

LLOYD'S

AND SHIPPING GAZETTE

ESTABLISHED 1734

LONDON: THURSDAY, JUNE 13, 1946

PRICE TWOPENCE

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For Port Swettenham, Singapore, Hongkong

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INDIA

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(other Kathiawar Ports if inducement)

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Marmagao Service in conjunction with
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GREECE, TURKISH, BULGARIAN, ROMANIAN
AND RUSSIAN BLACK SEA PORTS.

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ELLERMAN & BUCKNALL LINE

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Head Offices of the Companies:

104-107, Leadenhall St., LONDON, E.C.3
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TO LTD.
FAR EAST

Steamer M'bro Antwerp London
BRICRI ACHAN ... 19 June
(Calling Port Said, Suez, Singapore, Port
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Port Said cargo only accepted when taken off the
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Liverpool Loading Berth: No. 11, King George V. Dock.
Cargo should not be despatched to Docks without refer-
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For HAIDAR PASHA and ISTANBUL
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& CONTINENT
to
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and vice versa

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For Piraeus and Alexandria with Salonika if
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JOINT SERVICE FROM
ANTWERP, MIDDLESBROUGH and
LONDON to
FAR EAST

Closing M'bro (No. 911 K.G.V.D.K.)
*SZECHUEN June 19 June 28
*GLENAFFRIC
(Calling Port Said and Labuan.
†Calling Port Said, Port Swettenham, Singapore
and Hongkong.

Cargo can only be accepted by arrangement
through the Company's Brokers.

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Manchester: 76, Cross St. Cardiff Agents: Elder
Dempster (Cardiff) Ltd., Empire House, Mount Stuart
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Loading Berth: Heskieson Dock, South No. 1,
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STEAMER ... Closing for Cargo June
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From Hull and Antwerp to
ARGENTINE & BRAZILS

Closing Hull

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*ST. MARGARET Early September
(For Brazils and Argentine.

For full particulars apply to—
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HALL'S LINE
LONDON TO LISBON

Express Service by Fast Motorships
LONDON TO GIBRALTAR

GLYNN LINE
LIVERPOOL TO ITALY AND SICILY

FOR FULL PARTICULARS OF CLOSING DATES
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First Class Passenger Accommodation on all Vessels.

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BIRMINGHAM and MANCHESTER
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Cargo bookings are only made conditional upon the
vessel being available for the voyage and is subject to
any direction or control by the British Government.

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Telephone: AVENUE 1270

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AMERICAN MERCHANT LINES.
AMERICAN HAMPTON ROADS LINE.

REGULAR FREQUENT FREIGHT SERVICE TO NEW YORK & BOSTON

From LONDON Receiving Cargo
*STEAMER ... June 24—June 27
*STEAMER ... June 24—June 27
Loading Berth—

From LIVERPOOL
STEAMER (New York direct) June 17—June 20
STEAMER (New York via Belfast) June 24—June 27
Loading Berth—N.E. No. 2 Gladstone Dock

From BELFAST
*STEAMER ... June 24—June 28
*STEAMER ... July 8—July 12
Loading Berth—

From GLASGOW
*ANSON P. K. SAFFORD ... Loading Berth—
6, Yorkhill Quay ... June 13—June 18
*STEAMER ... July 4—July 9
*NEW YORK ONLY VIA BELFAST

Also from SOUTHAMPTON, HULL, BRISTOL
CHANNEL, and EAST COAST PORTS

CONTINENTAL SAILINGS For New York only Closing AMERICAN CLIPPER from Havre June 21 GEORGE E. MERRICK from Antwerp July 2 STEAMER from Antwerp July 2 STEAMER from Rotterdam July 5 AMERICAN SCOUT from Bordeaux June 28

For full particulars, apply to—
LONDON—38, Leadenhall Street, E.C.3
(Tel. No. ROYAL 6677)
LIVERPOOL—Wellington Bldgs., 7, The Strand
(Tel. No. CEN. 1931-6)
PARIS—10, Rue Aubier
ANTWERP—61, Rempart St. Catherine
GLASGOW—W. B. Woolley (Scotland), Ltd., 179, West
George Street, C.2 (Tel. Cent. 555)
BELFAST—Henry Gowan & Co., Scottish Provident
Bldgs., 7, Donegall Square West, Belfast (Tel. No.
Belfast 2545)
ROTTERDAM—Rotterdamse Ocean Rhapsvaart
Maatschappij, Weststeedijk, 104

Agents at ALL Principal Ports

Canadian Pacific CANADA & U.S.A.

London—Montreal

RECEIVING CARGO

BEAVERDELL ... To be announced
Loading berth: C. berth, Victoria Dock.

Liverpool—Montreal

RECEIVING CARGO

BEAVERBURN ... June 17 to June 24
Loading berth: North No. 1 Gladstone Dock.

Antwerp—Montreal

RECEIVING CARGO

ROSEDALE PARK ... June 15 to June 17

For information, communicate with
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Trafalgar Square, W.C.2 (Whitehall 5100), or
103, Leadenhall Street, E.C.3 (Avenue 4707)
or Liverpool, Bristol, Manchester, Belfast
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REGULAR AND DIRECT SERVICE
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PALESTINE AND SYRIAN COAST
PORTS DIRECT.

PIREUS, THESSALONIKI (Salonika),
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Sailings temporarily suspended.
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Telephone—WHI. 666.
Branch Office—3, Australia House, Strand, W.C.2.
Telephone—TEM. 2258.
Or Agents.

ALFRED HOLT & Co. BLUE FUNNEL LINE

GLASGOW, BIRKENHEAD AND SWANSEA
FAR EAST AND JAVA

SHIP	CLOSING FOR CARGO	Accepts Cargo for
BENRINNES	Sw'hea 18 June GL'gow 27 June B'head 18 June	Port Swettenham Singapore Hongkong Saigon Singapore Penang Singapore F. Sambou Tj. Pandan, Histavia Sourabaya Balik Papan Macassar Tarakani Jeddah Singapore Hongkong Shanghai
SAMAFRIC (via Antwerp)	18 June 27 June	Port Swettenham Singapore
STEAMER	27 June	Port Swettenham Singapore
FURVBATES	29 June	Jeddah Singapore Hongkong Shanghai

*If sufficient inducement,
Before dispatch of goods Shippers must
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or
BURGESS & CO., LTD., Swansea.
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JONES, HEARD & CO., LTD., Newport.
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AUSTRALIA AND NEW ZEALAND

From MANCHESTER and From LIVERPOOL

	Closing for	Closing for
	Weight	Measurement
AUCKLAND ...		
WELLINGTON ...		
LITTLETON ...		
DUNEDIN ...		
FREMANTLE ...		
ADELAIDE ...		
MELBOURNE ...		
SYDNEY ...		
BRISBANE ...		

BRISBANE STAR JUNE 29 JULY 2

AUSTRALIND JUNE 14 JUNE 17

All dates and sailings are subject to change,
substitution or cancellation with or without notice.
Particulars of passenger service on application.

ROYAL MAIL
TO
SOUTH AMERICA

BRAZIL, URUGUAY AND ARGENTINA			
From Liverpool			
m.v. PARIMA	Montevideo & Buenos Aires	2nd-half June	
m.v. DURANGO	Buenos Aires	2nd-half June	
m.v. POTARO	Rio de Janeiro, Santos & Rio Grande	2nd-half June	
s.s. LOCH RYAN	Rio de Janeiro, Santos, Montevideo & Buenos Aires	2nd-half June	
m.v. PARAGUAY	Rio de Janeiro, Santos & Rio Grande	Early July	
From London			
m.v. HIGHLAND MONARCH	Rio de Janeiro, Santos, Montevideo & Buenos Aires	2nd-half June	
WEST INDIES			
From London			
VESSEL	Bermuda, Nassau & Kingston, Jamaica	End June	
SPANISH MAIN, CENTRAL AMERICA AND NORTH PACIFIC			
From London			
m.v. LAGARTO	Cristobal	2nd-half June	
m.v. FRANS HALS	Los Angeles Harbour, San Francisco, Victoria & Vancouver via Panama Canal	2nd-half June	
VESSEL	La Guaira, Curacao, Barranquilla & Cristobal	Early July	

Approximate closing dates on application to
ROYAL MAIL LINES, LTD.
LONDON: Royal Mail House, London Wall, E.C. 4
LIVERPOOL: The Pacific Steam Navigation Co., Agents, Pacific Building, James Street 2.

OFFICIAL NOTICE

PROPOSAL TO CHANGE A SHIP'S NAME

I, GEORGE FINCH HOTBLACK, of 122, Leadenhall Street, London, E.C. 3, on behalf of the Eastern and Australian Steamship Company, Ltd., HEREBY GIVE NOTICE that, in consequence of change of ownership, I have applied to the Ministry of Transport, under Section 47 of the Merchant Shipping Act, 1894, in respect of my ship "EMPIRE JOY," of London, official number 181113, of gross tonnage 9895.39 tons, of register tonnage 7138.70 tons, heretofore owned by the Ministry of Transport, of London, for permission to change her name to "NELLORE," to be registered in the said new name at the Port of London, as owned by the Eastern and Australian Steamship Company, Ltd.
Any objection to the proposed change of name must be sent to the Registrar-General of Shipping and Seamen, Llantrisant Road, Cardiff, within seven days from the appearance of this advertisement.
Dated at London this eleventh day of June, 1946.
G. F. HOTBLACK.

LLOYD'S LIST AND SHIPPING GAZETTE
(Established 1734)

The Editorial, Advertisement and Publishing Offices of "Lloyd's List and Shipping Gazette" are at
LLOYD'S, LONDON, E.C. 3
Telephone: Avenue 7644 (Private Exchange)
LIVERPOOL OFFICE:
Mr. A. C. DOUGLASS, 15, Tithebarn Street, Liverpool, 2
Telephone: Central 2034

The Committee of Lloyd's do not guarantee the accuracy of the information contained in LLOYD'S LIST & SHIPPING GAZETTE, nor do they accept responsibility for errors or omissions or their consequences

THURSDAY, JUNE 13, 1946

High Water, London Bridge	01 59	14 17
High Water, Liverpool	11 26	23 44
Sun Rises	04 40	21 20
Moon Sets	03 57	20 15

The above times are B.S.T.

TO-DAY'S WEATHER
Meteorological Office Forecast

Advance forecast for the 18 hours ending midnight to-night:—
General Inference: A ridge of high pressure West of Ireland is moving East and a deepening depression S.W. of Iceland is also moving East. Weather will be mainly fine at first but rain will spread from the Atlantic to Northern and Western districts later.
Further outlook for the British Isles: Occasional rain in the North. Cloudy in the South with local rain or drizzle.

The attention of South Shields Corporation has been drawn to the defective condition of the Corporation Quay at the Mill Dam. The borough engineer has informed the Corporation that the damage was caused mainly by tugboats which frequently used the quay, and it has been decided not to allow tugs to use the quay in future.

R. & W. HAWTHORN, LESLIE & CO., LTD.
PASSENGER AND CARGO VESSELS
TURBINE AND DIESEL MACHINERY
WATERTUBE BOILERS
DRY DOCK 502 Ft. by 86 Ft.
London Office
24 VICTORIA ST., S.W. 1
NEWCASTLE-ON-TYNE

ASIATIC SEAMEN

Call for Investigation into Recruitment

DISCUSSION AT SEATTLE

SEATTLE, Wednesday
An immediate investigation into the recruitment of Chinese and Indian seamen was suggested by Mr. AFTAB Ali, president of the All-India Seamen's Federation, to the maritime conference of the International Labour Organisation here. He called for an interim report of the investigation to be prepared before next year's meeting, declaring: "The method of recruitment of Indian seamen is the greatest scandal, for which the Government of India and the shipowners should be ashamed."

Mr. Aftab Ali said that although India had been a member of the I.L.O. since its inception, Indian workers had failed to receive adequate attention. No new order had been created for them. "Bribery and corruption still exist," he alleged, "wages have not increased in proportion to the rising cost of living, international standards of hours remain unregulated, protection against unemployment, sickness and old age have not yet been provided, and exploitation continues ruthlessly, as before. There can be neither real peace nor social justice in the world so long as millions of Asiatic workers continue to suffer injustice, hardship and privation."

Mr. CHARLES JARMAN, chairman of the workers' group, criticised Mr. M. A. Master, honorary secretary of the Indian National Shipowners' Association, for not recognising the Indian Seamen's Federation. He told him that if he refused to recognise the Federation he "will have to deal with the British organisation because we will organise Indian seamen inside the British Union."

Mr. MASTER explained non-recognition by saying that his associates had received no official communication from the Federation up to the time he left India. He denied Mr. Jarmen's assertion that a letter informing him of the formation of the Federation had been given to him (Mr. Master) personally.
Reuter.

ESSENTIAL WORK ORDERS

Railways Among Next Industries to be Descheduled

The Minister of Labour and National Service has informed the organisations representing the employers and workers concerned that the railway, ball clay, leather production and glass industries will be withdrawn from the scope of the Essential Work Orders at the end of three months, i.e. about the beginning of September. Notices will be issued to the individual undertakings which are to be descheduled giving them at least one month's notice. Until the cancellation of the certificate of scheduling issued to each undertaking takes effect, the provisions of the Essential Work Orders remain in force for all employers and workers in the scheduled undertakings concerned. The two sides of the chemical industry have also been informed that firms engaged in the manufacture of heavy chemicals or fertilisers are to be descheduled with the rest of the chemical industry on or about June 29.
The Minister pointed out in a statement which he made in the House of Commons on Dec. 13 last that certain features of the Essential Work Orders have proved themselves to be of mutual advantage to employers and workers and may have also affected the industrial agreements of the industries which were brought within the scope of the Orders. He wishes to reiterate that the object of giving three months' notice of withdrawal is to allow the two sides of the industries concerned an opportunity of considering jointly any readjustments in their industrial agreements which may be needed to meet the changed circumstances when the Orders are withdrawn.

TWO NEW BELFAST SERVICES PLANNED

Two general cargo services are being inaugurated by a Belfast shipowner, Mr. H. P. Lenaghan. One service is from Bristol to Bay ports, Spain and Portugal, the outward cargoes being coal and the inward ore. The other is from the Firth of Forth to Denmark, Sweden and Finland, the inward cargoes from Finland and Sweden including paper pulp.

ELECTED TO LLOYD'S

The Committee of Lloyd's elected the following gentlemen yesterday:—
As Underwriting Members—
Mr. DAVID EDWIN WYATT BEDFORD, 48, Sydney Street, Chelsea, S.W. 8.
Mr. ARTHUR WOODHOUSE HORNSBY, 40, Claremont Road, Tunbridge Wells, Kent.

L.M.S. IRISH SERVICES

Plans to Increase Sailings

Subject to the availability of ships now being refitted, or awaiting release from requisition, the L.M.S. Railway is planning to augment during the summer and autumn its steamship services to and from Ireland.
On the Holyhead-Kingstown route, it is intended as from June 28, 1946, to increase the service (now once daily, except Sundays) to two sailings daily in each direction on Fridays and Saturdays, with one sailing daily on other weekdays. As from Sept. 1, it is hoped further to increase the sailings to two in each direction each weekday, with one sailing each way on Sundays.

Between Heysham and Belfast, additional week end sailings will probably be provided during August. The reinstatement of the Sunday service is contingent upon the return of the *Duke of Rothesay* and *Duke of York*, which are still on Government service. Between Stranraer and Larne, certain additional sailings will be afforded on Saturdays during July and August for travellers between Scotland and Northern Ireland, and vice-versa. Passengers will still require to obtain sailing tickets before travelling.

15 SHIPS DEREGISTERED

Prior to the war, the L.M.S. Railway had in service 54 vessels (excluding steamers on the English and Scottish lakes). At the conclusion of hostilities, only 20 were available for public service, but 15 have since been derequisitioned, reconditioned, and have returned to L.M.S. service. The vessels which have been put back into service comprise three cross-Channel passenger steamers, four Clyde steamers, and eight vessels employed on the Goolie-Continental cargo routes.

Eight L.M.S. ships were lost during the war, while 11 others are still under requisition, although of these it is expected that four additional Clyde steamers will become available early this summer, and the *Princess Maul* (Stranraer-Larne route) about August, 1946.

SHIPYARD WORK

Tanker Order for Harland & Wolff

It was announced after the launch of the tanker *British Knight* from the Govan yard of Harland & Wolff, Ltd., that the British Tanker Company, Ltd., had ordered another tanker to be laid down on the berth just vacated.

NEW B.I. CARGO LINER

"Landaura" Launched

From Our Own Correspondent
GLASGOW, Wednesday
The single-screw motor cargo liner *Landaura*, built by Barclay, Curle & Co., Ltd., for the British India Steam Navigation Company, Ltd., was launched to-day, the naming ceremony being performed by Mrs. R. Graham, wife of Mr. Graham, who until his recent retirement was secretary of the British India Company. Constructed to Lloyd's Register class, the *Landaura* will operate in the owners' Eastern service. She is 447 ft. in length over all, and has a deadweight carrying capacity of 9600 tons, and gross tonnage of 8000.
The officers and engineers are accommodated on the bridge deck amidships and the dining saloon is situated at the forward end of this deck. A spacious smoking-room is situated at the after end of the boat deck. The crew's quarters are situated in the poop, and separate mess rooms are provided for the saloon, deck and engine-room crews. Cold storage of large capacity is installed for domestic use, the necessary temperatures being maintained by an electrically driven automatic methylchloride refrigerating plant. Mechanical ventilation is installed throughout the ship, including the crew's quarters.
The cargo-handling facilities are exceptionally complete, there being five large hatchways served by steam winches and derricks, and the holds are large and clear of obstructions to facilitate the carriage of large pieces of machinery or other cargo. In addition to the ordinary derrick equipment two heavy derricks are installed, one at the foremast capable of 30-ton lifts and one at the mainmast for 20-ton lifts. The main machinery consists of a 4-cylinder Barclay Curle-Doxford oil engine of welded construction embodying the latest features of design. All the auxiliary machinery is steam driven, the steam being supplied by an exhaust-gas and oil-fired boiler when at sea and by a separate oil-fired boiler when in port.

REPLACEMENT OF LOSSES

The British Tanker Company, which is really the shipping department of the Anglo-Iranian Oil Company, had a fleet before the war of more than 90 vessels, of one million tons carrying capacity," continued Sir William. "I believe that fleet was shown in Lloyd's Register as the second largest British-owned fleet. It certainly was the largest oil tanker fleet of the world. It had its serious losses—44 ships were sunk, many others received serious damage." Sir William said it was hoped to replace these vessels quickly. He hoped Mr. Dunlop and his firm would help. The owners wanted these ships, they needed them badly. Many tankers to-day did not fly the British flag. The shipbuilders had to devote their attention to other classes of shipping and American tankers meant dollars.
Sir William added: "We need all the ships we can get from this yard. If Mr. Dunlop would just put another tanker on the stocks which the *British Knight* left to-day he can begin work to-morrow morning. To offer a little more inducement I am prepared that the new ship should be named the *British Ranger*. I hope that with the help of British shipbuilders the British Tanker Company will be able inside the next year to restore their tanker fleet to its pre-war standard." If they could only have a reasonable measure of peace and security in which to conduct international trade, so that they could transport oil all over the world there would be great opportunities for the augmentation of their tanker fleet. Only a very small portion of the work done by the British Tanker Company was trading to this country. Their trade was very largely international.

The LORD PROVOST OF GLASGOW, Mr. Hector McNeil, recalled that he was a former employee of Harland & Wolff, Ltd. He described Sir William's new order as a wonderful piece of news and said that it was good to know that about 1000 men would receive employment when work was under way. He

(Continued from next column)

thought they could look forward to a good many years of shipbuilding activity on the Clyde.
Mr. R. GULLESPIE, general manager of the British Tanker Company, Ltd., who proposed the toast of the builders, said that the firm had built 12 tankers to their order, while his company had also recently acquired three of the tankers built by Harland & Wolff, Ltd., for the Government during the war. Not only had the engines for all these ships been built by the firm, but they had also provided the machinery for seven ships built elsewhere.

(Continued in preceding column)

SUPPLYING THE FLEET

Admiral Cunningham's Tribute to London

The great part played by the Port of London in supplying the British Fleet during the war was referred to by Viscount Cunningham, Admiral of the Fleet, speaking at the Guildhall yesterday, when he was honoured with the presentation of the Freedom of the City of London. The Freedom was also conferred on Field Marshal Viscount Alanbrooke, and Marshal of the Royal Air Force, Viscount Portal of Hungerford.
Viscount CUNNINGHAM said that the maintenance of our fleets and squadrons in distant areas had presented intricate problems of supply. In this work the Port of London, already handling vast cargoes of food and munitions, had played a great part. Here, more than 20,000 ships were repaired or converted to wartime tasks, and from London's docks sailed many merchant ships whose names had added glorious pages to our naval history.
The course of the war had shown once more the profound effect of sea power, but its most outstanding lesson had been the inter-dependence of the three services. "For us, an island people," he said, "all our major undertakings against the enemy have sprung from combined operations, and in this we have learned that the work of one service is of no avail without the close co-operation of the other two."
"For a hundred years after the Napoleonic Wars, the world was free from such major convulsions, and with the exception of some local wars, nations were able to attend to their own affairs in peace and without fear. For this state of affairs the British Empire with its unchallenged supremacy at sea can surely claim much credit."
"We must all hope that what has been accomplished before may now be achieved by the United Nations Organisation in which the British Commonwealth of Nations has already shown its readiness to play a full part."

ORDER FOR VACATED BERTH

From Our Own Correspondent
GLASGOW, Wednesday
News of another order for a tanker from the British Tanker Company, Ltd., London, for Harland & Wolff, Ltd., Govan, was given here to-day in the speeches which followed the launch by the Govan firm of the motor tanker *British Knight* for these owners. Sir William Fraser, as chairman of the British Tanker Company, made the offer that if the Govan firm would lay down the keel of another tanker on the berth vacated by the *British Knight* she would be taken over by the British Tanker Company. The name for the new vessel would be the *British Ranger*. It was a surprising lunch-time development, and greatly to the liking of the large company present. Lady Fraser, wife of Sir William Fraser, named the new vessel. The *British Knight*, which is designed to carry 12,250 tons of petroleum in bulk, is 463 ft. in length b.p., 61 ft. 6 in. in breadth and 34 ft. in depth. The propelling machinery is a Harland-B. & W. diesel engine.
Mr. LOUIS V. DUNLOP, director and Glasgow manager of Harland & Wolff, Ltd., who proposed "The *British Knight* and her owners," at the subsequent lunch, said that Sir William Fraser attended the launch of the first vessel they had built for the British Tanker Company 10 years ago—the *British Power*. Now he was attending the launch of their 15th tanker for his company. During the last 35 years Harland & Wolff had launched from the Govan shipyard 45 tankers, an average of three per year. Now, unfortunately, they were left without a tanker on their slips. The British Tanker Company were in the forefront of tanker building. Their crews were accommodated in a much better fashion than they were in the ordinary merchant service. That was only fitting, as the men had long spells at sea, as many as 300 days in the course of a year.
Sir WILLIAM FRASER, responding, said that he sometimes wondered if the British people realised what a great asset their country had in the great tanker fleets under their flag. Probably many realised it now who had not realised it before the war. He stressed the importance of oil supplies in wartime and said that while there was always plenty of oil the trouble lay in its transportation. It was in that direction that Britain's great tanker fleet proved so extremely valuable. That tanker fleet was not merely transporting oil, it was trading in every part of the world and so proving that although at war Britain was still able to carry on her normal commercial activities. During wartime, continued Sir William, the tanker was a special target for the enemy. Those who sailed in tankers had to be brave. About half of their fleet was lost, with a grievous loss of life, but never at any time was there difficulty in finding men to man their ships. The Allied effort never suffered at any time through lack of oil supplies.

M.A.C. SHIP TO TANKER

Reconversion of "Rapana" Completed in Four Months

The work of converting a merchant aircraft carrier (M.A.C. ship) to an up-to-date oil tanker was recently completed by Harland & Wolff, Ltd., at their Govan shipyard in the record time of four months. This large and important contract is also notable in that it is the first of its kind to be undertaken by the British shipbuilding industry since the end of the war.
The vessel concerned, the *Rapana*, was an 8000-ton motor-driven oil tanker belonging to the Anglo-Saxon Petroleum Company, Ltd., until 1943, when she was converted to a merchant aircraft carrier by Smith's Dock Company, Ltd. The *Rapana* arrived at Govan in her wartime guise on Jan. 4, work on her commenced on Jan. 16, and exactly four months later she left for sea trials, completely restored and modernised.
The work consisted of removing the flight deck, gun mountings and seatings and general reconditioning. The ship was restored to her original arrangements, which necessitated the construction of a new navigation bridge and houses, with the necessary equipment, including the repositioning of the boats. The main propelling machinery was generally overhauled. All the tanks in the ship were surveyed and tested, while the officers', engineers' and crew's accommodation was reconditioned. The *Rapana* has now rejoined the fleet of the Anglo-Saxon Petroleum Company.

GREAT LAKES SHIPPING

Government May Intervene in Strike

TORONTO, Wednesday
Canadian Government control of all Canadian shipping on the Great Lakes was reported likely here to-day should the deadlock continue in the negotiations between the shipowners and the Canadian Seamen's Union for settlement of the 18-day-old strike. While it was said the negotiations were likely to be resumed in the next day or two, it was also reliably indicated that the Government were preparing to take over the ships on a temporary basis if they failed.
Except for a small amount coming by rail, shipments of grain from Canada's inland elevators for export to Britain and Europe ended to-day as the strike of Great Lakes seamen bottled up the last big grain carriers. There is still three weeks' supply in the Montreal and St. Lawrence elevators, but the rejection by the union of the company's proposals for a settlement last night ended all chance of more grain being brought eastwards to replenish the rapidly diminishing stocks. Thirty ships with a grain carrying capacity of 9,000,000 bushels are now idle, their holds empty.—Reuter.

SWANSEA, Wednesday

There is little change in the coastwise trades, inquiry being held in check by the tightness of colliery steins. Business for foreign destinations is still restricted owing to the continued scarcity of oil cargoes.

NEWCASTLE, Wednesday

For the Baltic direction trade offers freely, but shippers are unable to secure the release of cargoes and transactions mature slowly. Inquiry in the coastwise trade is active; prompt steins are booked, while for later in the month tonnage is not pressing.

GLASGOW, Wednesday

The market is unchanged. Cargoes are scarce and tonnage adequate in all sections.

LONDON GENERAL SHIPOWNERS' SOCIETY

Election of Officers

At a committee meeting of the London General Shipowners' Society yesterday afternoon, Mr. H. Barraclough (Dene Shipping Company, Ltd.), was elected chairman of the society for the ensuing year, and Mr. G. H. Trott (Blue Star Line, Ltd.), deputy chairman. These gentlemen assume office on July 1 next.

WALES TO DAKAR—Stmr., 6000 t., 25s. per ton, coal, ppt.

FIXTURES

AMERICAN NORTHERN RANGE to WEST ITALY.—British stmr., 6800 t., 5 per cent., \$12 per ton one port of discharge, \$12.50 two ports, option one or two Adriatic, including Piraeus, \$13.50 one, \$14 two ports, coal, July 5-25. (Subject to licence).
SINES and LISBON to WILMINGTON.—Stmr., 222,000 cu. ft. bale, \$22 per ton, cork waste, June 20-July 15.

FREIGHT MARKETS

No Expansion in Business

By Our Own Correspondent
THE BALTIC, Wednesday
Operations in the chartering market show no expansion, although a large number of orders are still quoting. There is a maintenance of the demand for vessels on time charter basis, and among the new orders circulating is one for an oil burner of 9000 tons for July delivery River Plate for the trip out to the Far East, and another for delivery Pacific Coast and redelivery Far East. The homeward trades have provided no particular feature, and cross voyage business remains on a disappointing scale. In the outward section it is reported that a medium-sized prompt ship has been done for coal from Wales to Dakar at 25s.
The River Plate section is quiet, although there are still inquiries for the near Continental ports and for West Italy. A June/July vessel is wanted for 6500 tons of barley and 2000 tons of beans from Bahia Blanca to one or two ports Greece. Offers are invited on berth terms for a vessel of 7000/8000 tons of rice in bags from Guayaquil to Shanghai, while an 8500-tonner for July might be worked for a similar cargo from Santos to Shanghai, the rate indicated being 135s.
In the North American department the feature is the sustained demand for coal-carriers. A vessel of 6800 tons 5 per cent. has been fixed for July 5-25 for coal from the Northern Range to West Italy at \$12 basis one port of discharge, with options, and further tonnage might be worked for July/August/September. It is believed that several American vessels have been fixed for similar business to West Italy on the basis of \$12.25, with options. In addition it is understood that \$12 is quoting for Italian tonnage to West Italy, with the option of Adriatic at \$2 extra. Vessels continue to move off freely for grain and other foodstuffs from the St. Lawrence and United States ports. Gull sulphur shippers have many unfilled orders on their books, and there is a continuance of the demand for sugar from Cuba.
No bookings are reported from India, but tonnage is treating for coal from Durban and Lourenco Marques, and African ore exporters are still open. A vessel of 8000 tons is wanted for petroleum coke from Bahrain Island to one or two places Greece for the latter part of this month, the rate indicated being \$13 l.i.o., while on gross terms 95s. is bidding for a vessel of 6250-6500 tons for barley in bags from Basrah to one or two ports Greece for July and also August loading. Grain and ore cargoes continue to be offered from the Black Sea ports. Spanish Mediterranean salt exporters are still open. Tonnage has been chartered for cork waste from Lisbon to Wilmington at \$22.

PROVINCIAL REPORTS

From Our Own Correspondent

LIVERPOOL, Wednesday
Interest is maintained for early and forward loadings, but sparingly available tonnage checks general chartering. In addition to grain and coal cargo arrangements, a fair miscellaneous North American demand is current. River Plate grain rules steady, and quotes for various European discharges, African and Eastern requirements are numerous, but meet slow fulfilment.

CARDIFF, Wednesday

The market is generally quiet. Little business offers, and both the foreign and coasting sections are slow owing to the tightness of coal steins.

SWANSEA, Wednesday

There is little change in the coastwise trades, inquiry being held in check by the tightness of colliery steins. Business for foreign destinations is still restricted owing to the continued scarcity of oil cargoes.

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BIRTHDAY HONOURS

Eight New Peerages

K.B.E. FOR PRESIDENT OF CHAMBER OF SHIPPING

The first list of Honours conferred on the occasion of the King's Birthday is issued to-day. A second list will be published on June 24. To-day's list contains eight new peerages, including a Viscount for Lord Louis Mountbatten. Mrs. Churchill is appointed a Dame Grand Cross of the British Empire Order, and Mr. J. P. Maclay, the President of the Chamber of Shipping, is created K.B.E. Among the new knights are Captain E. G. Brookes, the Commodore Master of the British India Steam Navigation Company, Ltd., and General G. R. S. Hickson, secretary of King George's Fund for Sailors. Mr. H. E. Gorick, secretary of the Chamber of Shipping, and Mr. Charles Jarman, acting general secretary of the National Union of Seamen, are appointed C.B.E.'s, as is Captain A. G. Lamplugh, of the British Aviation Insurance Company, Ltd.

Among the honours of interest to readers of LLOYD'S LIST are the following:—

VISCOUNT

Acting Admiral Lord Louis Francis Albert Victor Nicholas Mountbatten, G.C.V.O., K.C.B., D.S.O., Personal Naval Aide-de-Camp to the King.

BARONS

Sir William Henry Beveridge, K.C.B. For public services.

The Honourable Robert Henry Brand, C.M.G., D.C.L. For services as Representative of H.M. Treasury in Washington.

The Right Honourable Sir Walter McLennan Citrine, K.B.E., General Secretary of the Trades Union Congress. For public services.

George William Lucas, Esq. For political and public services.

Marshal of the Royal Air Force Sir Cyril Louis Norton Newall, G.C.B., O.M., G.C.M.G., C.B.E., A.M., Governor-General and Commander-in-Chief of New Zealand, 1941-1946.

George Robert Shepherd, Esq., National Agent of the Labour Party since 1928. For political and public services.

Sir Ambrose Edgar Woodall, M.D., M.Sc., Ch.B., F.R.C.S., Senior Surgeon, Manor House Hospital, Golders Green. For political and public services.

KNIGHTS

Captain Jocelyn Bray, D.L., Chairman, Thames Conservancy Board, Chairman, Catchment Boards Association.

Captain Ernest Geoffrey Brookes, Commodore Master, British India Steam Navigation Fleet.

David Gordon Brukewich Ferguson, Esq., M.C., lately Director, Coal Division, Ministry of Transport.

Hugh Matheson Foster, Esq., T.D. President of the Law Society.

Lieutenant-General Gerald Robert Stedall Hickson, C.B., C.B.E., R.M. (retired), Secretary, King George's Fund for Sailors.

Valentine Holmes, Esq., K.C., lately Junior Treasury Counsel.

William George Hynard, Esq., C.B., C.B.E., Ministry of Transport Representative, Canada.

Robert Pelham Wilkinson, Esq., Deputy Chairman, Council of the Stock Exchange.

G.C.B.

Sir (John) Donald Balfour Fergusson, K.C.B., Permanent Secretary, Ministry of Fuel and Power, and until recently Permanent Secretary, Ministry of Agriculture and Fisheries.

C.B.

Edward George Fudge, Esq., C.B.E., Under Secretary, Ministry of Fuel and Power.

John Gerald Lang, Esq., Under Secretary, Admiralty.

George Sherard Owen, Esq., Under Secretary, Board of Trade.

O.M.

Field-Marshal the Right Honourable Alan Francis, Viscount Alanbrooke, G.C.B., D.S.O.

Admiral of the Fleet the Right Honourable Andrew Browne, Viscount Cunningham of Hyndhope, K.T., G.C.B., D.S.O.

The Right Honourable Edward Frederick Lindley, Earl of Halifax, K.G., G.C.S.I., G.C.I.E., T.D.

C.M.G.

William Ogden Hart, Esq., J.P., lately head of the British Merchant Shipping Mission, Washington.

James Reginald Carroll Helmore, Esq., Under Secretary, Board of Trade.

Richard Royle Powell, Esq., Assistant Secretary, Admiralty.

C.I.E.

Colonel Jack Sidney Bates Gentry, O.B.E., R.E., Deputy Port Director, Regional Port Directorate, Calcutta.

Lakshman Trimbal Cholap, Esq., Indian Civil Service, Controller of Indian Shipping and ex officio Joint Secretary to the Government of India in the Department of Commerce.

Wilfred Alexander Henderson, Esq., lately Director, Merchant Ship Repairs, Department of Supply, Government of India.

Colonel Harold Leslie Hopkins, O.B.E., lately General Manager, Docks and Railways, Bombay Port Trust.

John Edmund Moloney, Esq., Director of Shipbuilding, Department of Industries and Supplies, Government of India.

G.B.E.

Clementine, Mrs. Churchill, C.B.E. For public services.

The Right Honourable Edward Hauger, Baron Iliffe, C.B.E., Chairman of H.R.H. the Duke of Gloucester's Red Cross and St. John Appeal Fund. An Underwriting Member of Lloyd's.

K.B.E.

Sir Maurice Edward Denny, Bt., C.B.E., D.L., lately President of the Air Registration Board.

MARITIME LAW

Recent U.S. Decisions

The following cases are summarised, with acknowledgments, from a recent issue of "American Maritime Cases":

Collision Repairs to Chartered Ship: Claim by Owners

An appeal was recently brought to the Circuit Court of Appeals by the owners of the steamer *Agwidale* against a decision of the District Court, on the ground of the inadequacy of its award for detention of the *Agwidale* resulting from a collision with the respondents' motor vessel *San Veronico*. It was agreed between the parties that as a result of the collision the respondents should pay 85 per cent. of the total damages. The Commissioner (whose report was affirmed by the District Court) found that the *Agwidale* was out of service for nine days, partly for collision repairs and partly waiting for a convoy. During the whole period she was under charter to the United States, and in accordance with the charter the United States had paid half hire during the repair period and full hire during the waiting period. The owners of the *San Veronico* accepted liability for half hire during the repair period, but the owners of the *Agwidale* claimed full hire for the nine days. The question for the Court was: "What damages is a shipowner entitled to for loss of use of his ship due to collision, when his charter-party hire continues to run and is paid by the charterer?"

Circuit Judge LEARNED HAND, giving the majority judgment of the Circuit Court, said that it was well-settled law that damages for the detention of a commercial vessel were to be measured by the profits which the owner would have realised from her use, had she been free. The dispute here was as to what profits the appellants lost by detention, and the Court found it hard to believe that there could be any doubt about the answer, if the inquiry were confined to the owners' personal loss. Having parted with all use of the vessel to the United States during the detention, the appellants could not have made profits from that use; only so far as the detention prevented them from collecting the hire in exchange for which they had parted with that use, could they be damaged. But the appellants contended first that their loss was the value of the ship's use, whether they personally received any benefit or not, because it did not lie in a tortfeasor's mouth to say that some third person—in this case the charterers—had indemnified his victim for his loss. The Court accepted that doctrine, but it had no application to the facts of the present case; for it presupposed that the tortfeasor had caused a loss, since otherwise it was absurd to speak of indemnity. The appellants had suffered no loss from the detention of the ship except the loss of half the hire during the repairs. By the charter-party they had already parted with all right to her use, and the collision could not result in depriving them of what they did not have. The charterers did indeed suffer a loss for which, if the Court could, it would allow them to recover; but this branch of the appellants' argument did not stand upon the charterers' loss.

In the second place, the appellants claimed that as owners they should be allowed to sue for the charterer's loss on the same theory that a ship recovered as bailee of her cargo for cargo losses. To that, however, Robins Dry Dock & Repair Company v. Flint, [1928] A.M.C. 61, was an answer. In that case the charterer sued to recover his loss by detention caused by the negligence of a drydock who had broken the ship's propeller. The Supreme Court, who rejected the claim, said that it was irrelevant that this resulted in exonerating the drydock from nearly all liability through the fortuity that the profitable use of the ship had been divided between the owner and charterer. The difficulty went deeper; the drydock had committed no legal wrong against the charterer at all, although he had caused the charterer serious damage. The Circuit Judge went on to say that even if the matter were open they would be faced with *Chargeurs Reunis v. English & American Shipping Company*, 9 Ll.L.Rep. 464, a decision of the Court of Appeal, which was on all fours with the facts before the Court. Therefore the appeal would be dismissed.

Circuit Judge CLARK, who dissented, said that he took it as agreed that but for the payment by the United States to the appellants of a portion of the hire, pursuant to the charter, the appellants would recover complete compensation for the loss of use of their vessel due to the respondents' act—computed at the charter rate, since that was the only evidence of value offered. That being so, there was a rather startling result that the respondents received the bonanza of a substantial reduction in damages through the mere chance that their victim had a favourable contract with another. In the Judge's view the Robins case, *sup.*, which it was submitted required this result, had no such effect, and that case could not properly be wrested from its facts to justify a new and unusual rule of damages. For in Admiralty, as well as at law, there was no more solidly established principle than that payments or reparations of whatever nature which the injured party received from a collateral source were,

of no concern to the wrongdoer. That principle had been founded on many precedents, and the Judge did not think that those precedents should be repudiated for an unorthodox doctrine which could only serve to penalise the prudent and provident shipowner.

U.S. Sea Carriage Act: Limitation Clause: Partial Loss

In an action brought in the District Court by Pan-Am Trade & Credit Corporation and Another against the owners of the steamer *Campfire*, the question for decision was whether a provision in a bill of lading which limited the liability of the carrier for a partial loss to a *pro rata* part of the statutory limit of \$500 per package was invalid under the Carriage of Goods by Sea Act, 1936. The plaintiffs in July, 1943, had shipped two cases of rayon piece goods from New York to Guayaquil. One of the cases contained piece goods of a value of \$1600 when shipped, but on discharge it was short delivered to a value of \$676. The bill of lading issued to the plaintiffs provided:

17. In case of any loss or damage to or in connection with goods exceeding in actual value \$500 per package . . . the value of the goods shall be deemed to be \$500 per package . . . on which basis the freight is adjusted and the carrier's liability, if any, shall be determined on the basis of the value of \$500 per package . . . or *pro rata* in case of partial loss or damage, unless the nature of the goods and a valuation higher than \$500 shall have been declared in writing by the shipper upon delivery to the carrier and inserted in this bill of lading and extra freight paid if required and in such case if the actual value of the goods shall exceed such declared value, the value shall nevertheless be deemed to be the declared value and the carrier's liability, if any, shall not exceed the declared value and any partial loss or damage shall be adjusted *pro rata* on the basis of which declared value. . . .

When the two cases were delivered to the shipowners the plaintiffs did not declare a valuation higher than \$500 per case. Had the actual value been inserted the plaintiffs would have had to pay \$40 additional freight, and the shipowners' liability would have been for the full amount of the loss, \$676.

Sec. 4 (5) of the Act of 1936 provides: "Neither the carrier nor the ship shall in any event be or become liable for any loss or damage to or in connection with the transportation of goods in an amount exceeding \$500 per package . . . unless the nature and value of such goods have been declared by the shipper before shipment and inserted in the bill of lading. . . . By agreement between the carrier, master or agent of the carrier, and the shipper, another maximum amount than that mentioned in this paragraph may be fixed: Provided, That such maximum shall not be less than the figure above named. . . ."

The plaintiffs contended that the shipowners could not lessen their \$500 per package liability by including in the bill of lading a provision for *pro rata* in case of partial loss or damage; that Clause 17 was "null and void and of no effect" (Sec. 3 (8)); and that the plaintiffs were entitled to recover the full \$500. The shipowners contended that the statutory limitation of \$500 applied only to claims based upon total loss and did not prohibit *pro rata* where the claim was for a partial loss and the nature of the goods and a higher valuation than \$500 had not been declared and extra freight paid; that Clause 17 was not a limitation of liability clause but a true valuation clause; and that plaintiffs were only entitled to recover \$209.

District Judge LEBELL, giving judgment, said that there was no provision in the Act which specified or recognised any procedure by which a carrier might in a bill of lading reduce the maximum liability of \$500 per package where the actual loss was greater than \$500. The prohibition in Sec. 4 (5) could hardly be more specific in its language. A carrier was not permitted to provide in his bill of lading that his maximum liability for any loss should be \$300 per package, instead of \$500; or that his maximum liability should be \$500 in case of a total loss, but only \$300 in the case of a partial loss. If the carrier might not do that directly, should he be permitted in the case of a partial loss to reduce his maximum liability below \$500 by the use of a *pro rata* clause or any other formula? In the Judge's view any such provision in the bill of lading was invalid under the Act. If Congress had wished to permit the *pro rata* of a partial loss it could have done so; and if Congress had intended that the \$500 maximum liability should apply only to total loss it could have said so. Congress must have intended that partial losses as well as total losses should be covered by Sec. 4 (5). In fact, the statute would be defective as a piece of legislation if it failed to include within its scope claims for partial loss or damage.

It was urged by the shipowners that a *pro rata* clause had been used by American carriers since Sept. 1, 1937; that the War Shipping Administration during the war approved and used a uniform bill of lading which included such a clause; and that this indicated a practical construction of the Act which the Court should follow. But the clause was not inserted at the request of shippers; it was put in in the interests of the carriers, and the War Shipping Administration was a carrier, almost the sole American carrier during the war, and it too acted in its own interest in adopting the *pro rata* principle in the event

of a partial loss. Since the Act declared "null and void and of no effect" any agreement "lessening" the liability of the carrier under the Act, Clause 17 was clearly opposed to public policy and should be condemned. The uniformity sought under the Hague Rules was destroyed if, on shipments originating in the United States to be transported abroad, a bill of lading with a *pro rata* clause was used (even by foreign steamship companies), but on shipments from foreign ports to the United States the bill of lading issued did not contain a *pro rata* clause. That was what the various bills of lading referred to indicated was the practice now prevailing. American shippers were thus discriminated against. Therefore Clause 17 was null and void and plaintiffs were entitled to recover \$500 for the partial loss.

"WESTERDAM" IN SERVICE SOON

Dutch Motor Liner's Wartime History

By a Rotterdam Correspondent

The new motorship *Westerdam* has just ended her technical trial trip of three days in the North Sea and the English Channel. She is the first vessel delivered from a Dutch yard since the war. Built at the Wilton-Fijenoord Yard, Schiedam, she is 158 metres in length over all, 20 metres in breadth, and 12 metres in depth. Two Fijenoord-M.A.N. diesel engines, each with five cylinders, and developing a total of 10,400 h.p., give the vessel a speed of 16 knots, but it is expected that 18 knots will be reached. Besides a crew of 140, there is accommodation on board for 130 passengers. The owners, the Holland-Amerika Lijn, will place her in the Rotterdam-New York service, the first sailing being on June 28. The following story will no doubt be of interest:—

Early in May, 1939, the Holland-Amerika Lijn ordered two vessels from the Wilton-Fijenoord yards, Schiedam, to be named *Westerdam* and *Zuiderdam*, the first to be delivered on Aug. 1, 1940. When the Germans invaded the Netherlands on May 10, 1940, the *Westerdam* was 85 per cent. completed. Shortly after the capitulation the *Westerdam* took fire, cause unknown (?), so that delivery had to be postponed. The repairs took (of course) a considerable time. A year later the Germans inspected both ships and pointed out that an extra long time had been spent on repairing and finishing them. The motorship *Zuiderdam* was at last completed in August, 1941, but on the 28th of that month Allied air forces made a heavy attack, some planes were shot down, the *Zuiderdam* was hit and a fire broke out which lasted some days; great damage was done. The *Westerdam* was finished later and was removed to the Wilton yard at Rotterdam.

On Aug. 27, 1942, eight Allied aircraft attacked the ship but did not hit her. A bomb, however, fell on the quay near the *Westerdam*; the quay collapsed and great pieces of stone pierced the hull, causing a hole 8 metres in length, and soon afterwards the vessel went to the bottom of the river. She was raised afterwards. In September, 1944, the Germans towed the *Zuiderdam* down the river and sank her in the River Maas, near Maassluis, where she still lies partly submerged, together with four other ships, including the *Duindijk*, also belonging to the Holland-Amerika Lijn. The *Westerdam* was towed to the Merwehaven and loaded with sand and stones with the idea of blocking navigation on the River Maas by sinking her. But the "underground forces" after some unsuccessful attempts in November, 1944, succeeded in placing explosives under the ship to prevent the plans of the enemy being carried out. After an explosion the *Westerdam* sank for the third time. When the war was ended the vessel was again raised on Aug. 1, 1945, and towed to the Wilton-Fijenoord yard at Schiedam on Sept. 12, 1945, where she was completed last May. As to the *Zuiderdam*, no attempts have been made to save her up to now owing to the large amount of other work to be done.

NORTHERN IRELAND FISHING HARBOURS

Improvement Schemes

From Our Own Correspondent

BELFAST, Wednesday. Replying to requests for improvements in the fishing harbours of Antrim and Kilkeel made in the Northern Ireland House of Commons, the Parliamentary Secretary to the Ministry of Commerce said that the harbours belonged to the Down County Council, which, with the assistance of a grant of 50 per cent. of the cost from the Government, was engaged in an extensive scheme of dredging in Kilkeel Harbour. When completed, this would afford better accommodation. The Ministry, he added, was now considering a survey of all harbours in Northern Ireland with a view to improvement.

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SCIENTIFIC MANAGEMENT COMMITTEE

The Executive of the International Committee of Scientific Management met in London yesterday and the previous day to settle the venue of and to make preparations for the Eighth International Management Congress, which is to be held next year. The International Committee is a non-political, non-profit

making federation of national bodies concerned with the advancement of good management practice in all phases of social and economic life—notably in public administration, industry and commerce. The purpose is to facilitate the international exchange of management knowledge and experience. Seven congresses took place before the war, of which the most recent were in Washington in 1938 and London in 1935.

It may be stated that, generally speaking, there is reason for optimism in regard to Grimsby's future prospects. The past quarter has seen at least one important development towards post-war industrial expansion. It is the laying of the foundation stone and the commencement of the building of the first factory to be erected on the Corporation's new industrial estate on the banks of the Humber between Grimsby and Immingham.

The factory is being built on a 50-acre site for British Titan Products Company, Ltd., and will be closely linked with the port and shipping trade of the town, for the vast bulk of its raw materials will be conveyed by sea from Norway. Its purpose is the manufacture of a new white pigment, titanium oxide, and it is anticipated that production will begin towards the end of 1947. The product is being used in increasing quantities in a vast number of industries, among them paint, linoleum, leather, plastics, glass, pottery, cements, rubber, cosmetics and artificial silk. At first the factory will employ about 300 men, but it is expected that extensions to it will be undertaken almost before the plant begins working.

Developments

While not turning their backs on the fishing or any other established industries in the town, the Corporation's Reconstruction Committee is fighting hard for a big-scale development of the locality as an industrial area, and it is satisfactory to know that their efforts have not been in vain. It has also been announced that they have other negotiations pending, details of which have not yet been made public, but there are good grounds for entertaining something more than a hope that the development of an excellent site—with docks and rail facilities immediately adjacent—will be only a forerunner of other schemes, helping to raise the industrial status of the district and heralding a new era of prosperity.

In this connection it is the considered opinion of many business men that it would not be wise to depend solely on the fishing industry for any greatly increased employment. The present expansion schemes on the new industrial site, in addition to the new Titan Products factory, are expected to give direct employment to some 1400 men. This much has been revealed of the projects which are still the subject of negotiation. The Reconstruction Committee will not rest until they have in prospect schemes to double that figure. It is known that the Board of Trade is sympathetic towards Grimsby's needs, and that once the real "black spots" have been relieved Grimsby's claims stand high on the priority list.

The coming into existence of the North Midland Regional Board of Industries, upon which Grimsby is represented, will also materially help in placing the town's industrial potentialities before a wider section of the commercial world. This is particularly the case in regard to attracting light industries to the Corporation's estate.

Question of Wages

A problem that at one time appeared to be giving rise to a number of complications has successfully resolved itself. This arose out of wage anomalies in the local engineering

industry, and complaints were made that an increase in wages granted by the Grimsby Ship Repairers' Association created an anomaly and would be detrimental to the trade of the port generally. Those concerned met at a meeting of the Chamber of Commerce and after lengthy discussion the meeting ended in mutual agreement.

The end of this quarter sees Grimsby experiencing its busiest period at the commercial docks since January, and all berths are frequently filled. One of the principal activities in recent weeks has been the shipment, chiefly to the British zone of Germany, of many thousands of tons of potatoes. One order of 20,000 tons has been completed, and at the time of writing a second order for a similar amount is well on the way towards completion. This has resulted in Sunday work having to be done on several occasions in order to keep to schedule, and on May 26 no fewer than five ships were being loaded with potatoes.

Wood-Pulp Imports

Another reflection of the growing release of supplies which may soon have good effect on the paper-making industry is the fact that increasingly large quantities of wood-pulp are being shipped to the port. They are destined chiefly for the paper mills of Peter Dixon & Son, Ltd., on the West Marsh, Grimsby, but some cargoes are arriving for other mills.

An indication of how traffic has increased at Immingham is apparent from the fact that negotiations are proceeding for the appointment of an immigration officer there. Difficulties, inconveniences and delays being experienced at that port have prompted the Humber and District Association of Chartered Shipbrokers to urge that this should be done. It is hoped that, very soon, passengers arriving at Immingham will be spared the delay of having to come to Grimsby for immigration clearances.

The Level Crossings

An interesting possibility to facilitate the flow of motor transport to and from the docks has been raised by the suggested elimination of the many level crossings in the vicinity of the town's main business centre. This would entail large-scale alterations of their system by the London & North Eastern Railway Company, for the proposal visualises the removal of the railway line running through the centre of the town and making it follow the coast to the docks instead.

Business interests would welcome serious consideration of this proposed solution to what is now a very real problem, which will become increasingly acute as the trade of the port expands. So far, however, there has been no indication from the railway company that they intend to act upon the proposal.

Fishing Industry

With regard to the fishing industry, Grimsby continues to occupy her long-standing place as the premier fishing port. Landings in March and April exceeded £1,000,000 in value, and it is anticipated that the May figures will show still better results. So heavy have landings been in recent weeks that trawlers have had to be held up in the docks to await labour facilities

—though not for so long a period as to interfere with the condition of the catch.

The reintroduction of free sales has not had any big effect yet upon prices, and in most cases the majority of the North Sea fish involved has reached the controlled price. Concern is felt, however, regarding the large number of skippers and mates who are at present unable to get ships, but with the gradual release of more trawlers by the Admiralty this state of affairs should eventually be solved.

MONEY MARKET

Credit in Good Supply

In Lombard Street yesterday credit supplies were more than sufficient to meet requirements, and overnight loans were freely offered at ½ per cent. In the discount market there was a good demand for August Treasury bills, but holders were unwilling sellers. Official sources satisfied a small industrial demand for silver at unchanged prices. Foreign exchange rates remained at recent levels.

STOCK EXCHANGE

Irregular Price Changes

Transactions on the Stock Exchange yesterday showed no improvement, and prices displayed some irregularity. British Government stocks were quiet, and usually values remained at their overnight levels, although 3 per cent. Treasury Bonds were ½ higher at 105½. In the foreign bond section Japanese 5 per cent. 1907 recovered another ½ to 20½, but Chinese 5 per cent. 1912 declined 1 to 56 and the Brazil 1914 Funding ½ to 70. An easier tendency developed in the market for home railway Ordinary stocks. Southern Preferred lost ½ to 73½. Great Western ½ to 57½ and Midland a similar amount to 27½. Except for a gain of ½ to 6½ in Pacific, Argentine railway junior issues were steady. Shipping issues were quieter. Readon Smith rose 6d. to 30s., but falls of 3d. were registered in Cunard to 33s., Graig to 26s. and Royal Mail to 32s. 6d.

Shipbuilding, iron, coal and steel shares were moderately active, but the tendency was easier. Harland & Wolff declined 1s. to 28s. 1½d., in the absence of any increase in the dividend for the past year, while Wm. Cory fell 1s. 3d. to 97s. 6d., Lancashire Steel 9d. to 21s. 10½d., while several issues were 3d. to 6d. off, the larger movement being shown in Pease & Partners to 12s. 10½d. On the other hand, Babcock & Wilcox rose 6d. to 65s. 6d., Beyer, Peacock Preference 1s. to 26s., Davy and United 6d. to 39s. 6d. and Thornycroft 1s. 3d. to 81s. 10½d.

There were several good features in the commercial and industrial group. Dunlop were supported and closed 1s. 4½d. higher at 72s. 7½d., while British Celanese gained 10½d. to 37s. 6d., Courtaulds 6d. to 56s. 10½d., Distillers 3d. to 130s. 6d., London Brick a like amount to 95s. 9d., Turner & Newall 1s. to 94s. 3d., and Woolworth 3d. to 95s. 6d. Cable and Wireless rose ½ to 105½, but the Preference fell ½ to 116. British American Tobacco improved 1-16 to 6½, and Imperials 1-32 to 7 15-16, but Imperial Chemicals lost 6d. to 44s. 10½d.

In the oil share market, Royal Dutch were marked down ½ to 35, and Burmah 1-32 to 3 29-32. On the other hand, Shell rose 1-16 to 4 13-16, Trinidad Leaseholds 3-32 to 5 15-16, British Controlled Preference 1s. 4½d. to 16s. 4½d., Ultramar 9d. to 84s. 3d., and United British 1s. to 26s. 3d.

NEW COMPANIES

GALLOWAY, MITCHELL & CO. LTD.—Capital £15,000. Master stevedores, master porters, &c. The first directors are Messrs. John Galloway, Alexr. Mitchell, George G. Mitchell and David G. Galloway, 9, Ward Road, Dundee.

HARPER HILL COLLIERY COMPANY, LTD.—Capital £5000, to carry on business as indicated by the title. The permanent directors are: Messrs. Horace I. P. Taylor, Peter L. Harley, John Dow, Harry Rigley and Chas. Pearson, Cavendish House, Cavendish Street, Chesterfield.

W. H. VERNALL (LONDON), LTD.—Capital £500. Shipowners and brokers, &c. The permanent directors are: Messrs. Wm. H. Vernal, John R. Walters and Bertram W. Nobes, 35, St. Mary Axe, London, E.C. 3.

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Company Meeting

WORLD AUXILIARY INSURANCE

The 27th ordinary general meeting of the World Auxiliary Insurance Corporation Ltd., was held yesterday in London.

Captain the Right Hon. C. C. CRAIG, D.L. (the chairman), said that the marine income showed a considerable reduction as compared with the previous year, which was not unexpected with the termination of hostilities, and reductions up to a certain point were justified by the lessening of the perils at sea, but there was considerable doubt as to what was a fair level of marine insurance premiums under post-war conditions. The hull insurance position also was complicated by an unknown factor, namely, the level of price at which materials and labour would be more or less stabilised. The present cost of repairs was estimated at a minimum of 100 per cent. over pre-war, and indications did not suggest any reduction but rather the reverse.

After paying the dividend in May, 1945, the balance brought forward was £119,187, and to this is added interest and profit on investments realised. Transfers from fire, accident and marine accounts and transfer fees gave a total of £165,963. After paying sundry charges and making a further reserve for taxation there remained a balance of £146,019, from which was recommended a dividend of 14 per cent., less income tax, on the paid-up capital. The report was adopted.

12th MINESWEEPING FLOTILLA

Good Service in Mediterranean

Ships of the 12th Minesweeping Flotilla of the Royal Navy are now home again from the Mediterranean station claiming a record for the number of mines they have cleared. During their three years' operational duties on the station, which included sweeping before the Allied invasion forces into North Africa, Sicily, Salerno and Anzio, they accounted for 2395 mines and 320 obstructions, a total of 2715.

It was not without loss. *Algerine*, carrying the senior officer of the flotilla, was torpedoed and sunk off Bougie; *Alarm* was bombed at Bone, and *Pantom* had her stern blown off clearing the Tunisian war channel. After the initial assault on Anzio, with air combats being fought overhead, the flotilla continued sweeping off the beach heads, and it was during these operations that another of their ships, the *Circe*, was also badly damaged. Frequently the flotilla operated along the coast of Italy under heavy fire from shore batteries, and once a night sweep took them within half a mile of the enemy coast.

From 1943 to 1945 the senior officer of the flotilla was Captain G. N. Rawlings, D.S.O. and Bar, D.S.C. and Bar, R.N. The flotilla, during these Mediterranean operations, comprised the ships *Fly*, *Acute*, *Albacore*, *Cadmus*, *Circe*, *Espiegle*, *Mutine* and the dan-layers *Hellisay*, *Hunda*, *St. Kilda*, *Foula* and *Kintyre*.

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COMMODITIES

GRAIN

LONDON (Baltic Exchange), Wednesday
WHEAT.—Good quantities of Manitoba
tobas were made available to the Control
at unchanged prices. Quotations: No. 1
Northern Manitoba for June shipment
from St. Lawrence 174c., from West St.
from St. Lawrence 175c., from Baltimore or
John-Halifax 175c., and from New York
Philadelphia 178c., f.o.b. No. 2 grade
170c. per bushel, f.o.b. Australian, in
3 cents less in each case. June-July, 64s. 6d. per 480 lb., f.o.b.
MAIZE.—Argentine 1946 crop September
ber-shipment from up-River 92s. 9d. nominal,
and from down-River 92s. 9d. nominal,
Brazilian September shipment 77s. 10d.
nominal, all per 480 lb., f.o.b.

LONDON (Mark Lane), Wednesday
Supplies were on a moderate scale and
a steady trade was reported.
WHEAT.—June fixed price of milling
69s., non-millable 57s. per 4½ cwt. at farm.
Merchants' sales 1s. 1½d. more in each
case.
BARLEY.—Top grades 97s. to 100s.,
milling grades 90s., feeding maximum 58s.
per 4 cwt. at farm.
OATS.—Maximum prices for June
milling 48s. 9d., feeding 48s. per 3 cwt. at
farm. Merchants' sales 1s. more in each
case.

OILS AND OILSEEDS

LONDON (Baltic Exchange), Wednesday
OILS.—LINSEED.—Raw 65s. RAPE-
—Crude 59s. COTTON.—Crude
46 2s. 6d. CASTOR.—First 48s.
second 48s. GROUNDNUT and SUN-
FLOWER.—Crude 56 10s. per ton.
ROSEIN.—American grade F to M 47s..
WG 48s. 6d., WW 52s. 6d. per cwt.
OILSEEDS.—For shipment.—CASTOR-
SEED.—Bombay 443 10s. per ton. Other
oilseeds and groundnuts all unquoted.

FOREIGN PRODUCE

LONDON (Mincing Lane), Wednesday
SPICES.—CLOVES.—Quiet and prices
nominal. Zanzibar spot 1s. 1d. per lb.
sellers c.i.f., June/July 9d. (buyers'
licence), afloat 11½d. per lb. sellers.
PIMENTO.—Quiet. Spot 1s. 2½d. per lb.
sellers. HILLIES.—Quiet but steady.
Mombasa spot 150s. per cwt. sellers.

MAIZE.—Steady. West Indian pale spot
58s. per lb. nominal.

JUTE.—Daisee 2-3, new crop Oct./Nov.
£44 nominal.

SHELLAC.—Open market quotations
firmly held on the basis of 295s. value for
F.O.T.N. pure.

METALS

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

NEW FLOUR MILL FOR LEITH

It was reported at a meeting of
Leith Dock Commission that the
Ministry of Transport has given
approval for the construction of quays
and ancillary works in connection with
a scheme for a flour mill to be erected
by Joseph Rank, Ltd. The work at
the docks will cost about £500,000.
Messrs. Rank have been leased a dock
area of four acres. Construction of
the mill will be the first stage in the
provision of new Leith dock sites for
industries mainly connected with the
import and export of goods.

NEWPORT

**Considerable Increase in
General Exports**

By Our Special Correspondent

Extensive industrial develop-
ments scheduled for Monmouthshire
in the course of the next 12 months
are likely to have an important
bearing on the shipping trade of
Newport. Throughout the neighbour-
ing districts mechanical excavators
are now repairing sites for the erec-
tion of new factories and industrial
premises. The products which will
eventually flow from these new
undertakings will range from elec-
trical and radio engineering equip-
ment to clothing and textiles, and
from heavy, medium and automobile
engineering to the manufacture of
glass and pottery.

But more important are the exten-
sions planned for the giant steel-
works of the Whitehead Iron &
Steel Company, Ltd., and John
Lysaght, Ltd., at Newport, where in
each case the directors have allo-
cated a very large sum of money for
improved facilities for producing
high grade steel. The combination
of all these undertakings is calcu-
lated to lead to an increase in the
amount of general merchandise
exported from Newport Docks, for
the majority of the products will be
for Britain's export trade. To some
extent this is a healthy sign, though
it would be foolish to suggest that
Monmouthshire's new light indus-
tries will fully compensate the port
of Newport for the considerable
reduction in post-war coal exports.

Coal Trade

Shipping experts are agreed that
the real prosperity of Newport
Docks still remains in the hands of
the coal industry, and some indica-
tion of the leeway which must be
made up if Newport is to continue
to have a shipping future can be
gathered from a comparison between
the coal exporting figures for the
first quarter of 1939 and 1946. From
January to March, 1939, 750,101
tons of coal were exported from
Newport Docks, while for the
quarter just ended this year New-
port's coal exports amount to 194,400
tons—and the 1939 figures were not
considered good at the time.
To counterbalance some of the loss
in the coal exporting tonnage there
has been a satisfactory increase in
the exports of iron and steel and
general cargo. In 1939 Newport's
iron and steel exports were 13,739
tons during the first quarter of the
year. From Jan. 1 to Mar. 31 this
year the amount of iron and steel
shipped from Newport Docks rose
to 30,764 tons.

The most significant increase,
however, has been recorded in the
general cargo exports. In the first
quarter of 1939 Newport's general
exports were only 3802 tons; in the
corresponding period of the present
year they amounted to no less than
37,448 tons. Generally speaking,
Newport people cannot complain
when they compare their position
with that of the neighbouring
Welsh ports, such as Cardiff,
Swansea, Port Talbot and Penarth,
though, at the same time, such a
comparison affords little genuine
satisfaction.

Imports

Newport's proportion of South
Wales imports has been increased
substantially during the first
quarter of 1946, and she can also
claim to have at least maintained
her fair proportion of the export
trade. For instance, in the first
quarter of 1939 Newport's allocation
of the South Wales imports
amounted to eight per cent., and the
first three months of this year saw
the percentage rise to 18 per cent.,
one per cent. more than in the first
quarter of 1945.

The export percentage, too, shows
a slight increase, 19 per cent. from
January to March this year as com-
pared with 17 per cent. for the
corresponding period in 1939. The
increase in the import percentage was
due principally to iron ore and
general cargoes, and the export per-
centage was maintained by iron and
steel and cement.

The position at Newport was well
maintained during the month of
April. Imports during April
amounted to 53,301 tons, to bring the

total for 1946 up to 187,706 tons as
compared with 200,471 tons for the
corresponding four months of 1945.
Once again, iron ore (22,869 tons)
and general merchandise (21,122
tons) were responsible for maintain-
ing Newport's import traffic. On
the exports side, 71,670 tons of coal
and coke were exported from New-
port in April. They were the
principal items in a total April
export tonnage of 122,041 tons.

The Future

Nevertheless, considerable increases
are needed if Newport is to re-
capture even her 1939 trade. Mr.
John Davison, vice-president of
Newport Chamber of Commerce,
recently told that body that unless
some measure of coal exports re-
turned to the South Wales ports, it
was obvious that they could never
regain full prosperity.

Meanwhile the South Wales and
Monmouthshire Joint Ports Com-
mittee are pressing the Government
in an effort to ensure that all car-
goes coming to South Wales and
going from South Wales should be
dealt with by South Wales ports.
The Committee have interviewed
the Welsh Parliamentary Com-
mittee, and have asked the Minis-
tries of Food and Supply that
cargoes due for South Wales should
be unloaded in South Wales.

Apparently the greatest difficulty
lies in the long-term policy. It is
not that the total cost of loading in
South Wales is greater than else-
where, but it is the way charges are
proportioned between shipowners
and shippers that affects the pros-
perity of Welsh ports. The Committee
are hoping that their recommenda-
tions will lead to the rates being
placed on the same basis as those
which apply on the Mersey and
Clyde and partly in the Thames.

Direction of Ships

A promise has already been made
by the Ministry of Transport that,
wherever possible, vessels whose
main cargoes are for the South
Wales areas will be directed to
South Wales ports, but so far the
results of that promise have been
small. Indeed, at the time of writ-
ing only one vessel has been diverted
to South Wales as a result of the
Ministry's direction.

The proposed Severn Barrage is
also causing some concern in New-
port shipping circles, and Newport
Harbour Commissioners have told
Mr. Peter Freeman, M.P. for New-
port, that they view the proposal
with alarm. It is calculated that
the Severn Barrage will seriously
interfere with the tides and will
increase the accumulation of mud
in the River Usk. This increased
accumulation will prove a menace
to shipping, for extra dredging
operations cannot be carried out
without injury to the present
volume of traffic in the river.

If the scheme to proceed with the
Severn Bridge is sanctioned the
tides will be 24 minutes longer and
will rise another 6 in. above their
present level. This will have the
effect of inundating many Newport
streets, now level with the high
spring tides only, unless the flood
banks are raised.

Report of M.O.H.

The report of Dr. H. H. W. Catto,
Medical Officer of Health for New-
port, contains some interesting
figures, facts and comments. Of
1383 British and foreign vessels
which arrived at Newport last
year, 9.2 per cent. had sanitary
defects. Types of nuisances and
defects dealt with revealed that
67.27 per cent. of the nuisances were
due to lack of care and supervision
of living quarters. The incidence
of venereal disease among visiting
seamen during the war showed a
marked increase as compared with
the five years before the war.

The report also reveals that 10
vessels arrived from ports infected
or suspected to be infected with
smallpox, plague, typhus fever or
yellow fever, but no case of suspi-
cious illness occurred during the

voyage or after the vessels arrived
at Newport. Dr. Catto adds:
"Although many of the insanitary
conditions are no doubt due to care-
lessness on the part of the crew, the
ultimate responsibility rests upon
the master, and the degree of clean-
liness is a criterion of the discipline
of the ship."

In Brief

Newport Harbour Commissioners
have been informed by the Admir-
alty that the whole of the Bristol
Channel has been cleared for nav-
igation. In view of that assurance,
the Commissioners are to consider
the advisability of restoring the
light at Goldcliff Point.

P. & A. Campbell, Ltd., are taking
more passengers per trip from New-
port in their pleasure steamers than
they are from Cardiff. The firm
have three other steamers now in
course of reconconditioning.

Newport Harbour Commissioners
may reintroduce their annual in-
spection trip down the River Usk
this year. It was suspended during
the war years.

Newport Chamber of Commerce
have given a four-figure subscrip-
tion to the Royal Gwent Hospital.
The money will be devoted to the
establishment of a nurses' hostel.

REPORTS AND DIVIDENDS

United States Lines

The report of the United States
Lines Company states that the profit
from operations rose to \$2,262,729
in 1945 from \$2,143,698 in 1944, while net
income jumped to \$2,079,377, equal to
\$1.50 a common share from \$1,622,678,
or \$1.15 a share, a year before. In
both years substantially all of the com-
pany's operating income was derived
from various agreements with the War
Shipping Administration. Profits from
sale of securities in 1945, the report
adds, totalled \$559,890 before taxes,
and resulted from transactions in
marketable securities held by the com-
pany in its current assets and in
United States Government securities
held in the capital reserve fund and in
the special reserve fund. The deferred
portion of the profit on the sale of the
steamer *Ville D'Anvers* to an associated
Belgian company in 1940, amounting to
\$246,633, was taken into profit and loss
account in the latest period when final
settlement was effected. Total current
assets at the close of last year amounted
to \$11,790,098, compared with
\$10,743,642 on Dec. 31, 1944. Total
current liabilities were given as
\$9,280,221, against \$7,901,563. The
net worth of the company at the end
of 1945 was \$23,100,049, an increase of
\$1,939,088 over the previous year.
Long-term debt given for the latest
period was \$14,205,652, while that at
the close of 1944 was \$2,919,205.

EAGLE STAR INSURANCE COM-
PANY, LTD.—The report for 1945
states that in the marine department
the premiums, less reinsurances,
returns and commissions, amounted to
£384,890, and claims, less reinsurance
recoveries, salvages and refunds,
amounted to £266,359. A sum of
£85,000 has been transferred to profit
and loss account, and the marine fund
carried forward amounts to £791,891.
In the other departments, after making
reserves for outstanding claims and for
unexpired risks on the same basis as in
previous years, the following amounts
have been transferred to profit and loss
account: Fire, £75,000; accident,
£18,000; employers' liability, £30,000;
motor, £66,000; general, £80,000; a
total of £269,000. Further contribu-
tions of £60,000 from the shareholders'
account and £5000 from the life
account have been made to the staff
pension fund. The shareholders will
be asked to approve the payment of
the dividends declared in respect of
1945 on the 4 per cent. Preference
shares, 4 per cent. Second Preference
shares, and 10 per cent. Preferred
Ordinary shares, and to approve the
payment, on July 1, of a final dividend
for the year 1945 of 5 per cent. on the
Ordinary shares, making a total distri-
bution for the year of 35 per cent.
After making provision for the final
instalments of the 1945 dividend
amounting to £111,566, after deduc-
tion of tax, the balance carried forward
at the credit of profit and loss account
is £1,098,522, an increase of £371,305
compared with the previous year.

TUNNEL PORTLAND CEMENT
COMPANY, LTD.—Final dividend on
"A" Ordinary shares and "B" Ord-
inary stock of 10 per cent. actual (1s.

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per share on the "A" Ordinary shares
and per 10s. unit of "B" Ordinary
stock), less tax, making 15 per cent.
(same) for the year 1945. The net
profit for the year, after providing
£150,000 for taxation, was £142,475,
including £47,039 for investment in-
come relating to previous years. For
1944 £98,786, after providing £125,000
for taxation.

TUNNEL ASBESTOS CEMENT
COMPANY, LTD.—Dividend on the
Ordinary shares of 5 per cent. actual,
less tax, in respect of the year 1945
(nil). The net profit for the year, after
providing £24,000 for taxation, was
£18,804 (£5139 after providing £7500
for taxation).

BOOKER BROS., McCONNELL &
CO., LTD.—Interim dividend of 5 per
cent. actual, less tax, on the Ordinary
shares (same).

**TRANSFER OF SHORT BROS. TO
BELFAST**

It was officially announced yesterday
by the Minister of Supply, Mr. John
Wilmot, that the works of the aircraft
manufacturing firm, Short Brothers
(Rochester and Bedford), Ltd., will be
transferred from Rochester to Belfast.
The change-over will be gradually
effected over a period of 18 months. In
taking this decision the Government, it
is stated, has been actuated by the
necessity for the maintenance of devel-
opment and production of flying boats
under the most efficient conditions.

During recent years, with the in-
creasing size and weight of flying boats,
it has become evident that the water
facilities of the Medway were unsuit-
able and the aircraft workshops there
inadequate to modern require-
ments. The conditions required are,
however, to be found at the works of
Short & Harland, Belfast, in which
firm Short Brothers (Rochester and
Bedford), Ltd., have a controlling in-
terest. By transferring the head-
quarters of the firm from Rochester to
Belfast it has been possible to main-
tain in being an experienced design
team, which has been accustomed to
building complete aircraft, and to en-
sure that their work can continue
under the most efficient conditions of
a modern factory.

WORLD TANKER TONNAGE

Davies & Newman, Ltd., have com-
piled statistics showing the total dead-
weight of world tanker tonnage on
May 1, 1946, as compared with the
total tonnage on July 1, 1939. The
following figures are for tonnage of
over 1000 tons gross, and exclude whale
oil refining ships. All figures are for
tons deadweight:—

	July 1, 1939	May 1, 1946
United States flag	4,601,000	13,828,000
Other flags	11,477,000	4,463,000
World total		16,078,000
May 1, 1946 (tonnage afloat)		
United States flag	13,828,000	
British flag	4,463,000	
Norwegian flag	2,011,000	
Panamanian flag	807,000	
Dutch flag	512,000	
Swedish flag	353,000	
Russian flag	233,000	
French flag	205,000	
Spanish flag	193,000	
Italian flag	162,000	
Argentine flag	136,000	
Danish flag	120,000	
Other flags	418,000	
World total		23,381,000
Increase		7,303,000

ESTIMATED TONNAGE CONTRACTED
May 1, 1946

In Scandinavia	540,000
In United Kingdom	470,000
In United States	120,000
Other countries	140,000
Total	1,270,000

SWEDISH SHIPPING DEAL

The majority of the shares in Wax-
holms Nya Angfartygs A/B., which is
engaged in the passenger and coast-
ing trade in the Stockholm district,
have been acquired by three sub-
sidiaries of the Stockholms Rederi-a.b.
Sven-A/B. Finnboða Varv, Rederi-
a.b. Saturnus and A/B. Olaus Olsson
Kölimport.

COAL EXPORTERS



WORLD-WIDE BUNKERING SERVICE

Cory Buildings Fenchurch Street London, E.C.3 Tel.: ROYAL 2500

Special Market Reports

From Our Own Correspondents

CARDIFF

Inquiries circulate freely and values are strongly upheld. New business, however, is limited by the difficult supply position.

Table with columns for coal types (Large, Small, Sized) and prices.

SWANSEA

There is a better flow of deliveries from the pits, and outputs are gradually recovering from the effects of holiday stoppages.

Table with columns for anthracite and steam coal types and prices.

NEWCASTLE

Under a ready supply coastwise shipments are moving off steadily from the North-East Coast, and coal is coming forward from the collieries in better quantities.

Table with columns for various coal types and prices.

HULL

The scarcity of supplies will make business difficult to negotiate this week, since production will not reach pre-holiday levels.

BUNKER COAL PRICES

Large table listing prices for various coal types across different ports: London, Plymouth, Falmouth, Cardiff, Newport, Swansea, Liverpool, Birkenhead.

requirements are pressing, so that direction is necessary, priority being given to public utility and railway companies.

MERSEY

The market has a steady inquiry, bunkers being a firm feature. Washed fuels move away steadily for industrial account.

GLASGOW

Supplies continue to move steadily, but tonnages are insufficient to permit of much restocking. Public utilities have practically nothing in reserve.

Current prices of Scotch coals for shipment—

Table listing prices for Lanarkshire & Stirlingshire Area coals.

Table listing prices for Fife & Perthshire Area coals.

Table listing prices for Lothian Area coals.

Table listing prices for Ayrshire Area coals.

Table listing prices for Bunker Coal.

Table listing prices for Extra Leadages to Glasgow.

Table listing prices for Extra Leadages to Greenock.

Table listing prices for Extra Leadages to Greenock over Leith.

Table listing prices for Medway & Swale Ports.

It is announced in "The London Gazette" that the Minister of Labour and National Service gives notice that, under the powers vested in him by the Essential Work (Dock Labour) Order, 1943, he has approved a Dock Labour Scheme for the Rivers Medway and Swale area.

The scarcity of supplies will make business difficult to negotiate this week, since production will not reach pre-holiday levels.

LONDON—IN DOCK

Table listing ship arrivals in London, including vessel names, gross tons, and agents.

Table listing ship arrivals in London, including vessel names, gross tons, and agents.

LONDON—IN DRY DOCK

Table listing ships in dry dock, including vessel names and agents.

LONDON—IN THE RIVER

Large table listing ships in the river, including vessel names, stations, and brokers.

SHIPPING & COAL COMPANY, LIMITED

7, LEADENHALL STREET, LONDON, E.C.3

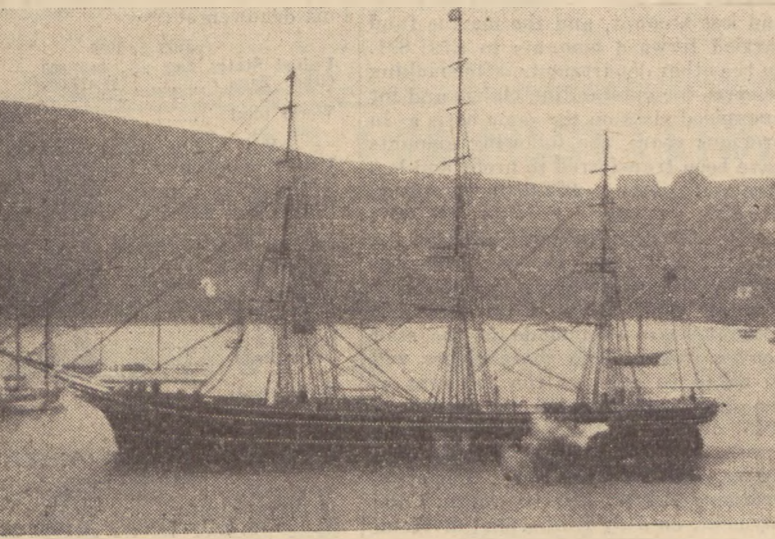
Natal Navigation Group Coal advertisement with logo and contact info.

ANCHOR TUGS FOR TYNE, WEAR & NORTH EAST COAST

Anchor Tugs advertisement with logo and contact info.

FRANCE FENWICK TYNE & WEAR Co. Ltd

SAILORS are of one mind upon the advantage of training in sail. There is nothing which fills the lack of sailing ship experience.



HALL'S BARTON ROPERY COMPANY LIMITED

Manufacturers of Steel Wire and Manila Ropes

London Office: West India House, 96/98, Leadenhall St., E.C.3

(Continued on page 10)

OVERSEA MOVEMENTS: Latest Reports

UNITED KINGDOM

Table listing shipping movements from the United Kingdom, including ship names, destinations, and dates.

ARCTIC SEA TO USHANT

Table listing shipping movements from the Arctic Sea to Ushant, including ship names and destinations.

TO BREST

Table listing shipping movements to Brest, including ship names and destinations.

Including Black Sea and Sea of Azov

Table listing shipping movements including the Black Sea and Sea of Azov, including ship names and destinations.

(Continued at foot of next column)

(Continued on page 8)

H. E. MOSS & CO. BROKERS FOR THE SALE, PURCHASE, CONSTRUCTION & CHARTERING OF TONNAGE OF EVERY DESCRIPTION

KELLOCKS' SALES The Steam Tug-Tender "BISON"

FOR PRIVATE SALE The Excellent Sailing Barge "FIVE SISTERS"

SHIPBROKERS, NAVAL ARCHITECTS AND CONSULTANTS. CONSTANTS (HALFORD CONSTANT LTD.)

NAVAL & CIVIL TAILORS MERCHANT NAVY OUTFITTERS

UNIFORMS, SEA CLOTHING, OILSKINS, SEA BOOTS

THOUSANDS OF POUNDS SAVED BY USING THIS EDITION ABC CODE 7th EDITION

E. JOHNSTON & CO., LTD. Steamship Agents SANTOS, RIO DE JANEIRO

WARSPITE (CRADLE OF THE DEEP) OVER 72,000 BOYS SHIPPED IN 189 YEARS

THAMES STEVEDORING CO. FOR Efficiency & Rapid Despatch

SHIPBUILDERS AND REPAIRERS BLYTHSWOOD SHIPBUILDING Co. Ltd. Shipbuilders, Engineers and Repairers

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G. H. BAILEY, LTD. Dry Dock Owners Ship Repairers Brass and Iron Founders

MILLS & KNIGHT, Ltd. Ship Repairers and Dry Dock Owners, Engineers, Boilermakers, etc.

J. JEFFERIES & SONS, LTD. Dry Dock Owners, Ship Repairers Engineers, Iron and Brass Founders

"REPAIRERS" TELEGRAPHIC ADDRESS OF HENRY ROBB, LTD. LEITH, SCOTLAND

DAVID THOMAS & SONS Tel.: Night & Day - Barry 735 BARRY DOCKS

MENZIES & CO., LTD. SHIPREPAIRERS, ENGINEERS, BOILERMAKERS.

ATLANTIC BASIN IRON WORKS ENGINEERS, BOILERMAKERS AND MANUFACTURERS

PETER HANCOCK & SONS, LTD. MILFORD HAVEN Shipbuilders and Repairers

CORK DOCKYARD LIMITED CORK FIRST PORT OF CALL FOR REPAIRS NORTH ATLANTIC

REPAIRS ON THE N.E. COAST BRIGHAM & COWAN SOUTH SHIELDS Ltd.

BRIGHAM & COWAN HULL (HULL) Ltd. Grams: "Repairs" Phone: Central 3466 (5 lines)

T. MITCHISON LIMITED ENGINEERS AND SHIP REPAIRERS FRIARS GOOSE SLIPWAY, GATESHEAD-ON-TYNE

AFRICA West, South & East ST MICHAELS AR Setae Cidades, Jne 10

AFRICA (Continued) DAKAR AR Matelots Pillien et Peyrat, Jne 9

AFRICA (Continued) FREETOWN AR Nelson Dingley, Jne 6

AFRICA (Continued) LA GOULETTE AR Lac Tchad, Jne 10

AFRICA (Continued) LA GOULETTE SD Gaisdale, Jne 10

AFRICA (Continued) CORK DOCKYARD LIMITED CORK

AFRICA (Continued) BRIGHAM & COWAN SOUTH SHIELDS Ltd. Grams: "Repairs" Phone: Central 3466 (5 lines)

AFRICA (Continued) ZANZIBAR AR Randfontein, Jne 10

AFRICA (Continued) ZANZIBAR SD Sofala, May 27

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REPAIRS ON THE N.E. COAST BUILDERS OF MARINE Steam Reciprocating, Turbine, Wallend-Sulzer and Dorsford Opposed

DRY DOCK OWNERS ENGINEERS, BOILERSMITHS AND SHIP REPAIRERS

MERCANTILE DRY DOCK COMPANY, LIMITED JARROW-ON-TYNE

BEN. WRIGHT & CO., LTD. MARINE CONTRACTORS

WILLIAM GRAY & CO., LTD. HULL AND MACHINERY REPAIRS & CONVERSIONS

CLELANDS (SUCCESSORS) LTD Ship Builders Ship Repairers

BUILDERS OF TRAWLERS, COASTERS, TUGS, Etc.

NORTH OF ENGLAND PROTECTING, INDEMNITY, & WAR RISKS ASSOCIATION

SHIPOWNERS' LIABILITIES covered by THE STANDARD

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THE STANDARD SHIPOWNERS' MUTUAL WAR RISKS ASSOCIATION, LTD.

THE BRITISH MARINE MUTUAL INSURANCE ASSOCIATION LTD. (Established 1869)

BRITANNIA STEAM SHIP INSURANCE ASSOCIATION LTD. (Established 1855)

WARRIS (H. & M. and Freight) Managers - TINDALL, RILEY & CO., CANARY HOUSE

ASIA AGEN AR G. S. Walden, Jne 10

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THE TYNE DOCK ENGINEERING Co., Ltd. SOUTH SHIELDS

MERCANTILE DRY DOCK COMPANY, LIMITED JARROW-ON-TYNE

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COASTWISE & HOME TRADE MOVEMENTS

SHIPBROKERS GREAT YARMOUTH T. SMALL & CO., LTD. LLOYD'S SUB-AGENCY. SHIPBROKERS, CHARTERING AND INSURANCE AGENTS

15 PORT ARTHUR SD Skandnavia, June 9 LAKE CHARLES SD Kaptein Worsoe, June 9 NEW ORLEANS AR Cefalu, June 11

16 Mobiloil Beaufort Mill Spring Uruguay Corpus Christi Hampton Sydney

C 1 LONDON Entered Marlwood, June 12 Goole Regios Sunderland Blyth Celtic Queen Dundee

C 2 Gurden Gates, June 10 Methil Keynes, June 11 Tyne Empire Swordsman London

BARCELONA ANGEL JIMENEZ VILCHES

ICELAND, &c. REYKJAVIK AR Dronning Alexandrine, June 10

PORTSMOUTH AR East Anglian, June 8 London Queen Grimsby

NEWPORT SD BARRY IS Pd Up Sarnia, June 11

BRISTOL SD Joffre Rose, June 11 Heysham Bassethound Heysham

BRITISH COAST LINES SEAWAYS COAST LINES ORGANISATION Regular Services between all Important Ports

SHIPS IN PORT

MANCHESTER IN PORT - Cont. from p. 10
EMPIRE LERCH, 363, Ellesmere Port Dry Dk. Clark & Grounds
EMPIRE PICKWICK, 7069, Shed 2, Dk. 9, (Clan Line Agencies)
GEORGIOS G., 4289, Shed 1, Dk. 7, W. T. H. H. & Co.

CLYDE IN PORT

Docks are at Glasgow unless otherwise stated
Vessel Tons Gross Dk. or Wharf Broker
ACASTA, 5229, Prince's, Gow, Harrison & Co.
AMBROSE B. BURNSIDE, 7181, James Watt Dk., Greenock, T. Law Co.
ANNAGHMORE, 585, Rothesay Dk., Clydebank, J. H. Couper

MOELFIE ROSE, 631, Rothesay Dk., Clydebank, Colin, McPhail
MONARCH (cable), 8100, Clyde Anchorage MOUNTPARK, 6700, Yorkhill, J. & J. Denholm
MOYALTON, 282, Rothesay Dk., Clydebank, J. H. Couper
NIOPTHAUMA, 2200, Great Harbour, Greenock, Gow, Harrison & Co.

NEWPORT IN PORT

Vessel Tons Gross Dk. or Wharf Broker
ALBERTA, 3085, Mounstuart Dry
ALFREDORF, 2472, Bute E., T. T. Pascoe
ANGLIAN COAST, 594, Bute E., Coast Lines
ANNA T., 2728, Bute E., Constants (South Wales)

CARDIFF IN PORT

(Including Barry & Penarth)
Vessel Tons Gross Dk. or Wharf Broker
ALBERTA, 3085, Mounstuart Dry
ALFREDORF, 2472, Bute E., T. T. Pascoe
ANGLIAN COAST, 594, Bute E., Coast Lines

REPORTS OF INCOMING VESSELS

Arrangements can be made to report vessels arriving off the coast to any address. Further particulars can be obtained from Intelligence Department, Lloyd's, London, E.C. 3

REPORTS OF INCOMING VESSELS

HUDSON BAY, 2013, Dunston Staiths, J. Hudson & Co.
INVER, 1887, Dunston Staiths, L. S. Carr & Co.
INVER, 1887, Dunston Staiths, L. S. Carr & Co.
INVERTYNE, 259, South Shields Oil W.L., Furness, Withy & Co.
INVER, 4178, Walker Naval Yd., Wallsend, W. Milburn & Co.

EMPIRE RIDER, 955, Tyne Dk. Engineer, W. Joplin & Co.
EMPIRE SOAR, 2740, Tyne Dk., S. Shields, Common Bros.
EMPIRE TEGENYA (ex Lisa Essberger), 1172, Dunston, L. S. Carr & Co.
EMPIRE TEGUNTO, 1256, 12 Tier, G. F. Cuthbert Brown & Co.
EMPIRE TESDALE, 980, Jarrow Oil W.L., Mann, George & Co.

SUNDERLAND IN PORT

Vessel Tons Gross Dk. or Wharf Broker
ABILITY, 891
AFTERGLOW, 936, Austin's Dry, J. Westoll, Ltd.
ALBA, 8016, Greenwell's Qy., France Fenwick & Co.
AMPILLA (trawler), 248, Dry Dk. 2, Shipbuilding Corporation, Ltd.

SUNDERLAND IN PORT

Vessel Tons Gross Dk. or Wharf Broker
ALBA, 8016, Greenwell's Qy., France Fenwick & Co.
AMPILLA (trawler), 248, Dry Dk. 2, Shipbuilding Corporation, Ltd.
ARCHALLAN, 8016, Greenwell's Qy., France Fenwick & Co.

HULL IN PORT

Vessel Tons Gross Dk. or Wharf Broker
ACCRINGTON, 1078, Alexandra, Ellerman's Wilson Line
ACRYL, 465, Humber, Oughtred & Harrison
ACTUALITY, 945, Albert, Oughtred & Harrison
ANN M., 769, Victoria, R. Rix & Sons
ANSIDILITY, 350, Humber, Oughtred & Harrison

SHERWOOD, 1550, Northumberland, Dk., North Shields, France Fenwick Tyne & Wear Co.
SOLBRITT, 1885, Dunston Staiths, Harper Hopps & Co.
SOUTHERN (whaler), 593, Middle Dks., S. Shields, Cairns, Noble & Co.
SOUTHERN TRICE (whaler), 364, Mill Dam Bys., S. Shields, Cairns, Noble & Co.

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ACTUALITY, 945, Albert, Oughtred & Harrison
ANN M., 769, Victoria, R. Rix & Sons

LLOYD'S LIST

Thur., June 13, 1946 Page 11

NEWPORT IN PORT

Vessel Tons Gross Dk. or Wharf Broker
CATRINE, 5218, Mount Stuart Dry, 2, Donn & Co. (Newport)
CORNISH ROBE, 471, South
CULBERTA, 5261, C. H. Bailey's Dry, Donn & Co.

CARDIFF IN PORT

(Including Barry & Penarth)
Vessel Tons Gross Dk. or Wharf Broker
ALBERTA, 3085, Mounstuart Dry
ALFREDORF, 2472, Bute E., T. T. Pascoe
ANGLIAN COAST, 594, Bute E., Coast Lines

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ARCHALLAN, 8016, Greenwell's Qy., France Fenwick & Co.

HULL IN PORT

Vessel Tons Gross Dk. or Wharf Broker
ACCRINGTON, 1078, Alexandra, Ellerman's Wilson Line
ACRYL, 465, Humber, Oughtred & Harrison
ACTUALITY, 945, Albert, Oughtred & Harrison
ANN M., 769, Victoria, R. Rix & Sons

GLoucester IN PORT

(Including Sharpness)
Vessel Tons Gross Dk. or Wharf Broker
ROMA, 181, Gloucester, Dk. or Wharf, Broker

VESSELS EXPECTED AT UNITED KINGDOM PORTS

Showing Vessel, Voyage, Probable Date, Broker and Berth

BRITISH & CONTINENTAL STEAMSHIP CO., LTD.

Amsterdam, Rotterdam, N. France, Antwerp, Ghent, Etc. FROM AND TO

Liverpool, Manchester & Southampton ANTWERP and GHENT, from and to GLASGOW GHENT, from and to BELFAST

Garston—ED. W. TURNER & SON. Glasgow—CLYDE SHIPPING CO., LTD. Belfast—G. HEYN & SONS, LTD.

CURRIE LINE MEDITERRANEAN AND PENINSULAR SERVICES

LONDON TO LISBON: s.s. H. THELAND (cargo only) ... Closing June 22

LONDON TO MARSEILLES, GENOA, LEGHORN NAPLES and SICILY: s.s. FINLAND (cargo only) ... Closing July 5

LEITH TO COPENHAGEN: s.s. GOTHLAND (cargo and passengers) ... Closing June 26

FINLAND Joint Service with Finland Steamship Co. Ltd. Leith and Grangemouth to Helsinki/Helsingfors

CURRIE LINE LTD., TRINITY COTTAGE, GOLDENACRE, EDINBURGH, 5.

BIBBY LINE MARSEILLES, EGYPT, SUDAN CEYLON AND BURMA.

Martins Bank Building Water St., Liverpool 2

CAIRN-THOMSON LINE (CAIRN LINE OF STEAMSHIPS, LTD.)

REGULAR SERVICES, EAST COAST U.K. TO AND FROM CANADA

GELLATLY, HANKEY & CO., LTD.

Despatch Steamers from GLASGOW and BIRKENHEAD for STRAITS and FAR EAST.

HOULDER BROTHERS & CO., LTD. SHIP OWNERS

Ship, Insurance, Loading and Passenger Brokers and General Forwarding Agents

GREEK LINE BETWEEN NEW YORK & LISBON, PIRÆUS AND NEAR EAST

For Sailings, Freight, Passages, Etc., apply

JOHN STRUTCLIFFE & SON (GRIMSBY), Ltd.

SHIPBROKERS, SHIPPING, FORWARDING AND INSURANCE AGENTS, GENERAL STEVEDORES

WILSON LINE - HULL

Sailings From Hull, Immingham, London, Liverpool, Manchester, Middlesbrough, Newcastle, Aberdeen, Swansea, Antwerp, Dunkirk, etc.

THE UNITED SHIPPING CO., LTD. 108, Fenchurch Street, London, E.C. 3

PRINCE LINE

MANCHESTER TO TUNIS, MALTA, ALEXANDRIA, PALESTINE, SYRIA, CYPRUS. LEITH, TYNE, MIDDLESBRO, LONDON to MALTA, ALEXANDRIA, PALESTINE, SYRIA, CYPRUS.

BOOTH LINE To North Brazil & Iquitos

For details of sailings and rates of freight to PARA, MANAOS, IQUITOS, LETICIA, MARANHAM, CEARA & PARNAYBA

SWEDISH LLOYD SERVICES

London, Newcastle, Leith, Liverpool and Manchester. To Gothenburg and other Swedish West Coast Ports and vice versa

WALFORD LINES LTD LONDON-ANTWERP LONDON-ROTTERDAM

LONDON-DORDECHT SERVICE will be resumed when circumstances permit.

FINLAND STEAMSHIP CO. LTD. Have Resumed Sailings

FINLAND-HULL-LONDON-LIVERPOOL and Vice-versa

Full particulars from Agents: HULL: JOHN GOOD & SONS, LTD.

THE SWEDISH EAST ASIATIC CO. LTD GOTHENBURG WILH. WILHELMSEN, OSLO

Joint Service to BRITISH INDIA SAILINGS from GOTHENBURG and OSLO to INDIA, calling at KARACHI, BOMBAY, COLOMBO, MADRAS and CALCUTTA

SVEA LINE

Sailings from LONDON to HELSINGBORG and MALMO. To NORRKOPIING, STOCKHOLM and GEFLE

THE POLISH-BRITISH STEAMSHIP CO., LTD. (POLSKO-BRYTYJSKIE TOWARZYSTWO OKRETOWE, S.A.) GDYNIA

Regular Direct Sailings Of First Class Passenger Steamers

IRISH SHIPPING LIMITED

REGULAR SERVICES NEW YORK, NORFOLK, MONTREAL, ST. JOHN, N.B. GOTHENBURG, OSLO

To and from DUBLIN, CORK, LIMERICK AND WATERFORD

CARGO MAY BE BOOKED WITH

Irish Shipping Ltd., Dublin and Cork. Limerick Steamship Co., Ltd., Limerick and Dublin.

Wexford Steamships Co., Ltd., Wexford and Dublin.

States Marine Corporation, 90, Broad Street, New York.

Blidberg Metcalfe, Gothenburg, Joachim Grieg, Oslo.

Torfinn Jarl, Piræus & Barcelona. Nordnordjyske S.S. Services. Trojan Star, Wellington. Blue Star Line.

PORTSMOUTH (Glengyle, Singapore. SOUTHAMPTON Athlone Castle, Wellington. Union Castle Mail S.S. Co.

Corfu, Singapore. Escombe, McGrath & Co. Dorsetshire, Kangoon. Escombe, McGrath & Co.

CLAN MURRAY, CALCUTTA, CAYZER, IRVINE & CO. Consol Corfintan, San Domingo. Corfu, Singapore via Southampton.

PLYMOUTH Pacific Express, Oslo. Weekes, Phillips & Co. (Sound). Samwater, New Westminster.

AVONMOUTH Deilhan, Montreal. Cunard White Star. Dennis Rose, Hamburg.

BRISTOL Dagmar Bratt, Gothenburg. Whitwill, Cole & Co. Irene, Baltic.

SWANSEA British Lancer, Bandar Mashur, Burgess & Co. MERSEY Athelstan, Havana.

CLAN ALPINE, MOMBASA, CAYZER, IRVINE & CO. Clan Maciver, Mombasa. Cayzer, Irvine & Co.

CLAN ALPINE, MOMBASA, CAYZER, IRVINE & CO. Clan Maciver, Mombasa. Cayzer, Irvine & Co.

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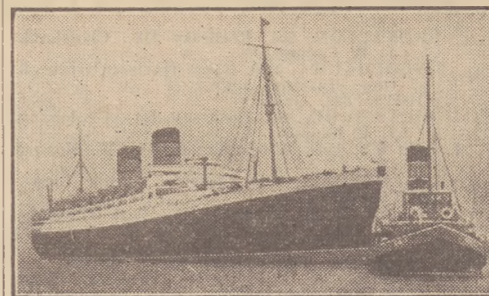
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Athelprince—44 18 N, 22 00 W, June 11, 6 p.m.

Baron Napier—44 48 N, 08 54 W, June 11, 6 p.m.

Beaverdell—49 24 N, 39 12 W, June 11, 6 p.m.

Celtic Monarch—53 18 N, 13 30 W, June 11, 6 p.m.

Danaholm—June 6, noon, bd Gothenburg, 632 m ESE of Cape Race

Empire MacAndrew—56 00 N, 35 24 W, June 11, midnight

Empire Rapier—54 18 N, 05 54 E, June 11, 6 a.m.

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