H. E. Gorick, Mr. tons net respectively) were one-fifth J. R. Cowper, Mr. T. Stone, Mr. H. G. and one-tenth higher respectively than 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 the Act applies or any share in any reputation of the coasting and short such ship, the mortgage of any such 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. BURNESS, 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 affoat. 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 inscribed gold eigarette case for Mr abnormally low figure of 94,000 tons for Gorick and a diamond-platinum wrist General Inference: A depression off only 10 to 194,000 tons for Gorick and a diamond-platinum wrist february to 202,000 tons in March. For watch for Mrs. Gorick. Mr. Pelly said. W. England is expected to move clearances, however, there was a further reduction from 186,000 tons to Fisher's right hand man and had the like extrapolity. Westwards over the content of t 121,000 tons. On a daily average basis, served the industry well; he was the both entrances and clearances with only non-shipowner member of the team and the coasting owners had thought it appropriate to pay him a

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 three-quarters compared with February, the rise for clearances being could have been achieved without the combined efforts of everyone concerned in the organisation, whether at headquarters or in the ports; whether in celand or in the Mediterranean.

Proposing a vote of thanks to the chairman, Mr. J. P. Maclay, 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.

EUROPEAN SMALL CRAFT

Census to be Taken on Aug. 15

The conference on the census of inland waterway and harbour craft coal bunkers at Continental ports, convened by the European Central a daily average basis, clearances with Ports, concluded its work on Thursday. It agreed to recommend to the Govern ments 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. government and authority will be responsible for the procedure within its own territory.

Mr. Popper said yesterday that it vas estimated that between 60,000 and 80,000 craft totalling about 20,000,000 tons would be affected. As in many eases an inland waterway craft was the nome 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 number of people. Since the libera tion 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 eraft 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.

Under 50 Tons Gross

of the Ministry of Transport-Sir transfer of ships (excluding fishing issued:

SHIPS AND AIRCRAFT (TRANSFER RESTRICTION) ACT, 1939 The Minister of Transport has issued

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 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 Ship-

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

. General Sanction for transfer of side United Kingdom to ports in United Kingdom; (b) from one port in United Kingdom to another port United Kingdom.—September 1939.

2. General Sanction for certain mortgage or transfers of mortagages 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' work of the organisation in attempt ing 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.-

ALEXANDRIA FLOATING DOCK TO BE TOWED TO BERMUDA

and the Warden, have been commisioned 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 reobsolete, and this move was decided of coal, and very few cargoes are quotupon many months ago as part of ing in the foreign section. Tonnage is the peacetime reallocation of our in fair supply, but stemming is not resources.

FREIGHT MARKETS

In the chartering market licence diffi.

THE BALTIC, Friday

By Our Own Correspondent

and not under requisition, has been 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 busi-

> 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

> ness remains quiet, although a handy-sized steamer has been done for loading

next week from Wales to Casablanca

The North American trades have provided no fresh feature. Tonnage continues to move off freely for foodstuffs 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 earriers 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/DUN-KIRK RANGE.—Lord Cochrane, 6200 t., 87s. 6d. per ton, heavy grain, June-

t., 87s. bd. per fon, heavy grain, June-July.

NOT ABOVE SAN LORENZO (BAP DRAUGHT) to BORDEAUX DI'N KIRK RANGE.—Antar (m.v.), 83c0 t., 87s. 6d. per ton, heavy grain, May-June.

NECOCHEA to BORDEAUX/DUNKIRK

RANGE.—Utahan, 930 t., 10 per cent., 91s. per ton, heavy grain, option Bahia Blanca or Buenos Aires loading 2s. 6d. per ton less, July 20-Aug. 20. CALCUTTA TO MADRAS.— Empire Noble, 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

From Our Own Correspondents

LIVERPOOL, Friday Orders are freely quoting in the homeward and cross-seas trades with few fixtures going through. Timecharter 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, Bor deaux/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. Swansen).—1500 t., 23s. 3d. per ton, coal, May 27.

DENMARK (ldg. Swansen).—500 t., rate not disclosed, coal, nat.

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 reely, 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. Two Admiralty tugs, the Reward GLASCOW, Friday Coastwise tonnage has been fixed from Methil to Chatham/Portsmouth/ Devonoport 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 place the existing one which is now Continental section is quiet on the Jack

always easy, especially coastwise.

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KING'S BENCH DIVISION

LAW REPORTS

Friday, May 17, 1946

CLAIM AGAINST UNDERWRITER WHITEHEAD V. HULLETT Before Mr. Justice Lynskey

The hearing was continued this action in which Mr. John Alexander Whitehead, of Home Farm, Cockayne Hatley, Potton, Beds., claimed from Mr. Alfred vague and witness could get nothing John Hullett, an underwriting definite from him. member of Lloyd's, his proportion of dant and other underwriters in 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 Laoyn's Last of May 3, 4 and 17.

H. J. Astell Burt (instructed by for London. Messrs, Herbert J. C. Sumpter & Co.) This conclusion appeared for the plaintiff; Mr. Valentine Holmes, K.C., and Mr. J.

To-day Mr. Dudley Lorain Anderson, olicitor, was called to deal with the neorporation of Copo. Ltd., a company

formed by Mr. Whitehead.
Mr. Justice Lynskey said that he was not investigating the affairs of

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 allega-

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

Witness left the box and Mr. Burr 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.

cery Bar. (Laughter.)

Mr. CECIL BERTRAM FORDE, head, the witness and a representative against, or that he was liable. of the underwriters. Mr. Whitehead

was a clever man. Mrs. IRENE MAY JAMES, Mr. Whitehad happened. Mr. Whitehead told Co.) represented the defendant, 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 conclusion from experiments and observations that it was more consistent with having been cut by scissors appear to have been made in one movement.

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

of pickpockets, said that in his experiand the hip pockets.

the way Mr. Whitehead wore his it to maintain law and order. would be possible for a pickpocket to article?

Witness added that he had never seen in Mr. Whitehead's waistcoat.

Messrs. Summers, Anderson & Co., said ding all other risks ordinarily covered he received instructions to inquire into under the vessel's marine policy." FURNESS, WITHY & CO., LTD.

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Telegrams—"Brantford Leith" 'Phone—Leith Mills

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 of Spain, and the lives and property

before the loss. He had worn the same of people supposed to be hostile to suit for some time and had not parties of the extreme left were in conchanged the necklace from one suit to

'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 he replied that he thought it was done ments of two regiments, a small Civil from the back.

P.C. ERNEST CLAUD VINCENT, of the £7000 alleged to be due under a Bedfordshire Constabulary, said he saw Lloyd's "All Risk" insurance Mr. Whitehead on the night of Mar. 26 policy, subscribed to by defen- last year as the result of a communication from Scotland Yard. Plaintiff connection with the insurance 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 Don, 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 morn-Mr. P. R. Barry, K.C., and Mr. ing of Mar. 26 last year when he left

This concluded the evidence.

Mr. VALENTINE HOLMES, for the defendant, said the issue was whether Foster (instructed by Messrs. William the Court was satisfied that it had been Charles Crocker) represented the 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 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 Lynskey 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 Seca- the date on which the writ was issued. Graham Beer, an underwriting mem-Mr. Burt: He has been such a good ber of Lloyd's, who was sued as a friend that when his last case came on representative of many other undertiff company. Plaintiffs alleged that in mate cause of everything that followed

When plaintiff notified him of the loss vessels were handed back to the plain- they recovered. of the necklace he told him that the tiffs, who now claimed the cost of their It was said by the defendant that

JUDGMENT

how it was slit, said he came to the Mistral. The plaintiffs said all the loss ship thought, fairly summarised the portant inland uses, and the only than a razor blade. The cut did not real cause of the loss or damage was the losses was the malicious act of the grades, chiefly anthracite duff; there is outside the policy.

Sebastian, and they owned trawlers about. The taking of the Mistral, employment of the officers continued, Mr. Holmes: Do you think that and on the evidence there could be no

through the pocket and extract an damage "caused by strikers, locked-ties; it was the cause of the hostilities Mr. Higgs replied that it would out workmen or persons taking part in that were in fact going on. The seizures require more than one pickpocket to do labour disturbances or riots or civil were not made by a military force, or that. It would take at least three, commotions or . . . from any other anyone connected with a military force, malicious act whatsoever by any perpickpocket make a cut like that made sons . . . as a direct result of malicious damage not recoverable under marine Mr. ALFRED ALEXANDER SUMMERS, of policies, excluding war risk and exclu-

stant 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 detachdeclared 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 every thing which made then 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 ahandonment, which was not accepted, and it was agreed that Feb. 12, 1937, should be deemed to be deros de Bacalao de Espana S.A., a In fact, the writ was not issued until Mr. Justice Lynkey: In fact you have been a good friend to the Chancery Bar. (Laughter) fishing and cod-curing company, of San May 7, 1941. The plaintiffs said the Sebastian, Spain, against Mr. Stanley 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 it was difficult to find a Judge who had not advised Copo. Ltd., before he went on to the Bench.

weiters and companies who subscribed to a time policy of insurance concerning four trawlers owned by the plaining four trawlers owned by the plainin writers and companies who subscribed Bilbao brought about a constructive member of the firm of B. W. Noble, 1936 the trawlers were seized by rioters As their notice of abandonment, which Ltd., insurance brokers, said he had in Spain. One was afterwards sunk they were entitled to give, was not carried out a great deal of insurance and the remaining three were requisi- accepted, plaintiffs claimed that they business for Mr. Whitehead. His company negotiated the policy in question. Subsequently, the three converted with regard to the three ships which

matter must be reported to the police. reconversion. They claimed the full the original seizure was a casualty not Witness got in touch with the police policy money in respect of the vessel within the policy; that the original Later, there was a meeting which was lost. Defendant denied that seizure did not amount to a construcat a London hotel between Mr. White- the losses were due to perils insured tive total loss, but only a partial loss; The previous proceedings were re-covernment on Oct. 30 did amount to produced his waistcoat and showed ported in LLOYD'S LIST of Apr. 10, 11, a constructive total loss, but was a where it had been slit. Nothing was said about it being a swindle, but a remark was made that Mr. Whitehead

Sir Robert Aske, K.C., Mr. A. J. Hodgson and Mr. J. B. Hewson (instructed by Messrs. Thomas Cooper & damage caused to the vessels between Co.) appeared for the plaintiffs; Mr. the time of their seizure and the time head's private nurse, said she saw the slit Patrick Devlin, K.C., and Mr. Eustace when they did become a constructive in plaintiff's waistcoat and asked what Roskill (instructed by Messrs. Ince & total loss by what he said was an act had happened. Mr. Whitehead told Co.) represented the defendant defendant claimed that the original seizure was not the proximate cause of Giving judgment, Mr. Justice ATKIN- the further loss, but that the casualty son said the claim was in respect of the causing partial loss, followed by the total loss of the plaintiffs' trawler constructive total loss, was merged in Vendaval, and serious damage to the that total loss and therefore did not trawlers Hispania, Euskalerria, and give rise to a claim. That, his Lord-

mobs. He thought the seizures were The plaintiff company had premises within the policy and he accepted the France, though Belgium and Denmark at Pasages, a port adjoining San plaintiffs' evidence of how they came om below.

Which brought in for curing, cod accompanied by an assault on the Mr. John Higgs, a retired detective caught off Newfoundland. In June, plaintiffs' factory, was riot or civil of the Flying Squad, Scotland Yard, 1936, their fleet had returned and the commotion, and apart from being a who has specialised in the apprehension employment of the crews ceased. The riot, in itself was, in the legal sense, a malicious act. It was clear that the In June, 1936, the plaintiffs insured cover-within the exception. There was early delivery. Industrial cokes are a 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 crimes, seeking to escape justice. They

(Continued on page 4, calumn 4)

EXPORTERS COAL

Saturday, May 18, 1946



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Special Market Reports

From Our Own Correspondents

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 impolicy concerned, and on the other hand the defendant contended that the real cause of the loss or damage was a large business in this fuel with 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 ence pickpockets usually confined their but soon after the return of the ships seizures were unlawfully done without adequate supply of coastwise tonnage. activities to two pockets, the breast they went on strike. The times were justification. He did not see how it Production of open-cast coal is making troublous in Spain, said his Lordship, could be argued that they were the a useful addition to fuel supplies, which consequence of hostilities. It was for remain well below market needs. Steams with a person wearing a waistcoat in doubt that there was a dismal failure the defendant to bring the seizures and graded sizes, bunkers and gas and which prima facie were within the coking coals are all in heavy request for cut the lining of the waistcoat, cut their ships at Lloyd's for the period an extreme state of civil commotion, 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 than the Mistral, his Lordship said meet deep-mined deficiencies. All there was an undisciplined mob of classes of graded fuels are directed for people, who had been taking part in industrial purposes. The coastwise section is steady with tonnage more readily available. Cokes are a little easier. Values are unaltered.

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Page 3

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CARDIFF

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 £99 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 bor-rowers 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.

MONEY MARKET

Treasury Bill Result

of three months Treasury bills offered

The applications for the £150 million

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 to ½ down on balance, and except for a further rise of ½ to 61 in London Transport "C" home railway Ordinary stocks failed to maintain the whole of their recent advance, Great Western reacting ½ to 614.

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

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 17½ 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 and £2812 (nil) tional 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 MANUFACTUR-ING COMPANY, LTD. - Interim dividend of 5 per cent. (71 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) United Nations.

LAW REPORTS (Continued from page 3, column 4)

did not want the ships for the pur poses 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 Tendaral, 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 Mani-oba 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 OILSEEDS

LONDON (Baltic Exchange), Friday OILS.—LINSEED.—Raw £65. RAPE.—Crude £91. COTTON.—Crude £52 2s. 6d. CASTOR.—Firsts £82, seconds £80. CASTOR.—Firsts £82, seconds £ GROUNDNUT and SUNFLOWER.

Crude £56 10s. per ton.
OILSEEDS.—For shipment. CASTORSEED. Bombay £43 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\frac{3}{4}d. (buyers' licence), afloat 11\frac{1}{2}d, per lb. sellers. PIMENTO.—Quiet. Spot 1s. 3d, per lb. sellers. CHILLIES.—Quiet but steady. Mombasa, spot, 145s, per cwt, sellers. sellers. CHILLIES. Quiet but steady. Mombasa spot 145s. per cwt. sellers. MACE.—Steady. West Indian pale spot

MACE.—Steady. West Indian pale spot 5s, per lb. nominal.

JUTE.—Daisee 2-3 new crop Oct.-Nov. shipment £42 15s, 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.

TINPLATES. — For home delivery 32s. 6d. basis I.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 bats £72 per ton, delivered.

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.

delivered.
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GRAVESEND AR POOLE Prince Charles, May 16 Antwerp Gustaf (aux), May 15 Ifull PORTLAND for West Thurrock Peterston St John (NB) for Purfleet Imperial Transport, May 17 Curacac TEIGNMOUTH AR
Fenja (aux), May 17
Southampton Euryades, May 17
Kavalla for Surrey
Commercial Dock
Malmo
Wharf
Wharf

Fenja (a)
Southamp
TEIGNMOUTH
SD
Amsterdam
Amsterdam
Amsterdam Commercial Dock
Warjo Malmo
for Willson's Wharf
Samconon Trinidad
for SW India Dock
Lieutenant Lancelot
Nantes for W Thurrock
Trevanion, May 17
Montreal for King
George V. Dock
Nautilus
Trevaylor, May 17
Cochin for Tilbury
Volente Rotterdam
for Bow Creek
S. Wiley Wakeman
Cienfuegos for Royal
Albert Dock
Aarhus, May 17 Antwerp
Dronning Maud Antwerp
Clio (yt) Flushing
GRAVESEND
Dro Gloria, May 16
Grangementh
Southampton
TelGNMOUTH SD

Amsterdam
Constant Amsterdam
PRAWLE POINT Pd E
May 16
John Barton Payne
Hollandia, May 17
Yamnska Park
Santa Paula
William S. Young
PRAWLE POINT Pd W
Marie Flore, May 16
Empire Ure
Empire Tegleone
Actinia
Assaroc, May 17
PLYMOUTH
Falken, May 15 Lisbon
Ochakov Hamburg
Nordenfelt, May 16
Guernsey
Dallington Court.
Telconson

FEIGNAM
WHITE
AND THE COLOR PARTY
STATES OF THE COLOR PARTY STATES OF THE COLOR PARTY
STATES OF

Akademik Karpinsky,
May 17 Plymouth
BRISTOL
Lapwing, May 17 Lisbon
Empire Wharfe, May 16

Allan, May 15

May 17 Casablanca
METHIL
SD

Helvetia
GRANGEMOUTH
AR
Allan, May 15

Leith
Lapwing May 16

South May 16 Empire Islander CARDIFF Bidasson, May 1 Robert Mills
Madaket
Herbrand
Southern Star (whir)
Southern Truce (whir)
Waigstill Avecery, May 17
Raitid Avecery Granville Watchet British Success
British Success
Viking 10 (whlr) Port Sydney, May 16
River Plate
Uffington Court Lagos

Elgin Victory
Bremerhaven

Jamaica Kis, May 16 Sando Southern Spray (whle),

GRANGEMOUTH ARCTIC SEA Allan, May 16 K Empire Conference TO USHANT

SPURN HEAD Pd Out LANDSKRONA Fortuna (aux), May 16 Forsvik, May 14 Herc Susanna Gothenburg Jaba

Bohus
SUNDSVALL
SD
Toulouse, May 13
Anstralia vin Hernosand
Bifrost, May 14 Calais
via Stockholm
Velsen
Ungin
Slowiskar
Glentskar

Glentskar

Cimpta.

Emulos
SD
Sommerstati, New York
Westralia, May 11
Buenos Aires
Gothenburg
James Jackson N York
Energi, May 9
Danzig
SD
BREST
TO

AR Avance, May 3

Princesse Josephine Emden George Weems Einden Baltimore Sundsvall Kalamai New Kolsnaren, May 16 Capella (Fi) Helsinki Thornbury Mantyluoto Hada Copenhagen Josef Bergendorff Lndn Brage Stockholm

Empire Buckler)
Buenos Aires
FLEETWOOD SD
Vilma, May 15
Faroe Is
SD
ARROW AR
Redgate, May 16 Bona BARROW SD
Morkington SD
Daron Graham, May 15
Iam Barn Graham, May 15
Iam Barn Graham, May 15
Iam Barn Graham, May 16
Iam Mesa, May 17
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Iam May Visby AR Lillie Matthiessen, May 15 Ymuiden SD Lestris Antwerp Lica Mærsk Hamburg Dellzyl Ghent Dronning Maud London Dronning Maud London Madaket, May 17

New York Antwerp Java Rene Paul

Norco Energi

Fano Heron (Du)

Gefle Hornefors
SD Cimbria, May 13
Emden SD Hegra Gdynia
AARHUS SD Sommerstad May 17
New York

MEDITERRANEAN Including Black Sea and Sea of Azov

Beira Meridian, May 15 Leningrad Foreland, May 16 Genea Gotland (966), May 16 Otic, May 16 Barry Delfzyl Fort Slave Rotterdam Nova Trondheim SD Nova Samuel Chase Philadelphia Trondheim Grimsby London London London 17 London Caterina Gerolimich Buenos Aires Erastus Smith Split

Foreland Gotland (966), May 16
Plymouth Ipswich Hull SD Rene Paur ANTWERP Pento, May 15 Bergen Patria Gothenburg Matadi Lishen

Ville 19 Poorman Cap Tafelneh, May 13 Oran and Benisaf Mostaganem Bertin Freden Esperance Esperance
Empire Tavistock,
May 14 Oran
President de Lavit
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		May 18, 1946		Ocean Viscount, May	SD DUNEDIN 13 Karitane, May 17	AR Monte Albertia Buenos	
тн	9 HESSALONIKI	AR POINTE NOIRE	AR	Chitral, May 16 Bata Exminster, May 17 Rango	Charles McDonnell, May 14 San Franc	isco MUNIEVIDEO	central Victory, May SD Pereira
TH	ing David, May 12 HESSALONIKI npire Brook, May	SD Charles Nordhoff		Tairea Singap	ore PEARL HARBOUR Emerald Knot. May	11 (('V) and London	FD 1 1
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121	· Na	PORTO AMBOIM Pungue, May 11 Novo Re		Empire Tugela, May	ras Bamoa and New Y	ork PARANAGUA Bi	enoa BALBOA Ibao Nero, May 16 Susie Mae Hamilton
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IZI	MIR npire Calder, May 5	SD WALVIS BAY Hval XI. (whlr), M	- 1	Lllenga, May 17 Jaladurga Fort Louishourg	AMERICA, N.&	White Swallow, May Buenos A Favorito Santos Co	ires TAMPICO Vincenzia, May 15
17.01	Liverp lcanus, May 10 Ge nya Mer	noa Fort Tadoussac, M Luderit	SD Iay 15 z Bay	SINGAPORE Samsturdy, May 11	AR —	SANTOS	John Stagg New You Nirvana, May 16
City	May 13 y of Hereford	Robin Tuxford, M.	AR	Empire Passmore Resang, May 12 Cromwell, May 13	Mewata Park, May 15 Durk	oan Astri New Y	Rio Deseado, May 15 New Orlea
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Brit	Port S nsilvania Marseil tish Fidelity bile City New Orles	British Merit, May	badan	Batu Pahat) Bela, May 14 Tients Empire Paladin, May	Clarence H. Matson, May 10 Tsing	Cressington Court,	Brandywine, May 12
HAI		SD Golden Fleece, Mar New PORT ELIZABET	Y 16 York	Alice Moller, May 15 Calcut	Ralph A. Cram	Buenos A	New Yo Lafcadio Hearn N Yo SD Misiones Savanna
JAF	erness Bei	rut Affred Clegg, May	Aruba AR	San Antonio, prev May Loksang, May 16 Londo Samsylvan Ku	General Edgar T, Collins Yokohai May 16	ma Wild Rover, May 9	Esso Nashville Mayagu Frederick Lendholm, May 15 Philadelph
Ivan POF		Pilot Butte	ouver	Samsylvan Empire Herald Yersin, May 16 John A. Roebling	TACOMA May 16	AR Baxtergate New Y	ara Pan Amoco New York GALVESTON S Bloomfield Park, May
Dur	colne, May 12 ban Castle, May Southampt	Sea Dolphin, May	SD 16	Arthur A. Penn Saige Samrich	n Komiles, May 16	DEMERARA	
	luois, May 17	DURBAN Nirvana, May 16	AR	Talune, May 17	Loyola Victory, May 1	May 16 Hali DEMERARA	SD Danz
	libitor, May 16 New Yo Ohen Johnson Field	rk Clan Macanlay Live Marechal Gallieni	rpool	Empire Seashore, May 11 Kuanta Empire Seaview Mus	COOS BAY Billings Victory, May	R Trinid	TEXAS CITY S
Ride Star	Istanb eau Park Hai of Alexandria	fa Melville Jacoby, Ma	ry 15	Marine Panther, May 1 Seattl Relau, May 12	2 Hopecrest Tyles and Glasgo	ne Trinid	
Tiger		fa African Bun, May 10 Port Elize	abeth 1	"Bernam Fung Song, May 13	Bexar, May 11 Cheleb, May 12	WEST INDIES	Esso Hartford N Yor Sysla Algier
	nachos Antwe	Atlantico	Beira E	oomme, May 15 Leyt Vorth Point Yokoham Empire Tedilla Penan	e Nicollet	Gulf Ports, &c. TRINIDAD Cape Porpoise, May 1	R HOUSTON Bosto
Texa Fran Staffe	s, May 16 Palern s Gorthon U. ordshire Tould	LOUR MARQUES	udan F	Fort Nisqually Port Swettenhan ity of Canterbury	James K. Paulding, May 16 San Fernand Alan Seeger Vancouv	Rio Janei	Nordahl Grieg
Birks SFA	aland, May 17 Port Sai	Du	rban E	Erin, May 16 Sydne amfield, May 16	Bio-Bio Vancouve Ocean Wanderer	er New Orlea William Wirt	ns Solstad St Louis (Rhone PORT ARTHUR A
Auda	az, May 15 St Louis (Rhonoble Eye, May 16	Radwinter, May 16	Aden	erusalemme, May 16	e Furman Victory Honolul SAN FRANCISCO S	Valldemosa, May 15 Falmou Wellington Park	Gulf of Mexico, May 12 Charleston
BON	Sei	te Khandalla Du	rban M	langola, May 17 Sydney	R General Stuart.	William L. Smith, May	Contreras
BONA	Jaff A SI	a TANGÁ D Mantola, May 16 F	ARB	May 14 Batavia	Heintzelman, May 1 Admiral E. W. Eberle Toloa Honolul	reported sailed for Greece)	PORT ARTHUR SE
ALGI	n Valley, May 16 Liverpoo	Dominion Monarch, May 16 Lon	AR B Sa	ALIK PAPAN SD aroena, May 12	Korea, May 15 Shangha	Asterion New York Selector U	K Reaper, May 14 Savannah
	o, May 15 Gibraltar & Lisho N SI	Monarch of the Seas May 17 New Y	ork ban M	ilbert Stuart, May 12 Hongkong ANILA SD	Horace See	Good Hope Castle, May 16 Table Ba	Conastoga, May 15 New York BEAUMONT AR
John	Marshall, May 15 Hampton Road min H. Bristow,	PORT SUDAN	G S	Villiam M. Meredith, May 11 Guam AIGON SD	Coastal Rambler, May 1	6 BARBADOS A	Sacounet, May 14 Philadelphia Sacona New York
NEMO	May 16 Algier OURS AF v, May 15 Cardif	PORT SUDAN Empire Regent, May	SD H	iroku Maru, May 15 Bangkok ONGKONG AR	Portland (Oreg PhilipKearny Yokohama	Bonne Bay, May 15 Florid	Richard J. Cleveland, May 15 Philadelphia
MELI			He	h Kwang, May 13 Singapore elikon Saigon	May 8) SAN DIEGO AF	Strinda, May 15 Portland (Me Iciar, May 16 Iquiqu	
Girond	de, May 12		AR H	ongKong Shanghai Show, May 13	Paul II. Harwood, May 11 Aruba GUAYAQUIL	Empire Rock, May 15 London	R. Walton Moore,
	AFRICA t, South & East	Vizagapat City of Durban, May	tam W	Shanghai illiam Sproule, May 16 Manila	Losada Mar 16 Trool	Puerto la Cru	San Antonio, May 12 New York
	BLANCA AR	Tjisadane Amsterd	ona Ta	i Ping Yang, Apr 30 erry Victory, May 15	Romulus Port Gamble CALLAO SD May 16	Cape Boyer, May 16 Port Arthu	BATON ROUGE SD
Newbe		City of Durban, May	16 To	IANGHAI SD njer, May 14 Chinwangtao	All America (cable) Crown Knot Valparaiso Margrethe Bakke Balbon	Houston	Edge Hill, May 15
	R. Schoolcraft, May 2 Vancouver enne, May 3	Wairangi, May 16 St Empire Beauty St	uez Mi	i Ping Yang, May 15 Manila nnie M. Fiske Manila	Alberto Haverbeck,	Thermo, May 16 PUERTO PLATA SE Crown & Diamond.	Negley D. Cochran, May 16 Pensacola
CASAE	Bordeaux org, May 4 Dakar BLANCA SD	May 15 City of Hongkong	FU	JSAN Manila	IQUIQUE Antofagasta	May 7 Houston PORT AU PRINCE AR Clio, May 16	MOBILE SD
Cap Ta	Banck, Apr 28 afelneh, Apr 29 Oran	Samoresby, May 16 BAHREIN	SD YO	en H. Linnell, May 13 Chemulpo KOHAMA SD	Apr 8 Arica Castilla, Apr 20 Tocopilla	PORT AU PRINCE SD Clio, May 16 Jamaica KINGSTON, Ja SD	PENSACOLA AR
Oosterl	ia Mott, Apr 30	Leasa change May in	our (neral Edgar T. Follins, Apr 28 Seattle	TOCOPILLA AR Antiope, May 16 Talara George H. Flanders	Sheet Bend, May 9	Man 15 25
Alfa, A	beek, May 3 May 4 Fedalah	Casa Grande, May 15 Pearl Harbo BUSREH Cape Hawke, May 16	Coa	astal Rider, May 15		D	Benjamin R. Milam,
Alfa, M Newber MADE Quanza	May 4 Fedalah rg, May 5	Pearl Harbo BUSREH Cape Hawke, May 16 Bandar Shap ABADAN BAR	OUT NA	HA Manila AR orge Gale, May 13	Maracaibo ANTOFAGASTA AR Prometheus, May 16	Puerto la Cruz HAVANA AR Berlanga, May 15	Benjamin R, Milam, May 16 Philippeville PENSACOLA SD Arthur St, Clair, May 16
Alfa, A Newber MADE Quanza Marpes MADE	May 4 Fedalah rg, May 5 IRA AR a, May 15 Lisbon ssa, May 16 Genoa	Pearl Harbo BUSREH Cape Hawke, May 16 Bandar Shap ABADAN BAR Borus, abt May 13	Our NA Geo	HA Manila	Maracaibo ANTOFAGASTA AR Prometheus, May 16 Aruba Wilfred R. Bellevue Talcahuano	Puerto la Cruz HAVANA AR Berlanga, May 15 John R. R. Hannay 18 de Marzo Tampico HAVANA SD	Benjamin R. Milam, May 16 Philippeville PENSACOLA SD Arthur St. Clair, May 16 Mobile Negley D. Cochran Mobile PORT ST. JOE
Alfa, M Newber MADE Quanza Marpes MADE Quanza	May 4 Fedalah rg, May 5 EIRA AR A	Pearl Harbo BUSREH Cape Hawke, May 16 Bandar Shap ABADAN BAR Borus, abt May 13 ABADAN Borus, May 15 Calcut Empire Protector Colom Haukefjell Cilasge Edward Bruce Lond	Our NAR Geo SAR Marketa boow on A	Manila AR Orge Gale, May 13 dan Francisco (not on May 12 as before reported)	Maracaibo ANTOFAGASTA AR Prometheus, May 16 Aruba Wilfred R. Bellevue Talcahuano CRUZ GRANDE AR Marore, May 10 Baltimore	Puerto la Cruz HAVANA AR Berlanga, May 15 John R. R. Hannay 18 de Marzo Tampico HAVANA SD Hawser Splice, May 15 Sagua Duc d'Aumale, May 15	Benjamin R. Milam, May 16 Philippeville PENSACOLA SD Arthur St. Clair, May 16 Negley D. Cochran PORT ST. JOE Gulfmaid, May 11 Lake Charles
Alfa, M Newbei MADE Quanza Marpes MADE Quanza LAS P/ Ria de Ma Fort Cl	May 4 Fedalah rg, May 5 ElRA AR AR SD a. May 16 Genoa Sao Thome ALMAS AR El Ferrol, by 16 Rio Janeiro harnisay Rio Janeiro	Pearl Harbo BUSREH Cape Hawke, May 16 Bandar Shap ABADAN BAR Borus, abt May 13 ABADAN Borus, May 15 Calcut Empire Protector Colom Haukefjell Edward Bruce Pan Scandia ABADAN British Merchant	NAR George A boo ow on levy of the state of	Manila AR orge Gale, May 13 can Francisco (not on day 12 as before resourted) USTRALASIA AND Pacific Islands	Maracaibo ANTOFAGASTA AR Prometheus, May 16 Aruba Wilfred R. Bellevue Talcahuano CRUZ GRANDE AR Marore, May 10 Baltimore VALPARAISO AR Greece Victory, May 16 Andalien New York VALPARAISO SD	Puerto la Cruz AR Berlanga, May 15 John R. R. Hannay 18 de Marzo Tampico HAVANA Hawser Splice, May 15 Sagua Duc d'Aumale, May 15 New Orleans Berlanga Ann McCarthy GARDENAS SD	Benjamin R. Milam, May 16 Philippeville PENSACOLA SD Arthur St. Clair, May 16 Mobile Negley D. Cochran Mobile PORT ST. JOE Gulfmaid, May 11 Lake Charles TAMPA SD Pueblo, May 11 Port Arthur
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DUNEDIN

Karitane, May 17

MIDWAY

Charles McDonnell,
May 14 San Francisco

PEARL HARBOUR AR
Emerald Knot, May 11

Tutuila

PEARL HARBOUR SD
John Page, May 10
San Francisco
Salina Victory, May 11
Balboa and New York
Fort George
Falmouth

May 14 St Vincent
(CV) and London
Binghamton Victory
May 16 New York
Brisbane Star London
Ada Gorthon
Monte Albertia
Bilboa
PARANAGUA
SD
White Swallow, May 15
Santos

Santos

Santos

Salina Victory Seattle

Santos

Salina Victory Seattle

Santos

Salina Victory Seattle

Salina Victory Seattle

Santos

Albert Park

6 p.m. Lochmonar.—45 00 N, 39 06 W, May 16, 6 a.m. Manchester Port.—51 12 N, 28 00 W, May 16, 6 p.m. Mons.—51 52 15 N, 03 24 E, May 16, 6 32 thton Wyke (trlr).—68 00 N, 10 54 E, May 16, 6 p.m.
Robert F. Hand.—52 48 N, 17 42 W, May 16, 6 p.m. Ruth Lykes.—47 10 N, 12 14 W, May 16, 6 30 p.m.

St. Nectan (trlr).—73 48 N, 18 00 E,
May 16, noon

St. Zeno (trlr).—73 48 N, 18 18 E, May 16, noon Samaria.—36 30 N, 07 30 W, May 16, 6 a.m.
Sainderwent.—Gibraltar, May 11, 6 12
p.m., bd Ascension, 345 m W
Southern Venturer.—44 42 N, 38 06 W,
May 16, noon
Taranaki.—49 06 N, 10 00 W, May 16, Telemachus.-36 18 N, 07 00 W, May 16, 6 p.m. Themistocles.—48 06 N. 19 00 W, May 16, 6 p.m. Tobiatic Park.—Portishead, May 16, 1 32 p.m. Winchester Castle.—43 06 N, 09 24 W, May 16, 6 p.m.

| PARTIE MARINE | 1997 | 1997 | 1997 | 1997 | 1997 | 1997 | 1997 | 1997 | 1997 | 1997 | 1997 | 1997 | 1997 | 1997 | 1997 | 1997 | 1997 | 1997 | 1997 | 1997 | 1997 | 1997 | 1997 | 1997 | 1997 | 1997 | 1997 | 1997 | 1997 | 1997 | 1997 | 1997 | 1997 | 1997 | 1997 | 1997 | 1997 | 1997 | 1997 | 1997 | 1997 | 1997 | 1997 | 1997 | 1997 | 1997 | 1997 | 1997 | 1997 | 1997 | 1997 | 1997 | 1997 | 1997 | 1997 | 1997 | 1997 | 1997 | 1997 | 1997 | 1997 | 1997 | 1997 | 1997 | 1997 | 1997 | 1997 | 1997 | 1997 | 1997 | 1997 | 1997 | 1997 | 1997 | 1997 | 1997 | 1997 | 1997 | 1997 | 1997 | 1997 | 1997 | 1997 | 1997 | 1997 | 1997 | 1997 | 1997 | 1997 | 1997 | 1997 | 1997 | 1997 | 1997 | 1997 | 1997 | 1997 | 1997 | 1997 | 1997 | 1997 | 1997 | 1997 | 1997 | 1997 | 1997 | 1997 | 1997 | 1997 | 1997 | 1997 | 1997 | 1997 | 1997 | 1997 | 1997 | 1997 | 1997 | 1997 | 1997 | 1997 | 1997 | 1997 | 1997 | 1997 | 1997 | 1997 | 1997 | 1997 | 1997 | 1997 | 1997 | 1997 | 1997 | 1997 | 1997 | 1997 | 1997 | 1997 | 1997 | 1997 | 1997 | 1997 | 1997 | 1997 | 1997 | 1997 | 1997 | 1997 | 1997 | 1997 | 1997 | 1997 | 1997 | 1997 | 1997 | 1997 | 1997 | 1997 | 1997 | 1997 | 1997 | 1997 | 1997 | 1997 | 1997 | 1997 | 1997 | 1997 | 1997 | 1997 | 1997 | 1997 | 1997 | 1997 | 1997 | 1997 | 1997 | 1997 | 1997 | 1997 | 1997 | 1997 | 1997 | 1997 | 1997 | 1997 | 1997 | 1997 | 1997 | 1997 | 1997 | 1997 | 1997 | 1997 | 1997 | 1997 | 1997 | 1997 | 1997 | 1997 | 1997 | 1997 | 1997 | 1997 | 1997 | 1997 | 1997 | 1997 | 1997 | 1997 | 1997 | 1997 | 1997 | 1997 | 1997 | 1997 | 1997 | 1997 | 1997 | 1997 | 1997 | 1997 | 1997 | 1997 | 1997 | 1997 | 1997 | 1997 | 1997 | 1997 | 1997 | 1997 | 1997 | 1997 | 1997 | 1997 | 1997 | 1997 | 1997 | 1997 | 1997 | 1997 | 1997 | 1997 | 1997 | 1997 | 1997 | 1997 | 1997 | 1997 | 1997 | 1997 | 1997 | 1997 | 1997 | 1997 | 1997 | 1997 | 1997 | 1997 | 1997 | 1997 | 1997 | 1997 | 1997 | 1997 | 1997 | 1997 | 1997 | 1997 | 1997 | 1997 | 1997 | 1997 | 1997 | 1997 | 1997 | 1997 | 1997 | 1997 | 1997 | 1997 | 1997 | 1997 | 1997 | 1997 | 1997 | 1997 | 1997 Drew Victory, May 5
Alexandria, Haifa,
Bombay, Colombo,
Madras & Calcutta Bombay, Colombo, Madras & Calcutta
PD NEWPORT NEWS AR
Esso Rochester, May 13
Cutton Control of the Cardenas
BALTIMORE
AR

Charles Hall May 15
Charles Hall May 15 Esso Rochester, May 13
(put back)
BALTIMORE AR noon Anna N. Goulandri.—Gibraltar, May 8, 6 p.m., bd New York, passing Gibraltar Aquitania.—49 06 N, 17 30 W, May 16, Aquitania.—49 06 N, 17 30 W, May 16, 6 p.m.
Bethore.—1080 miles S, of Balboa May 15, putting back to Balboa.
('avina.—49 30 N, 25 00 W, May 16, 6 p.m. ('eltic Monarch.—50 42 N, 39 18 W, May 15, midnight
('olborne.—30 19 N, 61 06 W, May 16
('owrie.—Gibraltar, May 7, 6 31 p.m., bd Abadan, pd ('ape St. Vincent 2 15 p.m.
Empire Conrad.—Gibraltar, May 12, 6 44 a.m., bd U.K., approx. 250 m E.
Empire MacCallum.—51 12 N, 12 12 W, May 16, 6 p.m.
Empire MacKendrick.—51 00 N, 32 18 W, May 16, 6 p.m. Empire MacKendrick.—51 00 N, 32 18 W, May 16, 6 p.m.
Empire Spearhead.—54 12 N, 07 24 E, May 16, noon
Empire Yukon.—Portishead, May 17 Geddington Court.—Gibraltar, May 6, 3 23 p.m., bd Takoradi, 46 48 N, 12 15 W Gripsholm.—Seaforth, May 16, 6 50 p.m.
Hopestar.—50 24 N, 31 12 W, May 16, 6 p.m.

Charles Robinson,
May 12 (to lay up)
Egg Harbor, May 13
(to lay up) (in tow of tug Farallon)

SDEOLK

May 12 (to lay up)

Gulfwax, May 12

Port Arthur
BOSTON
Beltrami, May 13
C.K. Service IV. (aux)

Yarmouth (NS)
Gulfdisc, May 15

Port Arthur
Port Arthur ay 5 Haifa, Gulfdisc, May 15 Port Arthur

LONDON CUSTOM HOUSE

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

May 16
1771 AARHUS, Da, 1035, Rasmussen, Antwerp, Tilbury Dk., Clemt. 1772 ASPERITY, Br, 311, Seaman, Ghent, Purfleet, F. T. Everard & Sons. 1770 DRONNING MAUD, Da, 915, Vejlin, Antwerp, Tilbury Dk., Clemt. May 17
1787 ALOUETTE, Br, 92, Casey, Sas. Van Gent, Regent's Canal Dk., G. S. N. Co.

ANNA LAU, Da, 728, Nielsen, Copenhagen, Tilbury Dk., Eggar, Forrester & Verner.

BRITANNIA, Sw, 2422, Walter, Gothenburg, Millwall Dk., British & Northern Shipping Agency

Shipping Agency,
('HARLBURY, Br. 5194, Laidler, Pernambuco & Rio Grande, Swanscombe, Royal Mail Lines,
EMPIRE MAYTOWN, Br, 112, Morris,
Antwerp, Ford's Works, G. S. N. Co.
EMPIRE TALISMAN, Br, 4946, Watson,
Portland, Royal Albert Dk., Blue Star
Line.

Portland, Royal Albert Dk., Blue Star Line.

FREDMAN, Sw., 545, Persson, Rouen, W. Thurrock, H. Lange, Bell & Co.

LIEUTENANT LANCELOT, Fr., 536, Le. Franc, Rouen, Thurrock Chalk & Whiting Wf., Stephenson Clarke, Ltd.

MARWARRI, Br., 4815, Kintey, Colombo & Rangoon, Royal Albert Dk., Peninsular & Oriental Steam Nay, Co.

NIVERNAIS, Fr. 184, Ruminy, Rouen & Paris, Colonial Wf., G. T. Symons & Co.

OCEAN COAST. Br., 656, Hollman, Dublin, London Dk., Coast Lines

OCEAN GLORY, Br., 4279, Jenkin, Table Bay & Beira, South West India Dk., Houston Line (London).

RIKA, Du, 92, Vast, Rotterdam, Alpha Wf., Cliffe, C. Hoffmann & Co.

SYDNEY STAR, Br., 7004, Harn, Table Bay & Sydney, Royal Albert Dk., Blue Star Line,

WOODLARK, Br., 694, Hatcher, Hamburg, Tilbury Dk., G. S. N. Co.

Tilbury Dk., G. S. N. Co.
ZEEMEEUW, Du, 120, Zwart, Rotterdam,
Cliffe Works, C. Hoffmann & Co.

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

May 15
AARHUS, Da, 1035, Rasmussen, Antwerp
Tilbury Dk., Clemt.
DRONNING MAUD, Da, 915, Vejlin, Antwerp, Tilbury Dk., Clemt.

May 17 CLAN LAMONT, Br. 5702, Houghton, Cuxhaven, Tilbury Dk., Cayzer, Irvine

& Co.
LEKTOR GARBO, No, 4389, Nyquist,
New York, Royal Albert Dk., American
S.S. Lines Agency.
WHITE SANDS, Am, 6301, Thomas,
Philadelphia, Hole Haven, John I.
Jacobs & Co.

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NEWPORT, Mon. "Bailey "Newport 3215

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Millwall Dock, E. Tilbury Docks
Surrey Commercial Dock

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MOTOR 'Phones-BEVERLEY 18 & 84 'Grams-"GENMELL, BEVERLEY" MARINE CASUALTIES

ALAR.—See St. Christopher.

ANN MELVILLE. — Castletown, Berehaven, 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 steering engine at Cristobal, Vessel is expected to proceed on May 18. (See issues of May 6 and 13.)

ATLANTIC.—St. John's, NF., 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 strakes A, B. () and D, also necessary to renew No. 2 keel plate, remove and rerivet 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, huilt in 1940, sank in Berlevag harbour after collision in the autumn of 1943. The vessel was later purchased by Haugesund buyers, who now intend to

after collision in the autumn of 1943. The vessel was later purchased by Haugesund buyers, who now intend to raise her. Salvage has been entrusted to Lars Folkedal, of Kopervik, and operations will begin shortly.—"Norges Handels og Sjofartstidende." (See issue of Lar. 19)

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 sustained through grounding. Part of bilge heel was renewed and part, removed, tained through grounding. Fart of onge keel was renewed and part removed, faired and replaced, one keel plate renewed and one removed, faired and replaced, four shell plates renewed, one cropped and part renewed, two removed, faired and replaced, six faired in place, &c. A number of indented shell plates are to be repaired at owners convenience.

are to be repaired at 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. 66 15
W., 160 miles from Nantucket Lightvessel, yesterday, and reported that she
needed assistance as she had lost all
main power. Cutter Cherokee has left
Boston to assist. At 3 40 a.m. to-day
the Belle Isle reported that her main
power was resumed for the present.
BETHORE.—New York, May 17.—American steamer Bethore reported on
May 15 that she was 1080 miles south
of Balboa and was returning to Balboa
for engine repairs. (See issues of May 7

for engine repairs. (See issues of May

CATHCART.—See "The Strike of Steve-dores at Nassau, Bahamas," under "Miscellaneous." CLAN- FARQUHAR.—Fremantle, May 17

CLAN-FARQUHAR.—Fremantle, May 17.
—Steamer Clan Farquhar arrived here to-day. (See issue of May 15.) 'CORNER BROOK.—See Trenora.
COSTA RICA VICTORY.—New York, May 16.—Steamer Costa Rica Victory, due at New York on May 17 (from Bremerhaven), has broken windlass.
——New York, May 17.—Steamer Costa Rica Victory arrived here to-day.

EMPIRE ABBEY.—Montreal, May 16.-Steamer Empire Abbey: Agreed cost of repairs, including incidental charges, \$26,762.—Salvage Association's Surveyors. (See issues of Feb. 18 and

20.) CONTINENT. — Limerick EMPIRE May 17.—Master of British steamer Empire Continent, which left here on May 16 for Mumbles, reports that vessel struck pier head when leaving dock and damaged port bow 20 ft. from stem; possibly some frames damaged.

sibly some frames damaged.

EMPIRE NERISSA. — London, May 17.

—The owners of the steamer Empire Nerissa have received the following cable from Montreal: Master of Empire Nerissa radios: "Returning to Quebec with engine trouble, known damage to high pressure piston junk ring studs broken, others strained. High pressure cylinder cover outer flange cracked. Request agent at Quebec to contact British Corporation surveyor." Latter attending; telegraph quickly if you also wish London Salvage Association to attend.

attend.

The owners of the Empire Nerissa have cabled to Montreal: Arrange for London Salvage Association to attend. (See issue of May 17.)

EMPIRE PATTERN.—London, May 17.

EMPIRE PATTERN.—London, May 17.

A small fire occurred in No. 2 'tween deck of steamer Empire Pattern on morning of May 16 at Singapore, believed caused by spontaneous combustion in Japanese medical supplies being loaded for Rangoon. Fire extinguished in one hour; no casualties.

ESSO ROCHESTER.—New York, May 14.

—Tank steamer Esso Rochester, which

-Tank steamer Esso Rochester, which left Baltimore on May 9 for Aruba, put back to Newport News on May 13 for

repairs.

Norfolk, May 16.—

Tank steamer Esso Rochester left Hampton Roads yesterday for Aruba.

FANTOFT.— Ardrossan, May 16.—

Steamer Fantoft left here to-day for Genoa. (See issue of May 15.)

FRANK A. VANDERLIP.—Seattle, May 16.—Steamer Frank A. Vanderlip (Vancouver for San Francisco) went ashore at Admiralty Head, near Port Townsend, to-day. Tugs dispatched; will attempt to refloat on evening tide.

Seattle, May

Seattle, May
16.—Steamer Frank A. Vanderlip refloated at 4 30 p.m. and is proceeding
to Tacoma, tug assisting.

GEMMA—Port of Spain, May 12.—Oil
burning cargo vessel Gemma, British
Guiana for Trinidad, cargo rice, caught
fire off Mayaro on Thursday (May 9)
and was abandoned by her crew of 19.
The master, Andovie, reports that the
vessel had anchored off Mayaro for
repairs and had just got up steam when
a joint in the pipe line burst and started
the blaze.—New York Maritime Association. (See issues of May 13 and 15.)

May 11 Empire Consent

Gemma

Greta Force

May 14 Fort Sumter

James Rumsey

May 15 Dialmar Panamanian

May 17 (aux.)

Okht Hussein (8.V.)

May 16 Gael
Neptunia I. (s.v.)
Scotland (barge)
St. Christopher

WEEKLY CASUALTY RETURNS

Casualties reported at Lloyd's on Casualty Book between 5 p.m. on Friday, May 10, 1946, and 5 p.m. on Friday, May 17, 1946.

..Br 1944 1942 964 At Hull. Fire in holds,

.Ho 144 tons — Ashore. Pa 1904 15.903 9990 At Sydney. Damaged by fire. .Sp — — — Sunk. ... Lost.

.Sw 1918 367 283 Danzig for Simrishamn. Ashore.

...Eg 1943 136 40 — Sunk; crew saved. ...Eg 1943 136 132 — Sunk. ...Br — Off Tilbury. Sunk. ...Am 1944 139 95 — Rammed; sunk; two of crew missing.

Year Tonnage Flag Built gross net

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 atSewalls Point from Bermuda for
repairs. (See issue of May 13.)

IROQUOIS.—Port Said, May 17.—Tank
steamer Iroquois: Windlass repairs completed; vessel proceeded (from Suez)
to-day. (See issue of May 2.)

ISABEL A. MCALLISTER.—See No. 25
(harge).

(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 Elbow Key. Turbo-electric tanker Paloma Hills is on the scene and Merritt'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 immediate assistance." At 10 20 a.m. vessel reported: "Swell moderate, bar. 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.— JAMES RUMSEY .-- New York, May 14.-

JAN MOLSEN.—See Prospect.

LADY WOLMER.—Liverpool, May 17.—
Motor vessel Lady Wolmer, lying in
Alexandra Dock, had fire break out vesterday afternoon among bales of cotton
in No. 1 hatch. The National Fire Service was called by the master and ship's
fire hoses brought into use. The fire
is reported to have been caused by
dragging bales across others, thus creating friction between steel bands, thereby
causing sparks. The fire is now under
control and damaged bales are being discharged and placed on open quay. The
National Fire Service is standing by in
case of further outbreak,
LISA (aux.)—Malmo, May 17.—Swedish

case of further outbreak,

LISA (aux.).—Malmo, May 17.—Swedish
auxiliary schooner Lisa, Danzig for Simrishamn, 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,
stated to have been sustained through
grounding while entering Bergantin,
Dominican Republic, on Dec. 19. Five
shell plates were renewed, two cropped
and part renewed, three removed, faired
and replaced, nine faired in place, &c.

MAJORCA — London, May 17.—Survey

and replaced, nine faired in place, &cc.

MAJORCA. — London, May 17.—Survey
was held at Leith on Nov. 22 and subsequent dates in respect of damage to
steamer Majorca, stated to have been
sustained while on operations. Part of
stem bar was faired in place, 29 plates
renewed, 65 removed, faired and replaced and 23 faired in place. Considerable renewals and repairs were also
effected to frames, floors, brackets, &c.

MOYALLA.—Hovlake, May 16.—Steamer

effected to frames, floors, brackets, &c.

MOYALLA.—Hoylake, May 16.—Steamer
Moyalla uprighted to-night and on even
keel. Diver's examination to-morrow,
Friday.—Liverpool and Glasgow Salvage
Association per Salvage Association.
(See issue of May 2.)

NEBULA.—Ymuiden, May 17. — Whaler
Nebula, in tow of tug Empire Martha,
arrived here to-day. (See issue of
May 14.)

May 14.)
NO. 25 (barge).—New York, May 16.
Scow No. 25, collision with an unknown
vessel in May, surveyed on behalf of
tug ISABEL A. MCALLISTER: Ten
plates, eight longitudinals and six frames
renew, together with sundry damages
and removals.—Salvage Association's

Surveyors.

OLIVIA BROWN.—New York, May 14.

—Disabled motor fishing vessel Olivia
Brown arrived at Gloucester, Mass.,
yesterday, in tow of coastguard cutter

Cactus.

PAN-MAINE. — New York, May 16. —

Tank steamer Pan-Maine, heavy weather in February: 500 rivets renew, a number of rivets and seams weld, winch motors and deel, winner weet to be a seam of the seam of ber of rivets and seams weld, winch motors and deek piping part renew, tanks steam, clean and test, together with sundry damages. Approximate cost, including dry dock charges, \$8500. Wire fouling propeller in February: Tail shaft draw and examine, stern bush rewood, together with sundry damages. Approximate cost, including dry dock charges, \$4000.—Salvage Association's Surveyors.

Surveyors.

POLING BROS. NO. 12 (barge).—New York, May 16.—Barge Poling Bros. No. 12, striking dock in April: Three plates and two frames renew, together with sundry damages, Cost, including dry dock charges, \$6079.—Salvage Association's Surveyors.

PROSPECT.—London, May 17. — Motor vessel JAN MOLSEN was in collision in the Elbe Estuary on Mar. 30 during fog with H.M. trawler Prospect, which sustained considerable damage. Damage to JAN MOLSEN unknown.

RALPH WALDO EMERSON. -Norfolk, May 16.—Steamer Ralph Waldo Emerson arrived at Hampton Roads to-day. (See issue of May 16.)

RODSLEY.—Southend, May 17.—Motor vessel Rodsley left here yesterday. (See

issue of May 17.)

ST. CHRISTOPHER.—Boston, May 16.—
Norwegian motor tanker ALAR was in collision with dragger St, Christopher on May 15. Latter vessel sank; two of crew missing. Damage to ALAR, if any, not known. (See issue of May 17.)

SAN ANTONIO.—Singapore, May 16.—
Steamer San Antonio: Two and a half shell plates and two frames affected in fore end of No. 1 hold, starboard. Permanent repairs proposed here. Esti-

fore end of No. 1 hold, starboard. Permanent repairs proposed here. Estimated cost of damage repairs \$5000 and five days at dockyard.—Salvage Association's Surveyor. (Note.—The Salvage Association state that the San Antonio was in collision with an unknown motor vessel on May 1.)

SECOND.—Belfast, May 17.—A small fire on board steamer Second in Clarendon Dock, Belfast, was extinguished by the National Fire Service to-day.—LLOYD'S List Correspondent.

Voyage and Casualty

of Newhaven, put in with damage, Vessel wes repaired, and which she proceeded to sea.—"Journal of da 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

of May 17.)

TRENORA.—St. John's, NF., May 11.—

Survey was held at Corner Brook on May 6 on steamer Trenora to ascertain damage sustained through being touched by British steamer ('ORNER BROOK while the latter vessel was shifting to a new berth at Corner Brook on May 6. 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' convenience

fast) lost her starboard anchor in the River Mersey this morning.

VAN DER HELST.—Willemstad, 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.—Stenner 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 Maranham.—Lloyd's Agent.

WEATHER AND NAVIGATION

DERELICTS AND WRECKAGE
Bermuda, May 16.—British steamer
Colborne reports by wireless that she
passed a 40-ft, pontoon in position lat.
30 19 N, long. 61 06 W.; dangerous to

navigation.

IJFERAFT REPORTED

Valentia Radio, May 16. — Following received from American steamer Ruth Lykes at 9 p.m., G.M.T.: At 6 30 p.m., G.M.T. to-day, passed empty liferaft in position lat. 47 10 N., long. 12 14 W. MINES REPORTED

MINES REPORTED

Niton Radio, May 15.— Following received from turbo-electric tanker Clarke's Wharf at 2 11 p.m., G.M.T.: At 1 35 p.m., G.M.T., passed object resembling floating mine in position lat. 49 49 05 N., long. 00 51 05 W.

Land's End Radio, May 15.—Following received from steamer Arundel Castle at 4 14 p.m., G.M.T.: Floating mine in position lat. 49 00 N., long. 04 43 W., at 3 50 p.m., G.M.T.

NORTH SEA

North Foreland Radio, May 16.—Following received from British steamer Mons at 6 32 p.m., G.M.T.: Light of GH 9 buoy (lat. 51 52 15 N., long. 03 24 E.) is

extinguished.

ATLANTIC WEATHER REPORTS
We have received from the Meteorological Office the following wireless reports, dated May 16, from vessels in the Atlantic. The times given are G.M.T.:—
AMERSHAM.—Noon, 33 00 N., 17 30 W.;
ENE., light; partly cloudy; bar. 30 15.
AQUITANIA.—Noon, 49 36 N., 14 12
W.; NW. by N., mod.; partly cloudy; bar. 30 06. 6 p.m., 49 06 N., 17 30 W.;
E. by N., light; cloudy; bar. 30 09.
ATHELPRINCE.—Noon, 51 48 N., 07 30

E. by N., light; cloudy; bar. 30 09.
ATHELPRINCE.—Noon, 51 48 N., 07 30
W. N., light; partly cloudy; bar. 29 97.
6 p.m., 52 12 N., 06 06 W.; calm;
drizzle; bar. 29 94.
CAVINA—Noon, 49 12 N., 26 54 W.; SE.
by E., light; fog; bar. 29 97. 6 p.m.,
49 30 N., 25 00 W.; SSE., gentle; overcest; bar. 30 03.

49 30 N., 25 00 W.; SSE., gentle; overcast; bar. 30 03.

EMPIRE MACCALLUM.—Noon, 52 24 N., 14 06 W.; N., gentle; cloudy; bar. 30 06. 6 p.m., 51 12 N., 12 12 W.; N., gentle; partly cloudy; bar. 30 03.

EMPIRE MACKENDRICK.—Noon, 51 06 N., 31 12 W.; WNW, mod.; overcast; bar. 29 97. 6 p.m., 51 00 N., 32 18 W.; WNW, gentle; overcast; bar. 30 00.

HOPESTAR.—Noon, 50 06 N., 32 42 W.; SSW., light; partly cloudy; bar. 30 00. 6 p.m., 50 24 N., 31 12 W.; ENE., light; cloudy; bar. 29 97.

LOCHMONAR.—6 a.m., 45 00 N., 39 06 W.; NNW, fresh; cloudy; bar. 30 09.

MANCHESTER PORT.—6 a.m., 50 54 N., 31 42 W.; NW, gentle; drizzle; bar. 29 97.

REIGHTON WYKE.—6 p.m., 68 00 N., 10 54 E.; calm; partly cloudy; bar. 30 09.

ROBERT F. HAND.—Noon, 51 48 N., 10 15 4 E.; calm; partly cloudy; bar. 30 00.

30 00.

ROBERT F. HAND.—Noon, 51 48 N., 18 30 W.; NE. by N., light; partly cloudy; bar. 30 12. 6 p.m., 52 48 N., 17 42 W.; NE., gentle; cloudy; bar. 30 09.

ST. NECTAN.—Noon, 73 48 N., 18 00 E.; SW. by W., light; partly cloudy; bar. 29 97.

29 97.
ST. ZENO.—Noon, 73 48 N., 18 18 E.;
WSW., gentle; drizzle; bar. 29 97.
SAMARIA.—6 a.m., 36 30 N., 07 30 W.;
N., light; cloudless; bar. 30 06.
SOUTHERN VENTURER.—Noon, 44 42
N., 38 06 W.; SE. by S., mod.; partly
cloudy; bar. 30 00.
TARANAKI.—6 a.m., 48 36 N., 12 12 W.;
NNW., gentle; cloudy; bar. 30 06. Noon,
49 06 N., 10 00 W.; WNW., gentle;
cloudy; bar. 30 03.
TELEMACHUS.—6 p.m., 36 18 N., 07 00
W.; NW., mod.; partly cloudy; bar.
30 06.

THEMISTOCLES.—Noon, 47 54 N., 21 24 W.; ESE., light; cloudy; bar. 30 00. 6 p.m., 48 06 N., 19 00 W.; SE., gentle;

WINCHESTER CASTLE,—6 p.m., 43 06 N., 09 24 W.; calm; partly cloudy; bar.

MISCELLANEOUS

FLOOD DAMAGE TO GRAIN AT BUSREH

Busreh, May 8—On the morning of May 6 we were requested by African & Eastern (Near East), Ltd., to inspect stocks of grain in bulk and in bags lying at their siefs alongside Khandaq Creek, Ashar, owing to the siefs having been submerged by flood water from the Shatt-el-Arab. A cursory inspection revealed that one area was under water to a depth of 18 in. to 24 in., but by last night a considerable reduction in depth had been achieved by the pumping operations of local fire engines. Both the River Tigris and River Euphrates have bad very heavy floods this spring, and the water has overflowed its banks in many places. According to reports, on the night of May 5 the bund of one of the siefs alongside Robat Creek broke and allowed the flood waters to run from Robat Creek across the intervening land and to enter the siefs alongside Khandaq Creek from the rear. It is understood that the quantity of barley shored by African & Eastern (Near East), Ltd., in the affected area amounts to about 5200 tons, and it is feared that damage will be considerable. Efforts are being concentrated on reducing the water sufficiently to permit the removal of the sound grain, after which the damaged grain will have to be spread out and dried. We were also requested by Messrs. Andrew Weir & Co. ... - - - British Guiana for Trinidad. On fire, abandoned.
Barry for Irlam. Struck mine; sunk; one of crew missing. Am 1943 10,448 6301 Yokosuka for Los Angeles. Broke in two; crew removed; hoth sections scuttled. Am 1942 7181 4384 Philadelphia for Santos. Ashore.

SHARK.—Paris, May 2.—According to advices from Boulogne, trawler Shark, of Newhaven, put in there on Apr. 20 with damage. Vessel wes repaired, after which she proceeded to sea.—"Journal da 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 Association. (See issue of May 17.)

TRENORA.—St. John's, NF., May 11.—

TRENORA.—St. John's, NF., May 11.—

TRENORA.—St. John's, NF., May 11.—

Table 1 of Corner Park.

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-

THE STRIKE OF STEVEDORES
AT NASSAU, BAHAMAS
Nassau, May 16.—The stevedores who
vent on strike on Tuesday evening
May 14), when the British steamer
'ATHCART arrived here with a full cargo,
kernending 26, pages en hour to unload ulster Prince.—Liverpool, May 17.—Motor vessel Ulster Prince (from Belfast) lost her starboard anchor in the River Mersey this morning.

(ATHCART arrived here with a full cargod demanding 36 pence an hour to unload the vessel, this morning accepted 24 pence an hour and resumed work on the unloading.—Exchange Telegraph Company.

THE WAR

BORDVIK.—Oslo, Apr. 25. — Steamer Bordvik arrived at Sourahaya 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 Sjofarts-tidende."

tidende."

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, Broerken at Westerbroek.

CYRNOS.—Paris, May 2.—According to advices from Marseilles, the motor vessel ('yrnos has been refloated. It is almost certain that the vessel will be able to return to service after being repaired.—"Journal de la Marine Marchande." (See issue of Jan. 2.)

DJENNE.—Paris, Apr. 25.—Steamer

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. — (openhagen, Apr. 27.—

Svitan will Marchande."

Lloyd's Agents.

COAL CONTRACTORS GENERAL COMMISSION MERCHANTS.

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SBJERG. — Copenhagen, Apr. 27.— Svitzers 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.)

(See issue of Aug. 23.)

FRESNEL (submarine).—Paris, Apr. 25.—

The refloating of the submarine Fresnel, at Toulon, has just been completed.—

"Journal de la Marine Marchande."

(Note.—Fresnel was scuttled at Toulon in November, 1942.) GOUVERNEUR GENERAL GREVY.-

Paris, May 2.—According to advices from Marseilles, steamer Gouverneur General Grevy was scuttled and burned at that port. The vessel was surveyed and found to be irreparable, after which the upper works were cut away and divers closed holes in the hull. The vessel was then pumped out and the wreck will be removed to another part of the port.—"Journal de la Marine Marchande." (See issue of Nov. 3.)

Marchande." (See issue of Nov. 3.)

HARPAGUS.—London, May 16.—A new fore part for the motor vessel Harpagus was successfully launched on the Tyne to-day from the yard of the Shipbuilding Corporation, Ltd., at Low Walker. The Harpagus, which took part in the D-Day landings, when off the coast of Normandy, broke in two after an explosion. The fore part sank but the after part was towed to the Tyne and is now in dry dock at Swan Hunter's yard at Wallsend. The new fore part was taken in charge by tugs and will be taken to Wallsend.

Wallsend.

IMPERIA (aux.).—London, May 17.—

Italian auxiliary schooner Imperia wa lost by war causes at Tripoli, Libia, o Jan, 23, 1943.

IRENE.-Porsgrunn, Apr. 11. - German steamer Irene was sunk by air attack at Heroya in the summer of 1943. The vessel, which was later raised, is now undergoing repairs at Porsgrunns Mek. Værksted.—" Norges Handels og Sjotatetikavde".

fartstidende."

KAIROUAN. — Paris, Apr. 25. — Turboelectric vessel Kairouan, at Toulon, is
expected to be refloated during the
present month.—" Journal de la Marine
Marchande." (Note.—Kairouan was sunk
at Toulon in August, 1944.)

A BAYONNAISE (warship). — Paris, Apr. 25. — The refloating of the tor-pedo boat La Bayonnaise, at Toulon, has just been completed.—" Journal de la Marine Marchande."

Marine Marchande."

LIBECCIO.—London, May 17.—Italian tug Libeccio was lost by war causes at Tripoli, Libia, on Nov. 15, 1942.

RAVELLO.—London, May 17.—Operations are in progress to refloat the Italian motor vessel Ravello, which was sunk at Spezia during the war.

at Spezia during the war.

STE. THERESE (s.v.).—Paris, May 2—
According to advices from Cherbourg, the Civil Tribunal thee row decided that the crew of the sloop Ste. Therese, which was blown up by mine off Barfleur on July 6, 1945, must be regarded as lost.—"Journal de la Marine Marchande."

TENERIFE.—Paris, Apr. 25.—Steamer Tenerife, at Nantes, is expected to be refloated during the present month.—
"Journal de la Marine Marchande."
(Note.—Tenerife was scuttled at Nantes in August, 1944.)

TURQUOISE (submarine).—Paris Apr.

TURQUOISE (submarine). — Paris, Apr. 25.—The refloating of the submarine Turquoise, in Tunisia, has just been completed.—"Journal de la Marine Marchande." (Note.—Turquoise was found sunk at Bizerta.)

found sunk at Bizerta.)

UTVIKEN.—Oslo, May 7.—According to advices from Bergen, salvage operations are to be undertaken on the steamer Utviken, which was mined and sunk near Sjælland. The Swedish company which is engaged in salvage operations on the floating dock at Bergen, will commence operations, together with the Norsk Bjergningskompani, as soon as they have finished at Bergen.—"Norges Handels og Sjofartstidende." (See issue of Oct. 9.)

LLOYD'S LIST Sat., May 18, 1946

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PAYNE & WARDLAW

Balmarino, May 15

Craigolive

SHIPS IN PORT

COASTWISE & HOME TRADE MOVEMENTS LONDON-IN DOCK

LONDON Entered Victoria Methil Canterbury, May 16

NEWFORM
Shell Mex 5, May 15
Avonmouth
Staley Bridge Du
Hayle Clyde Coast, May 16 Welsh Rose, May Victoria Biarritz, May 17 Chelwood Tyne Biarritz, May 17
Royal Daffodi Fremington Sunderland Cornwood Sunderland Cornwood Hartlepool Alnwick Middlesbrough Glamis Dundee Carrick Coast Southampton Repertor (sv) Ipswich Avonwood Sunderland Asteria Cardiff Holburn Head Blyth LONDON CLD Northdown, May 17
Dover Repertor (sv) Ipswich Clonway (sv) Ipswich Tyne Royal Daffodil DOVER Sunderland Sway, May 16 Hartlepool Shell Spirit 2

Repertor (sv) Ipswich Glenway (sv) Ipswich Felix (sv) Ipswich Empire Condor Grangemouth Grangemouth Petworth, May 16

Petworth, May 16

Asthur Wright Felix (sv) Ipswich G.F.B., May 17

Empire Nickleby Empire Nickleby Avonmouth G.F.B., May 17

Carrowdore, May 16

Dublin Empire Flora (tug)

Carrowdore, May 16

Dublin Empire Flora (tug)

Carrowdore, May 16

Dublin Empire Flora (tug) Robertor (sv.) Inswich Chinway (sv.) And Inswire C

(and was in port May 17)

Empire Comfort.

May 16 Antwerp Empire Shelter Antwerp Wimbledon Tyne Flamma Tyne Chelwood Tyne Bushwood Tyne Bushwood Tyne Bushwood Tyne Stramo Tyne Cornwood Hartlepool Avonwood Sunderland Firelight Sunderland Retry Hindley Seaham Sig. Joseph Swan. Barks Tyne May 16 Cartiff Cartiff

Helwood Tyne Gushwood Sandershood Tyne Gushwood Hartlepool Hartlep

GRAVESEND SD (Channel Isles Empire Alderney Corflect Empire Connell FAWLEY AR Holburn Head, May 17 Pass of Melfort, May 15 Falmouth Luver Falmouth Southampton Fortsald Falmouth Corfoss Sanda, May 17 Belfast Empire Worthtown Dundee Edern, May 17 Boulden Boulogne Edern, May 17 Empire Falmouth Falmouth King's Lynn Petrel Lisbon Nancy Moran (tug), Warren Point Garston King's Lynn Petrel Lisbon Nancy Moran (tug), Warren May 16 Daxhound, May 16 Bankhorn, May 17 Bankhound, May 16 Channel Isles Empire Boba, May 17 Belfast King's Lynn Petrel Lisbon Nancy Moran (tug), Warren Point Garston King's Lynn Petrel Lisbon Nancy Moran (tug), Warren May 16 Daxhound, May 16 Bankhorn, May 17 Bankhound, May 16 Bankhorn, May 17 Bankhound, May 16 Bankhorn, May 16 Bankhorn, May 16 Bankhorn, May 17 Bankhound, May 16 Bankhorn, May 16 Bank

Empire Fairhaven

Gorselands, May Cromarty Firth Eaglescliffe Hall

Sir Alexander Kennedy

PLYMOUTH AR Actuality, May 16 Sunderland PLYMOUTH SD Cushendun, May 16 Barry Stock Force Superson Superson Stock Force Superson S

NEWPORT

Springerag Hayle Clyut
Anna II. Runcorn
Penstone, May 16
Trevor

PRAWLE POINT Pd E
Denton (tug), May 16
Holderness, May 17
PRAWLE POINT Pd W
Empire Fairway, May 16
Empire Fairway, May 16
Empire Fairway, May 16
Empire Rider
Ability, May 17
Mari H.

Empire Concession,
May 16 Dublin

AR LIVERPOOL AR GLASGOW

Ring's Lynn
Petrel Lisbon
Cambrian Coast, May 17
Kirkealdy (not on May 15 Denton (tug), May 16
May 15 as before reported)
Empire Fairhaven

Empire Favourite Goole DOUGLAS
Nancy Moran (tug), May 16
Denton (tug), May 16
Holdring Goole Cameo, May 17
MoSTYN
AR
Warita, May 16
London
MoSTYN
Sin Greenisland, May 16
Greenisland, May 16
Kilkeel
Onene

CORK AR Atlantic Coast, May 17

London Broughty, May 17 Hull Edenwood London CORK SD Amelia Kirkwall Southport, May 16

Newport Substituting Spray, May 15 Aberdeen Substituting Substituti

276, E Qy., Regent's Canal, SD APPLETON VICTORY, 7606, 22 Shed, Royal Albert 1, 954, A. Qy., Regent's Canal, S. L. A., Greenock ARY, 642, H Shed, South West India, G. A. Tom & Co. Aptity Greenock
Aptity Greenock
Denbigh Coast, May 15
Manchester
M

Springereck, May

ABERDEEN Bore Head, May 15

Preston Spray

Ben Varrey, May 15
Ramsey
Medway Coast Liverpool
Ben Ain
Preston
Redhall, May 17
Blyth
ABERDEEN
SD
Cranbourne, May 16
London
Redhall Aberdeen
Empire Faversham
Gravesend

WARKWORTH

Marena, May 16 WARKWORTH Glen Mary, May 15 Miervaldis, May 10 Celtic Queen, May

Warkworth ABERDEEN AR St. Rognvald, May 15 Londor Greviriars London Oliver Bury Camroux II.

Preston Argentum Macduff BLYTH

AR Crombie, May 16 Hull Cranbourie, May 16

Yewpark, May 16

Corstar Lightfoot London SEATIAM

AR

Belfast Westwood, May 16 London Hudson Bank AR Dron Bowen, 17 All Everard, May 17 Type

Sir David, May 16 Coteandoc Aberdeen Matching, May 17 London London
SD Granta, May 15 London
y 16 Dalewood, May 16 London

London Aberdeen MIDDLESBRO

GEOLOGIST, 6202, I. Shed, South-West India,
T. & J. Harrison
GOLDEN BAGLE, 795, 2 Shed, Tilhury,
G. S. N. Co.
GRODNO, 2458, Shad, Bsn., Ldn. Dk., United
Shipping Co.
HAYM SALOMON, 7176, Transit Shad W.

SICILIAN PRINCE, 3489, B Shed, West India,
Prince Line
SONTAY, 8917, King George V. Dry, Union-Castle Mail S.S. Co.
STRATHAIRD, 1320, Union Dry, G. S. N. Co.
STRATHAIRD, 22,281, 32 Shed, Tilhury, P. & Shipping Co.
HAYM SALOMON, 7176, Transit Shed W.
Surrey Commercial, American S.S. Lines
STRATHAIRD, 22,281, 32 Shed, Tilbury, P. &
STRATHAIRD, 22,281, 32 Shed, Tilbury, P. &
STRATHAIRD, 22,281, 32 Shed, Tilbury, P. & Agency
Agency
HIGHLAND CHIEFTAIN, 14135, 2 Shed,
King George V., Royal Mail Lines
IONIC STAR, 7166, F Shed, South West India,
Blue Star Line
JOHN HARVARD, 7176, E Shed, West India,
Runciman (London)
KANA, 2783, T & T2 Whses, Millwall, G. S. N.

KOVARIANOR, 25,428, 31 Shed, Tibury, P & O. S. N. Co.
SUSSEX, 11,063, 29 Shed, Royal Albert, J. B.
Westray & Co.
SVANGEN, 99, G Shed, West India, Cie
Nantalse
SYDNEY STAR, 11,380, 19 Shed, Royal Albert,
Blue Star Line
TAMBOV, 2902, —, Tilbury, L. W. Morland Runciman (London)

KANA, 2783, T & T2 Whses., Millwall, G. S. N.
Co. (laid up)

KATOWICE, 1995, K Whse., Millwall, United Shipping Co. THEEMS, 553, D Qy., Regent's Canal, Walford Lines
THEMSTON, 711, ('Qv.; Regent's Canal,
Grand Union (Shipping)
TORTUGUERO, 5285, 7 Shed, King George V.,
Cunard White Star
TREVOSE, 7354, M Shed, South West India,
Hain S.S. ('o.) KATOWICE, 1995, K Whse., Millwall, United Shipping Co.

KING HAL (trlr), 438, Thames Ironworks Dry No. 1. Ocean Salvage & Towage Co. KING LEAR, 309, S. Lay-bye, Surrey Commercial, Ocean Salvage & Towage Co. LAMBROOK, 7038, 9 Shed, King George V., Gelbraith, Pembroke & Co., Glbraith, Pembroke & Co., LEKTOR GARBO, 7247, 10 & 12 Sheds, Royal Albert, American S.S. Lines Agency MAHANA, 10,951, 25 and 27 Sheds, Royal Albert, Shaw Savill & Albion Co., MARWARRI, 8067, 7 and 9 Sheds, Royal Albert, Canard White Star MONARCH (cable str.), 8100, H Shed, South-West India, G. P. O., MOLITAN, 20,952, 13 Shed, King George V., P. & O. S. N. Co.

MOLITAN, 20,952, 13 Shed, King George V., P. & O. S. N. Co.

MORETON BAY, 14,193, 1 Shed, King George V., Shaw Savill & Albion Co.

NATHANIEL MATHEWS, 2437, 3 Shed, Tilbury, Clembrate Canal, Grand Union (Shipping)
TORTUGUERO, 5285, 7 Shed, King George V., Cunard White Star TREVOSE, 7354, M Shed, South West India, Co. Lawrence Co., Mahana, 10,951, 25 and 27 Sheds, Royal Albert, Canard White Star Canal, Grand Union (Shipping)
TORTUGUERO, 5285, 7 Shed, King George V., Cunard White Star TREVOSE, 7354, M Shed, West India, Union-Castle Mail S.S. Co.

VIENN, 4287, 1828, C Shed, West India, Union-Castle Mail S.S. Co.

VIENN, 4287, 1828, C Shed, King George V., Shaw Savill & Albion Co.

West India, W. H., Muller & Co., West India, W. H., Muller & Co., Watson FERRIS, 1791, Eastern Dry, Royal Albert, W. CONST 1823, W Die John Die Court Marchania S.S. Lines Agency W. Mollar K 1501, 19 Shed, Tilbury, C. S. N. West India, W. H., Muller & Co., Watson FERRIS, 1791, Eastern Dry, Royal Albert, W. CONST 1823, W Die John Die Court Marchania S.S. Lines Agency W. Mollar K 1501, 19 Shed, Tilbury, C. S. N. West India, W. H., Muller & Co., Watson FERRIS, 1791, Eastern Dry, Royal Albert, W. CONST 1823, W Die John Die Court Marchania S.S. Lines Agency

Coast Lines (HANNEL QUEEN, Free Trade Wf., Ratclift, OHANT 56, Everard's Jty., Greenbithe, F. T. Everard & Sons

(Continued on page 9)

Avonwood London Cullercoats (iug) Blyth Rimsdale, May 16 Empire Tigity, May 15 Oulton Broads Shelbrit 2 King's Lynn Charles Treadwell Mytongate

Rochester J. Duncan London Apricity London Empire Estuary Iamburg Broughty

Empire Scabright Ipswich Afterglow

Apricity
Empire Estuary
Eminence R
Mytongate LOWESTOFT Cit Yarmouth Picardy, May 16 Stockton Empire Coast Inquich Isle of Grain

Gladonia Littlehampta Yarmouth Trader GOOLE SD HARWICH Blyth, May 15 Antwerp HARWICH Sheringham, I

Dalewood, May 16
London
MIDDLESBRO AR
Gateshead, May 15
Newcastle
Birker Force, May 16
Portsmouth
MIDDLESBRO SD

Rotterdam
Surreybrook Portsmouth
Eminence Poole
Empire Estuary
Fareham
Manxman, May 16
Duke of York
Hook of Holland
Lynn Trader Rotterdam
HARWICH SD
Manxman, May 16
Rotterdam
Manxman, May 16
Lynn Trader Rotterdam
HARWICH SD
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Rotterdam
Hook of Holland
Rotterdam
Hook of Holland
Rotterdam
Hook of Holland
Rotterdam
Hook of Holland
Rotterdam man, May 16 Hook of Holland of York Stromness Blyth St. Kenneth, May 17 Dublin Empire Wapping

MIDDLESBRO SD KEADBY AR Hook of Holland Plymouth Ply

> IMMINGHAM SD Empire Consequence
> Bailey Foster, May 15
> Grimsby Adjutant Barry Bailey Foster, May 15
> GRIMSBY AR
> Bailey Foster, May 15
> Lumingham
> Lakeland London
> Daniel M. Gt Yarmouth
> Anticosti, May 16
> London
> Tern, May 16
> Tern, May 16

GRIMSBY Loanda, May 15 Rotterdam AR BOSTON Foamville, May 17 London KINC'S LYNN AR Brightside, May 16

Empire Seacoast,
May 17 Selby
Shelbrit 2 Middlesbro

GT YARMOUTH RDS Annuity, May 16

on Broads ng's Lynn well Mytongate, May 17 Hamburg Surreybrook City of Malines, May 16 Hull

Empire Tigity May 10 Dron, May 15 Seaham IPSWICH AR London Lo Suffolkbrook, May 16 Rotterdam

Alt Rottermon
SD Yorkbrook, May 16
Shoreham Manxman, May 16
Surreybrook Portsmouth
Poole Duke of York Holland

Tillerman, May 15
Salt End
KEADBY SD
Sedulity, May 15
Colchester
IMMINGHAM AR
Northgate, May 15
Northgate, May 15
Dismouth

Thames Haven
SD Sedulity, May Colchester
IMMINGHAM
Northgate, May 15
Plymouth
Yewvalley Portsmouth
Empire Seaflower
Concequence
Procedure Concequence Thames Haven
YMUIDEN AR
Tern, May 16 London HOOK OF HOLLAND

St. Andrew, May 16 Harwich Empire Wansbeck
Harwich
ANTWERP
AR Empire Sheller, May 15 Goldeve, May 17 London
Constance H. Hull
Tillerman
KING'S LYNN
Aridity, May 16

Dunston

Empire Comfort London
Innishannon, May 16
Fina, May 16
ANTWERP
Melito, May 15
Portishead
Shelter May 16 Empire Shelter, May 16 London

Shelbrit 2 Maddespro Cumco (tug) Granton Lizzie & Annie Hull Lizzie & Annie Hull Lizzie & Annie Hull Lizzie & Annie Hull London London Williamstown, May

ROUEN

Busiris, May 17

Tons Gross Station Dock Brokers

FEATURE THE ACT OF THE PARTY OF Mytongate, May 15 Goole Belford, May 16

Mistley Fred Everard, May 17 Holburn Head

GT YARMOUTH RDS SD City of Malines, May 16
Acrity, May 17
for Seaham
GT YARMOUTH RDS
Belford, May 16

CALAIS
Biarritz, May 16
Dover
CALAIS
Biarritz, May 16
Dover
Victoria
Dover
CALAIS
Biarritz, May 16
Dover
Victoria
Dover

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Mauretania, Bombay, Cunard White Star.

Ocean Valley, Bona, R. & D. Jones, Ltd.

Oksywie, Hull, W. H. Stott & Co. (Hornby).

Pachaug Victory, Singapore, Paraguay, River Plate & Brazil, P. S. N. Co.

Steamship Agents
SANTOS, RIO DE JANEIRO
LLOYD'S AGENTS AT SANTOS Head Office: 20, King William St., London, F.C.4 British and neutral shipowners whose vessels may be ordered to Brazil are reminded that E. Johnston & Co. Ltd., will be pleased to look after their interests and render any assistance necessary at the above-mentioned ports. Cable address in both cases "JOHNSTON."

EVESSELS EXPECTED AT UNITED KINGDOM PORTS

KINGDOM PORTS						
	obable Date, Broker and Berth					
Akaroa, Wellington, Shaw Savill & Albion Co. Lustralia Star. Sydney, Blue Star Line. Banaderos, Las Palmas, F. Dessen & Co. (West India) Basel, Oslo, F. Dessen & Co. (Convoy's Wf.). Lenlawers, Vancouver, Blue Star Line Jne	Henry Gibbins, Bremerhaven, May 18 Wainwright, Bros. & Co. Highland Brigade, Port Said					
australia Star. Sydney, abt Jly 1 Blue Star Line. Synadores Lee Polynes	Royal Mail Lines. and Lagos, May 23					
F. Dessen & Co. (West India) asel, Oslo, May 1 May 1 May 2	Jady Nelson, Halifax. May 21 Cunard White Star. Queen Mary, New York, May 19 Cunard White Star. (Berth 33-34, Ocean). Ranchi, Port Said & Takorndi, May 23-24 Escombe, McGrath & Co.					
F. Dessen & Co. (Convoy's Wf.). Blue Star Line Blue Star Line	Cunard White Star. (Berth 33-34, Ocean). Ranchi, Port Said & Takoradi. May 23-24					
Brisbane Star, Lyttelton, Jne Blue Star Line.	Escombe, McGrath & Co. Somersethie, Rangoon, Recemble, McGrath & Co.					
Blue Star Line Brisbane Star, Lyttelton, Blue Star Line. British Success, Abadan, F. C. Strick & Co. (Thames Haven).	Somersetshire, Rangoon, Bescombe, McGrath & Co. Tamaroa, Wellington, Jne 16 Cunard White Star.					
F. C. Strick & Co. (Thames Haven). apella Abo, C. Gee & Co. (Surrey Comm.) arthage, Singapore via Southampton, Jne 2 astalia, Bombay, Runciman (London). eltic Star, Buenos Aires, Blue Star Line ity of Barcelona, Beira, Gray, Dawes & Co. ity of Dunkirk, Calcutta, Montgomerie & Workman. ity of Durban, Calcutta, Montgomerie & Workman ity of Khios, Calcutta, Montgomerie & Workman ity of Khios, Calcutta, Montgomerie & Workman ity of Madras, Beira, Montgomerie & Workman ity of Lille, Shanghai, Montgomerie	Westend Park, Vancouver, May 19 PLYMOUTH					
P. & O. S. N. Co. astalia, Bombay, May 27	Atlantide (yacht), Victoria (Nigeria), May — Travellers, Ltd. May 24					
eltic Star, Buenos Aires, June 3 Blue Star Line	Explorer, Beira. May 24 Travellers, Ltd. Iroquois, Abadan, May 20					
ity of Barcelona, Beira, now due Gray, Dawes & Co. ity of Dunkirk Calcutta Inc. 13	Iroquois, Abadan, Bellamy & Co. (Dock Yard). Mar del Plata, Matadi, Travellers, Ltd. Modess Bombay. May 23					
Montgomerie & Workman. ity of Durban, Calcutta, Jne 4	Modasa, Bombay, May 21 Weekes, Phillips & Co. (Sound). Samwater, New Westminster For Sons & Co. (Cattledown) Jne 12					
ity of Khios, Calcutta, Jne 5 Montgomerie & Workman.	Fox, Sons & Co. (Cattledown)					
ty of Lille, Shanghai, end June Montgomerie & Workman ty of Madras Reirs Inc. 13	Durham, Melbourne, May 27 Bethell, Gwyn & Co. Fort Aklavik, Sydney, Jne					
Montgomerie & Workman. an Forbes, Durban, Jne 12	Fort Aklavik, Sydney, Jne — James & Hodder.					
Union-Castle Mail S.S. Co. lan Matheson, Beira, Jne 6 Union-Castle Mail S.S. Co	Fort Highfield, Fremantle via Liverpool. May 19 James & Hodder					
onnaught Park, New Westminster, end May Eggar, Forrester & Verner.	Indore, Vancouver via Halifax, end May James & Hodder. Jose Dias, Liverpool, May 20					
Birt, Potter & Hughes (Victoria).	E. Stock & Sons. Raranga, Lyttelton via Montevideo, Jne 5 Houlder Bros. & Co.					
ona Flora, Hull, May 18-20 Thurley & Co. (Dagenham).	Houlder Bros. & Co. Sea Ray, Vancouver & Cienfuegos May 19 Bethell, Gwyn & Co.					
Birt, Potter & Hughes (Victoria). Birt, Potter & Hughes (Victoria). Dona Flora, Hull, Thurley & Co. (Dagenham). Shaw Savill & Albion Co. npire Abercorn, Sydney via Auckland. Jne 12	Sveadrott, Gothenburg, early Jne James & Hodder					
Birt, Potter & Hughes &	Thraki, South Africa via Antwerp, Bethell, Gwyn & Co. Virginia, Bahrein. May 19					
mpire Ballad, Buenos Aires, end May Capper, Alexander & Co.	James & Hodder. SHARPNESS					
Birt, Potter & Hughes & J. B. Westray & Co. mpire Ballad, Buenos Aires, Capper, Alexander & Co. npire Camp, New York, Cunard White Star. mpire Contyne, Stockholm via Grimsby and Huli, United Shipping Co.	Empire Candida, Halifax. May 25 Victor W. Rowles & Co.					
Grimsby and Hull, abt May 21 United Shipping Co.	Empire Laird, Manchester, May 23 Victor W. Rowles & Co. Empire Skipper, Swansea, now due					
United Shipping Co. mpire Gareth, Sfax, Jne 20 mpire Garston, Stockholm via Hull, May 20 United Shipping Co.	Empire Skipper, Swansea, now due Victor W. Rowles & Co.					
United Shipping Co. npire Merganser, Buenos Aires, Birt, Potter & Hughes & J. B. Westray & Co. npire Might, Sydney, Blue Star Line npire Rock, Jamaica, Royal Mail Lines	Whitwill Cole & Co.					
J. B. Westray & Co. npire Might, Sydney, Jne 18 Blue Star Line	Bidassoa, Granville, now due James & Hodder.					
	Consul Bratt, Gothenburg, May 27 Whitwill, Cole & Co. Empire Connell, Seaham, abt May 22					
npire Splendour, Bari, May 24 United Shipping Co. mpire Voice, Melbourne, Jne 3	Whitwill, Cole & Co.					
mpire Voice, Melbourne, Jne 3 Port Line rington Court. Philadelphia via Halifax. May 30	Halvard Bratt, Gothenburg, early Jne Whitwill, Cole & Co. Hervor Bratt, Gothenburg, May 28 Whitwill, Cole & Co.					
Turner Brightman & Co	Whitwill, Cole & Co. Marianne Bratt, Skoghall, Whitwill, Cole & Co. May 24					
parta, Auckland, J. B. Westray & Co. cylorer, Beira via Plymouth, Union-Castle Mail S.S. Co.	Star, E. Norway, end May Whitwill, Cole & Co.					
Currie Line.	NEWPORT Fort Walsh, Wabana, May 20					
ort St. James, Beira, Jne 5 Gray, Dawes & Co. nelic Star, Rio Grande, Jne 5	Fort Walsh, Wabana, May 20 Mordey, Son & Co. Ljustero, Oxelosund, now due W. J. Barnett. Paul Bunyan, Baltimore via					
Blue Star Line ascony, Jamaica, May 18 Revel Meil Lines						
Blue Star Line ascony, Jamaica, Royal Mail Lines orge M. Embiricos, Trinidad, T. & J. Harrison enaffaric, Singapore, Clan Line	W. Cory & Son Paul Bunyan, Baltimore via					
enaffaric, Singapore, and Jne 6 Glen Line. enartney, Melbourne, Jne 10	W. Cory & Son (South). Pipiriki, Hull. Jne 4					
Glen Line, 1.td. eniffer, Singapore, early Jly	Bethell, Gwyn & Co. Sammex, Wellington via Antwerp, end Jne Bethell, Gwyn & Co.					
Glen Line, Ltd. ighland Monarch, Buenos Aires, Jne 7 Royal Mail Lines.	Sussex, London, May 20 Bethell, Gwyn & Co.					
36 00 00						
opestar, Montreal, May 29-25 Howard Tenens. 11gs Bay, Lagos. May 25	CARDIFF Rautus, Marvik, May 18 Reice May 18					
Howard Tenens. orgs Bay, Lagos. May 25	Rautus, Narvik, May 18 C. W. Brice.					
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Parima, Vancouver,	May 30	V
P. S. N. Co. Paul Bunyan, Baltimore,	May 25	
United States Lines Potaro, Brazil,	Jne 4	
P. S. N. Co. Prospector, Demerara,	May 27	F
T. & J. Harrison (Huskisson) Rensselaer Victory, New York,	May 24	
Anchor Line Runnymede Park, St. John (N.B.)		
Canadian Pacific S.S.	early Ine	-
Samaffric, Accra, H. Tyrer & Co.	May 27	
Sambre, Houston & Gulfport, T. & J. Harrison	May 31	
Samcolne, Karachi,	May 25	A
Anchor Line Sameveron, Beira,	Jne 6	A:
J. Dowie & Co. Samphire, W.C. Africa.	May 19-20	7
H. Tyrer & Co. (Bromborough). Sarmiento, Valparaiso,	May 24	
P. S. N. Co. Sarpedon, Sydney,	mid-Jne	
A. Holt & Co. Stevens Victory, New York.	May 21	
Telemachus, Fremantle via Antwern.	end May	6/
A. Holt & Co. Torr Head, Montreal, G. & Forwood Heyn.	now due	
Welsh Prince, Lagos via	A 36 00	_
Elder Dempster Lines.		G
Wilno, Antwerp, W. H. Stott & Co.	May 23	S
MANCHESTER	36 00	
Delane, Buenos Aires, Lamport & Holt Line	May 20	
Delphinus, Lake Vener Ports, at Ellerman's Wilson Line (Ellesmere Port).	ot May 28	
Graigddu, Takoradi,	May 27-28	Ar
H. Watson & Co. (Irlam). Iberia, Gothenburg.	May 23	_
Bahr, Behrend & Co.	May 10	R

Bahr, Behrend & Co.
Manchester Port. Montreal,
Manchester Liners.
Port de Bonc, Rouen,
H. Watson & Co. (Weaste).
Radport, Melilla,
H. Watson & Co. (Stanlow).
San Vito, Curacao,
E. H. Mundy & Co. (Stanlow).
Sovac, Philadelphia via Swansea,
Manchester Liners (Mode Wheel
Oil Wf.).
Temagami Park, Vancouver,
H. Watson & Co. (Salford).
Weish Prince, Lagos,
Elder Dempster Lines.

GARSTON May 19 May 21-22 May 22 May 23 May

May 24 May 18 GARSTON Lodestone, New Westminster, Sivewright, Bacon & Co. Mission Park, Vancouver, Furness, Withy & Co. Jne 20-22 early Jly PRESTON Magna, Skelleftea, Torsa, Sundsvall, Ulla, Gefle via Bristol,

CLYDE Chantilly, Curacao,
Dalegarth Force, Sonthampton,
W. Knight Watson & Co.
(Meadowside Qy., Partick).
Dorelian, Montreal,
Donaldson, Bros. & Black. now due Empire Kitchener, Calcutta
via Liverpool May 23

y 24

City Line

Ettrickbank, Seattle,
Donaldson Bros. & Black.
Glenwood. Pepel,
Glen & Co.
Hondsrug, Par,
W. Knight, Watson & Co.
(Kingston Dk.).
Karamea, Wellington,
P. Henderson & Co.
Robert F. Hand, Trinidad,
A. Weir & Co.
Telemachus, Fremantle via Antwerp
and Liverpool
Roxburgh, Colin Scott & Co. May 28 May 27 May 18-19 end May

BELFAST Eurybates, Vancouver, G. Heyn & Sons. DUBLIN

y 19
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due
this halder, Philadelphia,
Walford S.S. Co.
Irish Ash, Montreal,
Wexford S.S. Co.
Irish Spruce, Montreal,
Wexford S.S. Co.
Naticina, Aruba,
G. Bell & Co.
Si Brodin, Rosario,
George Bell & Co. Jne 2 May 29 May 25 May 27 George Bell & Co. ABERDEEN Empire Constitution, Torrevieja, DUNDEE City of Dunkirk. Calcutta via London, Jne 23 C. Barrie & Sons.
City of Khios, Calcutta via London,
C. Barrie & Sons.
Geologist, Calcutta via London,
B. L. Nairn & Co.
Samport, Calcutta via London,
Jne 21
B. I. Nairn & Co.
Samport, Calcutta via London,
Sontossi Calcutta via London,
Sontossi Calcutta via London,
Sontossi Calcutta via London,
May 23

Samtorch, Calcutta via London, T. & J. Brocklebank (King George Wf.). Urbino, Calcutta, C. Barrie & Sons (King George Wf.). METHIL 30 Julius Thomson, Copenhagen, TYNE

May 23

y 22

Cairnesk, Montreal,
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(Wm. Wright Dk.).
Hroar, Copenhagen, May 19
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(Wm. Wright Dk.).
Javanese Prince, Brisbane via Antwerp, Jne 2
McGregor, Gow & Holland.
Mathilda Marsviken, Lambert Bros.
Samboston, Alexandria, May 20
Lambert Bros.
Samboston, Alexandria, May 20
Ellerman's Wilson Line.
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(Alexandra)
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end May May 20

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May 31

mid-June

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