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IN THE HIGH COURT OF JUSTICE, PROBATE, DIVORCE AND ADMIRALTY DIVISION

Take notice that a WRIT has been Take notice that a WRIT has been issued and served in an ACTION which has been instituted in the PRIZE ('OURT, namely, in The High Court of Justice. Probate, Divorce and Admiralty Division, by His Majesty's Procurator-General, against the Owners and Parties interested in the SHIP specified below. June 1st, 1946

M.V. "HYDRA" Vessel only (2184) Appearances to the above Writ should be entered in 30 days from the date

L. F. C. DARBY, Registrar.

Registry of the Prize Court, Royal Courts of Justice,

PROPOSAL TO CHANGE A SHIP'S NAME

WE ELLERMAN'S WILSON LINE HEREBY GIVE NOTICE that, in consequence of the acquisition of the vessel and a desire to maintain consistency in the naming of the vessels of the Company's fleet, we have applied to the Ministry of Transport, under Section 47 of the Merchant Shipping Act, 1894, in respect of our ship "EMPIRE SARA," of Hull, official number 169307, of gross tonnage. chant Shipping Act, 1894 in respect of our ship "EMPIRE SARA," of Hull, official number 169307, of gross tonnage to tons, heretofore owned by The Minister of Transport, of Berkeley Square House, Berkeley Square, London, W. 1. o. pointsion to change her name to "PRESTO," to be registered in the said new name at the port of Hull, as owned by Ellerman's Wilson 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 Commercial Road, Hull, this 3rd day of June, 1946.

For ELLERMAN'S WILSON LINE, LTD.

JAS. R. FEWLASS,

Director.

sailed from Concarneau for fishing grounds on the 23rd March, 1946, and was last reported on the 5th April, 1946.

Director.

SPECIFICATION-

ITEM 4-K/639/55/10-452

PROPOSAL TO CHANGE A SHIP'S NAME

WE, JAMES FISHER AND SONS, LIMITED, of Fishers Buildings, Barrow-in-Furness, HEREBY GIVE NOTICE that, in consequence of change of ownership, we have applied to the Ministry of Transport, under Section 47 of the Merchant Shipping Act, 1894, in respect of chant Shipping Act, 1894, in respect of our ship m.v. "EMPIRE JUDY," of Barrow, official number 169116, of gross tonnage 738 tons, of registered tonnage 443 tons, heretofore owned by the Minister of Transport, Berkeley Square House, London, W. 1, for permission to change her or transport, Berkeley Square House, London, W. 1, for permission to change her name to "STREAM FISHER!" to be registered in the said new name at the Port of Barrow, as owned by James Fisher and Sons, Limited.

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

PROPOSAL TO CHANGE

A SHIP'S NAME

Shipping Act. 1894, in respect of our ship m. "EMPIRE JILL," of Barrow, official number 16.742, of gross tonnage 739 tons, of registered tonnage 445 tons, heretofore owned by the Minister of Transport, Berkeley Square House, London, W. 1, for permission, to change her name

permission to change her name to "RACE FISHER," to be registered in the said new name at the Port of Barrow, as owned by James Fisher & Sons Limited. Any objections to the proposed change of name must be sent to the Registrar-General of Shipping and Seamen, Llantrisant Road, Llandaff, Cardiff, within seven days from the appearance of this advertisement.

order to the state of the state

LLOYD'S BUILDING LIMITED

NOTICE IS HEREBY GIVEN that in

NOTICE IS HEREBY GIVEN that in order to prepare the dividend and interest due on the 30th June, 1946, the TRANSFER BOOKS of the 6 per cent Preference Shares, of the 3 per cent. Extension First Mortgage Redeemable Debenture Stock and of the 5 per cent. First Mortgage Debenture Stock will be closed from the 15th to the 29th June, both dates inclusive.

A. H. APPLEYARD,

Lloyd's,

LLOYD'S NOTICE

VESSEL FOR INQUIRY

The Committee of Lloyd's will be glad of any information regarding the

"KEROMAN," steam trawler of Lorient,

Lloyd's, London, E.C. 3.

following vessel :-

Lloyd's. 29th May, 1946.

GOVERNMENT SURPLUS STORES

THE MINISTRY OF SUPPLY has for immediate disposal the following HAND-OPERATED PUMPS, located as shown below:—

ITEM 1—K/621/55/10,135-10,828. QUANTITY—SIX HUNDRED AND NINETY-FOUR

SPECIFICATION—PISTON (DOUBLE ACTING)
PUMPS—Hand-operated (2 men). Lift and Force—Twin Cylinder Horizontal—Single Gunmetal Barrel. Mounted on Wood Base. Output 600 GPH/25 it. Head.
With 40 Double Strokes per minute. 2 in. Suction and Delivery—Condition

ITEM 2-K/621/55/11,015-11,722. QUANTITY-SEVEN HUNDRED AND EIGHT.

ITEM 3-K/621/55/10,829-11,014. QUANTITY—ONE HUNDRED AND EIGHTY-SIX.

ITEM 5-K/639/55/453-932, QUANTITY-FOUR HUNDRED AND EIGHTY.

SPECIFICATION—
PUMPS—Exactly as K/639/55/10-452,
LOCATION—Officer-in-Charge, R.E. Stores Depot, Long Marston, Stratford-onAvon. For inspection, contact Disposal Section, Telephone No. Pelworth 256,

ITEM 6-K/639/55/933-1065. QUANTITY-ONE HUNDRED AND THIRTY-THREE.

SPECIFICATION PISTON PRESSURE PUMPS (HAND-OPERATED)
FUMPS Piston Pressure—Hand-operated. Capacity 0/500 lbs. per square inch—
complete with Pressure Gauges, For Water or Oil. Condition—Mostly unused.
LOCATION—Naval Store Depot, Mwrwg Road, Llangennech, Nr. Llanelly,
arm rthenshire. For inspection, contact Mr. McKechnic, Telephone No.

PUMPS—Exactly as K/621/55/10,135-10,828 above.

LOCATION—Old Dalby Ordnance Depot, Leics. For inspection contact The Deputy Commandant. Telephone No. Melton Mowbray 520.

QUANTITY-FOUR HUNDRED AND FORTY-THREE

LOCATION—Commandant Central Ordnance Depot, Donnington, Salon. For inspection, contact Disposals Building 10. Telephone No. Wellington 651.

Secretary

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

WEDNESDAY, JUNE 5, 1946 Dated at Barrow-in-Furness this 3rd day of June, 1946. For JAMES FISHER & SONS, LTD., W. G. WELCH, Secretary.

Righ Water, London Bridge ... 06 54 19 11 High Water, Liverpool ... The above times are B.S.T.

TO-DAY'S WEATHER Meteorological Office Forecast

WE JAMES FISHER & SONS LIMITED, of Fishers Buddings Barrow in-Furness. HEREBY GIVE NOTICE that, in consequence of change of ownership, we have applied to the Ministry of Transport under Sect. 47 of the Merchant Shipping Act. 1894, in respect of our ship. ending midnight to-night :will move N.E. across the British Isles. There will be rain at times in all districts, followed by squally showers and gales in the West and North. Rather cool in England, Wales and Scotland: cool in Ireland and West Scotland.

Further outlook for the British Isles: Bright periods and showers; rather cool.

U.S. TONNAGE PLANS

Fast Liners for Atlantic and Pacific Services

NEW YORK, Tuesday Plans are announced here for the onstruction of nine luxury liners, including the two fastest and biggest ever built in the United States. Destined for the Mediterranean, South American, transpacific and transatlantic runs, they will be the first of n new fleet of passenger vessels. The speediest and biggest vessels planned are two 29-knot 37,500-ton liners to be used on trans-Pacific routes operated by American President Lines, formerly the Dollar Line. The United States Maritime Commission is also making tentative plans for two 24-knot 35,000-ton passenger ships intended for use by the United States Lines on

transatlantic voyages. The United States Commission had this to say of British and American shipping: "In 1939 the British Empire controlled about one-third of the world's ocean shipping and the United States about one-seventh. The United States now has more than the rest of the world combined. But our war-built fleet, vast as it is, still is deficient in refrigerated ships and some other special types. It is this lack which we now are beginning to correct. It is to our interest to have a fleet that other countries, to provide jobs for our shiphuilders and seamen and to act as a naval auxiliary."

American ships carried only about 25 per cent. of the country's foreign trade before the war. The United goal of 50 per cent. for the post-war the river and wharves because of lack from the same date. period. The Commission appointed of berthing accommodation. "They a committee to study trade routes vital transferred their vessels to the river PUM'S—sactly as K/621/55/10,135-10,828 above.

LOCATION—Greenford Ordnance Depot, Middle ex. For in pection, contact Disposals Committee Building, 422, Long Dive, Greenford Telephone No. Telephone No. mended 31 routes, covering all the mended 31 routes, covering all the major trading regions of the globe.

MERCHANT NAVY HONOURS

Commendations for Brave

SPECIFICATION—DIAPHRAGM—HAND OPERATED
PIMPS—Hand-operated (2 men). Diaphragm—Lift and Force, Output 500
Delivery.—Condition Unused.

Location—Office in Charge R.E. Stores Depot. Loco Works, Dean Street
Entrance, Swindon, Wilts. For inspection, contact Captain Bignall. Telephone No.

Swindon 3107.

Conduct
Conduct
Conduct
Contained the names of four officers of the Merchant Navy who have been commended for brave conduct.

The official account reads:

The official account reads: KING'S COMMENDATIONS

Captain Harry Woodhouse Weston. Master, s.s. Kantara (Moss Hutchison

Vincent Wallace, Esq., Chief Officer, Kantara (Moss Hutchison Line.

SPECIFICATION—
PUMPS—Exactly as K/039/55/10-452.
LOCATION—Officer-in-Charge, R.E. Stores Depot, Liphock, Hants.
inspection, contact Col. Williams, Telephone No. Liphock 2286.

Horace Henry Madrell, Second Engineer Officer, s.s.
(Moss Hutchison Line, Ltd.).
Arthur Cecil Webb, Esq. Henry Madrell,

encountered an enemy ship.

NATIONAL MARITIME MUSEUM

Arrangements for inspection can be made by prior application to the addresses named, but no undertaking is given that facilities will be available for working tests.

Purchasers must take delivery as and where lying and accept responsibility for dismantling (if pecessary) and removal from site within 10 days of the date of issue of Release Instructions. The National Maritime Museum, Saturday, and will reopen on Orers to these items in lots of not less than 10 are invited. They should be Monday, June 10. from 10 a.m. to 5 p.m. As from Saturday, June 22. normal hours of opening will be be a serious financial burden to the p.m.; Sundays, 2 30 to 6 p.m.

LLOYD'S AGENCY AT SANDAKAN

Harrisons & Crossfield (Borneo), Borneo, in an acting capacity.

TEES CONSERVANCY

L.N.E.R. Opposition to Bill

EVIDENCE AS TO ADEQUACY OF EXISTING DOCK

LLOYD'S, LONDON, E.C. 3 Mr. A. C. DOUGLASS, 15, Tithebarn Street, Commons which has been considering the Bill for four days. The L.N.E.R. is opposing the new powers which the Tees Conservancy Commissioners seek to take over the dock undertaking of the L.N.E.R. at Middlesbrough, improve river facilities and construct a new dock. Previous proceedings were reported in LLOYD'S LIST of May 31, June 1 and 4.

Mr. Jenkin Jones, divisional general additional facilities in the future.

"We can deal at Middlesbrough Dock with more than three times the

MAURICE FITZGERALD, K.C.

" AMPLE CAPACITY "

Mr. Jones stated that the congestion Mr. Jones stated that the congestion in 1923 was caused by labour trouble in the Port of London, which had caused shipping in London to be labour to plaints were made during the peal period of the peak year in the history of the dock and it was natural to find some congestion then. Maximum size

where the facilities compared unfavourably with those in the dock for water and manoeuvring space because with the very small cargoes they were carrying they wanted to avoid paying very Some Above Bridges Areas to be the dock compared with those they paid for working on wharves on the river. shipping business in Middlesbrough is beginning to get back on a commercial basis, but sailing programmes and dates are not available

Mr. FITZGERALD: Do you take the view that this competitive dock would in future be run at a loss?

Mr. JONES: I think that is inevit-

K.C., for the Commissioners, as to the night shift at the dock, ompared with

2s. 8d. an hour for the day shift and 3s. 9d. for the afternoon-evening shift. Mr. Jones said they would be cheaper than the cost of providing a new dock Mr. Jones disagreed with the 1929 report of the Chamber of Shipping which said there was argent need for

the provision of a new dock at Middlesbrough and deep water facilities involving the deepening of the river. They reported on the position on a servancy Bill was heard yesterday by visit of one or two days, and if they

> they were wrong," he said. Asked whether the P. & O., Wilson, Ben, Glen, and Lamport & Holt shipping lines had been lost to Middlesbrough dock. Mr. Jones replied; Some are beginning to come back. I have no doubt that others will come

back when business improves.'

Mr. COPE MORGAN said that the Middlesbrough Dock was made with the idea of catering for iron and steel and little else. Any notion of dealing with modern requirements and general traffic, such as that which was going there now or which could be drawn to said that a special study of Tees-side the Tees with the proper facilities, had which the L.N.E.R. had been able to never been catered for. Nobody who make through its network of contracts knew the history of the Middlesbrough Advance forecast for the 18 hours showed encouraging prospects of area after the last war and during establishing new industries in the area. the years of depression could doubt that there must be real anxiety to see that at least every possible effort was made to improve it and develop it into first-class port.

The hearing will be concluded to-day,

MESSRS. WENDT & CO.

In announcing in our issue Mar. 28 the retirement of Mr. F. R. Henchman from the firm of Robert Lyon & Co., we stated that Mr. Hench-Dock with more than three times the business dealt with immediately before (now Messrs. W. K. Webster & Co.), the war when we had five cargo berths and 41 cranes," he said. "The and average agents in 1803." "The and average agents in 1893.

It has now been suggested by Messrs. a year. With the present equipment Webster and Mr. S. Helfert were in enormous surplus capacity at the dock Mr. Webster carried on the then existcompared with pre-war years. Middlesbrough Dock provides more than Webster & Co., which firm is conadequately for any requirements which can be reasonably foreseen and a new dock would take away traffic from the Helfert was granted the exclusive present dock where there is already a right to use the name of Wendt & Co. In 1920 a new business of Wendt & Co. was established and was carried on Counsel for the L.N.E.R., quoted to exclusively by Mr. S. Helfert from Mr. Jones complaints of shipping con- 1923 to 1939, when he retired in favour gestion at the dock made by the of his son-Mr. George Helfert-who Chamber of Shipping in 1923 and 1929. has ever since been carrying on the husiness of Wendt & Co., and is now carrying on that business at 32,

GLASGOW-LONDONDERRY SERVICE

Resumption from June 21

From Our Own Correspondent

BELFAST, Tuesday passenger sailings twice weekly between Londonderry and Glasgow are to be resumed by the Burns & Laird Lines, Ltd .. June 21. The service, which has been suspended since the outbreak of war is expected to give some relief to the heavy tourist traffic on the Belfast states Maritime Commission has set a ping lines had diverted their ships to Glasgow-Dublin service will be resumed wanted trade within the Common wealth and Empire to flourish not merely because it was good business.

THAMES NAVIGATION ON SATURDAY

Closed

navigation on Saturday, June 8, as nowhere. indicated below

The undermentioned river piers will

Lambeth Pier: June 6th, 7th and 8th.

WORLD TRADE POLICY

Resources of the Empire

PREFERENCES AND TARIFFS

Mr. Herbert Morrison gave an address on "The Trade and Resources of the Empire" at the Imperial Press Conference at Grosvenor House yesterday. Mr. Morrison began by saying that all agreed that the more the Commonwealth and Empire traded together the better it would be for everyone, but we could not always agree on the methods of achieving the increase of trade.

Regarding the war effort, Mr. Morrison said that steel output provided a useful index of the growth of industrial resources. Between 1938. and 1943, steel capacity increased by 50 per cent. in Canada, 50 per cent. in India, 65 per cent. in Australia, and nearly 20 per cent, in South Africa. The Colonies contributed their resources of agriculture and raw materials. Ceylon, after the fall of Malaya, became the chief source of natural rubber, and in 1944 exported, very largely to the United States, double the normal quantity. The vast resources of the Commonwealth had increased wonderfully during the war years. We must now see that they were fully employed for the benefit of mankind in peace.

PREFERENCES

H.M. Government had reached agreement with the United States on the broad principles of future commercial policy. The steps being taken to facilitate trade were being planned on a world scale. One could not undo at once all the contracts and restrictions gangs at Middlesbrough Dock is 10 Wendt & Co. that this statement had a different value for different requires clarification. Up to a period countries, and what it might be easy is 80 tons per hour to ship 382,000 tons during the 1914-1918 war. Mr. W. K. for one to surrender would completely reduced to 31 cranes on 10 tons per hour the shipping capacity is just over 26,000 tons per week. There is an then dissolved. After the dissolution be a barrier to one country might very well be a corner stone in the economic system of another. It would take time to work all that out. We in the Commonwealth and Empire must go into discussions in good faith, prepared to enter into undertakings which would bring mutual advantage; always having in mind that every country would receive a honus when the negotiations achieved their results and there was expansion of trade throughout the world.

Into the bargaining would come Imperial preferences, not as a system but individually, just as individual tariffs. It was a crucial point. When country which afforded the preference only with the agreement of the countries which enjoyed it. There could be no question of Imperial preferences being given up as it were in the void. They would be examined as part of the wider commercial picture, and in the bargaining any reductions suggested would have to be weighed against the advantages to the Commonwealth and Empire as well as to the world of the countervailing reductions in trade harriers offered by other countries.

While it was right and proper that consideration of good business and sound economics should be a big factor in Commonwealth and Empire economic relations, he did not think that was the end of the story. merely because it was good business but also for the very good reason that we liked trading with our friends and kinsmen.

PRINCIPLES AND PRACTICE

We had made agreements and signed names to the Atlantic Charter and to the Mutual Aid Agreement. Now we had to solve the putting into practice of those high-sounding principles. The River Thames will be closed to Timid and selfish policies would get us

Trade must be the servant and not grammes and dates are not available and this makes the whole question of berths for ships extraordinarily difficult. Many dates given by shipbrokers prove most unreliable."

Referring to road access to the dock. Mr. Jones said there had not been any strong demand or agitation for road access until comparatively recently.

Area

Between Blackfriars Bridge and Charing Cross Railway Bridge: From 7 p.m. to 10 p.m. Between Charing Cross Railway Bridge and Vauxhall Temporary Bridge: From 7 p.m. to midnight. Between Vauxhall Temporary Bridge and Battersea Bridge: From 7 p.m. to 10 p.m. The squarite display at Westminster accountancy but a human balance by the Battersea Bridge: From 7 p.m. to 10 p.m. accountancy but a human balance between increasing consumption by the is designed to be seen from the shore peoples of the world and increasingproduction as a result of the scientific development of world resources.

The goal of international trade Cadogan Pier: From 7 p.m. to 9 45 p.m. westaninster Pier: From 7 p.m. to mid-night. this not a catchword but an object of positive policy.

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ITEM 7-K/955/25/43-88. QUANTITY-FORTY-SIX.

Offers of these items in lots of not less than 10 are invited. They should be addressed to:

Ministry of Supply.

Director of Contracts,
Great Westminster House,
Horseferry Road,
London, S.W. 1,
to arrive not later than 10 a.m. on 1st July, 1946.
Envelopes must be marked "Tender No. 004201," returnable 10 a.m. 1st July, 1946.
Failure to mark the envelope correctly may result in a Tender not being considered.
Any contracts made as a result of this tendering will be subject to the Department's usual Conditions of Sale (Form CCC./Sales/1), a copy of which may be obtained, if desired, from the Ministry of Supply, Contract. Directorate (S.C.B. 4).

In the contract of the contract of the desired, from the Ministry of Supply, Contract. Directorate (S.C.B. 4).

In the contract of the contract of

OFFICIAL NOTICES

(Established 1734)

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Liverpool, 2

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LLOYD'S LIST SHIPPING GAZETTE

Opposition evidence to the Tees Con-Select Committee of the House of drew a general conclusion from that

manager of the north-eastern area of the L.N.E.R.. continuing his evidence, depression is moving N.E. in mid-dustries almost entirely for the home will move N.E. across the Pritial could seriously say that there would be any substantial export traffic in manufactures of that kind, and for that, together with the moderate expansion of the iron and steel trade, the existing dock at Middlesbrough would be able to handle all traffic without

> average performance of the labour tremendous margin of capacity."

certain types of vessels. We lack fast dock were 500-ft, vessels of Liberty ship passenger ships, coastal vessels, dimensions. Seven vessels of that size could be berthed in Middlesbrough Dock. It had never been usual to have more than two or three large vessels is well balanced, efficient and strong. We need ships to bring us sugar and shoe leather, to carry our products to place," Mr. Jones said, "The proposed in the dock at the same time. "Therenew coal and oil berths are unnecessary. There is ample capacity for coaling ships, and the existing provisions for bunkering ships with fuel and oil could be extended."

general cargo being dealt with at Middlesbrough before the war. "The and not from the river. railway company does recognise if there is a substantial demand for road be closed to the public at the times Second Engineer Officer, s.s. Kantara access it ought to be given, and we indicated below: are quite prepared to settle with the Arthur Cecil Webb, Esq., Chief people who want road access the best Radio Officer, s.s. Kantara (Moss Hutchison Line, Ltd.). the company can provide it. We have For services when their ship sketched out two schemes within 18 mountered an enemy ship. which is likely to be available for export in the River Tees." Mr. Jones declared, "the provision of a new dock in addition to the railway company's existing Greenwich, will be closed to the public dock is bound to be a serious financial burden on the river.

resumed: Week-days, 10 a.m. to 6 whole river and that both docks would

Questioned by Mr. COPE MORGAN,

Ltd., have been asked to resume the duties of Lloyd's Agency at Sandakan, of 5s. 9d, per hour for a 5½ hours'

The Association covers Shipowners in :-Class I.—Protecting. Against claims for one-fourth damage done to other ship or vessels, damage to structures, loss of life, personal injury, inclusive of a liability under the Workmen's Compensation Acts. &c.

Class II.—Indemnity. Against liabilities arising in connection with cargo, &c. arising in connection with cargo, &c.

Class III.—War Risks. Hull and Machinery

Class IV.—War Risks. Freight, Disbursements, &c.

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LAW REPORTS

HOUSE OF LORDS Tuesday, June 4, 1946

GENERAL AVERAGE CLAIM

MORRISON STEAMSHIP ported in LLOYD'S LIST of May, 13, 14. COMPANY, LTD. v. THE OWNERS OF CARGO LATELY LADEN ON BOARD "GREYSTOKE CASTLE

Before Viscount SIMON, Lord ROCHE, Lord PORTER, Lord SIMONDS and Lord UTHWATT

The hearing was continued of this appeal by the Morrison Steamship Company, Ltd., owners of the steamship Cheldale, against an order of the Court of Appeal dated Dec. 20, 1944, dismissing an appeal by them from an order of Lord Merriman confirming a report of Mr. Registrar Darby.

The action arose out of a collision between the Cheldale and the Greystoke Castle (owned by the Lancashire Shipping Company, Ltd.), as a result of which the Cheldale sank with loss of life, and the Greystoke Castle was damaged. In litigation between the owners of the vessels, Mr. Justice Bucknill on Nov. 27, 1940, held both ships to blame, in the proportions of the Cheldale one-fourth and the Greystoke Castle three-fourths.

The judgment appealed against was reported in LLOYD'S LIST of Dec. 21, 1944, and the previous hearing before the House of Lords on May 29 and 30 and June 1 and 4, 1946,

Sir William McNair, K.C., and Mr. Ashton W. Roskill (instructed by Messrs. Botterell & Roche, agents for Messrs. Ingledew, Mather & Dickinson) appeared for the appellants; Sir Robert Aske, K.C., and Mr. A. J. Hodgson (instructed by Messrs. Thomas Cooper & Co.) represented respondents.

Sir ROBERT ASKE, for the cargo owners, said that as the Greystoke Castle had been held in part at least to blame for the collision her owners could not have recovered general average contributions against the cargo owners, but for the circumstance that there was a negligence clause in the bill of lading. It was contended, thereby the owners of the Cheldale. that because the cargo owners had to bring in the contract contained in the bill of lading, with its negligence clause in order to support the contention that they were bound to pay general average, the damages were thereby too remote to be recovered. The whole problem in the present case resolved itself into the question whether the loss which the cargo owners had sustained by reason of the payment of general average contributions followed directly and naturally in the ordinary course of events from the wrongful act involved by the collision.

Counsel submitted that the general directly from the negligence of the appellants, which occasioned damage to the Greystoke Castle, and consequent peril to that ship and her cargo. A bill of lading with a negligence clause was common in contracts for the carriage of goods by sea. The President of the Admiralty Court accepted the view that it was in accordance with ordinary commercial practice. That part of his judgment was not challenged in the Court of Appeal, nor, he understood, was there any challenge before their Lordships that this was the natural course of business in the carriage of goods by sea. Therefore, there was no break in the chain of causation between the collision and the loss sustained by the cargo owners. The hearing was adjourned until

> COURT OF APPEAL Tuesday, June 4, 1946.

CLAIM UNDER WAR RISKS INSURANCE POLICY

OCEAN STEAMSHIP COMPANY LTD. v. LIVERPOOL & LONDON WAR RISKS INSURANCE ASSO-CIATION, LTD.

Before Lord Justice Scott, Lord Justice Tucker and Lord Justice BUCKNILL

The Court gave judgment on this appeal by the Liverpool & London War Risks Insurance Association, Ltd., from a decision of Mr. Justice Atkinson in the King's Bench Division in favour of the plaintiffs, the Ocean Steamship Company, Ltd., Water Street, Liverpool, on their claim, as owners of the motor-vessel Priam, to be indemnified under a policy of marine insurance issued by the appellants and covering (inter alia) "King's Enemy Risks" and "the consequences of hostilities or warlike operations.'

The vessel sailed from Liverpool for Suez on Dec. 2, 1942. Of her full cargo, 80 per cent. was war stores, and she had a considerable deck cargo. Between Dec. 8 and 15, in heavy weather, her deck cargo broke adrift, damaged hatch tarpaulins and covers, and sea water got into No. 2 hold. This put the Priam down by the head and caused her to receive further damage. Her No. 2 'tween deck cargo shifted and contact fuses were scat-tered and some exploded. Plaintiffs' ase was that they had suffered a loss

by perils insured against, and claimed £1632 10s. 10d.

by the perils insured against. Mr. Justice Atkinson held that

cargo of a warlike character and the maintenance of speed in hazardous circumstances. The previous proceedings were re-

15 and 16, and the judgment appealed against on Nov. 17, 1945. Mr. Patrick Devlin, K.C., and Mr. H. L. Parker (instructed by Messrs. the appellants; Mr. Owen L. Bateson, structed by Messrs. Bentleys, Stokes

represented the respondents. JUDGMENT

Giving judgment dismissing the ppeal, Lord Justice Scott said that at the trial the defendants conceded that the Priam's voyage was a warlike operation, and the Court agreed that in law the conclusion was rightly made. Mr. Justice Atkinson had said that damage caused to a ship by heavy weather while engaged in a warlike operation was not a consequence of that operation in the absence of any special circumstances. He had also said that it was not necessary to decide the case on that issue raised by the plaintiffs because he considered that plaintiffs succeeded on their second contention that the special circumstances of the Priam's particular warlike operation showed that the damage claimed was caused by it. There were at least two respects in which this warlike operation of the Priam differed from a normal peacetime voyage from Liverpool to the Cape-first, the carriage of heavy deck cargo of war stores on a winter voyage across the Atlantic, and, secondly, that she was driven at a speed in excess of her normal speed in heavy weather because of the requirements of the Army in the field, and that these two aspects of the Priam's warlike operation were the real cause of the damage.

He (Lord Justice Scott) agreed with both conclusions, though he did not think the evidence justified a finding that the master pressed the vessel to a greater extent than he would in peacetime because of the requirements of the Army in the field. The master's attitude was dictated by his fear of enemy submarines. But all such features of the voyage were just particular steps to carry out the warlike operation. They were all consequential on "hostilities or warlike operations," because they were for those purposes, and in that true sense they were "consequences of hostilities or warlike operations."

His Lordship regarded the carriage of a deck cargo which was a potential source of danger and its stowage as "consequences" of the "hostiliaverage contributions in question and the cargo owners' liability to contribution thereof resulted tion "in which the British Improvement to the cargo owners' liability to contribution thereof resulted tion "in which the Priam was engaged. The damage was not caused by "any definite external event unexpected and unavoidable," to quote the words of Lord Porter in the Coxwold case in the House of Lords. Very little, if any, of the damage claimed was not directly caused by the stowage of the deck cargo of aeroplanes and tank bridge layer: but, if there was any, his Lordship thought it was still caused by the insured perils.

There was no doubt that one "consequence" of the warlike operation was the stowage, for the purpose of the warlike operation, on No. 2 well deck of military cargo of a kind and in a manner likely on the intended voyage in North Atlantic winter weather to do damage to the ship. That act of stowage and the consequential carriage of that cargo in that position were both acts done by the assured in furtherance of and therefore consequential on the admittedly warlike operation undertaken by the assured. Each was thus "a consequence of the warlike operation " of the Priam and insured specifically, and so far as that stowage was the cause of the damage which resulted therefrom to the ship, the

assured's case was established. His Lordship held that the whole of he damage was proximately caused by " consequences of hostilities or warlike operations" within the meaning of the

The appeal would be dismissed.

Lord Justice Tucker and Lord Justice Bucknill agreed.

Leave to appeal to the House of Lords was granted.

[A full report of the judgment will be given in "Lloyd's List Law

Reports."] ADMIRALTY DIVISION

Monday, June 3, 1946

COLLISION IN ST. LAWRENCE OWNERS OF S.S. "FREDEN" v. OWNERS OF S.S. "KATINGO HADJIPATERA "

Before Mr. Justice WILLMER, sitting with Captain G. CURTEIS and Captain C. St. G. GLASSON, Elder Brethren of Trinity House

This was an action in which the owners of the Swedish steamer Freden claimed damages from the owners of the steamship Katingo Hadjipatera, of the port of Chios, for a collision in fog in the St. Lawrence River on the The defence admitted damage but morning of Oct. 4, 1942. The defendenied that it was proximately caused dants put the blame solely on those in the Freden.

Mr. Owen L. Bateson, K.C., and Mr. although the immediate cause of the S. Knox Cunningham (instructed by

damage in point of time was a marine peril, viz., heavy weather, the effective cause was the additional risks and Hayward, K.C., and Mr. Waldo Porges (instructed by Messrs. entailed the carriage of a heavy deck Holman, Fenwick & Willan) represented the defendants. According to the statement of claim.

the Freden was of 1211 tons gross and length 224 ft. She was anchored in position A6 in the Bic Island anchorage to go eastward with a convoy. The tide was flood, and the Freden was lying head to flood to her port anchor with three shackles of chain heading Hill, Dickinson & Co.) appeared for eastward and southward. Three to four points on the starboard quarter and Mr. A. J. Hodgson (in- the loom of the Katingo Hadjipatera was seen at one to two ships' lengths. and Lowless, agents for Messrs. Alsop. She was shaping to cross the stern of An active inquiry has again been in Stevens & Collins Robinson, Liverpool) the Freden and dangerously swinging to starboard. The Freden went harda-port, with several short blasts and the ringing of her bell. The Katingo Hadjipatera, with her port bow, struck the starboard and scraped along the starboard side of the Freden.

The Freden blamed the other for being improperly under way and the unchanged rate of 19s. 6d., and going at excessive speed. She failed to there is a maintenance of the demand reverse and put her wheel to star- for West Indies business. There have board, and she ported at an improper time. She failed to let go an anchor or to sound any signals.

The defence and counterclaim gave the tonnage of the Katingo Hadjipatera as 3661 tons gross, and her length as 350 ft. She was proceeding towards the northern end of the Bic paring to come to an anchor. She was on a course of E. by N. 4 N. magnetic, and was running off her way from She was sounding prolonged knots. blasts. No fog bell was heard in the Freden, which was at anchor, and she loomed out of the fog at less than half a ship's length, on the port bow. The Katingo Hadjipatera went hard-astarboard and full astern, with three short blasts, but her port bow could not be prevented from striking the Freden's starboard side amidships. The Freden was blamed for not sounding her bell, or giving warning of her position in time

Evidence was taken for the plaintiffs, and the hearing was adjourned.

Tuesday, June 4, 1946

COLLISION IN DURBAN ROADS OWNERS OF M.S. "KOTA BAROE"

v. CHINA MUTUAL STEAM NAVIGATION CO., LTD. Before Lord Justice BUCKNILL,

sitting with Captain A. H. RYLEY and Captain C. St. George Glasson, Elder Brethren of Trinity House The hearing of this case, adjourned from July 6, 1944, was resumed. The

Rotterdamsche Lloyd N.V., owners of he motorship Kota Baree, claimed damages from the China Mutual Steam Navigation Company, Ltd., for a drifting collision which the Kota Baroe had with the steamship Diomed in Durban Roads in a south-westerly gale in the early morning of May 16, 1942. The defendants sought to put the blame solely on the Kota Baroe and counterclaimed.

The previous proceedings were reported in Lloyd's List of Dec. 3, 1943, and July 7, 1944.

Mr. R. F. Hayward, K.C., and Mr. Waldo Porges (instructed by Messrs. Waltons & Co.) appeared for the plaintiffs; Mr. K. S. Carpmael, K.C., and Mr. Owen L. Bateson, K.C. (instructed by Messrs. Bentleys, Stokes & Lowless, agents for Messrs. Alsop, Stevens & Collins Robinson, of Liverpool) represented the defendants.

Further evidence having been given, the hearing was adjourned.

Tuesday, June 4, 1946

SALVAGE ON PLUCKINGTON BANK OWNERS, MASTERS AND CREWS OF NINE TUGS v. OWNERS OF Mediterranean, African and Eastern M.S. "MADOERA"

Before Mr. Justice PILCHER, sitting with Captain W. E. CRUMPLIN and Captain T. L. OWEN, Elder Brethren of Trinity House.

This was a claim to salvage award brought by the owners of nine Liver-pool tugs against the motorship Madoera, of the Port of Batavia, which was on the Pluckington Bank on the morning of Dec. 29, 1944.

The claimants were the owners, masters and crews of the tugs Alexandra, Cairngarth, Coburg. Crosby, Morpeth and Yorkgarth, and of the Beemore, Ceemore and Deemore. Mr. R. F. Hayward, K.C., and Mr. Waldo Porges (instructed by Messrs Hill, Dickinson & Co., of Liverpool and London) appeared for the claimants; Mr. Owen L. Bateson, K.C., and Mr. J. V. Naisby (instructed by Messrs. Middleton, Lewis & Clarke, solicitors for the Royal Netherlands Government) represented the parties interested in the Madoera.

The value of the tugs was given as £155,550, with 66 salvors, and of the Madoera £277,000, with a Government cargo worth £548.812-making a total value at risk of about a million pounds. The Madoera was of 9382 tons gross and 501 ft. long. By the statement of claim, the Beemore, Ceemore and Deemore were to assist the vessel from her river anchorage to dock, and found her anchored in mid-river between Cammell Laird & Co., Ltd.'s No. 5 graving dock and Queen graving dock,

(Continued on page 13, column 4)

FREIGHT MARKETS

Active Time Charter Inquiry

By Our Own Correspondent

THE BALTIC, Tuesday In the freight market there has been continuance of the demand for grain Continent, while chartering has been resumed for coal from Hampton Roads for South American discharging ports. basis. Another vessel is required for delivery this side and re-delivery South Africa, while there is a new inquiry for the second half of June for delivery North-East Coast and re-delivery India. Further tonnage is required for six months' Australian trading at been no new developments in the outward coal trade.

A good inquiry has again been in evidence in the River Plate section. A large vessel for July 25 cancelling has been fixed from Bahia Blanca to Antwerp or Rotterdam at \$18, and other tonnage is known to be treating for

A telegram from our correspondent at Buenos Aires, dated June 3, states that the depth of water in the shallowest part of the channel leading to Santa Fe was 26 ft. A further fall

is anticipated during the coming week. The most interesting development in the North American section has been the resumption of chartering for coal from Hampton Roads for South American destinations. A large end-June carrier has been fixed to Rio Janeiro at \$8.50, while a handy-sized June ship is reported to have been done to Rosario at \$10.50. Vessels of any size might be worked for grain from the St. Lawrence to Trieste at \$15.50 per ton, and there is a maintenance of the demand for sulphur from the Gulf ports to various destinations. Cuban ugar shippers continue to quote orders, and there is a good demand from the North Pacific.

Indian ore exporters continue to nquire for vessels, while tonnage is wanted for coal from Calcutta and for salt from Karachi. Further vessels are wanted for coal from Durban and Lourenco Marques, and ore cargoes are offering from the principal African exporting centres. Numerous orders are circulating from the Spanish Mediterranean salt exporting centres.

FIXTURES

NOT ABOVE ROSARIO to ROTTER-DAM or AMSTERDAM.—British stmr., 9300 t., 10 p.c., 85s, per t., heavy grain, with full options, July 8-31.

BAHIA BLANCA to ANTWERP or ROTTERDAM.—Thrak*, 9500 t., 10 per cent., \$18 per ton heavy grain, July 25 cancelling.

HAMPTON ROADS to RIO JANEIRO.
—American stmr., 8000/9000 t., \$8.50

HAMPTON ROADS to RIO JANEIRO.
—American stmr., 8000/9000 t., \$8.50
per ton coal, end June.

HAMPTON ROADS to ROSARIO.—
Stmr., \$10.50 per ton coal, June.
SFAX to HOLLAND.— Cupria (m.v.),
6400 t., 41s. per t., phosphate,
June 10-20.
CASABLANCA to HOLLAND.—Calanda
(Swiss), 6600 t., 5 p.c., 28s. 6d. per t.,
phosphate, June 10-20.

PROVINCIAL REPORTS

From Our Own Correspondents

LIVERPOOL, Tuesday Orders are quoting freely, with the general chartering position showing steadiness on restricted tonnage offers. North American demand includes coal and Gulf sulphur, with Cuba sugar also requiring carriers. River Plate grain is workable to Antwerp, Holland and French ports at around late rates. shippers have many requirements.

CARDIFF, Tuesday Little fresh foreign business offers, but tonnage for the shorter trades is scarcer. Quiet conditions rule in the home coasting section. Fixtures: -

ANTWERP/GHENT (ldg. Cardiff).—1300 t., U.M.A. rate less 12½ per cent., June 12. CANADA (ldg. Swansea).—5250 t., 10s., free discharge, July 8.

SWANSEA, Tuesday There is little improvement in the short trades, where small tonnage is usually amply obtainable. Oversea business is still limited. NEWCASTLE, Tuesday

Baltic and near Continental operators sound the market freely, but have difficulty in securing the release of any eargoes. Business is limited, being mostly confined to special priorities. There is a keen inquiry in the home coasting section for all this month, with tonnage in moderate supply Stemming for all periods is difficult.

GLASGOW, Tuesday The market is very quiet. In the oastwise trades nothing is working for Ireland or the South Coast, and it is rumoured that Belfast intends putting in her own ships for the next cargo. Stems to North Africa have been put back until about June 20.

Mr. Keith Jackson, general manager of the Burns & Laird Lines, Ltd., Glasgow, has been elected a director of the company in place of Mr. John C. Hay, who has resigned from the board.

LLOYD'S LIST Wed., June 5, 1946

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Special Market Reports

From Our Own Correspondents

Free supplies are short and operators can only handle a limited amount of fresh business. There is good interest from several oversea countries, but at the present rate of output home trade alone cannot be easily met. Foreign exports are chiefly of anthracite duff, although shipment of some steam coals will be made possible by the lifting of emergency dumps.

SWANSEA

Inquiries from abroad seem more numerous, but fresh business is restricted. The handier nut sizes continue to move off briskly on inland account, and washed peas are becoming difficult to obtain now that regular quantities are needed for Canadian shipments over the summer. The cleanest breaker duffs are tightly booked, with washed varieties active. Bigger deliveries of billy duffs are required, since business has been extended to Italy.

NEWCASTLE

Consumers are pressing for prompt deliveries before the holidays, and generally output is moving off steadily and covering immediate needs fairly adequately. There is some oversea inquiry, but actual shipments remain negligible, and then mostly of inferior varieties and open cast sorts. Durham gas and coking coal collieries face heavy industrial and utility demands, and there is sustained request for bunkers from coaling depots. Durham industrial cokes are a very steady trade, but domestic sorts are in rather better supply.

GLASGOW

Forward bunker inquiry has eased temporarily; this week, with the Fife holidays intervening, stems are comfortable. In general, inland commitments are being covered reasonably well, and where surpluses are available stocks are benefiting. Lower grade drosses and duffs are more readily available.

HULL

The market remains very firm and prompt supplies of all descriptions are eagerly sought. Hards and screened steams are heavily booked; doubles and singles fall short of requirements. Productions are under direction, the major portion being consigned to utility

TITTE OUTLONE PILOUS,
Best South Yorkshire Hards
Derbyshire/Notts Hards
West Yorkshire Hartleys
Yorks/Derby/Notts Screened Steam
Best Sth Yorkshire Washed Doubles
Deat Oth Total I I Walled Doubles .
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MONEY MARKET

Adequate Credit Supplies Comfortable conditions ruled in Lombard Street yesterday, and bor-rowers of overnight loans had no difficulty in satisfying their requirements at ½ per cent. In the discount market there was a fair turnover in Treasury bills, mainly August maturi-

STOCK EXCHANGE

General Tone Dull

Quieter conditions prevailed in Lombard Street yesterday, with interest mainly centred in certain South African gold mining issues. In the gilt-edged section there was a fair inquiry for British Government issues, which were 1-16 to 1 higher where changed, the old Consols showing the larger movement at 97%. Home railway Ordinary stocks continued to lose ground. Southern Preferred gave way another \(^3\). to 75, the Deferred \(^1\) to 20 and London Transport "C" a like amount to 593.

Fairly active conditions continued to rule in the market for shipping issues, but the tone was uncertain. India General were marked down ½ to 23, Isle of Man 1s. 6d. to 46s. 6d., and Furness, Withy 6d. to 34s. 6d. On the other hand, Britain recovered 1s. to 33s., Anchor 6d. to 56s. 6d., and Coast 3d. to 21s. 6d.

Business in commercial and industrial issues was on a reduced scale, and with few exceptions movements were with few exceptions movements were unfavourable to holders. Rolls-Royce weakened \(^1_8\) to 6\(^1_8\), Imperial Tobacco 1-32 to 7 29-32, and Courtaulds were 7\(^1_2\)d. easier at 57s. 3d. Smaller losses were shown in Associated Cement to 68s. 9d., British Celanese to 36s. 3d., British Plaster Board to 37s. 6d., De Havilland to 42s. 9d., London Brick to 75s. 3d., Marks & Spencer to 82s. 9d. and Woolworth to 94s. 9d. Cable and Wireless were quoted 1 higher at 1023 while Guinness gained 1s. to 155s., International Tea 7½d. to 20s. 9d., and Leyland 6d. to 102s. 6d.

Oils suffered from profit-taking. Royal Dutch were marked down ½ to 36², while Shell weakened ½ to 4 25-32, Anglo-Iranian 1-16 to 5 7-32, Burmah 1-32 to 3 29-32 and British Borneo 6d. to 24s. 3d.

REPORTS AND DIVIDENDS

BRITISH & EUROPEAN INSUR ANCE COMPANY, LTD .- The report for the 12 months ended Dec. 31 last states that the net fire pre-miums amounted to £79,116. Claims paid and outstanding amounted to £38,627. while commission and expenses together equalled £29,826. The sum of £8794 has been transferred to profit and loss account. leaving the fire fund at £31,646. In the general department the net premiums amounted to £37,914. Claims paid and outstanding amounted to £20,288, while commission and expenses together equalled £10,883. The sum of £3198 has been transferred to profit and loss account. The general nsurance fund has been increased to £15,166, representing 40 per cent. of the total premium income for the year. In the profit and loss account, in addition to the usual provisions for income tax and N.D.C. a further £4752 has been reserved in respect of the current year. The balance of the account is reduced from £33,392 to £28,860, after providing for the dividend and the transfer of £10,092 to general account. Interest and dividends from current trading amounted to £8084 gross, and £4109 after deduction of tax. Invest ments stand in the books at £215,905. the market value at Dec. 31 being £229,473. The directors recommend

COMMODITIES

2 oz.

ISSUED BY

LONDON (Baltic Exchange), Tuesday WHEAT.-Offerings were again on a mall scale and confined to Manitobas grades at the appropriate rates. Quotations: No. 1 Northern Manitobas for June shipment from St. Lawrence 174c., from West St. John-Halifax 175%c., from Balti-more or Philadelphia 178%c., and from New York 179½c. per bushel f.o.b. No. 2

nominally quoted 77s. per 480 lb. f.o.b.

FOREIGN PRODUCE

LONDON (Mincing Lane), Tuesday LONDON (Mineing Lane), Tuesday SPICES.—CLOVES.—Quiet and prices nominal. Zanzibar spot 1s. 1d. per 1b. sellers c.i.f. June-July 9\frac{3}{2}d. (buyers' licence), afloat 11\frac{1}{2}d. per 1b. sellers. PIMENTO.—Quiet. Spot 1s. 2\frac{1}{2}d. per 1b. sellers. CHILLIES.—Quiet, but steady. Mombasa spot 145s. per cwt. sellers. MACE.—Steady. West Indian pale spot

JUTE.—Dull. Daisee 2-3 new crop Oct.-Nov. shipment £44 per ton nominal.

SHELLAC.—Open market quotations frmly maintained on the basis of 277s. 6d. value for F.O.T.N. pure.

METALS

£229,473. The directors recommend a dividend of 12½ per cent., less tax. This will absorb £3437, as against net interest received of £4109.

AERONAUTICAL & GENERAL INSTRUMENTS, LTD.—Interim dividend 6½ per cent., less tax, for the year ended Mar. 31, payable June 27.

**TIN.—The Directorate of Non-Ferrous Metals Supplies tin of 99 per cent. to under 199.75 per cent. at £300 per ton, delivered, 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 and Glorious by chorus and orchestra.

Grand Cut 51-

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PLATINUM.—Refined maintained at

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PHILLIPS

GODFREY

'Take my advice

Smoke

It never

the tongue'

burns

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£72 per ton, delivered.

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£74 ALUMINIUM.—Ingots and bars for home delivery £67 per ton, delivered.

£75 and crude 70 per cent. £105 per ton, delivered.

£75 and crude 70 per cent. £105 per ton. TUNGSTEN ORE.—The official sellinging stands at 75s, per unit delivered

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#195 per on according to quantity.

PIG IRON.—No. 3 Cleveland 163s. per ton, delivered Middlesbrough area. n bulk June-July shpiment 64s. 6d. per 480 lb. f.o.b.

MAIZE.—Brazilian Sept. shipment

OILS AND OILSEEDS

CILS AND OILSEDS

LONDON (Baltic Exchange), Tuesday OILS.—LINSEED.—Raw £65. RAPE.—Crude £91. COTTON.—Crude £52 2s. 6d. CASTOR.—First £82, seconds £80. GROUNDNUT and SUNFLOWER.—Crude £56 10s. per ton.

ROSIN.—American grades F to M 47s., WG 48s. 6d., WW 52s. 6d. per cwt.—OILSEEDS.—For shipment. CASTOR-SEED.—Bombay £43 10s. per ton. Other oilseeds and groundnuts all unquoted.

"SHIPMATES ASHORE"

A.T.S. members will be in the Victory Edition of "Shipmates Ashore" in the B.B.C. Light programme on Saturday at 5 30 p.m. Doris Hare will be followed by the Tom Purvis Fo'c'sle Singers and the Shipmates Orchestra, led by Somers; the two guest artists are Tessie O'Shea and Robert Easton. Items include "Ship's Newspaper." read by Richard Wessell and "Happy and Glorious" by Debroy Somers

mercio Vini, S.A

v. " Garibaldi.

Polotto.

Nostrum.

Petroli. Line.

Joh. Gorthon)

Zealand Ltd. la Flota

LAUNCHES

se stated.

					11-14-1-17		
	1	The following details of ve	essels	laur	ched have been received.	All are constr	ucted of steel unless otherwi
							and of preef affices oppositely.
D	ate	Vessel	Floo	Ton		61.	
							ard Owners
7401	20	(Yd. No. 846) (motor tank)	11	147	Soc. Anon. Ansaldo-Cantieri		4.11
Dec	30	Alice Maria Pina	Tt	147	Navali Soc. Anon. Ansaldo-Cantieri	Sestri Ponente	Alleanza Vini.
		(Yd. No. 849) (motor tank)			Navali	Sectri Ponente	"Trascovin" Trasporto Comp
Jan	27		It	147	Soc. Anon. Ansaldo-Cantieri		Trascoviii Trasporto Comi
77 - 1-		(Yd. No. 850) (motor tank)	T1		Navali	. Sestri Ponente	Giuseppe & Roberto Fratelli
ren	24	Giacomo Matteoti	11 (6470	Soc. Anon. Ansaldo-Cantieri		
Anr	28	(Yd. No. 363) (motor tank) Giosue Borsi	I t	7000	Soc Navall	Sestri Ponente	Soc. Anon. Cooperativa di Na
repr	20	(Yard No. 262) (motor)	AU.	0200	Soc. p. Az. Odero-Terni-Orlanda Costruzione di Navi, Ma	no per	
					ed Artiglierie	Spagia	Soc. Anon, di Nav. "Tirreni
Apr	28	Punta Vagno	It 6	6470	Soc. Anon. Ansaldo-Cantieri	ppexia	Boc. Thon, at way. Tirrent
3.0		(Yd. No. 361) (motor tank)			Navali	. Sestri Ponente	Soc. Anon di Nav. " Mare N
May	7 4	Lochinvar	Br	_	raiconer marine Industries,		
May	, 4	M. and M.	Rr		Ltd.	Victoria (B.C.)	Falconer Fishing Fleet, Ltd.
17 E. CU., 7	7	(motor fishing vessel)	1)1		Falconer Marine Industries, Ltd.	771-41- (T) (C)	Hanniag D
May	4	Nipentuck	Br		Falconer Marine Industries,	Victoria (B.C.)	Harrison Bros.
		(motor fishing vessel)	~		Ltd.	Victoria (B.C.)	W. Barber & C. Walcot.
May	16		Br	309	Clelands (Successors), Ltd.,		
Prev		(Yd. No. 82) (dumb barge)			Willingt	on Quay-on-Tyne	British Tanker Co., Ltd.
		Cometa (motor tank)	Tt. T	0.0+	Drada Chinyanda	D 20	A=12 (3 1 7 2)
May	22	Angele Higgins		2700±	Breda Shipyards	Porto Margnera	Good Neighbour Steamship
-		(motor)			ariggins industries, inc	New Officialis	Good Neighbour Steamship
May	27	B. O. Borjesson	Sw 1	.800	Kockum Mekaniska Verkstads	A/B Malmo	Rederi A/B Activ. (Manager:
3.6	-	(Yard No. 284) (motor)	T) -		1 12 4 11		
мау		British Rose	Br 5	900	J. L. Thompson & Sons, Ltd.	Sunderland	British Tanker Co., Ltd.
May		Port Pirie (Yd.No. 1741)	Br 16	600	Swan, Hunter, & Wigham		
III Wy		(motor) (2 sc.)	371 10,	.000	Richardson V	Vallgend.on. Wyna	Port Tine Ttd
May	30	(motor) (2 sc.) Corinthic (Yd. No. 1175)	Br 15.	000	Cammell Laird & Co. Ltd	Rirkenhead	Shaw Savill & Albion Co., La
Мау	30	Hinemoa (Yd. No. 945)	Br 6	900	Vickers-Armstrongs, Ltd	Barrow	Union Steam Ship Co. of New
36	70	(te.) (2 sc.)					
мау	30	Rio Diamante	Ar 5	300	Short Bros., Ltd	Sunderland	Administracion General d
May	31	Baskerville	Br 5	550	J. Readhead & Sons, Ltd	South Chialle	Mercante del Estado.
_		(Yard No. 550)				. South Shields	-barberrys a.s. Co., Ltd.
May	31	Hornby Grange	Br 10,	600	R. & W. Hawthorn, Leslie &		
	(Ya	rd No. 683) (motor) (2 sc.)			Co., Ltd	Tebburn-on-Tyne	Houlder Line, Ltd.
		Malmo (Yard No. 1191)		586	Wm. Gray & Co., Ltd	West Hartlenool	Ellerman's Wilson Line, Ltd.
may) I	Sun XVI. (Yard No. 712) (tug)	Dt 5	255 1	A. Hall & Co., Ltd	Aberdeen	Ministry of War Transport.
		(Land Ho. 112) (bug)					

Jne 1 Breughel (trawler)..... Be - Cook, Welton & Gemmell, Ltd. Beverley Motor Visscherig N.V. Jne 1 Rinaldo (Yard No. 1188) Br 2880 Wm. Gray & Co., Ltd. W. Hartlepool Ellerman's Wilson Line, Ltd.

† Deadweight. ‡ Displacement.

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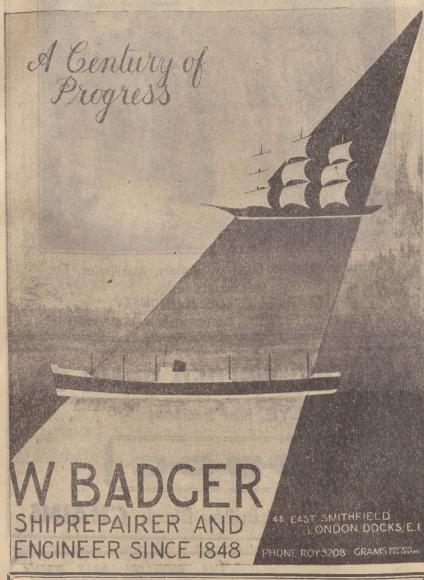
Shipbuilding Engineering Section

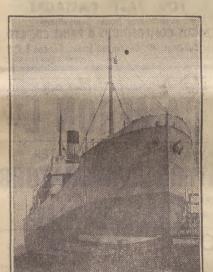
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Round the Shipyards

Survey of Work and Prospects

By Our Own Correspondents

THE CLYDE

GLASGOW. Tuesday Although only two dredger contracts Grange is to become the King Robert were reported during the week, it is understood that other contracts have Empire Falkland is now the Stirlingunderstood that other contracts have been arranged. Details are not yet available. Two small vessels were put Medon (Ocean Steamship Company, into the water at Renfrew yesterday, Ltd.). The builders of the light cruiser available. Two small vessels were put one being a non-propelling bucket Black Prince have been interested to dredger of 225 tons displacement. built by Lobnitz & Co., Ltd., for the the Royal New Zealand Navy. Weaver Navigation Trustees, and the other a small tug built by William Simons & Co., Ltd., for the Admiralty. To-morrow week Barclay, Curle & Co., Ltd., will launch the Landaura (8000 tons gross), a motorship built for the British India Steam Navigation Company. Ltd. (for whom they have other orders on hand), and the following day John Brown & Co., Ltd., will launch the 11,000-ton cargo motorship Norfolk for the Federal Steam Navigation Company, Ltd.

Considerable interest was aroused by the news of the promotion as a public company of Alexander Stephen & Sons, Ltd., Linthouse, which, after Messrs. Scott & Sons, of Greenock, is perhaps the oldest shipbuilding establishment in Scotland. Formed nearly two hundred years ago, the business was originally located in Aberdeen, Arbroath and Dundee before coming to the Clyde in 1850. It was floated as a private company in 1900, but remained a family concern. Its shares have now been introduced to the Stock Market, and it is an indication of the status of the undertaking that its 5s. Ordinary stock units should be changing hands at rather more than 20s.

Another business announcement last week was concerned with the appointnent of Mr. Alfred Davis and Mr. Robert Greer as managing directors of John G. Kineaid & Co., Ltd. They follow Mr. Randal G. Kineaid in this position, he having been both chairman and managing director since 1940. He retains the chairmanship. Mr. George E. Carter, a director for over 20 years, has retired from the board.

Last week Barclay, Curle & Co., Ltd., at whose Elderslie Dockyard the unofficial strike of 300 craftsmen came to an end on Thursday, had 22 vessels on hand, of which seven were in dry dock. Among the latter were the Letitia, which went into dock for British builders. cleaning and painting with passengers on board, so as to take advantage of Fleming & Ferguson, Ltd.), Acasta and Essex, and the firm continued the reconditioning of the Twickenham Ferry. D. & W. Henderson, Ltd.. were engaged on 26 vessels, of which three were in dry dock and two in process of reconversion. Four vessels were undergoing repairs by Harland &

The Clyde paddle steamer Jeanie Deans has resumed service with the L.N.E.R., after reconditioning by A. & J. Inglis, Ltd., Pointhouse, who also have on hand an order for a new paddler for the same service.

BELFAST

Queen's Island Vessels for Blue Star Line

BELFAST, Tuesday It is now known that the refrigerated motorship Empire Mercia (11,000 tons gross), launched at Belfast on Mar, 4 last, and purchased from the Ministry of Transport by the Blue Star Line, Ltd., is to be renamed Empire Star. She is at present fitting out at Belfast for delivery later in the summer. The name revives that of a vessel built by Harland & Wolff, Ltd., in 1935 and sunk during the war. Casualties among the fast refrigerated ships built at Belfast for these owners were heavy, other losses being the Imperial Star, Wellington Star and Auckland Star.

The Blue Star Line has acquired two other vessels built at the Queen's Island as part of the war programme, the Empire Castle (to be renamed (tothic Star) and the Saxon Star. (ex Empire Strength). Both are refrigerated vessels of some 7300 tons gross. A sister ship of the Empire Mercia is the Empire Wessex (to be

renamed Port Hobart), now being fitted out for the Port Line, Ltd.

Notification has been given of the Further Orders in Prospect renaming of several other vessels built by Harland & Wolff, Ltd., and now under new ownership. The Empire shire (Scottish Shire Line, Ltd.); and the Empire Splendour is to be renamed learn that she has been transferred to

A number of other vessels coming forward at the finishing wharves include the tankers Lyria and Lingo for the Anglo-Saxon Petroleum Company. Ltd., the former being ready for trials; the refrigerated motorship Rustenburg Castle for the Union-Castle Mail Steamship Company, Ltd. and the motorship Salaverry for the Pacific Steam Navigation Company. The motorship Irisbank is nearing the end of a long overhaul of machinery. The Empire Grebe and the tanker Orville Harden are still under-

going repair Three of Messrs. Harland & Wolff's foremen have retired after long periods of service, Mr. John Fox, head foreman fitter in the erecting shop (35 years), Mr. Thomas Ferrett, head foreman in the turning shop (50 years), and Mr. Wesley Skilling, foreman loftsman (60 years). Mr. Fox had supervised the building of all kinds of diesel and turbine machinery, including the four engines of the aircraft carrier Eagle, now fitting out at Belfast. During his service the engine works expanded fourfold.

THE TYNE

Rise in Building Costs Likely

JARROW, Tuesday Three vessels were launched on the Tyne last week and new keels were immediately laid down on the berths. The yards will be busy all next year, but beyond that time the position is regarded as uncertain. It was stated at a launch last week that Sweden is booked up with shipbuilding orders until 1950 and it is felt that before then other countries will be entering the field of competition against

Shipbuilders are disappointed that prospects of a reduction in building the tide. In dry dock with Alexander costs have receded. Indeed, Mr. Stephen & Sons, Ltd., Govan, were the Bush (trawler) (reconditioned by of John Readhead & Sons, Ltd., has stated that he is afraid that the aunouncement of an advance in rail freights will mean another increase in costs. The increase of 6s. a week in shipyard wages and the additional holidays granted will also effect the situation, and one or two shipbuilders have declared that some owners will cut down their building plans. This, they state, is all that can be expected, since owners have only e certain amount of money to spend on new tonnage and the higher the costs the fewer the vessels they can

It is not surprising that shipbuilders regard with grave misgivings the Government's proposal to nationalise the steel industry. The present urgent need is to speed up deliveries of steel to the shipyards, and in the view of many builders any fundamental interference with the industry may result in serious dislocation for shipbuilders and repairers.

Satisfaction is felt at the decisions of the Ministries concerned to defer for a further three months the callingout of the yards' skilled men to help with the house building schemes Three months ago the shipbuilders strongly protested against such a proposal on the grounds that the men could not be spared, and they won their point. So far fewer than 200 men have been transferred from shipbuilding, and several hundreds more are being left where they are as a result of the official decision. More joiners plumbers, electricians and painters will be required in the yards in the later months of the year.

Vessels are put into the graving docks as soon as they become vacant, and the rush at the repairing yards is certain to continue for some time ahead. There are several big damage contracts in hand, entailing many

(Continued on page & column 3)

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PORTLAND ROAD, NEWCASTLE-ON-TYNE

Landan : Reyet Mull Hause, Landenhall St., D.C. v.

job will be on the Norwegian tanker apprenticeships this tendency will be Thorshordi, half of which has been reversed. towed from Gibraltar: Hull tugs are now to bring the other half from Bona, North Africa. The Norwegian tanker Sagona, towed from Alexandria in 25 days and now at Dunston, is another big repair job waiting to be started.

The Tyne Dock Engineering Company. Ltd., is carrying out repairs affoat on the steamer Empire Baffin, a vessel which took part in Operation Pluto." When completed she is to be taken over by the Stag Line, Ltd. Messrs. Joseph Robinson & Sons) North Shields. The Mercantile Dry Dock Company, Ltd., have three vessels belonging to the Tyne-Tees Steam Shipping Co., Ltd., the motorships Beal and Wooler being in No. 2 dock and the motorship Sandhill alongside. The steamers Southgate and Nikos T. are also in dock undergoing extensive repairs. The Medway paddle steamer Queen of Thanet left the Tyne at the week end after refit by the Wallsend Slipway & Engineering Company, Ltd., and the Shipbuilding Corporation, Ltd., at Walker. The vessel was used for anti-aircraft purposes during the war, and her refit was made a priority job to prepare her for the holiday season.

The shipbuilding and repairing yards will be closed from Friday night to Tuesday morning for the Victory Day and Whit holiday, and the men will be paid for both days. Whit Monday is now a recognised holiday with pay, and the employers' organisation has recommended that wages be given for Victory Day on Saturday

THE MERSEY

The Training of Apprentices

BIRKENHEAD, Tuesday The question of the future of craft trade unions is much in the minds of trade unionists at present. In some quarters it is thought that the day of the craft unions is over and that the industrial unions will take their place. Another opinion is that there is still scope for the craft unions in the negotiations of the future. It is interesting to note that the Confederation of Shipbuilding and Engineering Unions have come to an agreement with the Shipbuilding Employers' Federation regarding the training of apprentices. On both sides there is a full realisation of the importance of technical training, and they have now agreed to cooperate by allowing apprentices daytime training in the technical schools without loss of wages. This of course is in conformity with the 1944 Educa-tion Act. This agreement indicates that there is still a future for the craft idea both in the view of the employers and the trade unions. The details of the new scheme will

he worked out in the light of experience by joint committees representing both the employers and the men. In some of the larger firms arrangements done in co-operation with the educa-This will necessiauthorities. tate the creation of more technical

right up the river to Dunston to await other educational developments there Wigham Richardson, Ltd., have now elapse before the scheme is properly joined together the new half and the under way. Up to the present the old half of the motorship Harpagus, tendency has been for the craft unions to develop more on industrial lines, a few weeks yet. Their next grafting but now with the assurance of craft

> The call-up of apprentices of 18 years of age is giving some concern both to employers and to trade unions, since it is felt that they are to be taken from their trade before they have really established themselves. the new regulations just published there are some provisions for the deferment of apprentices, and it is felt. particularly in trade union circles, that if the call-up was deferred until an apprentice was 20 years old then he would be given an opportunity of being definitely established in his trade, so that there would be little doubt that at the end of his service he would return to the trade in which he had been trained. Although the Minister of Labour has made no definite ruling, it is hoped that the manpower board will grant deferment to bona-fide trade apprentices, so that there can be continuity of apprenticeship.

THE FORTH

Repair Yards Busy with Conversions

LEITH, Tuesday Work in the ship-repairing yards continued actively during the past week, with the dry docks fully employed. The volume of work in hand was much the same as in the previous week, ranging in variety from extensive overhauls and conversions to royage repairs. An important item in the present local repair programme is the reconversion of trawlers.

Menzies & Co., Ltd., completed the extensive reconditioning of the steamer Belvina, which had been in their hands for several months, and this vessel is now in the regular Leith-London service of the London & Edinburgh Shipping Company, Ltd. Messrs. Menzies continued with conversion, overhaul and general repairs on 15 merchant vessels and special craft, Henry Robb, Ltd., had nine vessels afloat and in dry dock for repairs. including a long-term conversion contract on the Ethiopian, at present in the Imperial Dry Dock. Geo. Brown & Sons (Leith), Ltd., were actively employed last week on repair work, which included a White Sea trawler for reconversion, a fishery cruiser for overhaul, and four merchant vessels and several small craft for general

BARROW

Progress of Liner Construction

BARROW-IN-FURNESS, Tuesday The launch of the turbo-electric ressel Hinemoa for the Union Steam Ship Company of New Zealand, Ltd., marks the first post-war effort of will be made for the training of Vickers-Armstrongs, Ltd., at Barrow, apprentices in their own works, but the majority of the training will be work will be concentrated on the laying keel of the 23,000-ton liner destined for the China service of the Peninsular & Oriental Steam Navigation Company. The Orcades. 29,000-ton liner in hand for the Orient Steam Navigation Company, Ltd., is growing on the stocks, but her launch will not take place for many months: in fact, it may be early in 1947 before this vessel takes the water. Close by work is continuing on the 29,000-ton P. & O. liner.

There have been cancellations of aircraft carriers building at various shipyards, but work is proceeding on the 22,000-ton vessel at present on the stocks, and also on the one slowly completing in the Buccleuch Dock. The task of refitting the Orient liner Orion is proceeding, and various small craft are receiving attention. The cross-Channel passenger steamer Viking (Isle of Man Steam Packet Company, Ltd.) is now ready for her summer service after being completely overhauled at Barrow.

The Canadian Pacific Railway Company's liner Empress of Russia, which was seriously damaged by fire in September last year, is now in the hands of Thos. Ward & Co., Ltd., Sheffield. The breaking-up will take place at

THE TEES

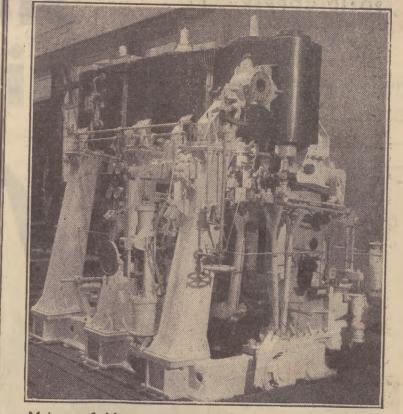
Importance of Free Flow of Shipyard Steel

MIDDLESBROUGH, Tuesday Victory celebrations on Saturday followed by the statutory Whitsuntide bank holiday assure a long week-end holiday for the shipyard workers, but once again the steel works on Teesside are "too busy for holidays." The pressure for rolled steel is intense. Shiphuilders' requirements have never been so heavy, and only because they

(Continued on pags 7, column 3)

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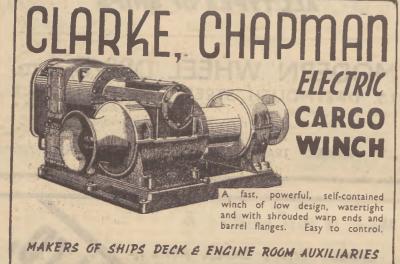


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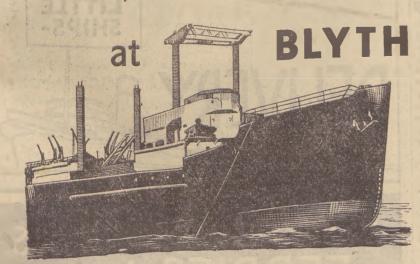
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Shipbuilding & Engineering Section

ROUND THE SHIPYARDS (Continued from page 6, column 4)

are accorded special priority is it possible to maintain regular deliveries of material without which the shiphuilding programme would be seriously retarded. Now that the Government lias secured a mandate for the nationalisation of the steel industry it becomes a matter for speculation whether the intimate relationships with the shipyards will be maintained. Possibly apprehensions will prove to be groundless, but in some quarters the recently ordered by Norwegian owners fear exists that bureaucratic control will be laid down. may endanger that free flow of supplies from the steel works to the shipyards which is essential to the maintenance firm this week. He is Mr. John H. of full scale activity.

An announcement from the Ministry of Labour this week promises a favourable adjustment of the labour problem. Mr. Isaacs has stopped the transfer of painters, plumbers, electricians and joiners from the shipyards to the build- Pallion. Of his children, J. Y. Short temporary expedient due to the slow of the firm for many years. His three progress with the housing programme. But for the time being these skilled assistance in the speed up of new construction in the North-East Coast yards. Local ship repairers are also working to capacity and there is a long queue of ships awaiting repairs, overhaul and reconversion.

SOUTH WALES

Labour Discontent Continues

CARDIFF, Tuesday Work has been maintained steadily in the ship-repairing industry during the past week. A number of big contracts are still in hand, and there were many fresh arrivals, so that the dry docks were very well occupied. Miscellaneous work was carried out on vessels in the wet docks. As an outcome of the continued han on overtime and the restriction of piece-work by the boilermakers, a strike of platers has developed at Penarth. When a gang of men were asked to transfer because some of their number were idle and had not had a turn at work. The employers contended that the among the workers and in the circummen who had been put out of work.

Mountstuart Dry Docks, Ltd., and their associated companies at Cardiff, 12 vessels in dry dock, besides a large number outside. The Aletta, Llanberis, Lakewood, Clam, Dorcasia and Hill-crest Park were still in dry dock undergoing overhaul, damage repairs on the Catrine and Tanto being continued. New drydockings included the Fort Acton and Photinia for general repairs and the trawlers Sata and Oku for overhaul. C. H. Bailey, Ltd., handled 34 vessels, 10 being in dry dock. At Cardiff they received the Kylegorm, Mina L. Cambani and Chant 64, the Tewera, Braconmoor and Purbeck were still under repair. The Culebra, St. Helier and Radstock remained in dry dock at Newport.

The Penarth Pontoon, Slipway & as on four vessels afloat. The Prince of Wales Dry Dock Company (Swansea). Itd., had the Empire to the evidence and submissions of the Tegleone, Fort Highfield and Tilapa on the blocks. The tng William Poulson been established. remained in dry dock with the Port Talbot Graving Dock Company, Ltd.

THE WEAR

Shipbuilders; and the Government's Steel Plans

SUNDERLAND, Tuesday Shipbuilders have not said much, up to now, about the proposed nationalisation of the iron and steel industry. but they clearly take a very gloomy view of the prospects of the shipbuilding industry if the Government should carry through its plans. Mr. Cyril Thompson, managing director of Joseph L. Thompson & Sons, Ltd., speaking at the launch of the motor tanker British Rose, said he hoped the shipbuilding industry would be consulted, because it was a matter of the greatest importance to shipbuilders and shipowners. Mr. Thompson also emphasised what other Wear shipbuilders have said about the dislocation of the shipbuilding programme if priority for house building is carried too far. It will mean unemployment in the shipbuilding industry, the effect on shipping and the country's food supply and export trade would be serious, and the export of new ships themselves to foreign buyers would be held up. Surely, Mr. Thompson suggested, it is better to export the finished ships rather than the steel with which to build them.

Mr. Thompson's disclosure that his firm and associated yards on the Wear have booked orders for foreign owners to the value of almost £2,000,000 cannot be carried further at present.

The decision of the Ministry of Labour to defer further the transfer of tradesmen formerly engaged in house building from shipyards and shiprepairing yards back to house building is welcomed here. There is still a

shortage of such craftsmen in the ship-yards and shipbuilders want to retain the services of those they have got. To let them go would be to hold up the completion of new ships and delay the construction of others.

Short Brothers, Ltd., who last week launched the first of the vessels ordered in this country by the Flota Mercante del Estado (Argentine State Shipping Company), Buenos Aires, are building two similar vessels for the same owners. The keel of the third has just been laid. In place of the Rio Diamante, launched on Thursday, the keel of one of two cargo vessels

Short, elder son of the chairman, Mr G. A. Short. It was his great grandfather, George Short, who founded the firm about 100 years ago, when he built wooden ships about three miles higher up the river from the present yard at ing trades. This may only be a became the best known and was head sons, Thomas, George and Harry, have carried on the business, and since the men may be retained in the shipyards death of Thomas a year or two ago and their services will be of material Mr. George Short has been chairman of the firm.

MECHANIC RECORDERS' WAGES

Claim Allowed by Industrial Court

The Industrial Court has issued a statement, announcing the establishment of a claim put forward by mechanic recorders of work in H.M. dockvards that all such mechanics be paid their classified rates as mechanics in addition to their recording allowances. The parties involved in the claim, the trade union side and the official side of the Shipbuilding Trade Joint Council for Government Departments, were heard by the Industrial Court in London on Apr. 25 last.

It is stated that the men concerned number approximately 500 and constitute the bulk of the industrial staff of the expense accounts department from one ship to another they refused They are selected for duty as mechanic recorders from mechanics employed in the constructive, engineering and electrical departments of H.M. dockembargo was creating redundancy yards. Their duties consist of bringing to account all work performed by the stances they could not agree to engage employees in the dockyards. This involves the measurement of time work, piece work and work performed under systems of payment by results. Barry, Newport and Avonmouth, had Mechanic recorders also perform clocking duties and distribute the wage packets. The present weekly rates of mechanic recorders are as follows: Trade base rate 72s. 6d.; Admiralty industrial bonus 25s. 6d.; duty pay at rates ranging from 10s. to 23s, according to length of service as recorders In addition mechanic recorders receive a clocking allowance in those dock-yards where clocks have been installed for mustering workpeople. This allowance ranges between 10s, and 14s, a week according to length of service, and is paid in respect of extra time in excess of the normal working week worked by the recorders in connection with the morning, midday and afternoon general musters. The duty pay and all Ship-Repairing Company, Ltd., continued work on the St. Julien, as well for the purpose of computing supersuch allowances are taken into account annuation.

The Court gave careful consideration to the evidence and submissions of the



Wednesday, June 5, 1946

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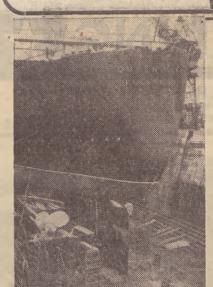
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I remember joining my first Motor ship-that would be about 1927. It was one of the first cargo liners to be fitted with Mirrlees Diesel Auxiliaries. Mind you, I'd seen Mirrlees before, on board our ship during the 1914 war, when I was in the Royal Navy. I was a steam man then and hadn't much use for the new fangled Diesels.

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

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

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Work for the Shipyards

Shipbuilding & Engineering Section

Orders Reported in "Lloyd's List" during the Week Ended June 4, 1946

Yard	Number & Type	Size	Engines & Builders	Owners
William Simons & Co., Ltd., Renfrew		3944 gross	-	A Colonial Govern- ment
William Simons & Co., 1.td., Renfrew		2879 gross	= 1000	A Colonial Govern- ment
Finnboda Varv, Stockholm	Pass/cargo m/ship	4000 d.w.	Two Atlas Diesels driving one pro- peller Atlas Diesel Co., Stockholm	Stockholms Rederi- ab. Svea
Pusnes mek. Verk- sted, Arendal	Cargo m/ship	1100 d.w.	-	Rederi A/S. Kragerö (Mr. K. Sandaas),

IRON AND STEEL

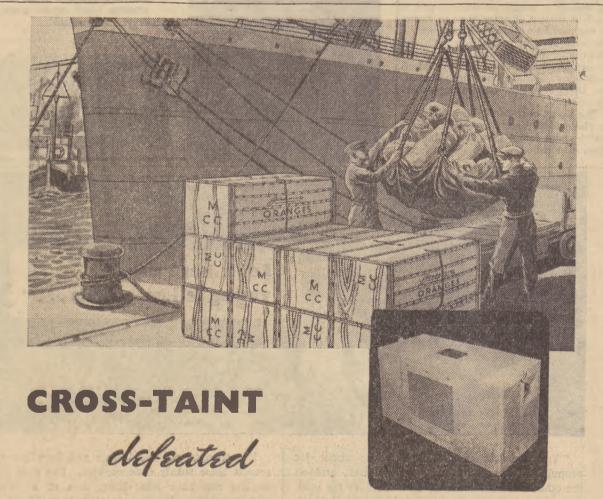
A Buoyant Market

A Middlesbrough correspondent telegraphed vesterday regarding the Tees iron and steel market: -

The market continues buoyant with substantial purchases, but conditions are not conducive to extensive transactions. Iron and steel producers are heavily sold, and many are unable to accept new orders for supply before autumn. Pressure for maximum deliveries under running contracts is intense and buyers would readily place orders for distant delivery dates. Makers, however, do not care to add to their commitments and the volume of business is not large. Pig iron supplies are insufficient for the growing requirements of consumers, foundry qualities in particular being wanted in larger parcels than are available. Bigger supplies are essential to enable light casting plants to turn out tounages sufficient to keep pace with delivery obligations. Outputs of low and medium phosphorous grades are moving promptly into con-

Plants making semi-finished steel are putting out increasing quantities. but imports are still required to supplement home production, and the total supply falls short of the needs of rerollers. Finished steel makers have a great deal of work in hand and are running plants at high pressure. Outputs of black and galvanised sheet are inadequate for current requirements and are fully sold beyond the third quarter of the year. Plate mills are working at full capacity, and makers f sections, railway chairs, pitprops and colliery roofings are very actively Highest and engaged. Deliveries of iron and steel Lowest 1945 scrap are large, but still bigger quantities of good east iron, machinery metal and heavy melting steel are urgently needed.

The coasting vessel Maria Noriega 600 tons gross), built by Juan Cruz Celaya e Hijos, Bilbao, for Pombo Cia, Santander, has been launched. She is 53 metres in length.



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



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THE SHARE MARKET

Reaction in Values

A large volume of business has again been arranged in shipbuilding, iron, coal and steel shares during the past week, but as a result of profit taking home and export buyers keen to make prices in many instances have failed to maintain the whole of their recent appreciation. There has been steady buying of John Brown, which rose 3d. to 29s., 6d., while Cammell Laird have been freely dealt in at around 13s. 3d. The last recorded business in Doxford was at 94s. to 94s. 71d. Harland & Wolff have been in keen request, and advanced 6d, further to 30s. 3d., while vesterday the Preference changed hands up to 23s. 6d. Swan, Hunter failed to maintain an early improvement, and were finally 6d. off at 61s. 6d., although yesterday's transactions in the Preference were at 30s. 11d. and 30s. 41d. Thornycroft issues were not quotably changed, but Vickers gained 3d. to 26s., and Samuel Williams 71d. to 20s. Babcock & Wilcox rose 6d. to 65s.. Davy and United 1s. 3d. to 38s. 9d., Lambert Brothers 6d. to 68s., and Shipley Collieries 1s. 41d. to 32s. 11d. On the other hand, Guest, Keen at 42s. 6d. and United Steel at 22s. 6d. were each 1s. 3d. weaker, while numerous issues were 3d, to 1s. easier, the larger movement being shown in Colville's Preference to 24s. Dorman, Long to 25s., the Preferred to 47s. 3d., and South Durham to 24s. Below will be found a table showing

the highest and lowest prices recorded during 1945, together with a selection of the business arranged yesterday:

| Highest and towest 1945 | To 10434 101 Consett Iron 10212
43% Deb
5132 418 Cory (Wm) Ord 99/0. 99/9
29/3 22/6 Dorman, Irons 24/9. 25/0. 24/1012
0rd
43/6 34/6 Guest Keen Ord 42/6. 41/6
34/0 Clust Keen Ord 26/712
23/112 15/44 Harlnd & Wolff 30/412, 30 6, 30/334
0rd
22/0 17/1 Harlnd & Wolff 23/412, 23/6, 23/3
Cum Pf
4/0 2/10 Ocean Coal ... 3/11, 3/1134, 3/1034

22/6 20/0 Ocean Coal Pri 12/3 3, 23/0 13/10¹2, 14/4¹2, 14/3 9/0 Pease & Parturs 21/10¹2, 14/4¹2, 14/3 Ord 24/4 19/9 Powell Duffryn 21/1¹2, 22/0 Pref 30/4 26/3 S. Durham ... 24/3 46/6 Ord 58/9 46/3 Stewarts & 51/9, 52/1¹2, 51/3 Lloyds Defd 41/9 Swan, Hunter 30/1¹2, 30/4¹2 Pref 13/7 10/3 Thomas(R.) and 10/0, 9/9, 9/11¹4 Baldwins 36/3 27/6 Thomas(R.) and 30/1¹2, 30/3, 30/0 Baldwins 26/3 22/3 United Steel ... 22/6, 22/3 20/6 16/3 Vickers Ord ... 26/3³4, 26/4¹2, 26/0 25/0 22/9 Vickers Prefce 43/6 32/6 Ward (Thos) 14/1¹2, 43/9 12/6 6/10¹g White (J. 13/2¹4, 13/4¹2, Samuel) Ord 22/4 18/3 Williams (S.) 19/10¹2 \$Sons

NORWEGIAN TANK STEAMER

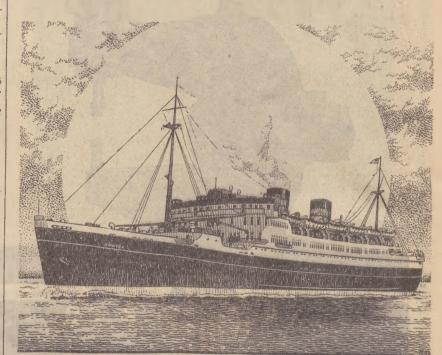
Named at Beginning of Trial Trip

The tank steamer Golden West, 7420 tons d.w., one of those ordered from Fredrikstad mek. Verksted by the Germans during their occupation of Normans during their occupation of Norway, has run trials, attaining a speed of 13½ knots in loaded condition. An original feature was the fact that the vessel was named from the tug which was carrying the guests to her as she lay in the fjord before starting her trials. She has been acquired by Messrs. A. F. Klaveness & Co., Oslo, and is about to take up a two-years' charter for French account. She is 385 ft. in length, 57 ft. in breadth and 28 ft. 3½ in. in depth. and has 19 cargo oil tanks with a total capacity of 9000 oil tanks with a total capacity of 9000 cubic metres. The propelling machinery consists of a "steam-motor" of 3300 h.p. supplied by the builders.

A membership of 10,680, an increase of 55, was reported at the annual meeting of the Amalgamated Engineers' Widows' and Orphans' Provident Society at Newcastle. The total funds were reported to be £87,668, an increase of £1865 on the previous year.



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BLACKBURN

DANISH SHIPYARDS

Work Held Up by Strikes

Speaking at the annual meeting of A/S., the chairman, Mr. Knud Lauritzen, the Copenhagen shipowner, said As an example of the effect of the disputes, he mentioned that a vessel belonging to his own firm had had to be sent to a Swedish yard for repairs as no work. Norwegian, Swedish and Finnish vessels, as well as Danish ones, were lying at the Aalborg yard awaiting repairs, but the yard was idle, and the Danish reputation for reliability had suffered a blow among foreign clients which would last for many years. During 1945 the yard had delivered three vessels, and had repaired 191. The accounts show a profit of 660,000k. and a dividend of 5 per cent, is being

REPAIRS TO WELDED SHIPS

Supplementing the recommendations ing to ship construction given by the Admiralty Ship Welding Committee in their Memorandum M.2, they have now prepared a further memorahdum (M.3), the object of which is to provide repairers in planning and carrying out repairs to welded ships. For new construction and for repair, the general principles are similar (it is stated), but owing to the conditions of rigidity of structure under which repairs must normally be carried out, welded repair ing procedure and assembly sequence and for the highest standards of workmanship and supervision.

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Wall Wash Powder: (Mix with water paints)
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Among the subjects discussed are:
Planning for repairs, removal of damaged material, joint preparation, welding sequence, welding procedures, holding parts in position for welding, workmanship, and organization and Among the subjects discussed are: workmanship, and organisation and able characteristics from tip to root supervision. The memorandum, which and that therefore use of such pro-THE SECTO CO., Mfg. Chemists is fully illustrated with drawings, may be obtained from H.M. Stationery efficiency—hence, they had dropped the Office price 9d.

Shipbuilding & Engineering Section

GERMAN SHIP DESIGN

N.D.L. Technical Director's Views

BOILERS AND MACHINERY

An interview with Mr. Eric Schneider, technical director of the Norddentscher Lloyd, regarding the latest German developments in merchant Tonnage Rules shipping, is the subject of the report CIOS No. XXX-33, forming one of the series submitted by teams of industrial experts who have visited Germany under the auspices of the Combined Intelligence Objectives Sub-Committee for the collection of scientific and technical intelligence from German indus-The interviewers, two American technicians, state that they found Mr. Schneider very competent, thoroughly conversant with both design and operating problems and apparently very co-operative. In 1939-40 (they state) the German merchant services apparently had some leisure which was spent in research to improve both passenger and cargo craft, and the Norddeutscher Lloyd appeared to be after the last iota of cargo capacity from a given hull.

Boilers were discussed in considerable detail. Benson boilers, such as installed in the Potsdam and her sister ship, did not prove satisfactory because of tube corrosion plus the fact that uniform circulation in all tubes could not be maintained. Most of the trouble developed during manoeuvring. These boilers had to be altered by the installation of additional water drums parallel to the main drums and the addition of some recirculation in addihoilers operated satisfactorily only by marine boilers except that he did like the La Mont boiler up to 5000 h.p. per ship, because its design was so flexible and because the furnace could be designed specifically to suit his preferred stoker installation.

For all other purposes he would stick to natural circulation boilers similar to the Deschimag Wagner type. He small space for propelling machinery due to its occupying the choice cargo space of the ship, and hoped eventually to arrive at light enough and compact enough machinery to change to stern power plant installations-like tankers and thus leave the prize space for cargo.

Mechanical Stoking

For reasonably short runs, where the bunker space did not interfere too seriously with cargo capacity, Mr. Schneider strongly favoured coal burning high pressure ships using automatic feed of coal to stoker and a very simple reliable stoker as made by Steinmüller of Hamburg. Mr. Schneider stated that they had been over eight years developing this stoker in conjunction with the manufacturer and that the final result was very simple, strong and extremely efficient -resulting in a fine clean ash which was sluiced overboard by pump. It operated by chain-operating a sloping shoe which slowly carried the bed of shareholders of the Aalborg Værft coal aft to the ash dump and then quickly returned—acting like a slice bar-and then repeated the process. Speeds were slow with consequent long that the yard had many orders in hand, but work had been held up by strikes. desired firing rate. The depth of the fire bed was also adjustable and the whole system was readily connected to automatic combustion control. The motive power was hydraulic operated by a simple ram. Mr. Schneider stated Danish yard was able to undertake the that they had also experimented extensively with pulverised coal, but finally decided the apparatus was too cumbersome and complicated, and anyway furnace volumes could not be made large enough to provide good results.

Types of Machinery

When questioned as to future preferences on cargo ships as a whole, Mr. Schneider summarised as follows: For ships up to 2000 h.p.-single acting For ships on relatively short runs 2000 to 5000 h.p. (and even higher for short runs)-coal, stoker fired, and probably with La Mont boilers due to ideal furnace size and for the application of electric arc weld- shape with geared turbines. For ships on long runs 2000 to 5000 s.h.p.single-acting diesels, high speed geared. From 5000 to 20,000 s.h.p. double-acting 2-cycle diesels, direct drive preferably, due to short length information which may assist ship- of engine-room permissible, unless the newer high-speed geared types (4-cycle double-acting) could be developed light enough to permit stern installation, in which case they would be preferred. From 20,000 s.h.p. upwards—natural circulation high-pressure boilers and geared turbines. Single screw preferred up to 10.000 s.h.p., beyond which change to twin or more.

Mr. Schneider was questioned as to his experience with variable pitch propellers, and he stated that they had experimented with them, but that with modern design variable pitch propellers it proved impossible to vary the blade angles and still retain all the favourpellers would result in actual loss of idea. As to siern-tube bearings, he

| stated that plastics-such as Textolite and Micarta-had proved superior to ignum vitae, on the average, and were preferred. Where questioned as to oilpacked bearings-using steel shafts without liners running either on babhitt or straight cast-iron—he stated that they had been used in small craft, river and harbour, but not to his knowledge in large seagoing craft. He stated that they used vulcanised rubber on exposed parts of tailshafts,

During the discussion of efforts to reduce size of machinery spaces in favour of eargo, Mr. Schneider was questioned as to what he did about the 32 per cent. tonnage law. "He told me that he had not much hope of the law ever being changed, but ignored it, took his licking on tonnage dues and more than made up for it by the added cargo carried in choice pace," the interviewer writes.

With regard to cargo winches, Mr. Schneider definitely preferred electric winches and insisted their speed was equal to steam. He stated that cargo winches had been standardised in Germany and that every manufacturer built the same identical 25-h.p. winch, so that parts would be interchangeable even with different makes. Asked about electric ship cranes, he said he had used them but found them slow. heavy, expensive and harder to handle He liked lots of winches and boomsat least three per hatch, depending on length. He stated that the faster the ship the faster cargo handling gear she should have to justify the whole economic scheme. He liked some heavy lift equipment, including 10, 20 and 60 tons, but depending on trade of vessel, of course. Average hatch size on new ships 17 metres long by 5.5 metres wide. tion to main circulation. When com-pleted, these were, in effect, La Mont the Hansa designs, but found the type boilers. After alteration these classification societies not keen on the idea. He liked the convenience of side the efforts of the most skilful crews ports, but did not feel safe in using available. Mr. Schneider stated that any design he had yet seen for deep he wanted no more forced circulation sea service except in very special ser-marine boilers except that he did like vice. He liked fast handling small steel hatch covers which rolled back for access

When asked as to hull preparation prior to painting a new vessel, he said he used neither pickling nor sand blasting-just standard wire brushing. However, they omitted any painting below the water line until the first dry was forever aiming at light weight and docking after completion, at which time a very thorough job was done. No zinc was used aft-just standard Apexior coating.

Aluminium for Superstuctures

When questioned as to any new developments in deck houses and superstructures, Mr. Schneider knew of only one development. This was the use of pure aluminium, which he stated proved very satisfactory but that two precautions must be taken. First and most important, to insulate at the juncture between steel and aluminium, other wise severe corrosion occurred just above the deck. The other was thoroughly to maintain the painted surfaces on the aluminium. aluminium was used instead of alloy. due to cost. He stated that they had discontinued installing wooden decks on cargo ships. When questioned as to what insulation was used in lieu of same, he stated none, that the matter was taken care of by very adequate ventilation. When questioned as to any changes in cargo holds, he stated the following: Ceiling was used only under the hatches-dunnage elsewhere As to cargo battens, these were being fitted between frames and just beyond the flush of frames in order to save that three inches of cargo space throughout the ship. With regard to refrigerated ships, he preferred Freon reciprocating compressors and either cork or, preferably, aluminium foil insulation with air spaces in between Again, this started right from the shell with foil insulation between frames.

56 YEARS WITH ONE FIRM

After 56 years with R. & W. Hawthorn, Leslie & Co., Ltd., Hebburn Mr. Martin Jackson has retired and has been presented with a wallet of Treasury notes by the staff. Mr. Jackson, who is 69, began work in the accounting department at the age of 13,

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Wednesday, June 5, 1946

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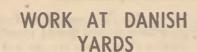
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Shipbuilding & Engineering Section

60 Ships, of 415,000 Tons, on Order

At Apr. 1 last Danish yards had in hand orders for 60 ships, of some 415,000 tons, valued at a total of about 540 million kroner; they included a number of vessels of special design, such as a whale-oil refinery of 23,500 tons d.w., tankers, fruit-carriers, passenger and cargo liners and cargo vessels. The 60 vessels under construction or on order include 37, of 198,200 tons gross, for Danish owners; 14 vessels, of 145,500 tons, for Norwegian owners; five, of 64,200 tons, for France; and four, of 8050 tons, for Iceland. The orders at the principal yards are listed

Burmeister & Wain, Copenhagen Motor ferry (3500 tons) for Danish State Railways; two 9000-ton cargo motorships for Det Forenede Dampskibsselskab; passenger/cargo motorship (10,000 tons) for Det Ostasiatiske Kompagni; whale-oil refinery (23,500 tons) for Mr. Lars Christensen, Sandefjord; tanker (15,000) for Mr. Harry Borthen, Oslo; cargo vessel (9000) for Messrs. Leif Hoegh & Co., Oslo; three passenger/cargo vessels (2550) for Eimskipafelag Islands, Reykjavik; passenger/eargo vessel (6700) for Mr. Ove Skou, Copenhagen; two cargo vessels (9000) for Messrs. Fearnley & Eger, Oslo; two cargo motorships (9000) for Messrs. Sigurd Herlofson & Co.; two fruit-carriers (3000) for Messrs O. B. Sorensen & Co., Arendal; two passenger/cargo vessels (7500) for Messrs. Wilh. Wilhelmsen, Oslo; cargo vessel (5000) for Dansk-Fransk D/S/S.; and cargo vessel (5000) for D/S/S. af 2. Febr. 1943. Messrs. Burmeister & Wain have orders for 21 vessels, of 160,350 tons, including 11, of 104,500 tons for Norway; three, of 7650 tons. for Iceland; and seven, of 48,200 tons, for Denmark.

Helsingörs Jernskibs og Maskin-byggeri, Elsinore: Two passenger/ cargo motorships for Harwich-Esbjerg service (3200 tons), a passenger/cargo vessel (4800 tons) for American service, and three passenger/cargo vessels (2700) for the Mediterranean trade, all for Det Forenede Dampskibsselskab three cargo vessels (one of 6000 and two of 4000 tons) for D/S/S. Torm; cargo vessel (5000) for Dansk-Fransk D/S/S. and two steamers (3400) for B/S/S Heimdal. Altogether, this yard has in

hand orders for 12 vessels, of 45,100 tons, all for Danish owners.

Nakskov Skibsværft: Two Cargo passenger motorships (10,000 tons) for Det Ostasiatiske Kompagni; three cargo vessels (8300) for D/S/S. Norden; tanker (11,000) for Mr. Harry Borthen, Oslo; two cargo vessels (5000) for D/S/S, af 23. Februar 1942; and two cargo vessels (5000) for Mr. L. R. Schmidt. The yard has orders in

hand for nine vessels, of 70,900 tons. Odense Staalskibsværft: Cargo vessel (7000 tons) for D/S/S. Torm; cargo/ passenger vessel (9000) for Mr. A. P Möller; tanker (15,000) for Messrs. Fearnley & Eger, Oslo; tanker (16,000) for Société des Transports Maritimes Petroliers, Paris; two tankers (15,000) for Compagnie Naval Petroles, Paris; tanker. (15,000) for Mr. Anders Jahre, Sandefjord; fruit-carrier (3200) for Mr. I. Martin, Paris; tanker (15,000) for Messrs. Worms & Cie., Paris; two cargo vessels (5000) for D/S/S. af 23 Februar 1942. The yard has 12 vessels, of 120,200 tons, on order, including two for Norway, five for France and four for Denmark

Frederikshavn Værft og Flydedok: Cargo/passenger vessel (2700) for Det Forenede Dampskibsselskab; and cargo motorship (5000) for Mr. A. P. Möller.

Aalborg Værft: Cargo steamer (5000 tons) for Mr. C. K. Hansen, Copennagen; cargo vessel (1000) for Mr. C Clausen, Svendborg; schoolship (500) for Messrs. J. Lauritzen, Copenhagen; coasting cargo vessel (500) for Icelandic Government; and cargo vessel (5000) for Mr. A. P. Möller.

ANTIFOULING PAINT

American Wartime Research

The United States Office of the Publiration Board Department of Commerce has recently issued a report (PB-5225) dealing with the interaction between antifouling paints and metallic materials on ship bottoms. The report gives the results of four years of American research on antifouling paints, carried out primarily for military purposes by private institutes and laboratories under contract with the Office of Scientific Research and Development.

The conclusions reached by the cientists, as stated in the New York Journal of Commerce "include:-

1. Corrosive action of metallic copper paints is explained as an electrochemical interaction resulting from the formation of bimetallic galvanic couples in which the steel is anodic.

2. Paints pigmented with metallic copper may lose their antifouling pro-perties if direct contact is made between the paint and steel or between the paint and zinc

3. Cuprous oxide paints may lose their antifouling action in the immediate vicinity of co-ording iron.

4. If steel and copper alloys are in contact under sea water, corrosion is reduced if both are painted, or if the copper is painted and the steel is left

5. Paint on steel blisters if exposed to galvanic activity caused by coupling with zinc or copper.

6. On steel construction, corrosive action is reduced by use of barrier

7. Increased corrosion of steel occurs at breaks in the paint coating.

The report presents a theoretical discussion of the mechanics of corrosion, inactivation of autifouling paints, effect of corrosion on the fouling resistance of cuprous oxide paints, blistering of paint films by electrolytic reactions, and use of paint to protect galvanically fouled metals.

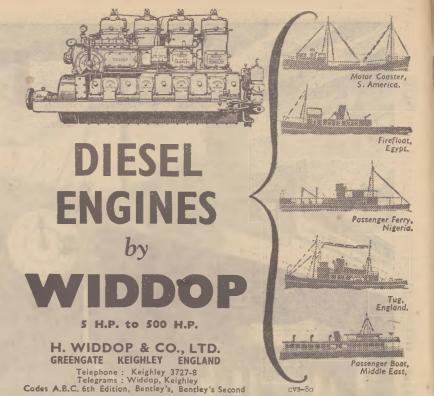
STANDARD SHIPBUILDING

A Norwegian Project

What is described as "Norway's first ship-hull factory " is to be established at Hölens Gamle Verksted, which has been acquired by Mr. Christoffer Hannevig and will be renamed Holens Standard Skipsbyggeri. Mr. Hannevig told the "Norges Handels og Sjöfartstidende'' that it was intended to employ 200 men on the construction of all-welded standard ships on the three existing berths. To begin with, vessels of about 2500 tons d.w., 250 ft. in length, would be built; they would have a speed of 15 knots, and would be suitable for use as coasters or as refrigerated ships, He estimated that four could be built in 1947, eight in 1948 and 12 in 1949.

FRENCH BUOY-LAYER LAUNCHED

A buoy-laying vessel which has been launched by the Chantiers de Bretagne. Nantes, was ordered by the French Ministry of Colonies in 1940, but her construction was delayed owing to the German occupation. She is intended for West Africa and is 47.5 metres in length and 8.5 m. in breadth. Her propelling machinery, supplied by the builders, consists of two 400-h.p. direct-reversible motors, each driving one screw. A notable feature is the originality of the means of raising 15-ton buoys by a new type of sheer legs. There is a laboratory on board which is to be used by research workers from the National Office for studying the utilisation of the heat energy of the sea.







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of ships.

machinery is placed aft or amid-

ships. Incidentally, a speed of 16

knots for the coastwise trade is some-

thing to be remarked upon. There

are few cargo-passenger motor

coastal ships in the world capable

of maintaining this speed, which

though more expensive in first cost

at least assures that the total work

done in the course of a year can be

performed with a minimum number

A fairly ambitious passenger lay-

out is envisaged. A maximum figure

of 200 is mentioned, including 60

first-class passengers to be carried

in single- and two-berth cabins. The

second-class passengers will sleep in

two- and four-berth cabins, while for

special occasions provision will be

made for a few to sleep in the

saloons. This last practice seems to

be the only survivor from past ship-

building tradition in an otherwise

The cargo space is to include holds

capable of carrying general cargo of

the package nature, which is usually freighted from the big to the small

towns along the coast. Probably the

most important feature is the space

which can be maintained at a

temperature of about freezing point

and what is described as " a small

refrigerated compartment for a tem-

perature of -20 deg. C." Doubtless

the refrigerator space is intended

for the carriage of the fish mentioned

above. It would seem that the whole

of the refrigerating machinery will

be electrically operated—this means

that direct current will be generated

by diesel generators in the engine-

The shipowners who are co-operat-

extremely modern design.

NORWAY'S COASTING TRADE

> Plans for New Tonnage By Our Special Correspondent

Though Britain's coasting trade is important to her, there are at least alternative methods of transport This is not the case in Norway where, owing to the rugged nature of the country and the deep indenta-

tions of the island-fringed coastline, there are practically no means of communication between one town on a fjord and another except by water. It is true that the aeroplane is playing an increasingly important part in establishing communications between the larger towns, but this method of transportation can only deal with a small part of the total passenger traffic offering, and

certainly with but little of the freight traffic, except highly priced goods. Norway also requires first-class

coastal vessels to carry her extensive fish products, this traffic being in general from north to south. Prior to the 1939-45 war the coastal fleet of Norway was in an indifferent state of age and maintenance, and that part of it which was not sunk by the Germans, or removed by them and sunk elsewhere, or which did not escape to England, is relatively small. The vessels which remain are certainly in need of replacement. Hence one of the good things which room. will come to Norway as a result of the war will be a new and up-to-date coastwise fleet, in which the latest developments in technique on the

Type of Ship Needed

be used.

It is clear that Norwegian naval architects are prepared to start with an entirely clean slate; they are not content to build ships for the future which are merely repeats of older types, but are taking full account, for example, of the possibilities of using a smaller number of ships of coastwise transport. It is logical, with a greater mean speed. It is worth while noting that this appretechnique is taking place at a time when speed of delivery is vital. Possibly Norwegian designers would be ready to accept a short delay in native standardisation than coast the delivery of new tonnage in order that it may be as modern in 10 years' indicates that even when a measure lime as it will be when delivered.

noting; the diesel engine is being will satisfy a reasonably wide used for propulsion in the majority variety of requirement, of cases. Before the war there was a tendency for Norway's coastal project are Det Bergenske Dampthough at the time the country was D/S/S., Det Stavangerske Dampinvaded by the Germans a reason-skibsselskab and Aktieselskap Vesable diesel programme was on hand, teraalens Dampskibsselskab. mainly using a Swiss imported of these companies had an inengine. The type of ship needed is teresting programme of dieselwhich our own shipowners are build- construction before the ing for coastal services in this the Vesteralens Company, modation, rapid cargo handling German M.A.N. four-cycle engine facilities so that the speed in port driving through reduction reverse ber of passengers.

motorships of a similar type. This war coastal trading. co-operative effort at least will have the advantage that all four companies obtain good ships in a minimum amount of time. They are to be 235 ft, in length between perpendiculars, and will have a beam of 39 ft. and a depth of 20 ft. 6 in. Details of load and light draught, cubic capacity, deadweight capacity, lisplacements, &c., are not available at present, but it is stated that the diesel propelling machinery will develop 2600 i.h.p., giving a speed of 16 knots.

The type or make of diesel engine to be used is not specified; indeed, it is said that the ships have not yet have been asked to quote. In view of the extreme activity on the part of one leading Dutch shipbuilding concern in obtaining Norwegian! contracts, it would not be surprising to see at least some of the standard designs going to Holland.

There are many good basic types of diesel engines, both 2-eyele and 4-cycle (if the latter is blower) compact space, whether the will be partly welded.

ing in this effort expect to pay about 5,000,000k, for each vessel. Although they are prepared to machinery and navigation side can take standard hull sizes, machinery and fittings, individuality will make itself felt in accordance with the practice of the respective owner, as well as by the requirements of the services upon which the ships will A New Design It is evident that here in this

design is an entirely new conception perhaps, that it should come from a country which, as already men ciation of the advantages of a new tioned, must use coastwise transport or be unable to move from town to town at all. Of all types of ships. few lend themselves less to unimagi wise ships. Yet this Norwegian plan of common characteristics is neces-One feature is particularly worth sary, types can be produced which

The companies concerned in this shipowners to remain steam-minded, skibsselskab, Det Nordenfjeldske in many respects similar to that driven coastwise ships under country-ships with diesel propel-the way, favouring vessels with ling machinery, good cargo accom- machinery aft and propelled by a can equal the speed at sea, and gear. Rapid working cargo handling accommodation for a varying num- appliances and ample fish refrigerator space were characteristics of The latest advices from Norway both designs, widely differing are to the effect that four leading though they were in other respects. Norwegian shipowning companies The placing of these contracts will engaged in the coastwise trade are be watched with great interest. The each ordering passenger and cargo scheme is a real development in post-

Before the war LLOYD'S LIST described the work done by Mr. Leslie G. Toplis, and his investigation into methods of improving the range of human vision in fog. The result was the invention of the "Reciproscope. Development of this instrument has now been completed, and it has been placed on the market by Messrs. Toplis Simpson & Co., of 130, Vaughan Road. Harrow, Middlesex. The model in its final form weighs about 20 oz., and is as easy to handle as a pair of binocu-It is supplied in a case, with simple directions for use, at three guineas. When first tested at sea the been ordered and that shippards in Reciproscope proved effective, but was other countries as well as Norway found to be rather cumbersome to use, a shortcoming which has now been overcome.

laid at the Ateliers et Chantiers de Bretagne, Nantes. The vessel will be 54 metres in length and 11 metres in breadth, and is to be delivered in 15 months. She will be fitted with propelling machinery which will charged), capable of developing the enable her to proceed to her destinanecessary power for 16 knots, in tion under her own power. The hull

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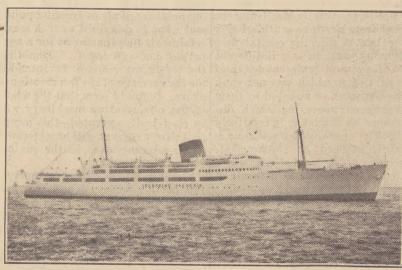
Motorship As stated in LLOYD'S LIST of May 30, the new Danish motorship Kronprins Frederik will to-day enter the Harwich-Esbjerg mail, passenger and cargo service of her owners, Det Forenede. Dampskibs-Selskab A/S (The United Steamship Company, Ltd.), of Copen-

The Kronprins Frederik is 348 ft. 6 in. in length and 49 ft. 9 in. in breadth, and her draught is 18 ft. 6 in. She has a gross tonnage of 3895 and a displacement of 5067 tons, and she has 82,000 cu. ft. of cargo space. The vessel has a speed of 20.5 knots and there is accommodation for 143 firstclass and 159 third-class passengers. Built and engined by the A/S Helsingors Jernskibs og Maskinbyggeri, Elsinore, she is the largest that can be built to clear the bar outside Esbjerg at all states of the tide. The length also cannot be increased as the vessel must be able to swing inside Esbjerg

It has not been found possible to provide single-berth cabins for all first- Cuban mahogany chairs. The vessel is

and the floors are covered with the new material, rubonite. Above the stairs leading to the saloon deck hangs a painting by Johannes Glob of H.R.H Kronprins Frederik, after whom the ship has been named. In the hall there is a radio telephone by which it is possible to connect with the telephone systems of the world, giving the traveller facilities to keep in close touch with his business or his friends. The first-class dining saloon, with its entrance at the top of the main staircase on "A" deck, is laid out on modern restaurant principles, and its light and pleasant decorations form a suitable setting for a cheerful meal. Forward of the main staircase, and occupying the whole breadth of the ship, is the lounge, a room of imposing size and distinction with large windows round the entire length of the wall. Also on "A" deck and on the boat deck above are verandahs furnished with comfortable chairs; the verandahs can be opened or closed according to weather.

The third-class dining saloon, ituated aft, is a replica of the firstlass saloon, though not so elaborately decorated, and all meals are served at small tables. The smoking room is on A " deck, with large windows overlooking the sea and is comfortably furnished in leather upholstered



The passenger motorship "Kronprins Frederik"



The third-class dining saloon

40 single-berth cabins, as compared with only eight in the motorship England and none in the steamer Dronning Mand. The remainder of the first-class cabins are two-berth. For the third-class passengers there are four two-berth cabins and 37 fourberth cabins, but the equipment in all time, the third-class cabins is similar to that in the first-class. Hand basins with hot and cold running water are fitted in all cabins (two hand basins being fitted in each of the third-class four-berth eabins); there are 16 toilets, eight baths and nine showers in the first-class eight showers in the third-class. Air are as well ventilated as deck cabins. In the main hall the walls and ceiling are panelled with the finest woods in due time.

class passengers, but the new vessel has | also fitted with two special suites, each | consisting of a bed-sitting room and private bath, on "B" deck, and each may be extended by the inclusion of a single-berth cabin with direct access. Travellers taking their motor cars will have these accommodated on a special deck capable of taking 20 at a

The main propelling machinery consists of two 10-cylinder Burmeister & Wain diesels, built at the Elsinore Shipyard, developing together 8500 i.h.p. and giving the vessel a service speed of 20.5 knots. There are four auxiliaries and a smaller emergency engine, each coupled to a dynamo, proaccommodation and 14 toilets and ducing 975 kw. The vessel is equipped with the latest navigational and safety conditioning is provided throughout the devices, including an echo-sounding ship, ensuring that the inside cabins machine, smoke detector and CO₂ fireextinguishing apparatus. Radar has been ordered, and this will be installed

SALVED NORWEGIAN MOTORSHIP RECONDITIONED

The cargo motorship Straum, about 50 tons d.w., belonging to Mr. Anders Utkilen, of Bergen, has been reconditioned and fitted out for the carriage of refrigerated cargoes and has been chartered by the Norwegian Government (Fisheries Department) for two with fruit and other goods. The vessel, which was built in 1918, was seized by the Germans in June, 1940, and adapted by them for use as a patrol sunk near Tertnes. She has now been fish, has been insulated, and can be kept at a temperature of minus 20 deg. Centigrade. The vessel has also been fitted with wireless, long-distance teleohone and central heating.

THE "SESTREL" MICROMETER SEXTANT Henry Browne & Son, Ltd., of Bark-

ing, Essex, have issued a brochure illustrating their new "Sestrel" Micrometer Sextant, developed during the war for the Admiralty and since manufactured for general use. For years trading, carrying frozen fresh this the makers claim that no re-cutfish fillets to the Continent, returning ting of the arc will ever prove necessary, the worm spindle being pivoted so that its axis is always at right angles to a radial line to the centre of the instrument, from which the teeth of boat. In May, 1945, she was found the rack are cut; this feature is patented. The index and horizon reconditioned at Mjellem & Karlsens mirrors are plated with untarnishable Verksted, Bergen; her hold, which has rhodium. A spring loading device is a capacity of about 4000 half-cases of fitted in the micrometer head to compensate for any error due to wear in the worm spindle. The net weight of the instrument is 71 lb. The retail price is £19, and delivery can be given from stock.

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WORK IN U.K. YARDS Increased Tonnage Under

Construction The May issue of the "Monthly Digest of Statistics," prepared by the Government Central Statistical Office about N.E. on the east side of the (price 2s. 6d.), shows that 1,662,000 tons gross of merchant shipping (vessels of 100 tons gross and over) was under construction on Apr. 30 last, compared with 1,586,000 tons on Mar. 31. The tonnage under construction has steadily increased month by month since January, 1945, when it amounted to 1,057,000 tons. The total at Apr. 30 included 316,000 tons of tankers, of 1600 tons gross and over, and 1,286,000 tons of non-tankers, of 1600 tons and over. Tonnage completed during the month was 55,000. ncluding 20,000 tons of tankers of 1600 tons and over and 25,000 tons of 21,000 tons of tankers of 1600 tons and over and 102,000 tons of non-tankers of 1600 tons and over. At the end of April 3,021,000 tons gross of merchant shipping was undergoing or awaiting repair, conversion or reconversion in Inited Kingdom ports, compared with 2,895,000 tons at the end of March. The Ministry of Transport provides

information as to the tonnage of merchant vessels, 1600 tons gross and over, registered under the British flag (excluding temporary registrations of foreign vessels on bareboat charter or requisition). The following table gives the figures for selected dates

		Total	U.K. an Colonies	d S Dominion
ŀ	Sept. 3, 1939-	(Tho	usands of	tons gross)
ı	Tankers	3,172	3,007	165
l	Non-tankers .	14,352	13,452	900
	Dec. 31, 1945			
	Tankers	2,819	2,631	188
	Non-tankers .	12,604	10,120	2,484
	Apr. 30, 1946-			
	Tankers	2,845	2,672	173
	Non-tankers .	12,532	10,111	2,421
	Moss The	acond.	oolumn	/TITE on

Note.—The second column (U.K. and Colonies) excludes vessels on bareboat charter from the Dominions and vessels on bareboat charter or on requisition from foreign countries. The third column (Dominions) includes vessels on the United Kingdom register on bareboat charter from the Dominions but excludes vessels on bareboat charter or on requisition from foreign countries. Tonnage at British disposal on

from other flags at Apr. 30 last amounted to approximately 2,056,000 2,094,000 and 30.000 tons respectively at Mar. 31, and 2,150,000 and 50,000 tons respectively at Dec. 31, 1945.

MOTOR COASTER DESIGN

A Swiss Project

of about 350 tons d.w. which is specially designed for North The Pluckington Bank was one of the ally, is 36.5 metres (120 ft.) in length on and getting off and that a vessel over all, 33.3 m. (109 ft. 3 in.) b.p., 7 m. should be there was much more com-(22 ft. 11 in.) in breadth, and 4.4 m. in depth, her draught being 3.5 m. (11 ft. $5\frac{1}{2}$ in.). The hull, which is divided by ratertight bulkheads into four com- it is the local Goodwins! partments—forepeak, hold, engine-room and afterpeak—is constructed of steel, with wood deck planking, and electric welding is extensively em- Pilcher awarded the tugs a total of electric welding is extensively employed. The cargo hatch is 10 metres £8000, with costs—to the Beemore, languaged 3 metres wide and is served £1000; Ceemore, £1100; Deemore, by two derricks and electric winches; £1000; Alexandra, £750; Cairngarth the hold is 22.7 metres in length. The £650; Crosby, £1100; Coburg, £1000 propelling machinery consists of a five- Morpeth, £650; and Yorkgarth, £750 cylinder direct-reversible diesel engine of 330 h.p.; it is coupled to a generator which supplies electricity for the cargo winches and general ship purposes, ground on the edge of the bank. This Accommodation for master and crew is n a deckhouse above the engine-room, water and when the tide had a foot and the wheelhouse and bridge are on the top of this deckhouse.

FRENCH SHIPBUILDING

Financing Reconstruction

France under the name Groupement de two; at any rate her damage would Construction Navale, with capital of 100 million francs, with the a great deal to repair. As it was, she object of facilitating the financing of sustained no damage to her bottom. the reconstruction and modernisation She was in a position where the bank of French shipyards. Among the was shelving rapidly, and silt and sand yards co-operating in this project are would have been scoured from beneath the Chantier et Ateliers de St. Nazaire her on the ebb. It took nine tugs to get Penhoet, Ateliers et Chantiers de la the vessel out of her predicament. Loire. Ateliers et Chantiers de the Mersey, of course, plenty of help France, Forges et Chantiers de la was generally available, but this was Méditerranée, Chantiers Navals de la a case where no consideration mini-Ciotat, Forges et Chantiers de la mised the value of the actual service. Gironde, Ateliers et Chantiers de Bre- All the tugs were in danger of bumping tagne, Ateliers et Chantiers de la Seine damage, and the service required skill Maritime, Chantiers et Ateliers de throughout. Provence, Chantiers et Ateliers Augus-

Among the objects are: With regard respect of the cargo had been removed to war damage, to facilitate, for ship-builders and constructors of material, his representative to enter an appear the financing of their share in recon- ance on behalf of the cargo. Consestruction, by means of issues of bonds or guarantees; to mobilise eventually, by the issue of bonds, the compensation undertaken by the State; to facilitate, against Government-owned property in in the meantime, all necessary financial operations; and to facilitate the financing, on a medium or long-term basis, of the modernisation of shippard plant.

LAW REPORTS

(Continued from page 3, column 4) heading down. The weather was foggy and the tide flood, of about five knots. When the anchor of the Madoera was hove up she took a sheer to starboard, and when the wire of the Ceemore was being hove on board the Madoera, at 10 20, the Madoera brought up suddenly. She was to have dropped up river to Brunswick Locks. She instead took the ground heading and published by H.M. Stationery river, midway between the Cockle Hole and the Brunswick Half-tide Dock, with her stem 600 ft. out from the river wall. In the heavy boil of tide round the bow the Ceemore was driven across the vessel's stem from port to starboard. The tugs thereafter were pulling and pushing at various angles under the pilot. After 10 30 the Cairnaarth came up and about 11 was pushing at full power; in the next quarter of an hour the Crosby, Morpeth, Alexandra, Yorkgarth and Coburg were all pushing on the starboard side. In the boil of the tide and the propellers the Yorkgarth collided with the port side of the Alexandra, and the Coburg. taking up position, had a similar colli-The tonnage laid down during the month totalled 131,000, including the with the Yorkgarth. At 11 40, with the Ceemore towing forward and other tugs pushing at full power, the Madoera, with her engines working astern, began to move, first westward and then to south and west, and came off a quarter of an hour before high water. All the tugs except the Alexandra assisted the vessel into the lock. The Ceemore narrowly escaped damage when the Pluckington Bank Buoy shot across the stem of the Madoera. Had the vessel not been got off on the same tide the tide, it was

> her cargo become a total loss For the Madoera it was admitted the service was salvage and well rendered. But it involved no serious danger to the tugs. The assistance at the dock entrance was that normally rendered to a vessel docking rather late on the tide. The Madoera was from New York to Liverpool with 7000 tons of general cargo for the British Government and was in charge of a pilot.

said, would have scoured the sand from

under her bows and stern and she

might have broken her back and with

Mr. HAYWARD said, as to the danger of the motorship's situation, one of the salvors had worked on a vessel which broke at about the position in which the Madoera stranded. He thought the bareboat charter or on requisition Germore, whose value was £16,000, and the Deemore, whose value was £17,000, might be said to have done more or tons gross of non-tankers, and 21,000 been in more danger than the other tons of tankers, compared with tugs. What the Madoera wanted was power, and that she got to the tune of 7880 horse, and it was power applied in the nick of time.

Mr. Bateson rejoined that ships like the Architect got on to the Pluckington Bank at high water and that was why they broke their backs. A ship which got as high as she could on the bank on the top of the spring tide was in a very dangerous position, but We have received from Mr. Werner that was not the case of the Madoera. Soland, a Zurich naval architect, a She touched it low down and was in description of a proposed motor coaster no danger. She slid off after applying The vessel, her engines, in a very few minutes. Sea, Baltic or Mediterranean trading, main sources of salvage for the Liverand, indeed, the coasting trade gener- pool tugs. Ships were always getting mon than might be supposed, and much less tragic

Mr. Justice Pilcher: Oh, we know

JUDGMENT

Giving judgment, Mr. Justice Dropping up river the Madoera had

occasion to use helm and engines to

avoid another vessel, and took the was an hour and a quarter before high to rise. With her draught she must have touched the ground with more than her forepart, and the tide held her up to the bank. Seven of the tugs pushed on one side of the vessel, and the service, all told, was a very useful one. If the vessel had remained throughout the ebb she must inevitably have sustained extremely serious A new company has been formed in damage. She might have broken in a have been serious and would have cost The defence was originally stated to

tin Normand and the Chantiers Navals be on behalf of the Netherlands Government, but the difficulty in his representative to enter an appearquently, the fund at the disposal of the Court was-ship £277,000 odd, plus cargo £548,812. No process could issue a privately owned ship, and it had been usual in a number of cases for the

(Continued on page 14, column 4)

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Continued on page 14, columns 5 and 6

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LAW REPORTS

(Continued from page 13, col. 4)

Treasury Solicitor for the Crown not to enter an appearance but to invite the Court to indicate what sum it would be prepared to award if, in addition to the ship, the Government-owned property had also been before the Court. One of the reasons he was asked to indicate the sum he would have awarded if the whole fund had been before the Court was that that sum might thereafter be appropriately divided as between the parties to the salved interests. The result if that course was adopted would be, in the case of such a vessel as the Lista in the Mersey recently, that, whereas he had made an award of a substantial sum against the ship and had indicated that if the Government-owned cargo had been before him he should have made a higher award (for the Government cargo was worth 50 times the ship), when the award was distributed s among the various interests, the effect would be that instead of the ship paying the sum he awarded against her, she would have paid about one-tenth of that sum. That did not seem to be a very satisfactory situation, and his Lordship was accordingly gratified that in this case the Treasury Solicitor had been able to enter an appearance and to place the whole fund at the disposal of the Court for its award. This seemed a more appropriate practice than the other, though it might not be possible to follow it in all cases.

[A full report of the judgment will appear in "Lloyd's List Law

UNITED STATES LINES

New Assistant European General Manager

The United States Lines announce the appointment of Mr. J. M. Gaffney, as Assistant European General Manager in charge of operations, effective as from June 1, 1946. Mr. Gaffney, who first joined the company in 1933, was district manager in charge of the company's offices in Liverpool, Manchester and Belfast, at the time of his entry into the United States Army in May, 1942. He was released from active duty in September, 1945, with the rank of colonel, having been awarded the American Legion of Merit and the French Croix de Guerre with Palm. Subsequent to leaving the army, he served as Regional Director of the United States War Shipping Administration for Belgium and Holland, and, later, as general operating manager of that organisation for the United Kinglom and Continent, with headquarters announces that Mr. C. W. Roper will continue as operations manager for the United Kingdom.

NORTH-EAST AIRPORT SURVEY

From Our Own Correspondent

NEWCASTLE, Tuesday Selection of the principal airport for the north-east area will be taken a stage further by the preliminary survey which five experts of the Ministry of Civil Aviation are making of existing airports and proposed sites. The party have inspected Newcastle Munipal airport at Woolsington and to-day had discussions with the north-eastern airport committee. Representatives of local authorities and interested parties were to inspect a proposed site at White Mare Pool, between Jarrow and Sunderland, and airports at Hartlepool and Croft, near Darlington. The proosed major airport will be used as a transcontinental centre linking the area with Scandinavia and the Continent and by cross-country services with trans-ocean air services.

LENINGRAD-LONDON SERVICE

With the sailing from Leningrad on June 9 of the steamship Sestroretsk a new regular cargo liner service from the U.S.S.R. to the United Kingdom is inaugurated. This is the first sailing between the two ports since the cessation of the war. The Sestroretsk is scheduled to arrive at Helsinki on June 10, leaving that port on June 11 for Stockholm, where she is due on the 12th. From Stockholm she sails for London, which is scheduled to be reached on June 18.

DOMINION TROOPS VISIT PORT OF LONDON

Dominion Service personnel in London for the Victory Procession were yesterday guests of the Port of London Authority. The contingent. comprising troops from Australia, New Zealand and South Africa, were taken in the steam yacht St. Katharine from the Pool to the Royal Docks. Admiral Sir Alan Hotham and other members of the P.L.A. accompanied the guests.

THE LIFEBOAT SERVICE IN MAY

In May lifeboats rescued 25 lives from shipwreck and landed over 700 men from the troopship Georgetown Victory, when she went ashore on the coast of Northern Ireland. During the month the Life-Boat Institution made awards of £642 to its crews and launchers.

Suppliers to Shipbuilders and Marine Engineers (Continued from page 13, columns 5 and 6)

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GENERAL SHIPREPAIRERS Mr. A. R. Godfrey has to-day been appointed a director of C. E. Heath & Walton-on-the-Naze; Clacton, Margate, Ramsgate, Walmer and Hastings.

Victory March. They will come from Walton-on-the-Naze; Clacton, Margate, Ramsgate, Walmer and Hastings.

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OVERSEA MOVEMENTS: Latest Reports

OVERSEA MOVE						
UNITED K		KI				
1	2	Ne No				
Ocean Courier, Jue 4	Swan Island Pierre Victory	R I Oe M				
Jelva Lau Kotka via Hull for Green- hithe Sambre Rotterdam	for New York Naranio for Abadan Charles A Dana.	Je Gl				
Warjo Custom House Qy Warjo Antwerp for Willson's Wf	Santiago Iglesias	R Si E				
Zilos Walkom for Surrey C Dk lija Repin, Jne 4 Hamburg for West	Fyris (aux), Jue 4 BRISTOL AR	F M F				
India Dock Pacific Enterprise Montreal for Surrey	Paul Bunyan, Jne 2	H G E				
Commercial Dock Saphir Ostend for Tilbury Dock	NEWPORT SD	P G G				
Saga Copenhagen for Millwall Dock GRAVESEND SD Mandasor, May 25	CARDIFF AR Belwoods Park, Jne 3 Montreal	BPV				
Calcutta Sobieski, Jne 3 Empire Fowey, Jne 3	Empire Talisman, Jne 4 Amsterdam CARDIFF SD Star, Jne 4 Piraeus	AJ BZ				
Samos Crescendo, Jne 3 Oslo Jeannette Antwerp Empire Swordsman	BARRY IS Pd Down Krilyon (ferry), Jue 3 Gullborg (pres)	MLN				
Hanne Skou Emden Gitano Barry	MUMBLES Anch Brinda, Jue 2	V				
Slask Gdynia Denis Davydov Leningrad Nottingham Amsterdm	BARRY IS Pd Up Zealand, Jne 3 for Barry Halvard Bratt, Jne 4 for Bristol MUMBLES Anch,	SSJ				
Rika, Jne 4 Rotterdam Aarhus, Jne 4 Antwerp Dronning Maud Antwrp	(sheltering)	A				
Zeemeeuw Rotterdam Barendsz Copenhagen THAMES HAVEN AR	Fredborg, Jue 3 for Swansea Consul Bratt, Jue 4	7				
Nacella, Jne 3 SHELL HAVEN SD Toorak, May 25 Abadan HOLE HAVEN AR	Prins Maurits for Swansea	SIL				
Nordanbris, prev Jne 5 New York SOUTHEND Pd Down	Empire Vauxhall Hondsrug, Jne 3	1				
Samos, Jne 3 Hanne Skou Slask Denis Davydov	MILFORD HAVEN SD Norte (ex Admiralty Corvette), Jne 2 Genoa	1 4				
Nottingham Jeannette Dronning Maud, Jne 4	FISHGUARD AR Meteoor, Jne 3 CONNAH'S QUAY AR	100				
Zeemeeuw Aarhus British Fidelity	Noordkaap, Jne 1 Runcorn CONNAH'S QUAY SD					
RIDHAM DOCK AR Mergus, prev Jne 4 Holmsund RIDHAM DOCK SD	Noordkaap Copenhagen	C. A. L. A.				
Vesuvius, Jne 2 Holmsund via Tyne THE DOWNS Anch	Vibeke Christensen, Jule 4 Liverpool ELLESMERE PT SD	2.00.				
Stanpark, Jne 3 Gullmaren Mary Cullom Kimbro Antioch Victory, Jne 4	Vibeke Christensen, Jue 3 Liverpool	7				
Aldebaran Reverdy Johnson	Vardefjell, Jne 4 New York	1000				
Vladivostok, Jne 4 "L.L.G.Y." THE DOWNS Stanpark, Jne 3	Julius, Jne 4 PARTINGTON SD Deo Gloria, Jne 3	70.00				
Gullmaren Bele Zeeland Mary Cullom Kimbro	Esbjerg IRLAM Græigddu, Jne 4 Takoradi	- 1 - 7				
Antioch Victory, Jule 4 Alabama Aldebaran	Manchester City, Jne 4 Montreal	1				
Reverdy Johnson, Jne 4 Vladivostok British Fidelity DOVER Pd E	Los Angeles via Reau-					
War Nizam, Jne 3 Lica Mærsk Buccinum	LIVERPOOL AR The report of the arrival	1				
Manchuria, Jne 4 Vesta Sea Valour Kul	of the Potaro on Jne 1 was erroneous Empire Jumna, Jne 3 Greenock	1				
Spyridon II., Jne 3 Gudrun						
Belgian Gulf Bralanta, Jne 4 Sobieski Kronstadt	Sandefjord Julian, Jne 3 Curacao City of Hereford, Jne 4					
Anne Bradstreet Empire Bond Jura	Durango Napier Vibeke Christensen					
Nerma Lau DUNGENESS Leerdam, Jne 4	Kentucky Randers Clan Macbean Durban Kaia Knudsen; Jne 4					
Paul de Rousiers DUNGENESS Pd W Durenda, Jne 4 Empire Swordsman	Validemosa, Jue 4 Trinidad					
BEACHY HEAD Pd W Breendonk, Jne 3 Ultano, Jne 4	Debrett, Jue 1 B Aires Cisneros, Jue 4 Bilbao City of Bristol, Jue 4.					
PORTSMOUTH AF Athelmere Jne 2 Abadar	Mauretania Bombay Sarmiento Marseilles					
Cotentin, Jne 2	PRESTON SD					
War Sudra, Jne 3 Singapore ST CATH'S PT Pd W War Sudra, Jne 3	FLEETWOOD AR	1				
Kelliella Fylingdale, Jne 4 NEEDLES Pd E	Samluzon, Jne 4					
Carthage, Jne 4 Principessa Giovanna NEEDLES. Pd W	Raunala, Jne 3 Narvik Samshire Alexandria Iroquois, Jne 4	11				
Empire Jet, Jne 3 Kota Agoeng	GLASGOW SD	1				
Marine Flasher, Jne 3 DARTMOUTH Mary, Jne 4	Syrian Prince, Jne 1 (Colombo BELFAST SD					
Mary, Jne 4 Porthoustocl PRAWLE PT Pd E Irish Ash, Jne 3	R. J. Reynolds, Jne 1 New York City of Hereford, Jne 3 Liverpool					
PRAWLE PT Pd W	DUBLIN AR Tilly, Jne 1 Wexford	1				
Mary, Jne 4 Effle Mærsk Empire Fowey	Edenvale, Jne 2 Pomaron DUBLIN Si Brodin, Jne 1	l				
PLYMOUTH AR Jose Dias, Jne 2 Lpoo City of Khartoum, Jne 3 Antwerp	Atlantic (Pa), Jue 2 Rosario WEXFORD SD	13				
PLYMOUTH Su Trivia (vt), Jue 1	RUSHBROOKE DK AR Efthalia, prev Jne 2.	-				
City of Khartoum, Jne 3 New York FOWEY AF Delphinus, Jne 2	DUNNET HEAD Pd E Hispania, Jne 3	1				
PAR Ellesmere Por AF Westland, Jne 2	Holmialand -	1				
FALMOUTH SI Nation Jine 3 Abada Nurtureton Jine 4 for Hamburg	Jne 3 Washington Express Bohus					
for Hamburg	Axel Johnson Pierre Laclede, Jne 4					

VEMENTS: Latest Reports

| To | May 30 Graphen | Compendance | Compendan Thyra, Jne 4 Aarnus
Houston
TYNE
Lestris, Jne 3 Velsen
Freden
Galeomma, Jne 4

Aarnus
Horfinn, May 31
Grangemouth
Drammen
Antwerp
Sine (aux), Jne 1
Assens
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Autwerp
A

Fido Varegg Mathilda, May 29 EMDEN SD Zuidland, May 29 Bo'ness Bo'ness Albany (NY)

Medie II., Jne 2 Dakar Providence Dakar Andre Moyrand BREST May 29 Grangemouth
Hermes (Fi), May 30

Casablanca

Minsk, Jne 3

John Eining John Eining Hampton Roads Joao Beto, Jac.

LEIXOES
Sete Cidades, Jne 4
New York
LISBON
Teviot, Jne 3
Teviot, Jne 3
AR

New York
Argentina Algiers
Ocean Vagrant, May 20
Port, Said
Winfred L. Smith Genoa.
Greenland Marseilles
Rival, May 31

LLOYD'S LIST Wed., June 5, 1946

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	Page	LLOYD"	
	16		ne 5, 1946
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	Valverde Darien II.	Glasgow Haifa Naples	Tresillian Jamaique, Jne
	Sommelsdijk Manipur Empress of	Rotterdam Glasgow	Buer Fort Archambar Po
	Jne Five Forks Samloyal	4 Liverpool Haifa Naples	Talisman, Jne 3 Bangkok DAKAR
	Empire Debe		Fremont, May I San I Felix Roussel, Askeladden
	El Nil PORT SAID	Naples SD	KONAKRI
	Medina Victor	Naples ory, Jne 3	Far, May 30 S FREETOWN Christopher &
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	British Justic The Cabins		TAKORADI Empire Ure, Jn Sansu, Jne 3 I City of Delhi
	SUEZ Fort Wrigley, Hickory Burn	Jne 3	City of Delhi Dansborg, Jne TAKORADI
	Scythia, Jne ALEXANDR	4 IA AR	Freetown, Jne Empire Tyne, J
	Stanburn, Jne Henrik Ibsen	Antwerp (No),	Bu Theseus, Jne 3 Geisha, Jne 3
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	Empire Ayr, . Devonshire Nailsea Moor	Toulon	Takoradian, Jne KOTONU Oued Fes, May
	Angelo SFAX	Malta	LAGOS Mary Kingsley, Port
	Ulisse, Jne 2 Bethlehem LA GOULET	Taranto	Calgary Uffington Cour Fort Moose I
	John H. Quie Glaisdale, Jn	ck, Jne 3 Algiers	Empire Ken PORT HARCO Thomas Holt, J
	TUNIS Greenland, J	Manchester AR	LOBITO Victo Vingaren, May
	Horace Willi	ams, Jne 2 ew Orleans	Tamerlane, Jne WALVIS BAY
	Sandrina Exceller, Jne		Merasheen (yt),
	Dunkerque, J	Istanbul	Buenos Aires, Buen Klipparen Go
	Caudebec, J. BONA Orion, Jne 3	ae 2 Calais	Clan Angus, J.
	Penelope, Jn Haarfagre	Hull	Good Hope Cas Jne 1 Port Mosdale Go
	Samindoro	SD	Caduceus Port Caroline Albatross (train
	Benjamin H.	ddlesbrough	Umgeni Port Temnaren, Jne
	ALGIERS Empire Valo	ar, Jne 1	Good Hope Cas Jne 3 T
	Kouffra Lieutenant F		Monarch of the
	Rideau Park Lys	Tunis	Boogabilla, Jne Eas
	John Chandl Aniva (ferry)), Jne 3	Fort Wedderby May 30 A Southern Maid
	Langleebrook Providence,	Jne 4	Cambray St Jo Karagola, May
	ALGIERS Vildfugl, Jne	Marseilles SD	Monarch of the Lanarkshire, Ja
	Exceller John H. Qu	Marseilles Tunis ick Tunis	Derwenthall Flying Arrow,
	Langleebrook	Marseilles	Eugene Lykes Por
	NEMOURS Runswick, J Mi	Hornillo Bay SD ne 3	South Africa V Jne City of Calcutt
			DURBAN Gujarat, May 3 Columbia Star
		ICA Ith & East	Africa Star, Ma Lourence Cape Wrath, J
	CASABLAN	CA AR	Bue Nirvana Fort Tadoussac
	Lica Mærsk,	Hamburg CA SD	Lourence Monarch of the Port
	Maroc, May Vilk Don	27 Saffi UK Rotterdam	Fort Gasperau
	Lica Mærsk. Peter De Sn	Fredericia	Colonial, Jne Huambo, Jne
	St. Maurice,	May 28	Sampegros, Jn Khorn Fort Tadoussa
	Stad Arnher	Holland	LOUR MARO
	Susan)	tug Empire	South Africa
	Sameland, J	ne 2 Buenos Aires	Fort Poplar, J
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	TENERIFF Izarra (aux). May 13 Lisbon	I. Kwang, pre
	President Copacabana	atticr, Jne 2 Matad Jne 3	Black Warrior
	TENERIFF Izarra (aux	Matad: SD), May 14	DAR ES SAL
	President C	Santos attier, Jne S Antwerp	Khandalla
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	Popacabana Copacabana	uerto la Cruz , Jne 3 Antwerg	Khandalla, Jr
	ST VINCE Ilissos, Jue Point Class	NT, CV SE 3 Marseille Antwer	Nils Moller, Ja Dominion Mo
	Wellington Jne	Court, 3 Table Bay	Madura,
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AR Bordeaux Buenos Aires KOSSEIR Derrycunihy, Jne 2 ASIA San Francisco issel, Jne 2 ADEN Clan Maciver, Jne 2 Suez HONGKONG Van Heutsz, J Marseilles Samtweed, Jne 3 Van Heutsz, Jne 2 Fort Remy Ma

Mobile City Haifa

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Aires, Jne 2
Buenos Aires
n Gothenburg
GRIMBAN

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Kure
Karoa, Jne 2
Empire Noble, Jne 3
Calcutta Aires MADRAS ROADS AR New York SD MADRAS May 18 Chinde Calcutta, Jne 1 Durban AR Maetsuycker, May 24 Singapore Tarascon, May 25 Singapore Tarascon, May 25 Singapore And AR New York AR Dawn, Jne 2 Mombasa Martior Mombasa Mombasa Mombasa Martior Mombasa Martior Mombasa Mombasa Martior Mombasa Mombasa Mombasa Martior Mombasa Mom

African Dawn
Lourenco Marques
Clan Alpine, Jne 2
London
Trader
Liverpool
Ena, Jne 2
Abadan
Lourenco Marques

Clan Alpine, Jne 2
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Trader
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SD
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Aladurga, Jne 2
Abadan
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Aladurga, Jne 2
Abadan
AMERICA, N.&S.

Pacific Coast SD SAIGON Ine Pacific Coast Yersin, Jne 2 Sfaz Docteur Yersing, Jne 2 Abel Stearns, Jne 2 Albert B. Cummins Abadan Singapore Durban Calcutta
Lightning, Jne 3
Yokohama
Sea Bass Yokosuka AUSTRALASIA SAN FRANCISCO SD Hope, Apr 26 Gage, May 28 General H. F. Hodges Olmsted Bountiful, May 29 AND Pacific Islands Calcutta SAIPAN IS New York
BAY
SD
ppe Castle,
Port Elizabeth
Gothenburg
soline Brisbane
s (training ship)
Jne 2 Durban
Port Elizabeth
m, Jne 3
LIZABETH AR
ppe Castle,
ne 3 Table Bay
NaDRAS
Salween,
Calcutta
AR
Mooring Knot, Jne 3
KwAJALEIN
Mooring Knot, Jne 3
KwAJALEIN
Michael C. Kerr, Jne 2
San Francisco
San Francisco
GERALDTON
SD
Empire Tilbury, Jne 4
Madras
Rempire Tilbury, Jne 4
Madras
Rempire Tilbury, Jne 4
Madras
Rempire Goodwin, Jne 2
Newcastle
(NSW)
Egero, Jne 3 Abada
Sea Serpent
Manila
Rivercrest, Jne 4
Salveen
Mooring Knot, Jne 3
Haven
Mooring Knot, Jne 3
KwAJALEIN
Mooring Knot, Jne 3
Haven
Moorovia
Rutland
Washburn
Cape Friendship, Jne 1
Calcutta
Madras
Seanta Cruz
Seattle
Coastal Cadet
Seattle
Coastal Cadet
Seattle
Coastal Cadet
Seattle
Coastal Cadet
Seattle
Coastal Charger AR Mooring Knot, Jne 3

AR Sea Pegasus Sn Frncisco Turrialba San Francisco

Andromeda Pearl Harbr

SD GUIUAN

Black Warrior, Jne 1

North Platte Victory, Jne 1 Manila

VICTORIA, BC AR Ocean Gypsy, Jne 3 Kure Paranaloide, Jne 1 Sa Gulf Ports, &c

PUNTA ARENAS AR Maranon, Jne 2
Buenos Aires
PUNTA ARENAS SD
Maranon, Jne 3
Valparaiso

S. AMERICA
Atlantic Coast

BAHIA BLANCA AR Joel Palmer, Jne 1
Necochea NECOCHEA Paranaloide, Jne 1
Santos
BUENOS AIRES AR Kellia, Jne 1
Curacao

Robert R Suez HUNGKONG AR Victoria (BC) Cromwell Park Fort Kullyspell Fort Kullyspell Victoria (BC) Carleton Victory, Jne 3 San Francisco Swa Tow mbo PD Kronvikon) Are 2 Kronvikon) Are 20 Kronvikon) Are 2 Kronvikon) Are George Gen.

New

ARUBA
Harpers Ferry, May 24
UK (not on May 26 as before reported)
Bacchus, May 29
Maracaibo
May Aruba, May 30
New York

New York

Hawser Splice
Galveston
HOUSTON
SD
Cities Service Oklahoma,
New York
New York Seamanda Hohie City Half Solida Control of Percentage Control of P Oglethorpe Victory,
Jne 1 New York
Aelbert Cuyp
Amsterdam
Princ Andrei
Princ Andrei
Proto Alegre
RIO GRANDE
Buenos Aires
Cressington Court
Margaret Johnson, Jne 3
Stockholm
Pardo
RIO GRANDE
SD
STINICA
SD
Manuel Calvo, Jne 1
Havana
Ranto
La Guaira
Gerard Dou, Jne 3
Cristobal
Cape Avinof
Cristobal
Richeres
Robert C. Tuttle
Philadelphia
Richeres
Robert C. Tuttle
Philadelphia
Richeres
Robert C. Tuttle
Philadelphia
Richeres
Rotterdam
Richeres
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Robert C. Tuttle
Philadelphia
Richeres
Robert C. Tuttle
Philadelphia
Richeres
Robert C. Tuttle
Robert C. Stockholm
Pardo Liverpool
RIO GRANDE SD
Rice Victory, Jne 3
Montevideo
PARANAGUA AR
Guaytecas (s.v.), Jne 1
Rio Janeiro
PARANAGUA SD
Bolivia, May 31 Bahia
Bolivia, May 31 Bahia Port Elizabeth Gothenburg Soline Brisbane s (training ship) Ine 2 Durban Fort Elizabeth Sin, Jne 3 Eusis, May 28 (training ship) Ine 2 Durban Port Elizabeth Sin, Jne 3 Eusis, May 28 (training ship) Ine 2 Durban Port Elizabeth Sin, Jne 3 Eusis, May 28 (training ship) Ine 2 Durban Port Elizabeth Sin, Jne 3 Eusis, May 28 (training ship) Ine 2 Durban Port Elizabeth Sin, Jne 3 Eusis, May 28 (training ship) Ine 2 Durban Port Elizabeth Sin, Jne 3 Eusis, May 28 (training ship) Ine 2 Durban Port Elizabeth Sin, Jne 3 Eusis, May 28 (training ship) Ine 2 Durban Port Elizabeth Sin, Jne 3 Eusis, May 28 (training ship) Ine 2 Durban Port Elizabeth Sin, Jne 3 Eusis, May 28 (training ship) Ine 2 Durban Port Elizabeth Sin, Jne 3 Eusis, May 28 (training ship) Ine 2 Durban Port Elizabeth Sin, Jne 3 Eusis, May 28 (training ship) Ine 2 Durban Port Elizabeth Sin, Jne 3 Eusis, May 28 (training ship) Ine 2 Durban Port Elizabeth Sin, Jne 3 Eusis, May 28 (training ship) Ine 2 Durban Port Elizabeth Sin, Jne 3 Eusis, May 28 (training ship) Ine 2 Durban Port Elizabeth Sin, Jne 3 Eusis, May 28 (training ship) Ine 2 Durban Port Elizabeth Sin, Jne 3 Eusis, May 28 (training ship) Ine 2 Durban Port Elizabeth Sin, Jne 3 Eusis Purpose Calcutta Rajput Calcutta Rajp Arrow, Jne 1
Baltimore
Lykes
Port Arthur
Africa Victory,
Jne 3
Calcutta
Talara
Nay 30
Balta Star
Beira
Ray 31
Burenco Marques

Arrow, Jne 1
Baltimore
Baltimore
Baltimore
Baltimore
Lykes
Balta Oa
Rempire Rani, Jne 2
Singapore
Chupra, Jne 4
Sydney
Port KEMBLA
Sydney
Port KEMBLA
Sydney
Port KEMBLA
Relatian Fliaquer, Jne 3
Singapore
Chupra, Jne 4
Sydney
Port KEMBLA
Sydney
Port KEMBLA
Relatian Fliaquer, Jne 3
Sydney
Port Rani, Jne 2
Singapore
Chupra, Jne 4
Sydney
Port KEMBLA
Sydney
Port KEMBLA
Relatian Fliaquer, Jne 3
Sydney
Port Relation
New Orleans
Relation
New Orleans
Relation
Relation
New Orleans
Relation
Relation
New Orleans
Relation
Relation Calletta, Racillacy Berry State of Common Stat Alcoa Cutter, May 25
Guanta
Benjamin A. Fisher,
May 28 Guanta
Redstone, May 29
Paulsboro
AR
Campuzano, Jne 3

Atlantic Man, May 29
Beauregard
Beauregard
Redstone AR
Campuzano, Jne 3

Atlantic Man, May 29
Beauregard
Beauregard
Beauregard
AR
PENSACOLA
AR
Julian Alonso, May 28
Havana
Pensacola
Julian Alonso, May 28
Havana
Pensacola
Beauregard
Purdue Victory Cuba
Acorn Knot, Jne 2
Puerto Rico
Gervais Corpus Christi
Asbury Victory, Jne 3
Piraeus
Louis Kossuth Bremen
American Farmer

Brandywine (3003), May 28 New Orleans Pueblo, May 30 Port Arthur Tobiatic Park, Jne 3
New Westminster BOCA GRANDE SD N. AMERICA **Atlantic Coast** Francis Scott Key,
May 28 Galveston
Lake Charles Baltimore JACKSONVILLE Carrillo, Jne 3 Marseilles

BEAUMONT
SD
Mobilfuel, May 28
Mobilight, May 29
Portland (Me)
Sacona, May 29 N York
Sachem, May 29 N York LAKE CHARLES AR
Long Splice, May 24
New Orleans
LAKE CHARLES SD
Gulfbreeze, May 31

New York
Franklin MacVeagh,
Jne 3 Mediterranean
Liverpool Rover
Gauntlet
Spartanburg Victory Gulfbreeze, May 31
Port Arthur
HAMPTON ROADS SD NEW ORLEANS AR Eastern Crown, May 29
Weymouth (NS) AR
Alexander V. Fraser,
May 27 Boston
Cape Romano, May 28
Puerto Rico
Noah Webster Genoa
Will Rogers Brest
Augustana Victory,
May 29 Baltimore
Comayagua Cristobal

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ARY, 642, H Shed, South West India, G. A.
Tong & 100 Tom & Co. ATREUS, 6645, 35 Shed, Royal Albert, P. & O. S. N. Co.
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BENLOMOND, 7174, 9 Shed, King George V.,

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CRANE 785. W. Dk., Ldn. Dk., G. S. N. Co.
DALTONHALL, 7265. M. Shed, South-West
India, West Hartlepool S. N. Co.
DESEADO, 9641. 5 Shed, King George V.,
Royal Mail Lines
DINARD, 2315. 26 Shed, Tilbury, Coast Lines
DURHAM, 6601. D Qy., Victoria, Birt, Potter
& Hughes

DURHAM, 6601, D Qy., Victoria, Birt, Potter & Hughes
EMPIRE BALLAD, 6700, 20 Shed, Royal Albert, Houlder Bros. & Co.
EMPIRE COMFORT, 1333, 8 Shed, Tilbury, G. S., N. Co. (Clent)
EMPIRE CONTYNE, 1935, P Whse, Millwall, United Shipping Co.
EMPIRE GALWAY, 1944, Canada Yd, S., Surrey Commercial, Walford Lines
EMPIRE GARETH, 2873, Canada Dk, Bys., Surrey Commercial, W. H. Cockerline & Co. Surrey Commercial, W. H. Cockerline & Co.
EMPIRE GARSTON. 1945. P Whse., Millwall, United Shipping Co.
EMPIRE GAZELLE, 4828. K Shed, Southwest India, T. & J. Harrison
EMPIRE MERGIANSER, bi87, Z Shed, Victoria, Houlder Bros. & Co.
EMPIRE MERGIANSER, bi87, Z Shed, Victoria, Houlder Bros. & Co.
EMPIRE ST. 1527, 8 Shed, Tilbury, G. S. N.
CG. (Clent)
EMPIRE ROCK, 7061. C & D Sheds, West India, Royal Mail Lines
EMPIRE SEAGREEN, 518, C Qy., Regent's Canal, W. H. Muller & Co.
EMPIRE SHELTER, 1336, 26 Shed, Tilbury, G. S. N. Co. (Clent)
EMPIRE SPLENDOUR, 7335, 25 Shed, Tilbury, United Shipping Co.
EMPIRE VOICE, 6828, 8 Shed, King George V., Port Line V. Port Line ERRINGTON COURT. 4954. Brunswick Yd. Sheds. Surrey Commercial, Turner. Bright-man & Co. ESPARTA, 7074, 11 Shed, Royal Albert, J. B. Wastry, & Co. Westray & Co.
EURYADES, 5801, N. Atl. Impt. Shed, Surrey
Commercial, Westcott & Laurance Line
EXPLORER; 6235, C Shed, Import Dk., West
India, Union-Castle Mail S.S. Co.
FENDRIS, 1018, W. Dk., Idn. Dk., Coverley,
Westray, Walbaum & Tosetti
FLORES, 1486, Shad, Bsn., Ldn. Dk., Royal
Netherlands Navy
FORELAND, 1331, 7 Shed, Tilbury, Currle
Line FORT BRANDON, 7131, 13 Shed, Royal Albert, Houlder Bros & Co. GANNET, 1336, 11 Shed, Tilbury, G. S. N. Co. GASCONY, 4716, C Qy., Victoria, Royal Mail GEORGE M. EMBIRICOS, 5728. E Shed. West India, T. & J. Harrison GLENAFFARIC, 7782, 14 Shed, King George V. Glen Line
GOLDEN EAGLE. 793, 2 Shed, Tilbury,
G. S. N. Co. (Clemt)
GRODNO, 2458, Shad. Bsn., Ldn. Dk., United
Shipping Co.
GRONINGEN, 1205, 18 Shed. Tilbury, G. S. N.

GOLDON, 2468, Shad. Bsn., Lam.
GRODNO, 2468, Shad. Bsn., Lam. Commercial. H. Clarkson & Co.
LAGARTO, 5072, Co-operative Mills, Victoria,
Royal Mail Lines
LARGS BAY, 14,182, Shops, Royal Albert,
Shaw Savill & Albion Co.
LOCHEE, 964, Canary Wf., West India, Dundee, Perth & London Shipping Co.
MAUNGANUL, 7527, 34 Shed, Tilbury, P. & O.

S. N. Co.
HUDSON BANK, J. Hudson & Co.
HUDSON BAY, Middle Tr., Erith. J. Hudson & Co.

SAMBALT. 7219, B Qy., Victoria, Cayzer, Irvine & Co.

SAMBALT. 7219, B Qy., Victoria, Cayzer, Irvine & Co.

SAMETRICK. 7219, 21 Shed, Royal Albert.

P. & O. S. N. Co.

SAMETRICK. 7219, M Whse., Millwall, F. C.

STRICK & Co.

SAMSOARING. 7210, M Whse., Millwall, F. C.

SAMSOARING. 7210, 6 Shed, King George V., P. & O. S. N. Co.

SAMWHARFIS. 7219, 15 Shed, Royal Albert, United Shipping Co.

SAMYALE. 7219, 4 Shed. Tilbury, Moxon, Salt & Co.

SAMYALE. 7219, 4 Shed. Tilbury, John Cockerill Line

SIAHRISTAN. 7309. L. Shed. South-West India. F. C. Strick & Co.

SOMERSET COAST. 1097. Western Dk., London Dk., Coast Lines

SONTAY, 2017. 4 Shed. Royal Albert, Union-Castle Mail Steamship Co.

SOMERSET COAST. 1097. Western Dk., London Dk., Coast Lines

SONTAY, 2017. 4 Shed. Royal Albert, Union-Castle Mail Steamship Co.

STANREALM. 7062. Transif Shed W., Surrey (Dmmercial, Furness, Withy & Co.

STANREALM. 7062. Transif Shed W., Surrey (Dmmercial, Furness, Withy & Co.

SUECIA, 4216. G. Whse., Millwall, British & Northern Shipping Agency
SUNBIRD (tug), 64. Norway Floating Dry TAMBOV, 2902. Station Yd., Surrey Commercial, L. W. Morland & Co.
TARANAKI, 10,534, 25 & 27 Sheds, Royal Albert, Shaw Savill & Albion Co.
TARANTIA, 7268, 33 Shed, Tilbury, Cayzer, Irvine & Co. TARANTIA, 7268, 33 Shed, Tilbury, Cayzer, Irvine & Co.
THEMISTOCLES, 11,231, W. Dry Dk., Royal Albert, Shaw Savill & Albion Co.
TONGARIRO, 3720, 29 Shed. Royal Albert, J. B. Westray & Co.
UMTALI, 8135, E. Qy., Victoria, Union-Castle Mail S. S. Co.
UNDEN, 1300, Canada Yd., N., Surrey Commercial, J. Carlbom & Co.
UTRISH, 604, Norway Yd., Surrey Commercial, L. W. Morland & Co.
VALACIA (ex Empire Camp), 7052, 14 Shed, Royal Albert, Cunard White Star
WAIRANGI, 13,478, 14 Shed, Royal Albert, Shaw Savill & Albion Co.

ARLIET, Everard & Sons
ACCOUNT ENRIGHT
ARAMORE, Chamberlain's Wf., Rermondsey, Clyde Shipping Co.
ANDIGONY ENRIGHT
ARAMORE, Chamberlain's Wf., Rermondsey, Clyde Shipping Co.
ANDIGONY ENRIGHT
BRACK States of the Shipping Co.
AND ARRES OF THE STATES OF T CHANT 68, alongside Nelson Dry Dk. CHELWOOD, Barking Power Station. E. Foster & Co.
CHESSINGTON, Pier Wf., Wandsworth,
Wandsworth & District Gas Co.
CID, Mark Brown's Wf., Bermondsey, Mac-

Andrews & Co.
CITRINE, Admiralty Tr., Deptford
CORFEN, Cory's Jty., Erith, W. Cory & Son
CORMAIN, Lambert's Hoists, Beckton, W CORMARSH, Middle Tr., Erith, W. Cory & CORMORANT, Irongate Wf., Tower Bridge,

CELTIC MONARCH, 5909, W. Float, A. J.
Gait
CHARLES H. HERTY, 7198, Canada 2,
American S.S. Lines Agency
OHURRUCA, 1847, Harrington, MacAndrews
& Co.
CITY OF HEREFORD, 5101, Alexandra 3,
Macs Hutchison Line
CITY OF WORCESTER, 5469, Huskisson, Halt
Line
CLAN MACBRAYNE, 4818, Vittoria WL.†
Cayser, Irvine & Co.
CLAN MACGHLIJVRAY, 6404, Vittoria, †
Cayser, Irvine & Co.
COLLEGIAN, 7886, Sandon, T. & J. Harrison
COLON, 1803, Langton Branch, MacAndrews
COMBONIAN, 6082, Bromborough, H. Tyrer
Son
CONGONIAN, 6082, Rromborough, H. Tyrer
CONGONIAN, 6082, Rromborough, H. Tyrer
CONGONIAN, 6082, Rromborough, H. Tyrer
Const.
CHARLES H. HERTY, 7198, Canada 2,
Lines
SHETLAND COAST, 201, Huskisson, Coast
Lines, Canadian
Pacific S.S.
SHETLAND COAST, 201, Huskisson, Coast
Lines, J. & J. Denholm
ROQUOIS, 8937, Rothesay Dk., Clydebank, A.
MACGRARAN, 6951, Prince's Pier, Greenock,
HARLES H. HERTY, 7198, Canada 2,
SHETLAND COAST, 201, Huskisson, Coast
Lines, S. Nowery
HUASCARRAN, 6951, Prince's Pier, Greenock,
ROGUTHY STAR, 7256, Prince's Pier, Greenock,
A. MacGaran, 6951, Prince's Pier, Greenock,
STANLEY FORCE, 526, Gladstone 1, W. S.
Kennaugh & Co.
STANLEY FORCE, 526, Gladstone 1, W. S.
Kennaugh & Co.
STARKENBORGH, 878, Willington, Japp,
Hack & Co.
STARKENBORGH, 878, Willington, J. Dayle, Co.
STARKENBORGH, 878, Willington, Japp,
Hack & Co.
STARKENBORGH, 878, Willington, Japp, CORNORANT, Irongate Wf., Tower Bridge, G. N. Co.
G. N. Co.
CORSICA, Royal Victualling Yd., Deptford CRANBORNE, Lambert's Hoists, Beckton CRANBER, Butler's Wf., Hermondsey. W. France, Penwick & Co.
France, Penwick & Co.
Freight Express
DEVONBROK
DEVONBROK
CUSTON NO.
CRISTONE, Cotton's Wf., Bermondsey. Clyde Shipping Co.
ELKANAII CROWELL, Galleons Tr., Wool with, W. Cory & Son with, W. Cory & Son element's Search (Cotton, Carling, Ritish Channel Islands Shipping Co.
EMERALO QUEEN. Free Trade Wf., Raticiff, British Channel Islands Shipping Co.
EMERCA Q.
CORNORAN A. Cover Browning Co.
EMPIRE CONTROTON, anchored St.
Color of Control of

min & Papayanni Lines

Clements' Reach

EMPIRE CONTNGTON, anchored St.

Clements' Reach

EMPIRE CONTNGTON, anchored St.

Clements' Reach

EMPIRE CONTOUR. Deadman's Dk., Dept.

EMPIRE CONTOUR. Deadman's Dk., Dept.

EMPIRE CONTOUR. Deadman's Dk., Dept.

EMPIRE STUARY De Pass Jty., Barking

EMPIRE FAME, Everated's Bw., Greenhithe,

G. S. N. Co.

EMPIRE FAME, Everated's Bw., Greenhithe,

G. S. N. Co.

EMPIRE FAME, Barking

EMPIRE FAME, Everated's Bw., Greenhithe,

G. S. N. Co.

EMPIRE ESTILARY De Pass Jty., Barking

EMPIRE FAME, Everated's Bw., Greenhithe,

G. S. N. Co.

EMPIRE GOVER, Upper Upper Tr., Brith

EMPIRE GOVER, Upper Tr., Brith

EMPIRE GOVER, Upper Tr., Brith

EMPIRE GOVER, Dept.

EMPIRE GOVER, Upper Tr., Brith

EMPIRE GOVER, Upper Tr., Brith

EMPIRE GOVER, Dept.

EMPIRE GOVER, Upper Tr., Brith

EMPIRE BOULDANA 222, Cleasandra 2, Upper Tr., Brith

EMPIRE BOULDANA 2270, Grayson, Rollo

EMPIRE BOULDANA 2270, G

MERSEY IN PORT

1. Marshall Little & Co.

MOUNTSTEWART. 1099. Trafalgar. J. J.

Mack & Sons
NATICINA, 8179. Grayson. Rollo & Clover's
Dry 6,† Angla-Saxon Petroleum Co.
NORTHERN COAST, 1211, Langton Dry 1,
Coast Lines
OCEAN FAITH, 7123, Vittoria Wf.,† R. & D.
Jones
ORBITA, 16,532, Canada 1. P. S. N. Co.
OVERTON, 426. Salthouse, S. W. Coe & Co.
PACHAUG VICTORY, 7607. Canada 2.
American S.S. Lines Agency
PACHECO, 1405, Harrington, MacAndrews & Co.
PACHAUG, 2797, Brocklebank, Ellerman Lines
PARIMA, 5596, Hornby, P. S. N. Co.

PALERMO, 2797, Brocklebank, Ellerman Lines
PARIMA, 5596, Hornby, P. S. N. Co.

CITY OF EXETER, 9654. Prince's. City Line
CITY OF LYONS, 7065. Prince's. City Line
CAN URMUNING, 7526, James Wat Dk.
CLAN MCDMINING, 7526, King George V.
CLAN MCDOUGALL, 9725, Govan Dry, Cayver, Irvine & Co.
CAN URQUHART, 9726, King George V.
CAN URQUHART, 9726, King George V.
CAN URQUHART, 9726, King George V.
CAN MACDOUGALL, 9725, Govan Dry, Cayver, Irvine & Co.
CAN URQUHART, 9726, King George V.
CAN MACDOUGALL, 9725, Govan Dry, Cayver, Irvine & Co.
CAN URQUHART, 9726, King George V.
CAN MACDOUGALL, 9725, Govan Dry, Cayver, Irvine & Co.
CAN URQUHART, 9726, King George V.
CAN MACDOUGALL, 9725, Govan Dry, Cayver, Irvi

bithe, Stephenson Clarke, Ltd.

BYRE SYRIL (tug), 276. Birkenhead, Mrsey Docks & Harbour Board BYRE SYRIL (tug), 276. Birkenhead, Mrsey Docks & Barbour Board BYRE SYRIL (tug), 276. Birkenhead, Mrsey Docks & Barbour Barbal BYRE SYRIL (tug), 276. Birkenhead, Mrsey Docks & Barbour Byre Syril (tug), 276. Birkenhead, Mrsey Docks & Barbour Byre Syri HEFTON, SKOLLA, Jr., Perfeet, J. Hulloon, 1987,

CLYDE IN PORT

AFGHANISTAN, 6992, King George V., F. C. RMPIRE RICHMOND, 1047, Rack Bys., J. Westell, Little WARLOW AFRICAN, 5601. Rothesay Dk., Clydebank, H. Hogarih & Sons ANNAGHMORE. 583, Rothesay Dk., Clydebank, J. B. Couper (Continued at fact of sext column) ATHENE, 9912, Queen's, Cayzer, Irvine & Co.

WESTWOOD, Kent Portland Cement Works, Stone, Temple Thomson & Clark
WHITE OAK, off Coryton, Davies & Newman WILLIAM CASH, Fulham Power Station, Stephenson Clarke, Ltd.
WHILIAM CASH, Fulham Power Station, Stephenson Clarke, Ltd.
WILLIAM H. DANIELS, Bellamy's Wf., William H. DANIELS, Coast Lines William H. DANIELS, Coast Lines MEROE, Coast Lines MEROE, Coast Lines M

OLIVE, 528, Queen's
PACHESUAM, 6090, Queen's, Anchor Line
PETROBUS, 475
PIBROCH, 96, Kingston Dk., Port Glasgow
PORT WELLINGTON, 870, Rothesay Dk.,
Clydebank, Port Line
PRINCESS MAUD, 2883, River Kelvin
PROME, 7043, Elderslin Wf., Scotstoun West,
P. Henderson & Cv.,
QUARTZITE, 160, Greenock, Ross & Marshall
OHEER, ELIZARETH, 83,673, 67, Gourock

DALEWOOD, 2774. Lambton Staiths, France Fenwick Tyne & Wear Co.

DURHAMBROOK, 803. Lambton Staiths, MARGAY, 5100, South, Barlram & Sons DURHAMBROOK, 808, Lambton Staiths, J. F. Marshall & Son

Oocks are at Glasgow unless otherwise stated Vessel Tons Gross Dock at Wharf Broker ACASTA, 5229. Govan Dry 1, Gow. Harrison & J. Westoll, Ltd. Co. ACASTA, 5229. Govan Dry 1, Gow. Harrison & EMPIRE HILDA (tng), 300, South, T. G. Leving, Ltd.

(Continued at foot of next column) YEWCROFT, 827. Lambton Staiths, J. F. Marshall & Sen. 5

LONDON CUSTOM HOUSE

ENTERED IN

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

June 3

Canadian Pacific S.S. Co.

2054 SAPHIR, Be, 269, de la Ruc,
Ostend, Tilbury, John Cockerill Line,

2055 SUECIA, Sw, 2422, Lindhe,
Gothenburg, Millwall Dk., British & Northern Shipping Agency.

2045 UNDEN, Sw, 869, Jeker, Kristinehamn & Karlstad, Surrey Commercial Dk., J. Carlbom & Co.

ENTERED OUT

For, Vessel, Flag, Tonnage, Master, Station, Agents or Brokers June 4

ANTWERP, Marcel, Be, 260, Bohme, Purficet, L. Dens & Co.
BOMBAY, Samettrick, Br. 4380, Last, King George V. Dk., P. & O. S. N. Co.

Br. 257, McGratley, Free Trade Wf., British & Channel Islands Shipping Co.

NAPLES, LEGHORN & GENOA via ANTWERP, Foreland, Br, 523, Webster, London Dk., Currie Line.

OSTEND, Saphir, Be, 269, de la Rue, Tilbury Dk., Erlobach & Co.
ROUEN, River Fisher, Br. 451, Roberts, W. Thurrick, S. Cater & Co.

CLEARED OUT

Vessel, Flag, Net Tonnage, Master, For, Station, Agents or Brokers June 4

DA COSTA, Du. 114, van der Veen, Copenhagen, Lovell's Wf., Freight Express

DESEADO, Br. 5772, Ingram, Buenos Aires, King George V. Dk., Royal Mail Lines.

EMERALD QUEEN, Br. 257, McGratley Jersey & Guernsey, Free Trade Wf. British Channel Islands Shipping Co. FORELAND, Br. 523, Webster, Naples, Leghorn and Genoa via Antwerp, Lon-don Dk., Currie Line.

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MARINE CASUALTIES

MIENS. — New York, June 3.—Turbo-electric tanker Amiens, in collision with steamer TIBERIUS in May: Seventeen

electric tanker Amiens, in collision with steamer TIBERIUS in May: Seventeen plates renew, nine fair, frames, and breasthooks straighten, skeg renew, tanks steam, clean and test, together with sundry damages.—Salvage Association's Surveyors. (See issue of May 31.)

AMTANK.— New York June 3.

— Tank steamer Amtank, grounding in April: Fifty-two plates renew, 21 lair floors, frames, keelsons and bulkheads part renew, tanks steam, clean, test and make tight, vessel shore crib, cafgo lines and heating piping part renew, propeller blades straighten, shaft draw, turbines and gears open and realign, together with extensive sundry damages and removals. Approximate cost, including dry dock charges, \$433,000.— Salvage Association's Surveyors.

ANGAMOS.—See Don Thompson.

ANNETTE.—New York, June 1.—Nicaraguan motor vessel Annette is aground in position lat. 22 22 N., long. 84 30 W. and requests assistance of tug. (See issue of June 3.)

ARTHUR A. PENN.—Singapore, June 4.

and requests assistance of tug. (See issue of June 3.)

ARTHUR A. PENN.—Singapore, June 4.

—Steamer Arthur A. Penn is discharging. On completion will drydock for temporary repairs, (See issue of May 20.)

ASSIDUITY.—London, W., June 4.—

Motor vessel Assiduity, Goole for Margate, with coal, grounded 50 yards from Margate pierhead on May 22. Damage, if any, unknown.

gate, with coai, grounded 50 yards from
Margate pierhead on May 22. Damage,
if any, unknown.

BALAKLAVA.—Pernambuco, June 3.—
Motor tanker Balaklava (from Curacao)
put in here on June 2 with damaged
propeller. Surveyed to-day, one blade
missing. In view of lack of facilities here
vessel was allowed to proceed to-day to
destination. Buenos Aires.

BELGAUM.—London, June 4.—Information received from the owners of
Icelandic trawler Belgaum dated
Reykjavik, May 18, states that the vessel
sustained heavy weather damage on
Feb. 19. Vessel was surveyed on Feb. 21
and sundry damage on deck was permanently repaired at a cost of 16,845.98.

ENEDIKT.—London, June 4.—In reply
to inquiry, Lloyd's Agent at Copenhagen
writes under date of June 1: Damage
sustained by Danish steamer Benedikt
through collision with Danish auxiliary
schooner DANA on Jan. 23 proved to be
less than was anticipated and permanent repairs were effected soon after
and the vessel resumed her service between Copenhagen and other Danish
ports. (See issue of Feb. 16.)

nent repairs were effected soon after and the vessel resumed her service between Copenhagen and other Danish ports. (See issue of Feb. 16.)

RLUE FINN.—Sydney, June 4.*—Trawler Blue Finn: No salvage officer here available to proceed to Norfolk Island at time of grounding owing to transport difficulties. All salvage attempts by owners unsuccessful and latest report advised hull breaking in two, both starboard and port bilges holed and badly sprung, mast, jib and all stays carried away, bridge superstructure commencing to go. All equipment, including engine and winches salved. Owners report very heavy seas running from time of grounding, making salvage operations difficult.*—Lloyd's Agent per Salvage Association. (See issue of June 3.)

BOGOTA.—Port of Spain, June 3.*—

June 3.)

Steamer Bogota brought 350 head of cattle from Colombia. Approximately 120 died, loss estimated at 44500. Local agents are Agostini Brothers, who have requested us to investigate cause.—Llovd's Agents.

CAMP VERDE.—Washington, D.C., May

26.—Turbo-electric tanker Camp Verde (ex ST. MIHIEL) was sold to New Market Steel Company, Perth Amboy, on Mar, 5.

CHARLES GASTIGER.—London, June 4 —Information has been received from Baltimore dated June 3 that Harbor Towing Corporation's tug Charles Gastiger sprang a leak and was beached at Matapeake, Maryland, on May 29. Salvage prospects are believed to be

city of Hamilton.—See "The Strike of ('anadian Seamen'" under "Miscel-

of Canadian Seamen" under "Miscel

claudius magnin.—See "The Strike of Dockers at Lorient" under "Miscel-

ORNEL, — Swansea, June 4.—Motor vessel ('ornel, which left here to-day, has put back owing to engine trouble. DANA (aux.).—See Benedikt.

DANA (aux.).—See Benedikt.
DERRYCLARE.—Buenos Aires, June 3.—Iloyd's Agent, Bahia Blanca, reports: Motor vessel Derryclare, ranging damage at Necochea of minor importance: Temporary repairs effected here, cost, roughly, 1200 pesos.—Lloyd's Agents per Salvage Association.

DERWENTHALL .- See Greenwich.

Following received from British steamer Dingwall (Antwerp for Montreal) at 7 59 a.m., G.M.T.: At 6 29 a.m., G.M.T. in position lat. 50 33. N., long. 11 45 W., lost propeller, tail end shaft broken. Nearest safe port Queenstown, distant 155 miles. Weather moderate SSW

London, June 4.—H.M. rescue tug Charon has been sent from Plymouth to the assistance of steamer

Don THOMPSON.—('oncepcion, June 3.—Steamer Don Thompson, now at Lota, has been in collision with naval transport ANGAMOS.

DURENDA.—Antwerp, June 4. — Motor vessel Durenda left here yesterday for Liverpool. (See issue of June 4)

EMPIRE CONNELL.—London, W., June

A.—British steamer Empire Bristol for Swansea, in ballast, touched the ground at Horseshoe Bend, River Avon, on May 29 and sustained damage to frames and hull plating in way of No. 1 hatch on starboard side.

No. I hatch on starboard side.

EMPIRE HERALD.—Singapore, June 2.

—Tank steamer Empire Herald, bound for Abadan (from Hongkong), put in here yesterday, and will be delayed about five days to effect engine repairs. EMPIRE JONQUIL - Liverpool, June 4. - Motor vessel Empire Jonquil left here to-day. (See issue of May 30.)

to-day. (See issue of May 30.)

EMU.—London, June 4.—The following cable has been received from Valparaiso dated May 29: Tug Emu stranded off Lemuy Island, Chile, and sank. Trying to obtain necessary salvage gear from Puerto Montt to refloat.

—Concepcion, June 3.—Tug Emu: Expect refloating soon.—Lloyd's Agent per Salvage Association.

per Salvage Association.

EPHRAIM BREVARD. — Jacksonville,
June 3.—Steamer Ephraim Brevard left
here to-day for Nagoya. (See issue of

GEORGE WESTINGHOUSE.—See "The Strike of Dockers at Lorient" under "Miscellaneous."

UNTSTUART

GREENWICH. Durhan, During heavy wind motor vessel DERWENTHALL broke adrift from berth and struck motor vessel Greenwich, Superficial damage to DERWENTHALL but some damage to

H. M. FLAGLER.—Port of Spain, June 4.
—'Tank steamer H. M. Flagler, at
Caripito: Our surveyor has returned
and reports port and centre boilers
cracked horizontally in bottom flanges of back plates, length of one crack 11½ in. Propose repairing by electric welding and welding on doubling plate \$\frac{3}{4}\$ in, thick outside and reduce pressure to 200 lb.

HAI Ming.—Swatow, May 22.—Steamer Hai Ming, from Shanghai with cargo for this port, went ashore on the night of May 18 on rocks near Breaker Point and Nos. 1 and 2 holds filled with water. Nos. 1 and 2 holds filled with water. Owing to rough sea, some cargo was (See later report in issue of

-Swatow, May 23.-Steamer Hai Ming arrived here safely last night under protection of British naval salvage tug.

AKEFJORD. — Limerick, June 4.— Steamer Hakefjord has now drydocked and is fitting spare propeller to replace one completely destroyed owing to striking dock wall. (See issue of HAKEFJORD

HORACE H. WATSON.—Boston, June 3.
—Steamer Horace H. Watson left here
on May 31 for Walton, N.S. (See issue

HOYANGER.—Port of Spain, June 3.— Motor vessel Hoyanger left here on May 30 for Boston. (See issue of May 20.) KWANG.—Dar-es-Salaam, June 4.—Port officer here has informed us that the motor vessel I. Kwang entered Kilwa with engine trouble and expects to leave about June 4 for Mombasa via Mafia and Zanzibar.—Lloyd's Agents.

JACOB CHANDLER HARPER. bul, May 30.—Steamer Jacob Chandler Harper is on voyage from New York for Odessa with part cargo, 7184 tons, of foodstuffs for account of U.N.R.R.A. (not as reported in issue of May 29

JOHN BANVARD.—Washington, D.C.,
May 26.—Steamer John Banvard has
been sold to United Waste Company for
scrap. (Note.—John Banvard went
ashore on Oct. 31, 1944, and was subsequently towed to Jacksonville.)

MEDIE II.—See "Crew Trouble on French Steamers" under "Miscellaneous."

MILLABU. Kingston, Ja., June 3. — Steamer Millabu: Repairs have been Steamer Millabu: Repairs have been effected and vessel has proceeded. (See issue of May 29.)

PATH (yacht).—Dover, June 4.— Auxiliary yacht Path was towed from anchorage off Margate into Margate harbour on Sunday morning last (June 2) by motor boat Nayland with mainmast tabernacle broken and motor ut of order. No agreement.

PODOLE.—Reykjavik, June 3.—Trawler Podole: Attempts at refloating unsuccessful owing to insufficient water; next attempt June 25.—Salvage Association's Special Officer. (See issue of June 3.) PROVIDENCE. - See "Crew Trouble on French steamers" under "Miscel-

RECONCAVO. — Santos, June Tank steamer Reconcavo port yesterday during heavy weather and swell, anchored, and dragging anchors, became beached in sand. It is understood vessel is deeply embedded by the stern and aftempts to refloat her with two tugs have been unavailing. Trying again at high water to-day.

from Seattle dated June 3: Motor vessel Robert Eugene (210 ions gross) sunk in Lituya Bay, 50 miles north of Speneer. Arranged to-day to charter power scow Dondralee to proceed to the wreck "carrying cargo anchorage." (aptain Moloney, salvage expert, employed.

RUBENS .- St. Michaels, June 3 .- Tug Empire Susan, towing motor vessel Rubens, left here to-day for Lisbon. (See issue of Apr. 6.)

RUSSELL 19.—See Russell 22 (barge). RUSSELL 19.—See Russell 22 (barge).

RUSSELL 22 (barge).—New York, June 3.

Tank barge Russell 22, in tow of tug
RUSSELL 19, grounding in May: Eight
plates renew, transverses, longitudinals
and floors part renew, tank steam, clean
and test, together with sundry damages.
('ost, including dry dock charges,
\$16,144.—Salvage Association's Sur-

veyors.

SAN ANTONIO.—Singapore, May 24.—
Steamer San Antonio, Colombo for Singapore with general cargo, was in collision with an unknown motor craft on May 1. The San Antonio sustained damage to starboard how plating and a survey was subsquently held. Permanent repairs were commenced on May 16 by the Singapore Harbour Board and are now in progress. Vessel is at present discharging cargo, and repairs are expected to be completed about four days after completion of discharge. (See issue of May 18.)

SHANGRI-LA.—London, June 4.— The following cable has been received from Seattle dated June 3: Tuna chipper Shangti-La, owners Sun Harbor Packing Company, reported total loss by fire on May 27 off Mexican coast.

STRATHELLA.—St. John's, NF., June 3.
—Trawier Strathella left here on June 1 for Belfast and Aberdeen. (See issue of

TERN.—London, W., June 4.—Motor vessel Tern, Antwerp for Hull, with potash, touched bottom on starboard quarter in Great Yarmouth Roads on May 31, but sustained no appearant

THOMAS MACDONOUGH. - New York June 4. — Steamer Thomas Mac-Donough, in tow, is due at Halifax to-morrow for repairs. Upon complet-tion proceeds New York, (See issue of

TIBERIUS .- See Amiens.

VIENNA.—London, June 3.—Steamer Vienna, when manoeuvring to berth at the Hook of Holland to-day, touched bottom with her starboard propeller. Examination by diver reveals one blade set round for one inch and another slightly less. Vessel will sail to-night as

VOLANT (aux.).—London, W., June 4.— Auxiliary schooner Volant, bound Sydney, effected engine repairs on May 17. On May 25 engine broke down and on May 27 mainsail was badly split.

YACHT IN DISTRESS IN IRISH SEA Seaforth Radio, June 4. -- Following Seaforth Radio, June 4.—Following received from sleamer Hibernia at 9 37 a.m., G.M.T.: Yacht on passage Kingstown to Holyhead dismasted in position lat, 53 17 N., long. 5 40 W., 10 miles east of Kish Light-vessel; requires tug assist-

WEATHER AND NAVIGATION

RAFT PASSED

North Foreland Radio, June 4.—Following received from British steamer Eastwood at 9 a.m., G.M.T.: Passed ship's raft in position lat. 51 49 30 N., long. 01 29 E., at 9 a.m., G.M.T.

LIFE-JACKET WASHED ASHORE Drogheda, May 29.—A life-jacket marked Board of Trade—Standard Life Jacket LF)" was washed ashore at Bettystown leach, 1½ miles south of Drogheda, on

MINES REPORTED

North Foreland Radio, June 2.—Mines have been reported as follows:—
At 1 30 p.m., G.M.T., June 1, by steamer Thomas Fitzsimons, in position lat. 50 41

At 1 30 p.m., At 1 30 p.m., At 1 30 p.m., Changer of the N., long. 00 30 E.

N., long. 00 30 E.

At 3 23 a.m., G.M.T., June 2, by steamer Antwerp, in position 1½ miles 270 deg. from GH 10 buoy (lat. 51 52 15 N., long. 03 31 E.).

Niton Radio, June 2. — Following received from steamer Vilk at 4 57 p.m., G.M.T.: Passed floating mine in position 21 deg. from Beachy Head distant 8½ miles at 4 20 p.m., G.M.T.

Land's End Radio, June 3.—Following received from motor vessel Tamele at 7 24 a.m., G.M.T.: Passed floating mine in position lat. 52 39 N., long. 05 15 W., at 7 20 a.m., G.M.T.

a.m., G.M.T.: Passed floating mine in position lat. 52 39 N., long. 05 15 W., at 7 20 a.m., G.M.T.

Burnham Radio, June 2.—Mines have been reported to-day as follows:—
At 10 a.m., G.M.T., by steamer F. Scott Fitzgerald, in position lat, 51 18 N., long.

At 6 43 p.m., G.M.T., by steamer Fort Anne, in position lat. 52 17 N., long. 05 55 W.

05 55 W. At 7 30 p.m., G.M.T., by motor vessel Storfonn, in position lat. 49 50 N., long. 00 43 W. Seaforth Radio, June 2.—Mines have been reported as follows:—
At 6 p.m., June 2, by motor vessel
Lobos in position 000 deg. 8 miles from

Point Lynas.
At 7 p.m., June 2, by motor vessel Lobos, in position 353 deg. 5 miles from Cullercoats Radio, June 3.—Following received from motor tanker Strix at 12.52 p.m., G.M.T.: Sighted a mine in position lat. 56 42 N., long. 02 05 W., at 12 13 p.m., G.M.T.

STRAIT OF DOVER

North Foreland Radio, June 3.—Following received from British steamer (anterbury at 4 28 p.m., G.M.T.: DB 2 buoy dragged to position ½ mile 090 deg. from DC 1 buoy (lat. 51 02 20 N., long. 01 34 58 E.) at 5 15 p.m. to-day.

North Foreland Radio, June 4. — Following received from British steamer Hampton Ferry at 11 15 a.m., G.M.T.: At 11 7 a.m., G.M.T., passed red can buoy, apparently adrift in position 1½ miles NE. by E. of DC 1 buoy.

ATLANTIC WEATHER REPORTS We have received from the Meteorologi cal Office the following wireless reports, dated June 3, from vessels in the North Atlantic. The times given are G.M.T.:—ALCANTARA.—6 a.m., 49 30 N., 03 42 W.; W. by N., mod.; cloudless; bar.

BRITANNIC.—Midnight, 38 18 N., 09 30 NW., gentle; partly cloudy; bar.

BRITISH PIPER.—Noon, 56 54 N., 11 24 W.; WNW., gentle; cloudy; bar. 29 77 6 p.m., 55 54 N., 12 42 W.; S. by W.

6 p.m., 55 54 N., 12 42 W.; S. by W., strong; overcast; bar. 29 65. (AIRNESK.—Noon, 58 24 N., 10 30 W.; NW., gentle; partly cloudy; bar. 29 65. 6 p.m., 58 06 N., 12 24 W.; S., gentle; overcast; bar. 29 62. (AVINA.—6 p.m., 54 00 N. 28 06 W.; W. by S., strong; cloudy; bar. 29 32. Midnight, 53 42 N. 29 48 W.; WSW., strong; partly cloudy; bar. 29 32. (LAN CAMPBELL.—Noon, 37 42 N., 09 30 W.; WNW., light; fog; bar. 30 12. EMPIRE NERISSA.—6 a.m., 50 42 N., 16 42 W.; SW., light; overcast; bar. 30 03.

30 03. EMPIRE PARAGON.—6 p.m., 47 36 N., 38 30 W.; SW., mod. gale; overcast; bar. 29 50. Midnight, 48 42 N., 36 42 W.; WSW., mod. gale; partly cloudy; bar. 90 47

w. W. W. W. W. by W., mod.; partly cloudy; bar. 30 06.
FRANCONIA.—6 p.m., 47 30 N., 08 42
W.; NW., mod.; overcast; bar. 30 09.
Midnight, 49 00 N., 08 24 W.; SW., mod.; overcast; bar. 30 00.

ELIMSCOTT.—Noon, 58 06 N., 18 48 W.; S., mod.; overcast; bar. 29 50. 6 p.m., 57 54 N., 20 42 W.; SE., strong; continuous drizzle; bar. 29 09.

MANCHESTER DIVISION.—Noon, 45 36 N., 40 12 W.; W. by S., mod.; cloudy;

N., 40 12 W.; W. by S., mod.; cloudy;

W.; W. by S., mod.; cloudy RANGITIKI.—6 p.m., 41 06 N., 22 30 W.; SSW., mod.; overcast; bar, 30 09. Mid-night, 40 18 N., 24 12 W.; SW., gentle;

overcast; bar. 30 18. RICHMOND CASTLE.—Noon, 47 18 N.,

RICHMOND CASTLE.—Noon, 47 18 N., 13 36 W.; SW., gentle; overcast; bar. 30 06. 6 p.m., 47 48 N., 11 42 W.; SW., gentle; overcast; bar. 30 06. 6 p.m., 46 36 N., 21 00 W.; SSW., fresh; drizzle; bar. 29 77. Midnight, 47 06 N., 19 18 W.; SW., strong; drizzle; bar. 29 77.

TORR HEAD.—6 a.m., 53 18 N., 32 42 W.; W. by N., fresh; partly cloudy; bar. 29 38. Noon, 52 54 N., 34 30 W.; W. by S., fresh; partly cloudy; bar. 29 38. WAIPAWA.—Noon, 48 36 N., 07 48 W.; WNW., mod.; partly cloudy; bar. 29 97. 6 p.m., 46 54 N., 08 24 W.; SW., gentle; partly cloudy; bar. 30 09.

MISCELLANEOUS

THE STRIKE OF SHIPPING WORKERS IN DUTCH PORTS

Amsterdam, June 4. — The strike of hipping workers at Amsterdam and Rotferdam continues to spread and the number of men involved is now 20,000. The strikers include the majority of crews of 174 seagoing vessels, personnel of the Netherland Dock & Shipbuilding Company, Amsterdam Dry Dock Company, and some sugar refinery workers. The situation s quiet and volunteers are continuing inloading, but not on a sufficient scale o cope with shipping commitments. — Exchange Telegraph Company.

THE STRIKE OF DOCKERS AT LORIENT

Paris, May 30.—According to advices rom Lorient, the strike of dock coal MAGNIN, which was expected at Lorient on May 24 with 2700 tons coal from Swansea, was diverted to Nantes.—"Journal de la Marine Marchande." (See issue of

STRIKE OF DOCKERS AT RANGOON Rangoon, June 4.—Over 4000 Burmese and Indian dock labourers struck work here to-day. They are said to be dissatisfied with their food rations.—Reuter,

THE STRIKE OF CANADIAN SEAMEN

Toronto, June 3. — An outbreak of violence in the strike of 5000 Canadian Lakes seamen occurred to-day when two steamers were boarded by a crowd and orced to drop anchor after reaching Lake Ontario. The vessels, the CITY OF VINDSOR and the CITY OF HAMIL-WINDSOR and the CITY OF HAMILTON, were boarded from the banks of the St. Lawrence Canal above Cornwall, Ontario, and police stood by helpless as some 300 men started to wreck the CITY OF WINDSOR. The Canadian Seamen's Union declared that 40 non-union crew nembers came off the vessels. Both Union declared that 40 non-union crew members came off the vessels, Both vessels, owned by the Canada Steamship Lines, Ltd., were pelted with rocks from the canal banks as they moved up the waterway. Hundreds of factory workers are reported to have joined in throwing the rocks. About 20 men swam out to the centre span of a lift bridge, climbed it and jumped down on to the CITY OF WINDSOR as she passed through. The police say men grabbed fireaxes and crowbars, smashed in the doors, went below and brought out the crew amid fighting. and brought out the crew amid fighting .-

CREW TROUBLE ON FRENCH STEAMERS

Rennes, May 31. — The crews of the steamers MEDIE II. and PROVIDENCE (at Marseilles) refused to sail before Sunday (June 2) because they wished to register their votes.—"Ouest France."

THE WAR

DOCILITAS.—London, June 4.—Work is in progress to salve the Italian steamer Docilitas, which was sunk at Genoa on

FIRERN (whaler).-London, June 4.-In reply to inquiry, the owners of the whaler Firern write from Sandefjord under date of May 24. Whaler Firern was requisitioned by the Norwegian Navy before the German invasion of Norway. She was confiscated by the Germans and was lost during the was Germans and was lost during the We have no information as to when and where the vessel was lost.

KERTOSONO.—St. Nazaire, June 1.— Dutch steamer Kertosono arrived here on May 30 for repairs. (See issue of

MARIANNE.—Gothenburg, May 29.—One of Svitzer's salvage vessels attempted to tow the mined Danish steamer Marianne into shallow water, but she sank in a metres.—"Goteborgs Handels och Sji farts-Tidning." (See issue of May 29.)

MYRIEL. — London, June 4.—Steamer Myriel was declared a constructive total loss on Jan. 17, 1946, as a result of torpedo damage sustained in 1941. PROBITAS.—London, June 4. — Italian motor vessel Probitas was sunk at Santi

motor vessel Probitas was sunk at Sant Quaranta by German bombardment after Sept. 8, 1943. The report, received during the war, that the vessel was in Allied hands at Brindisi in September, 1943, must have been erroneous.

TRIO. — London, June 4.—In reply to inquiry, Lloyd's Agent at Copenhagen writes under date of June 1: Danish steamer Trio, 489 tons gross, was sunk by mine explosion in the Kattegat off Gilleleje light in the spring of 1942, Vessel was subsequently salved and Vessel was subsequently salved and replaced in service. From information received, the position of the sinking was lat. 56 14 54 N., long. 12 14 41 E.

NON-MARINE

FIRES

SHIPYARD BUILDING GREENOCK Glasgow, June 4.—Fire broke out in joiners' shop and loft at Scotts' Shipbuilding & Engineering Company's East yard, Greenock, this morning. Fire was extinguished by the yard's own fire service; damage reported negligible.—Lloyd's

WIRELESS REPORTS

Amersham.—55 24 N, 14 30 W, Jne 3,

Britannic.—38 18 N, 09 36 W, Jne 3, mid- & BOILER REPAIRS

British Piper.—55 54 N, 12 42 W, Jne 3, Cairnesk.—58 06 N, 12 24 W, Jne 3, 6 p.m Cairnvalona.—57 06 N, 22 12 W, Jne 3

midnight

Cavina.-53 42 N, 29 48 W, Jne 3, midnight Eastwood.—51 49 N, 01 29 E, Jne 4, Empire MacKendrick.-51 00 N, 30 42 W. Jne 3, midnight Empire Nerissa. -- 50 42 N, 16 42 W, Jne 3,

6 a.m. Empire Paragon.—48 42 N, 36 42 W. Jne 3, midnight Empress of Scotland.—36 30 N, 02 48 W.

Jne 3, noon Eros.—39 36 N, 10 42 W, Jne 3, 6 p.m. Esperance Bay.—36 18 N, 07 06 W, Jne 3,

midnight
F. Scott Fitzgerald.—51 18 N, 11 30 W, Jne 2, 10 a.m. Fort Anne.—52 17 N, 05 55 W, Jne 2,

6 43 p.m. Franconia.—49 00 N, 08 24 W, Jne 3, midnight Kelmscott.—57 54 N, 20 42 W, Jne 3, 6 p.m. Manchester Division.—45 36 N, 40 12 W, Jne 3, noon Manchester Port.—56 42 N, 22 36 W, Jne 3, midnight Queen Mary.—Portishead, Jne 3, 12 12

Ragnhildsholm.—Bd Boston, 520 m NE of Cape Race, May 28, noon Rangitiki.—40 18 N, 24 12 W, Jne 3, mid-

night Richmond Castle. -47 48 N, 11 42 W, Jne 3, 6 p.m. Roslin Castle.—47 06 N, 19 18 W, Jne 3 bourers at that port continues. The teamer GEORGE WESTINGHOUSE left be port for Brest with 4000 tons of coal till on board. The steamer CLAUDIUS Storfonn.—49 50 N, 00 43 W, Jnc 2, 7 30 p.m. Torr Head.—52 54 N, 34 30 W, Jne 3,

Waipawa.-46 54 N, 08 24 W, Jne 3, 6 (THE CARDIFF CHANNEL DRY DOCKS & PONTOON CO., LTD.)
(THE BARRY GRAVING DOCK & ENGINEERING CO., LTD.)
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LLOYD'S LIST Page Wed., June 5, 1946

19

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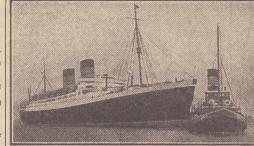
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Birt, Potter & Hughes Beaverdell, Montreal, Canadian Pacific S.S. Percentage Montreal	Cunard White Star, Principessa Giovanna, Naples, Escombe, McGrath & Co. Queen Mary, New York, Cunard White Star	
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Stratheden, Bombay via Southampton. Jne 20 P. & O. S. N. Co. Tamaroa, Wellington via Southampton. Jne 14	Lochmonar, Montreal, Jne 9	(Alexandra). Brighton, St. John (NB). aht Jne 7
Shaw Savill & Albion Co. Tecumseh Park, Vancouver, Furness, Withy & Co. Theseus, W.C. Africa, Jue 25	H. E. Moss & Co. (Dingle). Lycaon, Hongkong, A. Holf & Co.	(King George). British Sincerity, Abadan, W. Moran & Co. (Salt End)
Killick. Martin & Co. Titania. Malmo. British & Northern Shipping	Monarch of Bermuda, Rangoon, Furness, Withy & Co. Paraguay, River Plate & Brazil, Jne 18 P. S. N. Co.	City of Barcelona, Beira via London, now one Ellerman's Wilson Line Empire Consumer, Gothenburg, now due
Agency (Willson's Wf.). Trojan Star. Wellington, Blue Star Line.	Houlder Bros. & Co.	Pymen, Bell & Co.
Tudor Star. Gregory Bay, Jne 22 Blue Star Line Wacosta, Norfolk, Jne 4	R. & D. Jones (W. Floatt).	via Billingham, mid Jne
Runciman (London). PORTSMOUTH Athelmere, Abadan, now due	Reina del Pacifico, Rangoon, June 12 P. S. N. Co. Pockabill Waterford June 5	Ellerman's Wilson Line (King George).
Fraser & White. Dalfonn, Abadan, Glengyle, Singapore, SOUTHAMBTON	Clyde Shipping Co. (W. Waterloo). Runnymede Park, St. John (N.B.) via Hamburg ubt Jne 20	Eskdalegate, Bari, abl. Jne 10 Ellerman's Wilson Line. Jne 6
Anderican Forwarder, New York, now due Benj. Ackerley & Son Andes, Bombay, now due	Canada S.S. Lines.	Ellerman's Wilson Line (Albert)
Royal Mail Lines. Argentina, New York, Jne	Cunard White Star Sameveron, Beira, now due	McGregor, Gow & Holland. Port Lincoln, Wellington. Ellerman's Wilson Line.
Benj. Ackerley & Son. Athlone Castle, Wellington, Union Castle Mail S.S. Co. Canton, Rombay, Jne 10	Samgara, Port Pirie via Antwerp, mid Jly A. Holt & Co. Samoa. Durban via Genoa &	/ Sacramento, New York. now due Ellerman's Wilson Line (King George).
Escombe. McGrath & Co. Carthage, Singapore. Escombe, McGrath & Co.	Barcelona mid Jno A. Holt & Co. Samota, W.C. Africa via Clyde, end Jno	Saga. London, Ellerman's Wilson Line (Albert). Jne 8-9 Samur. Lagos
Corfu, Singapore. Jne 1 Escombe, McGrath & Co. Coryda, Rotterdam, now du J. Horn & Son (Hamble).	Samtweed, Calcutta via Boulogne, Jne 28	Houlder Bros. & Co. (King George).
Union-Castle Mail S.S. Co. Dorsetshire, Rangoon. Jue 2	T. & J. Harrison. Samyork, Port Kembla,	IMMINGHAM
Escombe McGrath & Co.	A	THE RESERVE OF THE PARTY OF THE

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