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From London

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OFFICIAL NOTICE

PROPOSAL TO CHANGE A SHIP'S NAME

I. GEORGE FINCH HOTBLACK, GIVE NOTICE that, in consequence change of ownership, I have applied the Ministry of Transport, under Section 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 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

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

SHIPPING GAZETTE (Established 1734)

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

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

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THURSDAY, JUNE 13, 1946 High Water, London Bridge ... 01 59 14 17

 High Water, Liverpool
 ...
 11 26
 23 44

 Sun Rises
 ...
 04 40
 Sun Sets
 ...
 21 20

 Moon Sets
 ...
 03 57
 Mcon Rises
 ...
 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. 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 of

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.

London Office E4 VIDTORIA ST., S.W. 1

Call for Investigation into Recruitment

DISCUSSION AT- SEATTLE

SEATTLE, Wednesday An immediate investigation into the recruitment of Chinese and Indian eamen was suggested by Mr. Aftab ALL president of the All-India Seamen's Federation, to the maritime conference of the International Labour Organisation here. He called for an weekdays. As from Sept. 1, it is hoped Ltd., London, for Harland & Wolff. interim report of the investigation to be prepared before next year's meeting. "The method of recruitment of Indian seamen is the greatest candal, for which the Government of India and the shipowners should be ashamed.

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 Bribery and corruption still he alleged, "wages have not increased in proportion to the rising cost of living, international standards Passengers will still require to obtain large company present. Lady Fraser, but its most outstanding lesson had 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 ong 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

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

ESSENTIAL WORK ORDERS

Railways Among Next Industries to be Descheduled

Minister of Labour and National Service has informed the organisations representing employers and workers concerned that the railway, ball clay, leather produc-tion 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, Orders remain in force for all em-

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 with-

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 induding paper pulp.

ELECTED TO LLOYD'S

The Committee of Lloyd's elected the | when in port. 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.

PASSENGER AND CARGO VESSELS TURBINE AND DIESEL MACHINERY WATERTUBE BOILERS DRY DOCK 502 Ft. by 86 Ft.

NEWCASTLE-ON-TYNE

ASIATIC SEAMEN

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.

L.M.S. IRISH SERVICES

Plans to Increase Sailings

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 from the British Tanker Company, further to increase the sailings to two in each direction each weekday, with one sailing each way on Sundays.

tional week end sailings will probably British Knight for these owners. Sir provided during August. Duke of Rothesay and Duke of York. which are still on Government service. Saturdays during July and August for between Scotland Northern Ireland, and vice-versa. sailing tickets before travelling.

15 SHIPS DEREQUISITIONED

Prior to the war, the L.M.S. Railway steamers on the English and Scottish lakes). At the conclusion of hostilities only 20 were available for public have returned to L.M.S. service. vessels which have been put back into service comprise three cross-Channel passenger steamers, four Clyde steamers, and eight vessels employed on the Goole-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 Maud (Strangaer-Larne route) about August.

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, 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 the provisions of the Essential Work being performed by Mrs. R. Graham, wife of Mr. Graham, who until his ployers and workers in the scheduled recent retirement was secretary of the ployers and workers in the scheduled undertakings concerned. The two sides of the dominant industry have also been seen that the land of the charge in the scheduled undertakings concerned. The two sides of the charge are the land of the charge in the scheduled undertakings concerned. The two sides of the charge are the land of the of the chemical industry have also been to Lloyd's Register class, the Landaura informed that firms engaged in the will operate in the owners' Eastern manufacture of heavy chemicals or service. She is 447 ft, in length over fertilisers are to be descheduled with all, and has a deadweight carrying lack of oil supplies. the rest of the chemical industry on capacity of 9600 tons, and gross ton-or about June 29.

have proved themselves to be of smoking-room is situated at the after tons carrying capacity." continued Sir All the tanks in mutual advantage to employers and end of the boat deck. The crew's quar- William. workers and may have also affected ters are situated in the poop, and shown in Lloyd's Register as the second engineers' and crew's accommodation the industrial agreements of the indus- separate mess rooms are provided for largest British-owned fleet. It certainly was reconditioned. The Rapana has tries which were brought within the the saloon, deck and engine-room was the largest oil tanker fleet of the now rejoined the fleet of the Anglo scope of the Orders. He wishes to crews. Cold storage of large capacity world. It had its serious losses—44 Saxon Petroleum Company. is installed for domestic use, the neces-sary temperatures being maintained serious damage. Sir William said it by an electrically driven automatic was hoped to replace these vessels methylchloride refrigerating plant. quickly. He hoped Mr. Dunlop and Mechanical ventilation is installed his firm would help. The owners throughout the ship, including the wanted these ships, they needed them 's quarters.

winches and derricks, and the holds tankers meant dollars. are large and clear of obstructions to Sir William added: driven, the steam being supplied by an to its pre-war standard."

(Continued from next column)

thought they could look forward to a good many years of shiphuilding ctivity on the Clyde.

Mr. R. GILLESPIE, 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 Ltd., for the Government during the these ships been built by the firm, but they had also provided the machinery for seven ships built elsewhere.

Sir W. Fraser on Value in War and Peace

ORDER FOR VACATED BERTH

From Our Own Correspondent

GLASGOW, Wednesday News of another order for a tanker Ltd., Govan, was given here to-day in the speeches which followed the launch Between Heysham and Belfast, addi- by the Govan firm of the motor tanker The William Fraser, as chairman of the berth vacated by the British Knight repaired or converted to wartime tasks new vessel would be the British Ranger. | glorious pages to our naval history. and It was a surprising bunch-time development, and greatly to the liking of the more the profound effect of sea power wife of Sir William Fraser, named the been the inter-dependence of the three new vessel. The British Knight, which is designed to carry 12,250 tons of he said, "all our major undertakings petroleum in bulk, is 463 ft, in length against the enemy have sprung from a Harland-B. & W. diesel engine.

> Glasgow manager of Harland & Wolff. tanker for his company. During much credit.
> the last 35 years Harland & Wolff ... We must all hope that what has were in the forefront of tanker build- part. ing. Their crews were accommodated in a much better fashion than ther 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 Ltd., had ordered another tanker to tanker fleets under their flag. Probably be laid down on the berth just 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 to man their ships. The Allied effort never suffered at any time through

REPLACEMENT OF LOSSES

The British Tanker Company, hadly. Many tankers to-day did not The cargo-handling facilities are fly the British flag. The shipbuilders exceptionally complete, there being five had to devote their attention to other large hatchways served by steam classes of shipping and American

facilitate the carriage of large pieces the ships we can get from this yard. of machinery or other cargo. In addi- If Mr. Dunlop would just put another tion to the ordinary derrick equipment tanker on the stocks which the British two heavy derricks are installed, one Knight left to-day he can begin work at the foremast capable of 30-ton lifts to-morrow morning. To offer a little bodying the latest features of design. Tanker Company will be able inside the All the auxiliary machinery is steam next year to restore their tanker fleet exhaust-gas and oil-fired boiler when could only have a reasonable measure it sea and by a separate oil-fired boiler 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

The LORD PROVOST OF GLASCOW, Mr. Hector McNeil, recalled that he was a former employee of Harland & Wolff, Ltd. He described Sir William's new tankers built by Harland & Wolff, order as a wonderful piece of news and ment when work was under way. He

(Continued in preceding column)

BRITAIN'S TANKER FLEET 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

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 reinstatement of the Sunday service is British Tanker Company, made the handling vast cargoes of food and Mr. Aftab Ali said that although contingent upon the return of the offer that if the Govan firm would lay munitions, had played a great part. down the keel of another tanker on the Here, more than 20,000 ships were Between Strangaer and Larne, certain she would be taken over by the British and from London's docks sailed many additional sailings will be afforded on Tanker Company. The name for the merchant ships whose names had added

The course of the war had shown once b.p., 61 ft. 6 in. in breadth and 34 ft. combined operations, and in this we in depth. The propelling machinery is have learned that the work of one service is of no avail without the Mr. Louis V. Dunlor, director and close co-operation of the other two.

" For a hundred years after the Ltd., who proposed "The British Napoleonic Wars, the world was free Knight and her owners," at the sub-from such major convulsions, and with sequent lunch, said that Sir William the exception of some local wars, Fraser attended the launch of the nations were able to attend to their first vessel they had built for the own affairs in peace and without fear British Tanker Company 10 years ago For this state of affairs the British -the British Power. Now he was attending the launch of their 15th supremacy at sea can surely claim

had launched from the Govan ship-yard 45 tankers, an average of three achieved by the United Nations Now, unfortunately, they Organisation in which the British were left without a tanker on their Commonwealth of Nations has already The British Tanker Company shown its readiness to play a full

M.A.C. SHIP TO TANKER

Reconversion of "Rapana" Completed in Four Months

industry since the end of the war.

The vessel concerned, the Rapana, Lisbon to Wilmington at \$22. 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 SINES and LISBON to WILMINGTON. exactly four months later she left for sea trials completely restored and

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 The Minister pointed out in a statement which he made in the House of modated on the bridge deck amidships ment of the Anglo-Iranian Oil Comment, including the repositioning Commons on Dec. 13 last that certain features of the Essential Work Orders forward end of this deck. A spacious more than 90 vessels, of one million machinery was generally overhauled.

Interest is maintained for early and of the boats. The main propelling forward loadings, but sparingly available tonnage checks general chartering. "I believe that fleet was veyed and tested, while the officers

GREAT LAKES SHIPPING

Government May Intervene in Strike

TORONTO. Wednesday Canadian Government control of all Canadian shipping on the Great wise trades, inquiry being held in Lakes was reported likely here to-day check by the tightness of colliery stems. should the deadlock continue in the Business for foreign destinations is negotiations between the shipowners still restricted owing to the continued and the Canadian Seamen's Union for scarcity of coal cargoes settlement of the 18-day-old strike. While it was said the negotiations were and one at the mainmast for 20-ton more inducement I am prepared that likely to be resumed in the next day lifts. The main machinery consists of the new ship should be named the or two, it was also reliably indicated 4-cylinder Barelay Curle-Doxford British Ranger. I hope that with the that the Government were preparing oil engine of welded construction em- help of British shipbuilders the British 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 endeed to-day as 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 trade was very largely international more grain being brought eastwards to replenish the rapidly diminishing stocks. Thirty ships with a grain carrying capacity of 9,000,000 bushels are

as from July 1 next.

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 mediumsized 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 8500tonner 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. Gulf 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 Bahrein Island to one or two places Greece for the latter part The work of converting a merchant of this month, the rate indicated being ircraft carrier (M.A.C. ship) to an \$13 f.i.o., while on gross terms 95s, is p-to-date oil tanker was recently com-bidding for a vessel of 6250-6500 tons pleted by Harland & Wolff, Ltd., at for barley in bags from Basrah to one their Govan shipyard in the record or two ports Greece for July and also time of four months. This large and Angust loading. Grain and ore cargoes important contract is also notable in continue to be offered from the Black that it is the first of its kind to be Sea ports. Spanish Mediterranean salt undertaken by the British shipbuilding exporters are still open. Tonnage has en chartered for cork waste from

FIXTURES

AMERICAN NORTHERN RANGE to WEST FFALY.—British stmr., 6800 r., 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.)

-Stmr., 222,000 cu. ft. bale, \$22 pe ton, eork waste, June 20-July 15.

WALES to DAKAR .- Stmr., 6000 t., 258.

PROVINCIAL REPORTS

From Our Own Correspondent

LIVERPOOL. Wednesday Interest is maintained for early and able 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.

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 stems.

African and Eastern requirements are

SWANSEA, Wednesday There is little change in the coast-

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 stems are booked, while for later in

the month tonuage 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 Lonnow idle, their holds empty.- Renter. don General Shipowners' Society yesterday afternoon, Mr. H. Barra-Mr. Henry Hume Saunders and clough (Dene Shipping Company, said that is was good to know that Brigadier James Storar have been Ltd.), was elected chairman of the Not only had the engines for all about 1000 men would receive employ- elected directors of the Vulcan society for the ensuing year, and Mr. Foundry, Ltd., and Mr. Saunders has G. H. Trott (Blue Star Line, Ltd.), been appointed joint managing director deputy chairman. These gentlemen assume office on July 1 next.

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 Viscounty for Lord Louis Mount-tten. Mrs. Churchill is appointed a ume Grand Cross of the British Hatfield, Herts. batten. 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. 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 Elizabeth, Cunard White Star, Ltd. 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

public services

C.M.G., D.C.L. For services as Representative of H.M. Treasury in Washing-

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

Assistant Secretary, Ministry of Fuel and Power.

and Power.

Schort Edmund Relfe Luff, Esq., Managing Director, Cable and Wireless, Ltd. 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 John Hickson, C.B., C.B.E., R.M. (retired), Office Secretary, King George's Fund for

Valentine Holmes, Esq., K.C., lately
Junior Treasury Counsel. William George Hynard, Esq., C.B., C.B.E., Ministry of Transport Representative,

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

C.B.

Edward George Fudge, Esq., C.B.E., Under

tary, 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 Cunning-ham of Hyndhope, K.T., G.C.B., D.S.O. The Right Honourable Edward Frederick Lindley, Earl of Halifax, K.G., G.C.S.L. 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.

Colonel Jack Sidney Bates Gentry, O.B.E. R.E., Deputy Port Director, Regional Port Directorate, Calcutta. Lakshman Trimbak Gholap, Esq., Indian

Civil Service, Controller of Indian Shipping and ex officio Joint Secretary to the Government of India in the Department of Commerc

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 Edmond Moloney, Esq., Director of

Shipbuilding, Department of Industries and Supplies, Government of India,

G.B.E.

Clementine, Mrs. Churchill, C.B.E.

The Right Honourable Edward Mauger, Baron Hiffe, 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.

Sir Maurice Edward Denny, Bt., C.B.E., tration Board.

Sir William Palin Elderton, C.B.E., lately Chief Statistical Adviser, Ministry of Transport.

Archibald Auldjo Jamieson, Esq., M.C., Chairman of Vickers, Ltd. The Honourable Joseph Paton Maclay, President of the Chamber of Shipping.

C.B.E.

Arnold Edward Banham, Esq., Secretary, Capital Issues Committee. Samuel Berkeley, Esq., J.P., Chairman, Belfast Coastal and Short Sea Shipping Control Committee, Ministry of Trans-

Herbert Vernon Bonar, Esq. For services as Jute Controller, Board of Trade. Lieutenant-Colonel Albert Buckley, D.S.O., J.P., Chairman, Liverpool Savings Committee.

Ernest William Bussey, Esq., General Secretary, Electrical Trades Union. Mungo Campbell, Esq., lately Director, Ship Repair Division, Ministry of Trans-

port. Captain Walter Dawson, Master, s.s. Tamaroa, Shaw Savill & Albion Company, Ltd.

Thomas Fraser, Esq., M.I.P.E., Director, Metropolitan Vickers Electrical Company, Ltd.

Harold Edward Gorick, Esq., F.C.I.S., lately Deputy Director, Coasting and Short Sea Division, Ministry of Transport; now Secretary, Chamber of Shipping of the United Kingdom. Cecil Ernest Horton, Esq., Chief Scientist, Admiralty Signal Establishment.

Charles Jarman, Esq., Acting General Secretary of the National Union of Seamen. Sir William Henry Beveridge, K.C.B. For Richard Ferdinand Kahn, Esq., Principal Assistant Secretary,

The Honourable Robert Henry Brand, Captain Alfred Gilmer Lamplugh, Underwriter and Principal Surveyor, British Aviation Insurance Company, Ltd.

Leighton George Lowry, Esq., Principal
Assistant Secretary, Ministry of Fuel

> ng Director, Cable and Wireless, Ltd. William McArthur Morison, Esq., Director of Merchant Shipbuilding and Repairs, Admiralty. David Herbert Nairne, Esq., Chief Engi-

neer Officer, s.s. Circassia, Anchor Line, Alexander Nicoll, Esq., Chief Engineer Officer, s.s. Arundel Castle, Union-Castle Mail Steamship Company, Ltd.

Stanley Colston Parkin, Esq., General Manager, National Dock Labour Cor-poration, Ltd. William Richards, Esq., Ministry of Trans-

port Representative on London and Newcastle Clubs (War Risks).

Arthur Albert Rowse, Esq., M.I.M.E., M.I.B.E., Chairman, S. G. Brown, Ltd. Herbert Arthur Short, Esq., M.C., Docks they personally received any benefit or

Company.

Captain Richard Thomas Smailes, Master, m.s. Athlone Castle, Union-Castle Mail Steamship Company, Ltd.

Captain James Alder Smith, Master, s.s. Maloja, Peninsular & Oriental Steam Navigation Company.

George Henry Trott, Esq., lately Director of Refrigerated Tonnage, Ministry of

Charles Reginald Wheeler, Esq., lately Controller of Iron and Steel, Ministry of Supply

Aviation.

O.B.E.

Pilotage Authority.
Captain Charles Antoine Caron, Master, Canadian Marine Services

Daniel Clinton, Esq., Pilot, Canadian Pilotage Authority. Ronald Vernon Cobham, Esq., Pilot,

Canadian Pilotage Authority.
Emmett DeLouchry, Esq., Pilot, Canadian Pilotage Authority Earle Gavey Dolbel, Esq., Fourth Officer,

Canadian Merchant Navy.

George Thomas Labey, Esq., Branch Pilot, Bengal Pilot Service (retired).

Napoleon Lachance, Esq., Pilot, Canadian

Pilotage Authority.

Captain William Albert Poole, Master, Canadian Marine Services.
Nicholas L. Power, Esq., Pilot, Canadian

Pilotage Authority. Edward Vincent Renner, Esq., Pilot, Canadian Pilotage Authority.

August Santerre, Esq., Pilot, Canadian

Pilotage Authority Captain Robert C. Sheppard, Master of Trepassey, Falkland Islands, George William Reginald Smith, Esq.,

Director of Customs and Port Officer, Bahrain State. Lawrence Thomson, Esq., Pilot, Canadian

Pilotage Authority.

Joshua Winsor, Esq., Master of the m.s.

Winnifred Lee, of Newfoundland. For services to Northern Labrador.

RECENT WILLS

Mr. Alfred Bennett Gregory, of 37, New Queen Street, Chesterfield, Derbyshire, insurance broker, who died on Apr. 20 last, left £450.

Cottage The Promenade, Castletown, Isle of Man, retired shipbroker, who died on Sept. 7 last, left estate in England valued at £12,538.

Mr. Harmood Victor Carruthers
Johnstone, O.B.E., of The Spring,
Wickham Bishops, near Witham, Essex, chief engineer to the Essex Rivers Catchment Board, and formerly K.B.E.

K.B.E.

of the Egyptian Irrigation Service, who died on Dec. 25 last, left £23,951, ments or reparations of whatever acted in its own interest in adopting by the program of the Egyptian Irrigation Service, who died on Dec. 25 last, left £23,951, ments or reparations of whatever acted in its own interest in adopting with net personalty £22,610. (Duty tration Board.

D.L., lately President of the Air Registration Board.

of the Egyptian Irrigation Service, who died on Dec. 25 last, left £23,951, ments or reparations of whatever acted in its own interest in adopting the war, and it too injured party acted in its own interest in adopting the program of the Egyptian Irrigation Service, who died on Dec. 25 last, left £23,951, ments or reparations of whatever acted in its own interest in adopting the program of the Egyptian Irrigation Service, who died on Dec. 25 last, left £23,951, ments or reparations of whatever acted in its own interest in adopting the program of the Egyptian Irrigation Service, who died on Dec. 25 last, left £23,951, ments or reparations of whatever acted in its own interest in adopting the program of the Egyptian Irrigation Service, who died on Dec. 25 last, left £23,951, ments or reparations of whatever acted in its own interest in adopting the program of the Egyptian Irrigation Service, who died on Dec. 25 last, left £23,951, ments or reparations of whatever acted in its own interest in adopting the program of the Egyptian Irrigation Service, who died on Dec. 25 last, left £23,951, ments or reparations of whatever acted in its own interest in adopting the war, and it too in the solid Acted to the program of the Egyptian Irrigation Service, who died on Dec. 25 last, left £23,951, ments or reparations of whatever acted in its own interest in adopting the war, and it too in the solid Acted to the program of the Egyptian Irrigation Service acted in its own interest in adopting the war, and it too is acted to the program of the acted to the program of the Acted to the program of the Acted t

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 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 Aquidale 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 had paid half hire during the repair period and full hire during the waiting period. The owners of the San value of the goods shall be deemed to be 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 and Marine Manager, Southern Railway not, because it did not lie in a tortfeasor's mouth to say that some third person-in this case the charterers- shipper, another maximum account had indemnified his victim for his loss.

loss on the same theory that a ship recovered as bailee of her cargo for only entitled to recover \$209. Edward George Fudge, Esq., Chile.

Secretary, Ministry of Fuel and Power.

Secretary, Ministry of Fuel and Power.

Secretary, Ministry of Fuel and Power.

St. Clair Allen, Esq., Pilot, Canadian Pilot.

Dry Dock & Repair Company v. Flint,

Cargo losses. To that, however, Robins ment, said that there was no provision ment, said th onn Gerald Lang, Esq., Order Secretary age Authority.

George Sherard Owen, Esq., Under Secretary Canadian Pilotage Authority.

[1928] A.M.C. 61, was an answer. In that case the charterer sued to recover nised any procedure by which a carrier ships, including the Dinteldijk, also his loss by detention caused by the might in a bill of lading reduce the belonging to the Holland-Amerika negligence of a drydocker who had broken the ship's propeller. The package where the actual loss was the Merwehaven and loaded with sand Supreme Court, who rejected the claim, greater than \$500. The prohibition and stones with the idea of blocking said that it was irrelevant that this in Sect. 4 (5) could hardly be more navigation on the River Maas by sink resulted in exonerating the drydocker 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 drydocker had commun liability should be \$300 per package, instead of \$500; or that his maximum liability should be \$500 in case mitted no legal wrong against the harterer 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' actcomputed at the charter rate, since that was the only evidence of value offered. That being so, there was the rather startling result that the respondents received the bonanza of a sub-Mr. Percy James Falconer, of White stantial 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

in the words of the Courts, res inter of a partial loss. Since the Act shipowner.

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

Court by Pan-Am Trade & Credit panies), but on shipments from foreign In an action brought in the District Corporation and Another against the ports to the United States the bill of 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 cated was the practice now prevailing. Veronico. It was agreed between the a partial loss to a pro rata part of the American shippers were thus disstatutory limit of \$500 per package criminated against. Therefore Clause 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 the District Court) found that the 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 pro-

17. In case of any loss or damage to \$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 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 if any, shall not exceed the declared value and any partial loss or damage shall be adjusted pro ratu on the basis of which declared value. . . .

When the two cases were delivered declare a valuation higher than \$500 per | board for 130 passengers. The owners. case. Had the actual value been in- the Holland-Amerika Lijn, will place serted the plaintiffs would have had to her in the Rotterdam-New York serfor the full amount of the loss, \$676. interest:-

Sect. 4 (5) of the Act of 1936 provides: "Neither the carrier nor the ship shall in any event be or become the Wilton-Fijenoord yards, Schiedam liable for any loss or damage to or in to be named Westerdam and Zuiderconnection with the transportation of dam, the first to be delivered on goods in an amount exceeding \$500 Aug. 1, 1940. When the Germans per package . . . unless the nature invaded the Netherlands on May 10. and value of such goods have been 1940, the Westerdam was 85 per cent. 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 than that mentioned in this paragraph The Court accepted that doctrine, but may be fixed: Provided, That such pointed out that an extra long time it had no application to the facts of the maximum shall not be less than the had been spent on repairing and finish-

indemnity. The appellants had suffered per package liability by including in no loss from the detention of the ship the bill of lading a provision for proexcept the loss of half the hire during rating in case of partial loss or damage; repairs. By the charter-party they that Clause 17 was "null and void and had already parted with all right to of no effect " (Sect. 3 (8)); and that the her use, and the collision could not plaintiffs were entitled to recover the Alfred Harold Wilson, Esq., Principal result in depriving them of what they Assistant Secretary, Ministry of Civil did not have. The charterers did that the statutory limitation of indeed suffer a loss for which, if the \$500 applied only to claims based Court could, it would allow them to upon total loss and did not prohibit Sir (John) Donald Balfour Fergusson,
K.C.B., Permanent Secretary, Ministry of Fuel and Power, and until stry of Fuel and Power, and until recently Permanent Secretary, Ministry of Agriculture and Fisheries.

Wing Commander (Acting Air Commodore) Walter Leslie appellants' argument did not stand upon the charterers' loss.

In the second place, the appellants and a higher valuation than \$500 had not been declared and extra freight claimed that as owners they should be allowed to sue for the charterer's loss on the same theory that a ship loss on the same theory that the claim was for a partial loss and the nature of the goods and a higher valuation than \$500 had not stand upon the charterers' loss.

In the second place, the appellants are partial loss and the nature of the goods and a higher valuation than \$500 had not stand upon the charterers' loss.

In the second place, the appellants are partial loss and the nature of the goods and a higher valuation than \$500 had not stand upon the charterers' loss.

In the second place, the appellants are partial loss and the nature of the goods and a higher valuation than \$500 had not stand and a higher valuation than \$500 had

of a total loss, but only \$300 in the case of a partial loss. If the carrier might not do that directly, should be be permitted in the case of a partial loss to reduce his maximum liability below \$500 by the use of a pro rating 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 be done. had wished to permit the pro rating 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 Sect. 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 rating 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 belonged to the Down County Council, a practical construction of the Act which, with the assistance of a grant could not properly be wrested from its the clause was not inserted at the Government, was engaged in an extenfacts to justify a new and unusual rule request of shippers; it was put in in sive scheme of dredging in Kilkeel of damages. For in Admiralty, we well the interests of the carriers, and the Harbour. When completed, this as at law, there was no more solidly War Shipping Administration was a would afford better accommodation. established principle than that pay- carrier, almost the sole American The Ministry, he added, was now con-

alios acta, of no concern to the wrong- declared "null and void and of no doer. That principle had been founded effect " any agreement "lessening" on many precedents, and the Judge did the liability of the carrier under the not think that those precedents should Act. Clause 17 was clearly opposed to be repudiated for an unorthodox public policy and should be condemned. doctrine which could only serve to The uniformity sought under the penalise the prudent and provident Hague Rules was destroyed if, on shipments originating in the United States to be transported abroad, a bill of lading with a pro rating clause was used (even by foreign steamship comlading issued did not contain a pro rating clause. That was what the various bills of lading referred to indicriminated against. Therefore Clause

SOON

Dutch Motor Liner's Wartime History

By a Rotterdam Correspondent

ust ended her technical trial trip of Yard, Schiedam, she is 158 metres in length over all, 20 metres in breadth, and 12½ 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 to the shipowners the plaintiffs did not of 140, there is accommodation on pay \$40 additional freight, and the vice, the first sailing being on June 28. shipowners' liability would have been The following story will no doubt be of

Early in May, 1939, the Holland. Amerika Lijn ordered two vessels from 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 ohn Swanson, Esq., Chief Engineer Officer, s.s. Queen Elizabeth, Cunard White Star, Ltd.

present case; for it presupposed that figure above named. . .

the tortfeasor had caused a loss, since otherwise it was absurd to speak of indemnity. The appellants had suffered to the content of the tortfeasor had caused a loss, since otherwise it was absurd to speak of indemnity. The appellants had suffered to the content of the tortfeasor had caused a loss, since otherwise it was absurd to speak of indemnity. The appellants had suffered to the content of the tortfeasor had caused a loss, since otherwise it was absurd to speak of indemnity. The appellants had suffered to the content of the tortfeasor had caused a loss, since otherwise it was absurd to speak of indemnity. The appellants had suffered to the content of the content o ing them. The motorship Zuiderdam 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 air craft 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 ceeded 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 salve her up to now owing to the large amount of other work to

NORTHERN IRELAND FISHING

Improvement Schemes

Replying to requests for improvements in the fishing harbours of Annalong and Kilkeel made in the Northern Ireland House of Commons, the Parliamentary Secretary to the Ministry of Commerce said that the harbours which the Court should follow. But of 50 per cent. of the cost from the

WESTERDAM" IN SERVICE

The new motorship Westerdam has

three days in the North Sea and the English Channel. She is the first vessel delivered from a Dutch yard since the Built at the Wilton-Fijenoord

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From Our Own Correspondent BELFAST, Wednesday

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GRIMSBY AND IMMINGHAM

Plans for Industrial Expansion

By Our Special Correspondent

It may be stated that, generally | industry, and complaints were | -though not for so long a period as 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 The end of this quarter sees Corporation's new industrial estate on the banks of the Humber between

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 of tons of potatoes. One order of 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.

Grimsby and Immingham.

Developments

While not turning their backs on the fishing or any other established mills of Peter Dixon & Son. Ltd., 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 that this should be done. It is rail facilities immediately adjacent hoped that, very soon, passengers -will be only a forerunner of other arriving at Immingham will be schemes, helping to raise the indus- spared the delay of having to come past year, while Wm. Cory fell 1s. 3d. trial status of the district and to Grimsby for immigration to 97s. 6d., Lancashire Steel 9d. to 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 in addition to the new Titan Products factory, are expected to give direct employment to some 1400 men. 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 Grimshy's needs, and that been relieved Grimsby's claims stand high on the priority list.

The coming into existence of the 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

Question of Wages

A problem that at one time ap-

made that an increase in wages to interfere with the condition of granted by the Grimsby Ship Repairers' Association created an 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.

Grimsby experiencing its busiest quently filled. One of the principal activities in recent weeks has been the shipment, chiefly to the British zone of Germany, of many thousands 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 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

An indication of how traffic has increased at Immingham is apparent from the fact that negotiations are proceeding for the officer there. Difficulties, inconveniences and delays being experi-enced at that port have prompted of 3d. were registered in Cunard to the Humber and District Association of Chartered Shipbrokers to urge

The Level Crossings

tate the flow of motor transport to and from the docks has been raised Thornycroft 1s. 3d. to 81s. 101d. by the suggested elimination of the schemes on the new industrial site, 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 This much has been revealed of the & North Eastern Railway Company, projects which are still the subject 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 proonce the real "black spots" have posed solution to what is now a very real problem, which will become increasingly acute as the trade of the port expands. So far, however, North Midland Regional Board of there has been no indication from Industries, upon which Grimsby is the railway company that they intend to act upon the proposal.

Fishing Industry With regard to the fishing indus-

try, Grimsby continues to occupy SCIENTIFIC MANAGEMENT COMMITTEE making federation of national bodies regard to attracting light industries 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 peared to be giving rise to a number still better results. So heavy have of complications has successfully re- landings been in recent weeks that anomalies in the local engineering the docks to await labour facilities

The reintroduction of free sales anomaly and would be detrimental 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 period at the commercial docks since the gradual release of more trawlers January, and all berths are fre- 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, out holders were unwilling sellers. order to keep to schedule, and on Official sources satisfied a small industrial demand for silver at unchanged 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 \(\frac{1}{8}\) higher at \(\text{HD5}\)_8. on the West Marsh, Grimsby, but In the foreign bond section Japanese reductions up to a certain point were some cargoes are arriving for other 5 per cent. 1907 recovered another 14 justified by the lessening of the perils to 201, but Chinese 5 per cent. 1912 declined 1 to 56 and the Brazil 1914 Funding 1 to 70. An easier tendency developed in the

market for home railway Ordinary stocks. Southern Preferred lost 1/2 to 732, Great Western 1 to 571 and Midand a similar amount to 273. Except appointment of an immigration for a gain of 1 to 61 in Pacific, Argentine railway junior issues were steady. Shipping issues were quieter. Rear-

33s., Graig to 26s. and Royal Mail to Shiphuilding, iron, coal and steel

shares were moderately active, but the of any increase in the dividend for the of £165,963. After paying sundry 21s. 101d., while several issues were 3d. shown in Pease & Partners to 12s. 101d. On the other hand, Bab-An interesting possibility to facili- cock & Wilcox rose 6d. to 65s. 6d. Beyer, Peacock Preference 1s. to 26s. Davy and United 6d. to 39s. 6d. and

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 101d. to 37s. 6d., Courtaulds 6d. to 56s. 10½d. Distillers 3d. to 130s. 6d., London Brick a like amount to 95s. 9d., Turner worth 3d. to 95s. 6d. Cable and Wirefell 4 to 116. British American Tobacco improved 1-16 to 61, and Imperials 1-32 to 7 15-16, but Imperial Chemicals lost 6d. to 44s. 10¹d.

In the oil share market, Royal Dutch were marked down 4 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.

GALLOWAY, MITCHELL & CO., LTD.
—(apital £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. Vernall, 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

Captain the Right Hon. C. C. CRAIG, D.L. (the chairman), said that the marine income showed a considerable reduction as compared with the prewith the termination of hostilities, and at sea, but there was considerable doubt as to what was a fair level of marine insurance premiums under postwar conditions. 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 prewar, 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. tendency was easier. Harland & Wolff declined Is. to 28s. 1½d., in the absence accounts and transfer fees gave a total charges and making a further reserve for taxation there remained a balance of £146,019, from which was recomto 6d. off, the larger movement being mended 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 Mediterraneau station claiming a record for the number of mines they have cleared. During & Newall 1s. to 94s. 3d., and Wool- their three years' operational duties on the station, which included sweeping less rose 1 to 1051, but the Preference | before the Allied invasion forces into North Africa, Sicily, Salerno and Anzio, they accounted for 2395 mines and 320 obstructors, a total of 2715.

It was not without loss. Algerine, to 35, and carrying the senior officer of the flotilla, was torpedoed and sunk off Bougie; Alarm was bombed at Bone, and Fantom had her stern blown off clearing the Tunisian war channel. After the initial assault on Anzio, with air combats being fought out 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.

Committee of Scientific Management of social and economic life-notably in met in London yesterday and public administration, industry and the previous day to settle the commerce. The purpose is to facilitate venue of and to make prepara- the international exchange of managetions for the Eighth International ment knowledge and experience. Seven held next year. The International Com- which the most recent were in Washmittee is a non-political, non-profit ington in 1938 and London in 1935.

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COMMODITIES

GRAIN

GRAIN

LONDON (Baltic Exchange), Wednesday WIEAT.—Good quantities of discontinuous were made available to be a unchanged prices. Quotation in them Manitolas for June shipment from St. Lawrence 174c., from West St. John-Halifax 175%c., from Baltimore or Philadelphia 178%c., and from No. 2 grade its less in each case. Australian, but June-July, 64s. 6d. per 480 lb., f.o.b. M. IZE.—Argentine 1946 crop septem hipment from up-River 12s. nominal, and form down-River 93s. 9d. annual from down-River 93s. 9d. annual from down-River shipment 17s. 10% annual, all per 480 lb., f.o.b.

LONDON (Mark Lane). Wednesday Supplies were on a moderate scale and tendy trade was reported.
WHEAT.—June fixed price of milling as: non-millable 57s, per 4½ cwt. at farm.
Merchants' sales 1s. 1½d, more in each

BRIEY.—Top grades 97s. to 100s., milling grades 90s., feeding maximum 58s.

per 1 cwt. at farm.

OATS.—Maximum prices for June milling 48s. 9d., feeding 48s, per 3 cwt. at harm. Merchants' sales 1s, more in each

OILS AND OILSEEDS

LONDON (Baltic Exchange), Wednesday OILS.—LINSEED.—Raw £65. RAPE.—Crude £91. COTTON.—Crude £52. 2s. 6d. CASTOR.—Firsts £82, seconds £80. GROUNDNUT and SUNFLOWER.—Crude £56. 10s. per ton. ROSIN.—American grade F to M 47s., WG 48s. 6d. WW 52s. 6d. per cw.—OILSEEDS.—For shipment.—CASTOR-SEED.—Bombay £43. 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 1b. sellers c.i.f., June/July 93d. (buyers licence), afloat 11½d. per 1b. sellers. PIMENTO.—Quiet. Spot 1s. 2½d. per 1b. sellers. CHILLIES.—Quiet but steady. Mombasa spot 150s, per cwt. sellers.

West Indian pale spot s. 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. 8d. basis I.C. 14 x 20 f.o.t. makers'
works; export 39s. to 41s. basis f.o.b. South
Wales. Uncoated plates 27s. a hox.
COPPER.—Electrolytic and wire bars

2 per ton, delivered. COPPER SULPHATE.—98/100 £32 5s. er ton (less 2 per cent.) in 2 cwt. bags

PLATINUM.—Refined maintained at

NEW FLOUR MILL FOR LEITH

It was reported at a meeting of Ministry of Transport has given pared with 17 per cent. for the of living quarters. The incidence approval for the construction of quays corresponding period in 1939. The of venereal disease among visiting and ancillary works in connection with increase in the import percentage a scheme for a flour mill to be erected was due principally to iron ore and marked increase as compared with by Joseph Rank, Ltd. The work at general cargoes, and the export per- the five years before the war. the docks will cost about £500,000. general tengential tengent and 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

NEWPORT

Considerable Increase in General Exports By Our Special Correspondent

in the course of the next 12 months are likely to have an important Once again, iron ore (22,869 tons) conditions are no doubt due to carebearing on the shipping trade of Newport. Throughout the neighbourare now repairing sites for the erecpremises. The products which will eventually flow from these new undertakings will range from electrical and radio engineering equipment to clothing and textiles, and from heavy, medium and automobile

engineering to the manufacture of

glass and pottery. But more important are the extensions planned for the giant steelworks of the Whitehead Iron & Steel Company, Ltd., and John Lysaght, Ltd., at Newport, where in each case the directors have allocated a very large sum of money for improved facilities for producing high grade steel. The combination of all these undertakings is calculated 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 industries 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 indication 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 Direction of Ships Newport Docks, while for the quarter just ended this year Newport'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 Ministry's direction. year. From Jan. 1 to Mar. 31 this year the amount of iron and steel

to 30.764 tons. The most significant increase, general cargo exports. In the first quarter of 1939 Newport's general exports were only 3862 tons; in the corresponding period of the present year they amounted to no less than in the River Usk. This increased 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.

Newport's proportion of South Wales imports has been increased substantially during the first (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, trade. For instance, in the first quarter of 1946, and she can also TUNGSTEN ORE. The official selling price stands at 75s. per unit, delivered quarter of 1939 Newport's allocation of the South Wales imports

£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.

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 one per cent more than in the first year, 9.2 per cent. had sanitary quarter of 1945.

> The export percentage, too, shows steel and cement.

Extensive industrial develop-|total for 1946 up to 187,706 tons as voyage or after the vessels arrived ments scheduled for Monmouthshire compared with 200,471 tons for the at Newport. Dr. Catto adds: corresponding four months of 1945. and general merchandise (21,122) tons) were responsible for maintaining districts mechanical excavators ing Newport's import traffic. On tion of new factories and industrial and coke were exported from Newport 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 recapture 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 returned to the South Wales ports, it was obvious that they could never regain full prosperity.

Meanwhile the South Wales and Monmouthshire Joint Ports Committee are pressing the Government in an effort to ensure that all cargoes coming to South Wales and going from South Wales should be dealt with by South Wales ports. The Committee have interviewed the Welsh Parliamentary Committee, and have asked the Ministries 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 elsewhere, but it is the way charges are Lines Company states that the profit proportioned between shipowners and shippers that affects the prosperity of Welsh ports. The Committee are hoping that their recommendations 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.

A promise has already been made by the Ministry of Transport that, 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 writto South Wales as a result of the

The proposed Severn Barrage is darbour Commissioners with alarm. It is calculated that the Severn Barrage will seriously interfere with the tides and will increase the accumulation of mud accumulation will prove a menace to shipping, for extra dredging operations cannot be carried out £384.890, and claims, less reinsurance without injury to the present recoveries, salvages and refunds. 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 leffect of inundating many Newport streets, now level with the high have been transferred to profit and loss 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 Newport, contains some interesting figures, facts and comments. Of 1383 British and foreign vessels which arrived at Newport last defects. Types of nuisances and defects dealt with revealed that a slight increase, 19 per cent. from 67.27 per cent. of the nuisances were Leith Dock Commission that the January to March this year as com- due to lack of care and supervision seamen during the war showed a

The report also reveals that 10 vessels arrived from ports infected The position at Newport was well or suspected to be infected with amounted to 53,301 tons, to bring the ous illness occurred during the nary stock of 10 per cent. actual (1s. Kolimport.

"Although many of the insanitary lessness on the part of the crew, the ultimate responsibility rests upon the master, and the degree of cleanthe exports side, 71,670 tons of coal liness is a criterion of the discipline

In Brief

Newport Harbour Commissioners have been informed by the Admiralty that the whole of the Bristol Channel has been cleared for navigation. In view of that assurance, the Commissioners are to consider the advisability of restoring the light at Goldeliff Point.

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

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

Newport Chamber of Commerce have given a four-figure subscription 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

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 company's operating income was derived Shipping Administration. Profits from ale of securities in 1945, the report adds, totalled \$559,890 before taxes, and resulted from transactions in marketable securities held by the company in its current assets and in United States Government securities wherever possible, vessels whose held in the capital reserve fund and in main cargoes are for the South 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 ing only one vessel has been diverted settlement was effected. Total current assets at the close of last year amounted \$11.790,098, compared \$10.743.642 on Dec. 31, 1944. Total also causing some concern in Newalso causing some concern in Newyour chipping civeles, and Nouvent 1

\$9,280,221, against \$7,901.563. The shipped from Newport Docks rose port shipping circles, and Newport net worth of the company at the end have told of 1945 was \$23,100,049, an increase of Mr. Peter Freeman, M.P. for New- \$1,939.088 over the previous year. however, has been recorded in the port, that they view the proposal 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 amounted to £266.359. £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 account: Fire, £75,000; accident £18.000; employers' liability. £30.000; motor, £66,000; general, £80,000; a total of £269,000. Further contributions 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 distribution for the year of 35 per cent. After making provision for the final instalments of the 1945 dividend amounting to £111.566, after deduccompared with the previous year

MORDEY SON & CO.LTD. NEWPORT, MON., CARDIFF, PORT TALBOT

LLOYD'S LIST

Thur., June 13, 1946

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and per 10s. unit of "B" 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 income relating to previous years. 1944 £98,786, after providing £125,000

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

Facilities on Medway Unsuitable 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 rom various agreements with the War | taking this decision the Government, it is stated, has been actuated by the necessity for the maintenance of development and production of flying boats under the most efficient conditions.

During recent years, with the inreasing size and weight of flying boats. it has become evident that the water facilities of the Medway were unsuitable and the aircraft workshops there nadequate to modern requirements. 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 interest. By transferring the headquarters of the firm from Rochester to Belfast it has been possible to mainteam, which has been accustomed to building complete aircraft, and sure that their work can continue under the most efficient conditions of a modern factory.

WORLD TANKER TONNAGE

Davies & Newman, Ltd., have compiled statistics showing the total deadweight 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: -

United States flag ... 4.601,000 Other flags 11,477,000 World total 16,078,000 May 1. 1946 (tonnage affoat) May 1, 1946 (t
United States flag
British flag
Norwegian flag
Panamanian flag
Dutch flag
Swedish flag
Russian flag
French flag
Spanish flag
Italian flag
Argentine flag
Danish flag
Other flags World total Increase 7,303,000 ESTIMATED TONNAGE CONTRACTED May 1, 1946

SWEDISH SHIPPING DEAL The majority of the shares in Wax-

tion of tax, the balance carried forward holms Nya Angfartygs A/B., which is at the credit of profit and loss account engaged in the passenger and coastis £1.098,522, an increase of £371.305 ing trade in the Stockholm district, have been acquired by three sub-TUNNEL PORTLAND CEMENT sidiaries of the Stockholms Rederi-a.b. the mill will be the first stage in the provision of new Leith dock sites for maintained during the month of smallpox, plague, typhus fever or COMPANY, LTD.—Final dividend on Sven—A/B. Finnboda Varv. Rederi-a.b. provision of new Leith dock sites for April Provision of new Leith



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THE COAL TRADE

Special Market Reports

From Our Own Correspondents

CARDIFF

Inquiries circulate freely and values supply position. The loss of two days' output over the Whitsun holidays is keenly felt, with deliveries to several consumers falling behind schedule.

Approximate current prices: -SMALLS 41 0 44 0 42 6 43 6 38 4 31 4 44 0 44 6 SIZED 53 6 47 0 41 0 54 0

SWANSEA

There is a better flow of deliveries from the pits, and outputs are gradually recovering from the effects of holiday stoppages. Anthracites are, however, still only sparingly available, and producers are unable to take much advantage of a brisk request. Washed boiler nuts are being rapidly cleared against long-standing orders from home consumers. The smaller sizes are firmer, seasonal shipments being required by Canada. The cheaper French nuts stand at firm figures, and superior machine-mades are receiving better support. Smokeless steam large are moving away steadily, with locomotive types heavily booked.

Approximate current prices:--

ANTHRACITE	8,		B. d
Large Best			59 6
Others	. 55		57 0
Red Veins			53 6
Cobbles			67 6
French Nuts	. 63	6	67 6
Stove Nuts		6	67 6
Pea Nuts		6	65 6
Peas		6	57 0
Rubbly Culm		6	42 6
Breaker Doff	. 32	6	34 0
Billy Duff		0	30 6
		ē.,	
STEAM		_	40.0
Larga	. 44		48 0
8mall	. 37	0	42 6
	_		

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. There is a keen prompt demand for all industrial classes, with collieries having difficulty in meeting immediate requirements. Bunkers of all descriptions continue active, and consumers are pressing eagerly for early supplies.

the state of the s			
Approximate current prices:	= ,	_	Ċ
and the second s	s. d.	8.	(
Special Bunker Coal	-	46	
Best Bunker Coal	_	44	8
Ordinary Bunker Coal		43	0
Best Blyth organia		41	C
fyne Prime Steams		41	0
Tyne Prime Smalls	-	37	6
Second Steams	_	39	0
Unscreened Steams	-	40	0
Second Steams (Smalls)	_	37	6
North Northumberland Steams	-	40	6
North Northumberland Smalls		43	6
Durham Best Steams	-	37	Č
Durham Best Smalls	-		č
Smithies	_	41	6
Peas and Nuts	_	40	C
Tyne Prime Gas Coals	_	43	6
Superior Gas Coals	-	43	
Second Gas Qualities	-	42	0
Coking Coals	-	43	6
Coking Smalls	-	43	0
Northumberland Best Household	_	44	6
Ourham Best Household	_	45	0
Patent Oven Coke	_	61	6
Furnace Coke	-	56	6
Superior Foundry Coke	10-10	68	(
Gashouse Coke		56	
Coke Nute	_	57	(

BIRKENHEAD

North Wales Screened Steam North Wales Mixture

direction is necessary, priority being are strongly upheld. New business, bowever, is limited by the difficult panies. Coke producers have full order

Current prices of Scotch coals for

Duff ,, 33/2½ 36/0½ Dross ,, 38/2½ 38/3½ All per ton f.o.b. Methil/Burntisland

BUNKER COAL

Extra Leadages to Greenock over Leith: 3s. 5d.

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, covering the ports of Chatham, Faversham, Queenborough, Rochester, Sittingbourne and Whitstable. The Scheme will come into It is announced in "The London Gazette" that the Minister of Labour The scarcity of supplies will make Rochester, Sittingbourne and Whitstable. The Scheme will come into business difficult to negotiate this week, since production will not reach preholiday levels. Exports are severely restricted, but there is a moderate out nort transport work in a condition of the scheme will come into toria, Royal Mail Lines and workers in those ports to carry out nort transport work in conditions. The Scheme will come into toria, Royal Mail Lines and Willer and Williams and Williams and Williams and Williams and Williams and Williams are severely restricted, but there is a moderate out nort transport work in come into toria, Royal Mail Lines and Williams and Williams are severely restricted, but there is a moderate out nort transport work in come into toria, Royal Mail Lines and Williams and

have practically nothing in reserve and special efforts will require to be made to augment stocks against winter needs. House coal has been affected this week by the holiday on Saturday,

Andrews & Co.
CARTHAGE, 14.182, 31 Shed, Victoria, P. & O. S. N. Co.
O. S. N. Co.
CEFN-Y-BRYN, 5164, Dry Dk., Millwall, Capper, Alexander & Co.
CELTIC STAR, 7046, 11 Shed, Royal Albert, Blue Star Line
CHANT 57 401 H Shed, West India Rethym. and the bings have made less progress than anticipated.

shipment:-

LANARKSHIRE & STIRLINGSHIRE AREA

All per ton 1.0.6. Methil/Burntisland

LOTHIAN AREA

Screened Splint Coal ... approx. 45/4½
Associated Screened ..., 41/6½ 44/2½
Washed Trebles ..., 41/10½ 44/2½
Washed Doubles ..., 41/03 41/11½
Washed Singles ..., 40/8½ 41/2½
Washed Pearls, 39/9½ 40/1½
All per ton f.o.b. Leith. ATR Per ton 1.0.6. Leith.

AYRSHIRE AREA

Best Nav. Unscreened approx. 42/63
Auchincruive Screened , 42/103
Prime Splint ... , 42/83
Washed Trebles ... , 42/103 44/63
Washed Doubles ... , 41/92 44/33
Washed Singles ... , 40/64 42/73
Washed Pearls ... , 39/114 40/33
All per ton f.o.b. Ayr.

Glasgow/Grangemouth
Screened Navigation .. approx. 44/111 46/51
Unscreened Navigation ,, 42/21 43/01

MEDWAY & SWALE PORTS

Dock Labour Scheme Approved

F.o.b. CARDIFF 48 2 49 44 8 45 40 6 42 Nelsh Large Steams Jood Steam Throughs Steam Smalls No. 2 Bhondda Large No. 2 Bhondda Throughs . **NEWPORT** Special Bunker Coal ... Best Bunker Coal Ordinary Bunker Coal ... SWANSEA 48 2 49 45 2 46 LIVERPOOL

ARDROSSAN, AYR & TROON Unscreened Navigation 45 6 48 45 0 47 FIFE PORTS NEWCASTLE SUNDERLAND Special Bunker CoalBest Bunker MIDDLESBROUGH HUMBER PORTS F.o.b. Humber Ports

LONDON-IN DOCK

Vessel Tons Gross Station Dock Brokers AARHUS, 1843, 26 Shed, Tilbury, Clemt ARY, 642, H Shed, South West India, G. A. Tom & Co. ATLANTIC COAST, 890, W. Dk., Ldn. Dk., Coast Lines

CHANT 57, 401, H Shed, West India, Rethymnis & Kulukundis
CHANT 62, 401, H Shed, West India, J. W. Cook & Co.

Cook & Co.
CHURRUCA, 1847, W. Dk., Ldn. Dk., MacAndrews & Co.
CID, 1847, G Shed, South-West India, MacAndrews & Co.
CITY OF DURBAN, 5945, 24 Shed, Tilbury,
Montgomerie & Workman
CITY OF KHIOS, 5574, 22 Shed, Tilbury,
Montgomerie & Workman.
CITY OF LUCKNOW, 9961, 17 & 19 Sheds,
Royal Albert, Ellerman & Bucknall S.S.Co.
CLAN MATHESON, 5613, 17 Shed, Tilbury. Royal Albert, Ellerman & Buckhall S.S.Co.
CLAN MATHESON, 5613, 17 Shed, Tilbury,
Cayzer, Irvine & Co.
CLAN RANALD, 5447, T & T2 Whses., Millwall, Cayzer, Irvine & Co.
CORINTHIAN, 3151, 2 Shed, Victoria, United
Shipping Co.
CORNCRAKE, 660, W. Dk., Ldn. Dk., G. S. N.
Co.

CORNCRAKE, 660, W. Dk., Idn. Dk., G. S. N.
CO.
DALTONHALL, 7253, M Shed, South-West
India, West Hardlepool S. N. Co.
DOMINICAN VICTORY, 7608, 2 Dolphin.
Millwall, Birt, Potter & Hughes
DRONNING MAUD, 1886, 26 Shed, Royal
Albert, Clemt
DURHAM, 10,893, Shops, Royal Albert, Birt.
Potter & Hughes
ELECTRO (ex Williamstown), 793, 11 Shed,
Tilbury, G. S. N. Co.
EMPIRE BALLAD, 6700, 20 Shed, Royal
Albert, Houlder Bros. & Co.
EMPIRE CONTYNE, 1333, 8 Shed, Tilbury,
G. S. N. Co. (Clemt)
EMPIRE CONTYNE, 1935, E Whse., Millwall,
United Shipping Co.
EMPIRE GALWAY, 1944, Canada Yd. S.
Surrey Commercial, Walford Lines
EMPIRE GAZELLE, 4828, K Shed, South
West India, T. & J. Harrison
EMPIRE MERGANSER, 6187, Z Shed, Victoria, Houlder Bros. & Co.
EMPIRE BOZELLE, 4828, K Shed, South
West India, T. & J. Harrison
EMPIRE MERGANSER, 6187, Z Shed, Victoria, Houlder Bros. & Co.
EMPIRE SALMONPOOL, 4928, Canada Yd.
N., Surrey Commercial, Sir R. Ropner & Co.
EMPIRE SALMONPOOL, 4928, Canada Yd.
N., Surrey Commercial, Sir R. Ropner & Co.
EMPIRE SALMONPOOL, 4928, Canada Yd.
N., Surrey Commercial, Sir R. Ropner & Co.
EMPIRE SEABRIGIT, 522, E. Qy., Regent's
Canal
EMPIRE VOICE, 6828, 8 Shed, King George
V Port Line

Line
Control of the Station
Broker
ACCLIVITY, Everard's Jty., Greenhithe, F. T.
Everard & Sons
ACTIVITY. Everard's Jty., Greenhithe, F. T.
Everard & Sons
ACTIVITY, Everard's Jty., Greenhithe, F. T.
Everard & Sons
ACTIVITY, Everard's Jty., Greenhithe, F. T.
Everard & Sons
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Everard & Sons
ACTIVITY, Everard's Jty., Greenhithe, F. T.
Everard & Sons
ACTIVITY, Everard's Jty., Greenhithe, F. T.
Everard & Sons
ACTIVITY, Everard's Jty., Greenhithe, F. T.

N., Surrey Commercial, Sir R. Ropner & Co. EMPIRE SEABRIGITT, 522, E. Qy., Regent's Canal EMPIRE VOICE, 6828, 8 Shed, King George V. Port Line ERRINGTON COURT, 4954, Brunswick Yd. Sheds, Surrey Commercial, Turner, Brightman & Co. EXPARTA, 7074. 5 Shed. Royal Albert, Birt. Potter & Hughes ESPERANCE BAY, 14,204. 11 Shed, King George V., Shaw Sayfil & Albion Co. EXPLORER, 6235, C Shed. Import Dk., West India, Union-Castle Mail S.S. Co. FAIRMONT VICTORY, 7607. Empire Mills, Victoria, Birt. Potter & Hughes FENDRIS, 1018, W. Dk., Ldn. Dk., Coverley, Westray, Walbaum & Tosetti FINLAND, 1333, W. Dk., Ldn. Dk., Currie Line FIREGUARD, 2015, E Jty., Regent's Canal.

Line
FIREGUARD, 2015, E Jty., Regent's Canal,
Cokemart, Ltd.
FORT BRANDON, 7131, 13 Shed, Royal Albert,
Houlder Bros & Co.

BUNKER COAL PRICES

The stricted but there is a moderate bunker demand for hards, screened steams and washed thirds. Home the Scheme bunker demand for hards, screened steams and washed thirds. Home the Scheme bunker demand for hards, screened steams and washed thirds. Home the Scheme bunker demand for hards, screened steams and washed thirds. Home the Scheme bunker demand for hards, screened steams and washed thirds. Home the Scheme bunker demand for hards, screened steams and washed thirds. Home the Scheme bunker demand for hards, screened steams and washed thirds. Home the provisions of the Order and the Scheme bunker demand for hards, screened steams and washed thirds. Home the provisions of the Order and the Scheme bunker demand for hards, screened with the provisions of the Order and the Scheme.

BUNKER COAL PRICES

LONDON

MANCHESIER

MANCHESIER

MANCHELIKA MARKH. Alls. Seads A Shed, West India, T. & J. Harrison Kentish, Kaye, Son & Co. JOHALLA, 4042, R Shed, West India, T. & J. Harrison Kentish, West India, Output India and the Scheme bunker demand for hards, screened with the provisions of the Order and the Scheme.

MANCHESIER

MANCHESTER

MANC Royal Mail Lines
LARGS BAY, 14,182, W. Dry Dk., Royal
Albert, Shaw Savill & Albion Co.
COCHEE, 964, Canary Wf., West India, Dundee, Perth & London Shipping Co.
LIEGE, Norway Floating Dry
MAUNGANUI, 7527, 34 Shed, Tilbury, P. & O.
S. N. Co.
MERKLAND, 1375, 7 Shed, Tilbury, Currie Line
MOOLTAN, 20,952, 13 Shed, King George V.,
P. & O. S. N. Co.
MOONCREST, 5202, Station Yd., Surrey Commercial, Tatham, Bromage, & Co.
NEW TEXAS, 6567, 12 Shed, King George V.
Killick, Martin & Co.
NO. 19 (hopper), 436, Nelson Dry Dk.
OCEAN COAST, 1173, W. Dk., Idn. Dk., Coast Lines
OCEAN COURIER, 7178, 21 Shed, Royal
Albert, Cayzer, Irvine & Co.
OCHAIL, 5697, 7 & 9 Sheds, Royal Albert, Gray,
Dawes & Co.
PACIFIC ENTEPRISE, 6736, 22 & 24 Sheds,
Royal Albert, Canadian Pacific S.S.
PACIFIC SHIPPER, 6260, Green's Dry No. 1,
Furness, Withy & Co.
PALACIO, 1346. Dry Dk., Lidn. Dk., Cie.
Nantaise
PETREL, 921, W. Dk., Lidn. Dk., G. S. N.
Co.
PORT HUON, 8432, 1 Shed, King George V.
Port Line
NANCHER, 5822, N Shed, South-West India,
T. & J. Harrison
RANCHI, 16,738, King George V.
Port Line
NANCHER, 5822, N Shed, South-West India,
T. & J. Harrison
RANCHI, 16,738, King George V.
Port Line
NANCHER, 5822, N Shed, South-West India,
T. & J. Harrison
RANCHI, 16,738, King George V.
Port Line
NANCHILL, 16,738, King George V.
Port Line
NA

Westray & Co. SAKARA, 2743, H Shed, West India, G. S. N. SAMAKRON, 7219, F Qy., Victoria, Royal AARHUS, 1845, 26 Shed, Tilbury, Clemt

AKAROA, 15,130, 5 Shed, King George V.,
Shaw Saviil & Albion Co.

ALOUETTE, 276, D Qy., Regent's Canal,
G. S. N. Co.

ABY, 642, H Shed, South West India, G. A.
Tom & Co.

ATLANTIC COAST, 890, W. Dk., Ldn. Dk.,

ATLANTIC COAST, 890, W. Dk., Ldn. Dk., GLASGOW

Supplies continue to move steadily, but tonnages are insufficient to permit of much restocking. Public utilities have practically nothing in reserve and special efforts will require to be made to augment stocks against winter needs. House coal has been affected this week by the holiday on Saturday,

ATHANTIC COAST, 890, W. D.K., Lain. D.K., Coast Lines. Coast Lines. Coast Lines. ARREUS, 6645, 9 Shed, King George V., P. & O. S. N. Co.

ATREUS, 6645, 9 Shed, King George V., P. & O. S. N. Co.

ATREUS, 6645, 9 Shed, King George V., P. & O. S. N. Co.

BANADEROS, 2728, Canary Wf., West India, F. Dessen & Co.

BEN SADLER, 289, Nelson Dry Dk.

BANADEROS, 2728, Canary Wf., West India, F. Dessen & Co.

SAPHIR, 638, 20 Shed, Tilbury, John Cockerill Schuler, Schul SAPHIR, 638, 20 Shed, Tilbury, John Cockerill VAMASKA PARK, 7151, 3 Shed, Victoria, Royal Mail Lines ZILOS, 1711, Transit Shed E, Surrey Commer-cial, C. Gee & Co.

ROSLIN CASTLE, 7016, D Qy., Victoria, J. B.

LONDON—IN DRY DOCK

GREENS NO. 1.—Pacific Shipper GREEN'S No 2.-J. H. Hunter (sludge vessel) KING GEORGE V.—Ranchi. MILLWALL.—Cefn-y-Bryn.
NELSON.—Ben Sadler. No. 19 (hopper).
NORWAY FLOATING—Liege.

THAMES IRONWORKS NO. 1.-King Hal

TILBURY —Palacio.

FIRLAND, 2015. E. Jty., Regent's Canal, Cokemart, Ltd.
FORT BRANDON, 7131, 13 Shed, Royal Albert, Houlder Bros & Co.
FORT HUDSONS HOPE, 7129, N. Atl. Impt. Shed, Surrey Commercial, Sir R. Ropner & Co.
FORT ST. JAMES, 7128, 26 Shed, Royal Albert, Gray, Dawes & Co.
FREY, 1171, Albion Dk. Bys., Surrey Commercial, British & Northern Shipping Agency.
GAELIC STAR, 5596, A Shed, Victoria, Blue Star Line

CASCONY, 4716, C. Ov. Wistoric Board Mail.
COLDSTREAM, Barking Tr., W. France Fenwick Co.
COLONEL CROMPTON. Power Station, Battersea, Stephenson Clarke, Ltd.
COLWYN. Power Station, Rarking, Stephenson Clarke Ltd.
CORBRIDGE, S.S.O.C.A. Jty., Purfleet, W. Cory & Son CORMOUNT, Cory's Jty., Erith, W. Cory & Son CORMOUNT, Cory's Jty., Erith, W. Cory & Son CORMULL, Upper Tr., Erith, W. Cory & Son COTEAUDOC, off Purfleet, W. Cory & Son

EMPIRE DAFFODIL Butler's Wf., Horsely-

EMPIRE DAFFODIL Butler's Wf., Horselydown
EMPIRE FABLE. Prince's Tr., Rotherhithe
EMPIRE FABRIC, Ward's Wf., Grays
EMPIRE FALCON
EMPIRE FALCON
EMPIRE FALCON
EMPIRE FARNE. Church Hole Tr., Rotherhithe
G. S. N. Co.
EMPIRE FARNHAM, Ordnance Wf., E.
Greenwich, S. Cater & Co.
EMPIRE GRETA (tug)
EMPIRE JULIA (tug)
EMPIRE JULIA (tug)
EMPIRE LETHE, Beliamy's Wf., Rotherhithe
EMPIRE MARKSMAN, Deptford Creek
EMPIRE MAYTOWN, Ford's Jty., Dagenham,
S. Instone & Co.
EMPIRE MAYTOWN, Greenhithe Bys., F. T.
Everard & Sons
EMPIRE SEABLUE, Battle Bridge Tr.,
Bermondsey. British & Foreign Maritime
Agencies
EMPIRE SEAFLOWER

LONDON CUSTOM LLOYD'S SHIPPING INTELLIGENCE

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

2169 BANADEROS, No, 1256, Heiberg, Las Palmas, West India Dk., Fred. Dessen & Co. 144 BEREA VICTORY, Am. 4563, Shields, Vancouver & Oakland, Surrey C. Dk., Birt, Potter & Hughes.

0. Dr., Britannia, Sw., 2422. Walter. Gothenburg, Millwall Dk., British & Northern Shipping Agency. BRITISH TRADITION, Br. 4825 Baker, Abadan, Coryton, Frank C. Strick

49 DINA, Du, 89, Veenma, Antwe Tuff & Hoar's Wf., Freight Express. DINARD, Br. 938, Light, Autwerp,

2164 DREWRY'S BLUFF, Am, 6154, Bennett, Philadelphia, Thames Haven, Anglo-American Oil Co. 58 EMPIRE MAYTOWN, Br, 112, Morris, Antwerp, Blackwall, S. Instone

2161 EMPIRE REST, Br. 375, Maybee, Antwerp, Tilbury Dk., Clemt.

2159 EMPIRE SALMONPOOL, Br, 2980, Roddam, Newark, Surrey Com-mercial Dk., Sir R. Ropner & Co.

56 EMPIRE SEABLUE, Br. 293, Eastland, Rotterdam, Fennings' Wf., British & Foreign Maritime Agencies. EMPIRE SHELTER, Br, 369. Smith, Antwerp, Tilbury Dk., Clemt. 2166 EMPIRE VAUXHALL, Br. 1043, Gardner, Rouen, Bevan's Wf., Temple

42 FAIRMONT VICTORY, Am, 4551, Gibbs, Vancouver & Cuba, Victoria Dk., Birt, Potter & Hughes. 2148 FIAT, Du, 125, Van Baars, Antwerp, Bow Creek, Freight Express.
2147 FREY, Sw, 606, Lundeborg, Herno-

British & Northern Shipping Agency.
68 GAELIC STAR, Br. 5352, Davies,
Patagonia & Buenos Aires, Victoria Dk., 65 HARPERS FERRY, Am, 6107, Klezingat, Aruba, Shell Haven, Anglo-

dam, Beckton, Stephenson Clarke, Ltd. 51 HIGHLAND MONARCH, 8714, Hooper, River Plate, Victoria Dk., Royal Mail Lines. 2150 KIELDIEP, Du, 93, Brugger, De Steeg, Tuff & Hoar's Wf., Freight

152 MONS, Br, 359, Sunmers, Emden, Greenwich, H. Maclaine & Co. (London). 143 QUAYSIDER, Br, 301, Burnitt, Rouen, Belvedere Wf., Mitre Shipping 63 REDSTART, Br. 230, Develin Amsterdam, Tilbury Dk., Clemt. 67 RHONE, Br. 99, Phelan, Paris, St. George's Wf., Wm. H. Muller & Co.

St. George's Wf., Wm. H. Muller & Co. 57 SCHELDT, Br. 248, Harvey, Hamburg, Purfleet, Wm. H. Muller & Co. 55 SCOTIA, Sw. 415, Johansson, Hamburg, Millwall Dk., British & Northern Shipping Agency.
46 THEMSTON, Br, 283, Pudney Antwerp, Regent's Canal Dk., S. Instone

71 VIKING, Da. 146, Tuil, Antwerp, Queenborough, Wm. Hurst. 154 WACOSTA, Am, 3519, Schroeder, Norfolk & Newport News, Victoria Dk., Runciman (London). 2170 ZEEMEEUW, Du, 120, Swart, Rot-

terdam, Tunnel Wf., Grays, C. Hoffmann

2175 AARHUS, Da., 1035, Rasmussen. Antwerp Tilbury Dk., Clemt. 2183 BIDASSOA, Fr. 325, Ruellan, Granville, Gravesend, Compagnie Nan-73 CLAN LAMONT, Br. 5702, Houghton, Cuxhaven, Tilbury Landing Stage, DINARD, Br. 938, Light, Antwerp.

B DINARD, Br. so.

Burry Dk. Clemt.

B DRONNING MAUD, Da. 915,

Clemt.

Clemt.

B FARVER

B T. Magill.

B T. Magill.

B T. Maybee,

T. EMPIRE REST, Br. 375, Maybee,

Antwerp, Tilbury Dk., Clemt.

B F. 369,

werp, Tilbury Dk., Clemt.
EMPIRE SHELTER Br., 369.
th, Antwerp, Tilbury Dk., Clemt.
HEBE, Da. 413, Tramp, Copenen, Willson's Wf., United Shipping

2188 OCEAN STRENGTH, Br. 4278, Henderson, Kingston, Surrey Commer-cial Dk., Royal Mail Lines. 2185 ORION, Sw. 1162, Broneus, Kop-manholmen and Holmsund, Bowaters Wf., John Carlbom & Co. 2181 SAMBRE, Du. 225, Kuizenga, Rotterdam, Custom House Qy., Wm. H | Caring, Jne 12

Mull & Co. 84 SAMEARN, Br. 4380, Brighton 84 SAMEARN, Br. 4380, Brighton Buenos Aires, Royal Albert Dk. Houlder Buos Co.

86 SAN ANDRES, No. 1105, Hansen Rangoon, Tilbury Dk., Alexander Howden & Co.

den & Co. 2182 SAPHIR, Be. 269. La Rue, Ostend, Tilbury Dk., John Cockerill Line. 2179 WOODLARK, Br. 694, Hatcher, Hamburg, Tilbury Dk., Clemt.

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

June 11
ANTWERP Jeannette, Be, 193, Van Den
Bulcke, Willson's Wf., Dens & Co.
ESBJERG, Heron, Du, 12, Bartelds,
Beckton, Stephenson Clarke, Lid.
ROTTERDAM, Rika, Du, 92, Vast, Tunnel
Wf., Grays, C. Hoffmann & Co.
ROTTERDAM, Zeemeeuw, Du, 120, Swart,
Tunnel Wf., Grays, C. Hoffmann & Co. June 11 June 12

June 12

AMSTERDAM, City of Malines, Br, 180, Allright, Fennings' Wf., British & Foreign Maritime Agencies.

BOULOGNE, Mallard, Br, 166, Clayton, Victoria Wf., G. S. N. Co.

BRUSSELS, Tern, Br, 96, Urquhart, Ldn. Dk., Brussels Steamship Co.

CORK, Atlantic Coast, Br, 475, Mearns, London Dk., Coast Lines.

GDYNIA, Samyale, Br, 4380, Pollock, Victoria Dk., Moxon, Salt & Co.

KUWAIT & ABADAN, Samfleet, Br, 4388, Hough, Millwall Dk., Frank C. Strick & Co.

OSTEND, Saphir, Be, 269, La Rue, Tilbury Dk. John Cockerill Line, ROTTERDAM, Empire Seabright, Br, 307, Shaw, Regent's Canal Dk., Walford

ROTTERDAM, Mary, Du, 83, Elsinga, Tunnel Wf., Thurrock, Freight Express.

CLEARED OUT

Vessel, Flag, Net Tonnage, Master, For, Station, Agents or Brokers June 11

June 11

HERON, Du, 122, Bartelds, Esbjerg, Beckton, Stephenson Clarke, Ltd.
JEANNETTE, Be, 193, Van Den Buicke, Antwerp, Willson's Wf., L. Dens & Co.
RIKA, Du, 92, Vast, Rotterdam, Tunnel Wf., Grays, C. Hoffmann & Co.
ZEEMEEUW, Du, 120, Swart, Rotterdam, Tunnel Wf., Grays, C. Hoffmann & Co.

(Continued at foot of next column)

OVERSEA MOVEMENTS: Latest Reports

UNITED KINGDOM

AR PORTSMOUTH Dalfonn, Jne 11 Abadan ST CATH'S PT Pd W Aarhus, Jne 11 Antwerp for Tilbury Dk Dronning Maud Antwerp Poolzee (tug), Jne 11 Sea Flier NEEDLES Santa Paula, Jne 12 Orion, Jne 11 Holmsund for Northfleet Ocean Strength, Jne 12 Kingston (Ja) for F. J. Wolfe, Jne 10
Puerto la Cruz
SOUTHAMPTON SD Kingston (Ja) Surrey Com Dk Ostend for Tilbury Dk Argentina, Jne 10 New York San Andres Rangoon for Tilbury Dk Marie Flore, Jne 12 Ghent for Purfleet Keizersgracht, Jne 11 Canton, Jue 12 Bombay

Clydefield, Jne 11
Curacao via Falmouth
PRAWLE POINT Pd E for Tilbury Dock Empire Tagalam Philadelphia for Pur-flect Kildonan Park, Jue 11 PLYMOUTH eet be Copenhagen for Willson's Wharf Henri Barbusse, Jne 8 GRAVESEND SD Rapid, Jne 11 Rtterdam Fiat, Jne 12 Horsens British Harmony, Jne Abadan Barcelone Empire Athelstan Walenburgh, Jne 12

SD Empire Athelstan, Jne 10 Freetown Rotterdam FOWEY William L. McLean, Jne 10 Rouer Maria (aux), Jne FOWEY Hasting, Jne 12 Fylingdale, Jne 12 Plymouth THAMES HAVEN AR Molino Del Rey, Jne 11 CORYTON AR Gruno, Jne 7 Akademik Krilov, Jne 12 FALMOUTH Cowes Blyth SOUTHEND Pd Down Duurswold, Jne 11 Jeannette, Jne 12 Sangara, Jne 12 Saga THE DOWNS Anch (in tow of Seaman Jne 11
Thomas W. Hyde
Charles A. Stafford
Eskdalegate
Imperial Valley, Jne 12

British Harmony Plymouth FALMOUTH SD Sumatra, Jne 11 Dundurn Park, J Leonidas N. Condylis Cecilia (pres), Jne 11
Westlaan, Jne 12
for Par
Pd W Bordeaux Hartland Point, Jne 11

British Courage

Runnymede Park

Jne 11 Charles A. Stafford

Westland Thomas W. Hyde Eskdalegate

Imperial Valley, Jne 12

Morgantown Victory

demik Krilov, Jne11

THE DOWNS

Athelqueen

Bardaland

Multnomah

Star of Cairo

DOVER Aka

Charlotte

steamer)

DUNGENESS

mar Bratt

Haskerland, Jne 11

Kowel

Charlotte, Jne 11

(towing small Russian

DOVER

DOVER

Queen Mary
Russell R. Jones
U.S.S.R. Victory, Jne 12
for New York
Stephanos S., Jne 12
PENZANCE
Metaleus Luc S Cools
Wettlens Luc S Cools John Cropper British Courage, Jue 12 Chanute Victory Westlaan, Jne 8 Goole Junior, Jne 11 Goole HARTLAND PT Pd In Fjeld, Jne 11 Kolno, Jne 12

HTUOMNOVA Norton, Jne 11 Newport BRISTOL AR Akademik Krilov, Jne 11 Knoll, Jne 12 NEWPORT Norton, Jne 11

Moonshine (yt), Jne 12 Joyce (yt) Cariba (yt) DOVER Pd E Waldo Hill, Jne 12 NEWPORT Avonmouth Paul Bunyan, Jne 12 New York BARRY Colytto, Jne 12

Rotterdam BARRY SD Paris, Jne 12 Casablanca RARRY IS Pd Up

BARRY IS Pd Down British Scout, Jne 11 Oleum, Jne 11 Paul Bunyan

BEACHY HEAD Pd W Warren Delano, Jne 11
Amazonas, Jne 12
SPITHEAD Pd In PORT TALBOT Garesfield, Jne 12 Bilbao SWANSEA Ocean Viceroy, AR Hamburg

ATLANTIC COAST, Br, 475, Mearns, Cork, London Dk., Coast Lines. CITY OF MALINES, Br, 150, Allright, Amsterdam, Fennings' Wf., British & Foreign Maritime Agencies.
EMPIRE SEABRIGHT, Br, 307, Shaw, Rotterdam, Regent's Canal Dk., Walford Lines. June 12

Rotterdam, Rogent's Canal Dist, ford Lines,
MALLARD, Br, 166, Clayton, Boulogne,
Victoria Wf., G. S. N. Co.
MARY Du, 83, Elsinga, Rotterdam, Tunnel Wf., Thurrock, Freight Express.
SAMAKRON, Br, 4380, Sang, Bermuda,
Victoria Dk., Royal Mail Lines (re-

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Danzig, Tilbury Landing Stage, Cayzer,
Irvine & Co.

June 9

AARHUS, Da, 1035, Rasmussen, Antwerp, Tilbury Dk., Clemt.
DRONNING MAUD, Da, 915, Vejlin, Antwerp, Tilbury Dk., Clemt.
SWEETWATER, Am, 6134, Nilsson, Las Piedras, Purfleet, John I. Jacobs & Co.

June 10

BRITISH TRADITION, Br. 4825, Baker,
Abadan, Coryton, Frank C. Strick & Co.
DINARD, Br. 938, Light, Antwerp, Tilbury Dk., Clemt,
EMPIRE REST, Br. 375, Maybee, Autwerp, Tilbury Dk., Clemt.
EMPIRE SHELTER, Br. 369, Smith, Antwerp, Tilbury Dk., Clemt.

June 12 EMPIRE RAYMOND (tug), Br,
Russel, Arromanches, Gravesend, W.
Watkins, Ltd.
HASTING, Sw. 618, Sjosten, Lisbon, Surrev Commercial Dk., S. L. A., Ltd.
ILJA REPIN, Ru, 491, Lebeden, Odessa,
Woolwich Bys., L. W. Morland & Co.

EASTHAM AR Capella, Jne 11 Raumo SD FASTHAM Manchester Exporter,
Jne 11 Liverpool
Radport, Jne 12 Melilla
Empire Tagralia
Curacao

ELLESMERE PT Baltara, Jne 12 Gdynia ELLESMERE PT SD Manchester Exporter, Jne 11 Liverpool PARTINGTON AR Radport, Jne 11 Manchester

PARTINGTON Radport, Jne 11 Melilla MANCHESTER Tselfat, Jne 11 Rouen Capella Raumo MANCHESTER Empire Tagralia, ('uracac

CARSTON Makedonia, Jne 11 Three Rivers GARSTON SD Empire Mole, Jne 5 Asperity, Jne 10 Iceland

Jne 11
Clan Urquhart Glasgow
Manchestor, Proceedings TRONDHEIM Manchester Exporter Manchester Cabo Blanco (Peru) for Ellesmere Port Sveadrott, Jne 12 Aruba for Stanlow

Atlantian New Orleans LIVERPOOL SD Bayano, Jue 11
Montreal
BERGEN
Theo (tug) Danzig

Danzig

Danzig

Danzig

Danzig

Danzig

BERGEN

AR

Ebro (tug), Jne 4

Ask, Jne 5

Ebro (tug)

Rotterdam

Fylla, Jne 6 Sonderborg

Straum

Cuxhaven

Nordost, Jne 11 Kotka

Bohus

Purugrund

Danzig

BERGEN

AR

Ask, Jne 5

Ebro (tug)

Rotterdam

Fylla, Jne 6 Sonderborg

Straum

Cuxhaven

Noptun

Trondheim

Cygnus, Jne 7

Curacao

via Barrow SD PRESTON Magna, Jne 7 Thamshavn Shuna, Jne 9 Pt Talbot Lyra AR BARROW Rudolf, Jne 8 Ursviken BERGEN Wearwood, Jne 10 Norefjord, Jne 5 Fylla, Jne 6 Straum Kengis, Jne 12 Narvik SD BARROW Bohus, Jne 11 Presion CLYDE ANCHORAGE AR

Virginia, Jne 11 GLASGOW Samcolne, June 12 Fort Clatsop Beaverford (ex Empire

Kitchener) Liverpool AR AR DUBLIN Pacific Exporter, Jne 11 Irish Poplar, Jne 8
New York
AVONMOUTH SD Jura, Jne 9 Blyth Aslaug, Jne 9 Ringen, Jne 11
Jne 12
John J. Crittenden

SD DUNNET HEAD Pd W

SD OSLO DUNDEE Szechuen, Jne 10 (trials)

Tora, Jne 10 Boulogne | HELSINGBORG

WARKWORTH SD MALMO

HULL AR Empire Spearhead,
Jne 11 Cuxhaven
Ioannis Frangos, Jne 12 Sfax
Zeester Goole Cato Goole
Cato Goole Cat

DANZIG GT YARMOUTH RDS Pd N North Down, Jne 4 Inger Lau Elisabeth (Du), Jne 12 GT YARMOUTH SD

Brattfors, Jne 11

GT YARMOUTH

Kronprins Frederick.

BRIGHTLINGSEA

Athelmere, Jne 6

TO

TOLLESBURY

TRONDHEIM

HARWICH

Glashaven, Jne 8 Rotterdam Falken (aux) Jan Katowice, Jne 5 "Herringen' AR Occidental Victory Helsinki Morska Wola, Jne 6 Gdynia GDYNIA

ARCTIC SEA Hampton Roads
Wishera (724) (Ru),
May 24 Leningrad
Wish Beech, Jne 7

VBECK USHANT A NORWEGIAN PORT SD Raunala Jne 11 Glasgow Erna (865), Jne 10 SD Spree LUBECK SD Capella, Jne 6 Kirkenes Varnes, Jue 5 Neptun (905), Jne 3 KIEL CHRISTIANSUND AR Norma Hulda Thorden, Jne 1
Stavanger
CHRISTIANSUND SD

Devon
Lica Mærsk Fredericia
Helvetia, Jne 11
Grangemouth Neptun (No), Jne 3 Aalesund AR Aktio Quaker Hill Sverre Nergaard Rdam

Komsomolsk Rotterdam Spica (No), prev Jne 8 Ursa, Jne 8 UK Hedvig I., Jne 4
Svalbard via Namsos
US Freiburg, Jne 8 Kiel Minna ('atharina, Jne 10 Hamburg Vaksdal Abroad FLENSBURG

Ruth, Jne 8 Sonderborg Sonderborg William L. McLean New York Baltia, Jne 11 Suderov

Rotterdam

Denmark

via Haugesund

Najaden Leningrad Polarlys, Jne 7 Kirkenes

Supremity, Jne 7 Ridham Dock

Tasso, Jne 9 Gothenburg

Ask

ODDA

ODDA

RISOR

SKIEN

LARVIK

Kis, Jne 3

Regin, Jne 6

Orion, Jue 12 Marocco Stavanger Marocco Danzig Faiken (aux) (198), May 21 Hoganas

Suncrest, Jne 10 SD Porthrepta Boston (Lines) Edna, Jne 7 Fredrikstad

Frederic C. Howe, Jne 11
KIRKWALL AR
Duke Victory, Jne 11
Hampton Roads
KIRKWALL SD
Duke Victory, Jne 11
Duke Vict

Stockholm

Zeester Goole Cato Grimsby GOOLE SD Actinia, Jue 11 Penryn Elisabeth Norwich Zeester, Jne 12 Hull Rene Paul Antwerp Cato Hull MMINGHAM AR Ella, Jne 9 Digby Sado Trapani Falken, Jne 10 Gotenburg Rosemarie Rotterdam Samos Antwerp Moscs Gay Brevik Sado, Jne 17 Kopervik Sado, Jne 17 Kopervik Sado, Jne 18 Kopervik Sado, Jne 11 Kopervik Sado, Jne 12 Kopervik Sado, Jne 11 Kopervik Sado, Jne 11 Kopervik Sado, Jne 12 Kopervik Sado, Jne 11 Kopervik Sado, Jne 11 Kopervik Sado, Jne 12 Kopervik Sado, Jne 13 Kopervik Sado, Jne 14 Kopervik Sado, Jne 15 Kopervik Sado, Jne 16 Kopervik Sado, Jne 16 Kopervik Sado, Jne 16 Kopervik Sado, Jne 17 Kopervik Sado, Jne 18 Kopervik Sado, Jne 19 Kopervik Sado, Jne 10 Kopervik Sado, Jne 10 Kopervik Sado, Jne 11 Kopervik Sado, Jne 12 Kopervik Sado, Jne 13 Kopervik Sado, Jne 14 Kopervik Sado, Jne 15 Kopervik Sado, Jne 16 Kopervik Sado, Jne 16 Kopervik Sado, Jne 17 Kopervik Sado, Jne 18 Kopervik Sado, Jne 19 Kopervik Sado, Jne

Edam Ville d'Anvers New York Gothenburg Ipswich Bergen Neptun Perna, Jne 10 Macoma, Jne 10 ROTTERDAM SD Omlandia, Jne 7 Oporto Voorwarts Treport Spurt, Jne 8 Lodingen Alcinous, Jne 8 Tilbury Alcinous, Jine 9
Fulton, Jine 9
Cardiff
GIBRALTAR
Orontes, Jine 11
Bridgepool, Jine 11
N Haskerland, Jne 10
Southampton
Duiveland Southampton DORDRECHT AR

Tromp, Jne 10 Ronneby Streefkerk Bombay Edam New Orleans

Triton, Jne 8 Ronneby Schelde (tug) Hamburg and Den Helder (tow-ing a dredger and a barge) Glashaven, Jne 9 Helsinki Oslofjord US

ANTWERP

AR

Empire Grey, Jne 11

Abu Zenima

Durban

Monica Cygnet Sydney (NS) Belgian Dynasty Jucaro Rolling Control of the Control of th ANTWERP SD Neustadt Stettin SD Gapern Oslo Clara Clausen Esbjerg
AR Uffe Copenhagen

Havnia, Jne 10 Antwerp Komsomolsk Pollux, Jn Antwerp HAVRE ROADS SD Lone Jack, Jne 10 Lake Charles Helvetia, Jne 11
Grangemouth
Necton
John W. Arey

London

HAVRE
New Bern Victory,
Jne 11 New York
Webster Victory
New York

Morgantown Victory,
Jne 10 New York
Freja Rouen
Havnia Martylooto
Komsomolsk Rotterdam

HAVRE SD
United States Victory,
Jne 11 New York
U.S.S.R. Victory
New York
ROUEN AR Helsinki Watchet Nakskov John Ireland, Jne 9 Havre Trondneim Stavanger Vaksdal Helvetia, Jne 11 Nakskov John W. Arey Stockholm Aktjo Rotterdam Tromso Surre Nergaard Malmo Quaker Hill Galveston SD AR SD Stavens AR Stavens AR Surrey Stockholm Aktjo Rotterdam Sverre Nergaard Malmo Quaker Hill Galveston AR Special Harbour Sheel Harbour Sheel Harbour Monte Bustelo, Jne 8 Divina Frida, Jne 11

ROUEN Brisk Ghent Plus Ultra, Jne 9 Dundurn Park Montreal Castillo Mombeltran

Leland Stanford New York Petrophalt, Jne 10 Port de Bouc Manchester

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Harstad
Fort Michipicoten,
Jne 11 Bahia Blanca
J. Duncan, Jne 11
Sunder
Contal, Jne 12
Ale

Aegir, Jne 8 Esbjerg
Noordkaap, Jne 9
Rio Miera
Caruso, Jne 7
Sa
Lue 10

Caruso, Jne 7
Sa
Carbo Corona, SD Wolanda Grome Durg Gruno (Du), Jne 10 Cowes Cabo Corona, Jne 8 Hampton Roads Pasajes Pasajes TOULON AR Swansea Lolito Artaza, Jne 10

METHIL SD
Bauta, Jne 10 Londou
GRANGEMOUTH AR
Marcel, Jne 11 Antwerp
BO'NESS SD
Mies, Jne 11 Helsinki
Libra Copenhagen
WARKWORTH AR
Tora, Jne 10 Boulogne

Tasso, Jne 9 Gothenburg
GOTHENBURG SD
Jacoba, May 31
Holland via Amal
Bullaren, Jne 6
Helsingborg
Zena, Jne 8 Sarpsborg
Empire Galbraith, Jne 9
Immingham and Hull
HELSINGBORG AR Frederiksvaerk Pinzon, Jne 11 Esbjerg BILBAO SD Esbjerg Ayala, Jne 6 San Esteban

SD DELFZYL SD Orion, Jne 8 Rotterdam Union, Jne 9 Newcastle Aegir Rotterdam CORUNNA WARKWORTH SD
Jne 10

Erindring Copenhagen
TYNE AR
Castor, Jne 12 Sundrlnd
Thistlemuir Pepel
Wilh Colding Copenhagen
Wilh Colding Copenhagen
TYNE SD
Jakob Mærsk, Jne 11
Casablanca
FLAMBORO HD Pd N
Amstelstroom, Jne 12
Europa
SPURN HEAD Pd In
Jne 11
Empire Galbraith
Tovelil

Erindring Copenhagen
Titania, Jne 8
Amsterdam, Rotterdam and London
KARLSHAMN AR
Pollux (Fi), Jne 5
Wismar
Wismar
Tuko Emden
Tuko Springhaven, Jne 10
Casablanca
FLAMBORO HD Pd N
Amstelstroom, Jne 12
Europa
SPURN HEAD Pd In
Jne 11
Empire Galbraith
Tajo, Jne 7
Tamara, Jne 10
Gothenburg
Springhaven, Jne 11
Tamara, Jne 10
Gothenburg
Tamara, Jne 10
Gothenburg
Springhaven, Jne 11
NAPLES
Costeiro Terceiro
Rouen
Siva Gouvoia
Siva Gouvoia
Siva Gouvoia
Tiania, Jne 8
Tamara, Jne 10
Gothenburg & Antwerp
Costeiro Terceiro
Tamara, Jne 10
Casablanca
Tamara, Jne 10
Gothenburg & Antwerp
Costeiro Terceiro
Rouen
Siva Gouvoia
Siva Gouvoia
Siva Gouvoia
Siva Gouvoia
Siva Gouvoia
Siva Gouvoia
Malta Ar
Port Said
MALTA
AR
Empire Deben, Jne 12
Port Said
MALTA
Springhaven, Jne 11
NAPLES
Costeiro Terceiro
Rouen
Siva Gouvoia
Springhaven, Jne 10
Costeiro Terceiro
Springhaven, Jne 10
Costeiro Terceiro
Rouen
Siva Gouvoia
Siva Gouvoia
Siva Gouvoia
Siva Gouvoia
Siva Gouvoia
MALTA
AR
Port Said
MALTA
AR
Port Said
MALTA
Springhaven, Jne 10
Costeiro Terceiro
Coswold, Jne 9
Antwerp
Coswold, Jne 9

Fredericia Samlossie Bou Par Sutherland, Jue 9 Boulogne

MEDITERRANEAN SEA Including Black Sea

and Sea of Azov

Turul, Jne 11 Alexndria Empire Taff, Jne 12 Palamos Fort Simpson Durban Jne 12 Turmoil (tug) Duke of Sparta Malta Bethlehem Turul Swansea
Anatoli (yt) Alexandria
Marialva (tug) Oporto
Samconstant, Jne 12
Porti Said

Empire Taff, Jne 12 Fort Simpson AR Julian, Jne 11
William W. Seaton
ima Zuijderburgh Lake Erie Nelkon Samjack San Miguel C. Hutcherson

> Richardson, Jne 12 Cabo Prior, Jne 12

George M. Verity City of Dunkirk, Jne 12 Horace Williams Hugh McCulloch Salum Egholm, Jne 10

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Sheet Harbour
Stanlow
Stanlow

North Brook, Jne 10
Palma (Maj)
Monte Bustelo, Jne 8
Motril VALENCIA Elm Park, Jne 9 Montreal BARCELONA Genoa Fana, Jne 8 Marseilles

Cabo Menor, Jne 3

Castillo Villafranca Las Palmas Industria, Jne 10 Genoa Algiers BARCELONA Ciudad de Sevilla. Jne 8 Las Palmas Pd S Lone Jack Lake Charles Nivernais, Jue 11 London Katingo Hadjipatera, Jne 9 Nice Colombie, Jne 9 New York Haife

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Port Pirie
Felix Roussel Tamatave Ionion Casper S. Yost, Jne 9 Matadi Sunderland Kashirstroi, Jne 10
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New York

> Freetown Bremerhaven Marseilles SD SD TOULON

Cens, Jne 8 St Louis (Rhone) Soton
Habana, Jne 10 Cadiz
SANTANDER
Tajo, Jne 7
CORUNNA
Segre, Jne 11

Gijon
Cadiz
Katingo Hadjipatera,
Katingo Hadjipatera,
SAVONA
AR
John L, Elliot, Jne 9
Philadelphia
Tamara, Jne 10

| Amazone | Delizy | Oskarshamn | Ar | Saltnes, Jne 12 | Spurn Head Pot Out | Sado, Jne 11 | Falken | Actinia | for Penryn | Henriette | Saltnes | Jne 18 | Sharpsburg, Jne 19 | Thamesfield, Jne 12 | Abadan | Hull | Ar | Empire Spearhead, Jne 11 | Cuxhaven | Jamaica Antwerp
Setubal
le 11
Santos
Curacao
C Jne 12 Augusta Azores BRINDISI Port Said

Calais Sambay, Jne 8 Batavia TRIESTE AR

Thur., June 13, 1946

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SO Son Dolphin, Jue 10

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Thessaloniki and Repairers AR Cap St. Jacques, Jne 11 Toba Plancius, May 29 Fort St. Corinthia Thesa John Jacob Astor Hampton Roads Elisavet, Jne 11
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Rochester Castle Durban
Lagos

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Lagos

Rochester Castle Durban
Lagos Vessels Docked, Painted, ISTANBUL AR Tarkwa Lagos Filipp Mazzei, Jne 10 LAS PALMAS SD PORT SUDAN Repaired and Overhauled SD Thedens, May 31 Odessa
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SD
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May 30 Teneriffe
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Ban Hong Liong,
May 29 Singapore
Plancius, May 30
Singapore
SAN FRAN
Las Vegas
Las Las Abadan Palehleh, May 29 Odessa BEIRUT Fort Souris, Jne 9 Southampton AR Dramatist AR TENERIFFE Saxon Star, Jne 11 SD Singapore Biak, May 31 Lombok Suez Calcutta Saigon rue, thing of the first state of th Liverpool D. & W. HENDERSON, LTD.
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Montreal

Montreal

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SAIGON
Pierre Corniou, Jne 7
Haiphong
Khnong An

Khnong An

Middlesex Victory
Ba
E Hunt AR SAIGON DAKAR SD RAS TANURA Havre Velma, Jne 11 RAS TANURA Samave, Jue 9 Hamburg Amstelkerk, Jne 10 Konakri . JEFFERIES & SONS, LTD. SD Royal Oak, Jne 9 Pearl Harbour Dry Dock Owners, Ship Repairers Engineers, Iron and Brass Founders KOWEIT Rio Janeiro WAPPING DRY DOCK RAVING DOCK WORKS: Trevidor, Jne 6 PORT SAID AR Daviken, May 21 AVONMOUTH and BRISTOL BATHURST AR Derbyshire, Jne 8 Lagos Matheran, Jne 10 Fort Finlay, Jue 11 Telegrams—" Drydocking "
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Trein Marsk Inc. 5 Baron Douglas Garston FREETOWN SD Reunion SD DRY DOCKS . 1-555 ft. by 75 ft. No. 3-750 ft. by 88
. 2-537 ft. by 60 ft. No. 4-611 ft. by 87
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Townsyme
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Stag Hound Shanghai
Colina Portland (Oreg SD Theseus, Jne 10 London Port Swettenham Empire Spartan Glasgow Anders Jahre Empire Spartan Glasgow
Gambian Liverpool
MARSHALL
Elizabeth Lykes, Jne 3
Takoradi
GRAND BASSAM AR
Gideon Welles, May 23
GRAND BASSAM SD
GRAND British Dragoon Falsterbohus, Jne 12 TELEGRAPHIC ADDRESS OF HENRY ROBB, LTD Rangoon ne 12 Hernosand Genoa Genoa Rango BASSAM SD Gideon Welles, May 23 Gideon Welles, May 23 Norfolk & Pdelphia SD BOMBAY BOMBAY Jalajyoti, Jne 4 Tuticorin AR Joplin Victory, Jne 10 LEITH, SCOTLAND AR Strathaird, Jne 12 London Genoa TAKORADI Gunda Jne 11 Antwerp AR ACCRA SD Scythia Orpheus, Jne Jack Accra
New Brooklyn, Jne 8
Lagos
LAGOS AR
Jayhind, Jne 2
Joshind, Jne 10
Lalaratua, Jne 4
Karachi 6 DRY DOCKS up to 550 ft. by 70 ft. KURE Liverpool Rangoon Russelemme, Jne 6 Singa Dubravka, Jne 9 DAVID THOMAS & SONS Amarapoora Nemours SD Ambica, Jue 4 Jalaratua, Jue 4 Karachi Brika, Jne 10 Manchestr CALABAR Caritas I. Ghent Jne Ghene SD AUSTRALASIA David Livingstone . KINDS OF CHIPPING, PAINTING AND BOILER SCALING DONE Jalajyoti, Jne 5 AND Belgium MANOKA Lagos Taxiarchis, Jne 10 Pacific Islands ESSELS FUMIGATED TO PORT AUTHORITIES EQUIREMENTS WITH CYANIDE OR SULPHUR AR Jalavijaya, Jne 6 May 28 Richard D. Lyons Karach Work executed at all Bristol Channel Ports Italy Richard I 'alcutta | FREMANTLE SUSA AR Howra, Jne 11 Rangoon Fort Vercheres, Jne 12 Ruenos Aires AR Stirling Castle, Jnc 12 Southampton WHYALLA SD Fulani, Jne 11 MENZIES & CO., LTD. Greenland, Jne 9 Granton LA GOULETTE LUANDA SHIPREPAIRERS, ENGINEERS, SD Ocean Vigil, Jne 9 Liverpool SD Lac Tchad, Jne 10
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Public Dry Docks: Six -up to 550 feet by 70 feet
Private Dry Dock 174 feet by 35 feet SD AR Jalaratna, May 30 Bombay Quanza, . The report of the sailing of the Empire Claren-Singu, Jne 11 Abadan COCHIN AR OLD DOCK, LEITH Fort Steele, Jne 11 Hampton Roads
BIZERTA AR
Blue Ranger, Jue 9
Nova

Villiams, Jue 9
Quanza, Jue 1
TABLE BAY
Nyassa, Inc. Novo Redondo Jue 11 Luanda ('ity of Florence, Jne 11 Rangoon Jne 11 Luanda
BAY
AR
Jne 12 Lisbon
Abadan
Ab Jne 11 Jaarstroom, Jne 12. ATLANTIC BASIN IRON WORKS BIETTA A A SAMURA O A ENGINEERS, BOILERMAKERS and MANUFACTURERS Falmouth Fort Tadousse TABLE BAY BROOKLYN-----NEW YORK PETER HANGOCK & SONS, LTD. MILFORD HAVEN
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Gijon
Nemrod, May 22 Gijon
Nemrod, May 23 Bermeo

Robin Tuxford, Jne 11
New York
Madura, Jne 12
City of Paris
Madras
Madras
Neleus, Jne 12
Newlord, Jne 11
Inchanga, Jne 11
Neleus, Jne 12
Neleus, Jne

SD NEW WESTMINSTER Katy Henry Villard, Jne 11 Chubut Jne 11 Abadan Aspen Park Hongkong Santa Cruz, Jne 10 BUENOS AIRES SD Calcutta EVERETT SD Longwood Antwerp CAMPANA Crater Lake, Jne 10 San Francisco (since diverted to Los ROSARIO Angeles) SEATTLE AR Fred C. Ainsworth, James D. Hask MONTEVIDEO
Herakles, Jne 11
Herakles, Jne 11 SD Singapore Singap Albion Star. Jne 12 RIO GRANDE Antwerp Shapur, Jne 9 Shanghai PARANAGUA Samsturdy Singapore Ocean Valour, Jne 1 North Sea, Jne 11 Ocean Valour, Jne 1
Palembang
Ophir, Jne 2 Singapore
Palopo Macassar
Belgol, Jne 7 Singapore
BATAVIA SD
Palehleh, May 29
Pale SAN FRANCISCO SD Control of the Contro AR Arizona Pine, Jne 10
Chile VICTORIA, Braz BAHIA Singapore
SD
Malden Victory, Jne 9
Philadelphia AR LOS ANGELES SD Mericos H. Whittier
Manila Boston DEMERARA Bay Thomas F. Hunt Galveston Gamos Bangkok Villauger Bangkok Shanghai Rhode Island Shanghai
Shan Tung, May 26
Shanghai
Shan Tung, May 26
Shanghai
Shanghai
New Orleans Trein Marsk, Jne 7 New Orica. Valparaiso Manila Scattle Syosset An Mericos H. Whittier Aruba Singapore Arkansas Portland (Oreg)

Arkansas Portland (Oreg)

Arkansas Portland (Oreg)

Mimosa

Arigmania Lutz Grays Harbour SD Cape Gaspe, May 13 Redwood, May 19 Callao GUAYAQUIL Cape Sandy, Jne 10 GUAYAQUIL Sp Tucillal, Jne 11 Talara (tuayaqui) Pt Everglades Sandy TALARA Emma Bakke, Jnc 10

Lucy Stone New Orleans
SANTOS
SD Helen Cuba Victory, Jne 10 New Orleans

RIO JANEIRO AR
George Salt (tug), Jne 9
Liverpool
Berkeley Victory, Jne 11

Liverpool
Berkeley Victory, Jne 11 Berkeley Victory, Jne 11 BARAHUM Danby, Jne 7 (prior to casualty Cabo de Hornos, Jne 10 Buenos Aires (NJ) Del Mundo, Jne 11 (NJ) Del Mundo, Jne 11 G. K. Dauntless Apr 17 T Bahla AR Basil, Jne 11 New York Nidareid, Jne 11 Paraguay Copenhagen CIENFUEGOS PERNAMBUCO SD Coastal Herald, Jue 9 Caripito Coastal Archer, Jne 8

Denison Victory Bahia Coastal Archer, Jne 8

New Orleans AR HAVANA San Juan (PR) Grand Haven, Jne 10
Merida Sayann Demerara Rio Sant Cottica Paramaribo HAVANA ARA SD Grand Haven, Jue 10 DEMERARA Benjamin A. Fisher, Jue 9 Trinidad Clara Barton, Jne 10 Trinidad NUEVITAS Cottica, Jne 11 Barbados Empire Viscount, ANTILLA Paco, Jne 9 WEST INDIES CURACAO Gulf Ports, &c Highland Park, Jne 6 Demerara Imediato Joan Silva New York Charleston Laurel Hill, Jne Marcus H. Tracy Portland (Me) White Swallow, Jne 8 Buenos Aires Benedick, Jne 11 Allao allao AR Koningin Emma Alcoa Puritan, Jne 8 William Cullen Bryant New York Grafton Park Dennerara Bare CURACAO Montevideo Katrine Mærsk Eastwood Park
Demerara SD Thorstein Veblen New York Ce, Jne 11
('allao AR
, Jne 10
Valparaiso SD

Valp

Selector, Jne 8 Lpool Settler St Vincent (WI) Empire Kent, Jne 9 Trinidad Sutherland Park, Jne 10 La Plata AR Tactician St Vincent (WI) Bulkoil, Jue 9 Trinidad GUADELOUPE Duc d'Aumale, Jne 8 SD AR James D. Trask B Aires

MONTEVIDEO

Buenos Aires

Duc d'Aumale, Jne 8

St. Thom

St. Thom

Limoges Martiniq Helsinki Samwis, Jne 11 e 12 Middlesbrough SD Alcoa Pilgrim, Jue Curacao SD Oriente, May 2 Asia (hulk), Jne 10
Buenos Aires
Oriente, May 11 SAN JUAN, PR Coastal Defender, SD KINGSTON, Ja Smaland, Jne 11 Ariguani Avonmouth SD KINGSTON, Ja Seatrain New Orleans CAIBARIEN Ponce de Leon

Anson Mills, Jne 8 Jne 10 N York Britamer, Jne 8 Buenos Sappa Creek Par Edward N. Hinton, War Brahmin Trinidad Seirstad Havre Chulmleigh Vancouver Alcoa ('utter, Jne 10 Ernest L. Dawson St. Bertrand (Fr) Baltimore British Hope Land's End (Campestre Barcelona Lenerara Zaanstroom Maracaibo Barranquilla Sappa Creek, Jne 9

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Corpus Christi

Stephen Girard, Jne 10 Galveston Dartmouth Esso Montpelier Lucretia Mott Mobile Tabitha Brown, Jne 11 Mobile BOSTON BOSTON
A. L. Kent, Jne 6
Norfolk

N. AMERICA

Atlantic Coast David Lubin, Jne 11
Houston JACKSONVILLE SD David Lubin, Jne 11 Genoa Avannah, Jne 11
Baracoa
Raymond B. Stevens
Santos
Savannah
Rohn Lawson, Jne 11
Corinto
Havana
Amarillo Victory
San Francisco
L. L. Abshire
SAVANNAH
Reaper, Jne 11
Reaper, Jne 11
Hampton Roads
Holl Newport News
Walker Taylor, Jne 11
New York
Ray 12
Plymouth Newport News
Walker Taylor, Jne 11
New York
Hai Ying, Jne 11
Rondo, Jne 10
Colborne
Dunmoir
Foreland, Jne 12
Southport
Dunmoir
Foreland, Jne 12
Southport
Dunmoir
Scheldt, Jne 12
Cornishbrook
Belhaven

Charles L. McNary.

Jne 11 Takoradi
Rollyk Liverpool

St Ballyk Joshua A. Leach Marseilles Meigle, May 20 Charlottetown Charlottetown Corbridge Lady Kathleen John B. Joyce Binghamton Victory John B. Joyce
Binghamton Victory
Philadelphia
HAMPTON ROADS SD
James Ellwood Jones,
Jne 5 Providence
Coastal Mariner, Jne 10
Galveston

Calveston

Charlottetown
Charlottetown
Rockwood Park
St John (NB)
Elkhound, May 22
Halifax
Vancolite, May 25
Halifax (to be proken windsor Queen
Coastal Mariner, Jne 10
Galveston

Charlottetown
Lady Kathleen
Empire Fathom Antwerp
Heron
Wandle
Cormain
Corminster
Windsor Queen
Charlottetown

Coastal Mariner, July 10 Galveston Philadelphia Bucknell Victory, Jne 11 London

Suorva, Jne 11 Narvik
Churubusco
Massachusetts
Ljustero
Newport
BALTIMORE
Ljustero
Newport
BALTIMORE
Henry D. Lindsley,
Jne 10 Italy
Merrimac Seam Antwerp
Joseph Warren, Jne 11
Italy
Merrimac Seam Antwerp
Joseph Warren, Jne 11
Italy
Thackeray, Jne 10

Elkhound, May 23

Halifax
Thackeray, Jne 10

Philadelphia
Cornwood
Cornwood

SOUTHEND Pd Up
The report of the passing
of the Archgrove on
Jne 11 was erroneous
SUTHEND Pd Down
Lightfoot, Jne 11
Edenwood
Moskan
Ooskan Suorva, Jne 11 Narvik Churubusco

BALTIMORE

Joseph Warren, Joseph

Fort Mifflin, Jne 10
Baltimore
Fisher's Hill New York
Gulftide Providence Fisher's
Gulftide Providence
Esso Memphis Mobile
Binghamton Victory
Norfolk

Niantic Victory Boston
Vesteroy Antwerp
George W. Brown
Boca Grande
Dynafuel, Jne 11
NEW YORK
Mobiloil, Jne 9
Evangeline Park, Jne 10
Zacapa Bremerhaven
Stavangerfjord

Niantic Victory Boston
Cartier Park, Jne 11
Bloomfield Park
Martinique
Martinique
Martinique
Martinique
Martinique
Martinique
Martinique
Martinique
Mortre S D
UK
Kentbrook
Petworth
Vorkbrook
Vorkbrook
Swansea

DUNGENESS

Stavangerfjord Oslo Atlantic Coast John Sharp Williams

Gulfbird Bunker Hill, Jne 10 Peter Minuit, Jne 11
Havre
Shooting Star

Shooting Star
Bremerhaven
Gudrun Mærsk Botwood
Cape Trafalgar
Fair Wind
James J. Hill
Glasgow
Fred Herrling, Jne 11
Port Alfred

George Washington Tobias E. Stansbury Christopher L. Sholes Philadelphia

Comet
Jellico Seam
City of Agra Melbourne
Chelyuskinets Riga
Blue Ridge Victory
Bremerhaven
John D. Archbold
NEW YORK SD
Salina Victory, Jne 6
Philadelphia
Sachem, Jne 8 Pdelphia
James C. Cameron,
Jne 8 Buenos Aires
Sunset, Jne 9 Manila
Northton, Jne 10
Windsor (NS)
George E. Merrick
Antwerp Antwerp

Nampa Victory
Philadelphia
Madaket Antwerp
Sinclair Superflame
Philadelphia
Esso Rochester
Beaumont
Pagarfoss
Pagarf Salmon Knot Reykjavik

Uruguay Southampton
Hampden Sydney
Victory James River
Hanging Rock Harbor Is Cefalu, Jne 11
Andrew Moore Rouen
Esso Manhattan
New York
Houston
Hanging Rock Harbor As
Empire Regent Pdelphia
Maua, Jne 11
Santos
Zaucsville Victory.
Jne 11 Havre C 1

Bremerhaven
Juan N. Seguin
Galveston
Furnifold M. Simmons
Galveston
MOBILE
AR
Lucretia Mott, Jne 10
Pensacola
Russell Sage, Jne 11
Bordeaux
Haiti Victory
George H. Pendleton
Paramaribo
MOBILE
SD
Juniata, Jne 10
Puerto Cortez
Grande Ronde, Jne 11
Baytown
PENSACOLA
SD
Stephen Girard, Jne 10
Colwy Tyne
Rulham III.
Barry
Oliver Bury
Fulham III.
Tyne
Fulham III.
Tyne
Fulham III.
Tyne
Fulham III.
Giver Bury
Fulham III.
Tyne
Fulham III.
Tyne
Fulham III.
Tyne
Fulham III.
Tyne
Giver Bury
Fulham III.
Tyne
Giver Bury
Villiam Pearman Barry
Oxygen (s.v.)
Suffolk Coast, Jne 12
Lochee
Dundee
Scotsman (s.v.) Ipswich
Victoria (s.v.) Ipswich
Marlwood
Goole
Cambrian Coast
Gulfwave Port Arthur
Berwindglen, Jne 11
David R. Le Craw African Sun Berra
Gulfwave Port Arthur
Berwindglen, Jne 11
David R. Le Craw
Dartmouth

Gulfwave Port Arthur
Cambrian Coast
Kirkcaldy
Durhambrook Durhambrook Sunderland Empire Marksman Leith Glenway (aux) Ipswich AR

GRAVESEND Glen White, Jne 9

Norfolk
George W. Kendall

Corpus Chiefi

Western Hill
Swansea
Swareybrook
Newlyn

Truck George W. Kendall
Corpus Christi
Council Grove, Jne 10 Corpus Christi
Council Grove, Jne 10
Lake Charles
Edward Pierce Norfolk
Oakey L. Alexander
Norfolk
Empire Concave, Jne 12
Empire Seaflower
Norfolk Norfolk

Norfolk
Pocahontas Seam
Norfolk
Honduras Victory
Baltimore
Plymouth Newport News
Bon Air Seam

Norfolk
GRAVESEND SD
The report of the sailing
of the Marlwood on
Jne 7 was erroneous
Lightfoot, Jne 11
Edenwood

SYDNEY, NS
Meigle, May 20

Colborne, Jne 10
St Kitts
Scheldt, Jne 12
Cornishbrook
Belhaven

up)
Thackeray, Jne 7
Botwood
Tyndall

Port Royal Park, Jne 8 Redstart Redstart Toryisland Sunderland don AR Becket Hitch, Jne 9 Yewarch Philadelphia Cornwood

W. C. Yeager
Empire Regent N York
Antinous Antwerp
New Rochelle Victory
New York
Tonto Cardiff
Nampa Victory N York
Luango Lisbon
Remglen Istanbul
PHILADELPHIA SD
Fort Mifflin, Jne 10
Baltimore

Alisio (trlr), May 25
Institutely, May 21
Institutely, May 25
Institutely, May 21
Institutely, May 21
Institutely, May 25
Institutely, May 25
Institutely, May 21
Institutely, May 25
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Institutely, May 21
Institutely, May 21
Institutely, May 25
Institute

Cavina, Jne 11
QUEBEC
Elk Island Park, Jne 9
Halifax
Fort St. Francois UK
UK
Caulbeg

10
Cantel.
Cante

Coulbeg UK Harpefjell, Jne 10 London Autic (tug), Jne 10 Portsmo Paul M. Gregg Baytown
Fredericksburg
Aransas Pass
Niantic Victory
Vesteroy
Antwerp
George W. Brown

Norfolk
Fort Island
London
London
Kawartha Park
James W. Johnson
Danzig
Cartier Park, Jne 11
George W. Brown

Norfolk
Fort Island
London
Portsmout
Royal Daffodil, Jne 12
Victoria
Tudor Queen
OVER
Pd 1

Swansea
Empire Macrae, Jne 9
Donald S. Wright,
Jne 10 Boston
Manchester Port, Jne 11
Manchester
Erland
Dorelian Glasgow
MONTREAL SD
Norwegian, May 31
Glasgow
Fort Dearborn Quebec
Empire Rosalind, Jne 4
Quebec

OUNGENESS Pd E
Empire Richmond, Jne 12
Empire Clara (tug)
Suffolk Coast
BEACHY HEAD Pd W
Empire Farouche, Jne 11
Empire Greta (tug)
NEWHAVEN AR
Dona Flora, Jne 7
Hartlepool Swansea DUNGENESS

Cartier Park, Jue 10
British West Indies

Une Hartle NEWHAVEN
Dona Flora, Jue 11

Cartier Para,
British West Indies
BAY ROBERTS
July 10
SHOREHAM AR
Bullfinch, July 7
Amsterdam

CORNER BROOK AR
North Coaster, Jne 11
New Westminster
AGUATHUNA SD
Cape Breton, Jne 9
Sydney (NS)

SPITHEAD Pd Out
Empire Alderney, Jne 12
John L. Manson, Jne 12
Biarritz
Biarritz

Biarritz

Baronscourt for Cardiff

C 2 Zauesville Victory.

Jue 11 Havre
Mercer Victory
Newport News and
Danzig
Matthew P. Deady
M Empire Concave Belfast SOUTHAMPTON SD Ben Robinson, Jne 12 from Swansea Kylecroft. Guernsey Ben Johnson, Jne 10 Ben Johnson, Jne 10
Plymouth
Empire Cricketer, Jne 11
Southampton
POOLE
SD Rudderman, Jne 10 Dublin Southampton Hibernia Kingstown Empire Richmond,
Jne 11 Tyne Slieve Bawn, Jne 11 Lairdscr Ben Johnson
Southampton
EXETER AR
Annuity, Jne 11 Seaham
EXETER SD
Charles M., Jne 12 Par

Bilacksod Belfast
AYR
Dublin
Empire Bascobel (tug),
Jne 12 (with tow)
EASTHAM
SD
Charles M., Jne 12 Par

TEIGNMOUTH AR Agnes Craig (aux),
Northgate, Jne 12 Goole
PRAWLE POINT Pd E
PARTINGTON SD PRAWLE FORM:
Jne 11
Empire Favourite
Charles Parsons, Jne 12
River Fisher, Jne 12
Rowan
Lairdscrest Ardre Kyle Bute, Jne 12
Live

Dorsetbrook
PRAWLE POINT Pd W
Brendonia, Jue 12
PLYMOUTH
PLYMOUTH
PLYMOUTH
AR
Clara Monks, Jue 8
Barry
Barry

MANCHESTER AR
Guinness, Jue 10 Dublin
Egret, Jue 12 Rotterdam
MANCHESTER SD
Clara Monks, Jue 8
Empire Spinel, Jue 12
Barry

MANCHESTER SD
Empire Spinel, Jue 12
BOYNESS

MANCHESTER SD
Empire Scallower, Jue 12

Adaptity

Matorite

MANCHESTER SD
Empire Spinel, Jue 12

BOYNESS

MANCHESTER SD
Empire Scallower, Jue 12

Adaptity Clara Monks, Jne 8
Barry
Lady Sheila Tilbury
Ocean Coast, Jne 9
Liverpool
GARSTON
AR

Empire Spinel, Jne 12
Rouen
Fremington
AR

RVINE
SD
SD
SONESS
SD
Wewtree, Jne 11
Sunderland
Mavis
Henguela
Reprire Kyle, Jne 11
LEITH
SD
Reprire Middlesoro
Adaptity
Mytongation
Mavis
Henguela

Polkerris Immingham Finvoy Ocean Coast London
DEVONPORT AR
Angularity, Jne 9
Seelson Finst

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COASTWISE & HOME TRADE MOVEMENTS Kenmare, Jne 11 FISHGUARD SI Gt. Western, Jne 11 Kenmare. Jne 11
Gt. Western, Jne 11
Kenmare
HOLYHEAD AR
Slieve League, Jne 11
Dublin
Vinostown

Beacon.

AYR
Melissa, Jne 11
Larne
Rowan, Jne 11
Newry
Empire Kyle
Corteen
Donaghmore, Jne 12
Belfast
Relfast SD Moyallon Eveleen

Citrine Antwerp GLASGOW AR Orchy, Jue 10 Bristol Inishtrahull, Jue 11 Empire Snipe Low E

Larne

Belfast

C 5 Brendonia
Yewvalley
Autocarrier, Jne 12
Brittany
COWES
AR
Apricity, Jne 7
Holderness
Barry
SOUTHAMPTON
AR
Isle of Jersey, Jne 10
Channel Islands
Empire Concave Belfast

Oak
Newry
Empire Skipper
Sharpness
Sharpness
Ben Robinson, Jne 12
Cardiff
MUMBLES
Pd Out
Oak, Newry
Victor, Jne 10
Cardiff
May
Belfast
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Watergate, Jne 11 Lpool
Jasmine
Newry
WARYPORT
Si
Clara Monks
Wictor, Jne 10
Citypoint
Kyle Queen
Garston
Volenger
Whin
Belfast
Whin
Belfast
Wictor, Jne 10
Cardiff
May
Belfast
Victor, Jne 10
Cardi Glasgow Victor, Jne 6
Londonderry
SILLOTH
AR
KINLOCHLEVEN SD
St. Kentigern, Jne 6
IMMINGHAM Ringwood, Jne 10
Empire Lifeguard
Ialine, Jne 11
Poole
POOLE
Empire Richmond,
Jne 8 Sunderland
Parkstone, Jne 9
Guernsey

Guernsey

Ben Robinson, Jne 12
from Swansea

Kylecroft, Jne 8
Liverpool
Nugget
Liverpool
Nugget
Dublin
Silverthorn Coleraine
Newport
Ashfield, Jne 11 Dublin
Silverthorn Coleraine
Newport
FISHGUARD
Kourse Just 11

RILLOTH
AR
KINLOU HLEVEN SD
St. Kentigern, Jne 6
Bonawe
Silverthorn Coleraine
Silverthorn Coleraine
STORNOWAY
AR
Durham Coast, Jne 8
Aberdeen
KIRKWALL

RINLOTH
AR
KINLOU HLEVEN SD
Countries
C KIRKWALL AR BOSTON, Lincs Lizzie & Annie, J. Aberdeen KIRKWALL SD KINGG Cumbria, Jne 11 Newry
SI) Beaconia Londonderry
AYR
Melissa Inc. 11 Glen-Mary, Jne 11 Leith
LERWICK SD
Rosedene, Jne 11 Blyth
WICK AR
Tillerman. Jne 11
LYNN Treden Lne 8 Lynn Trader, Jne 8
Tyne GT YARMOUTH RDS

Ocean Coast, Jne 9
Liverpool
GARSTON
Sanda
Glasgow
Eminence, Jne 10 Blyth
The President
FLYMOUTH
Suffolk Coast, Jne 8
London
London
London
Coast, Jne 9
Liverpool
GARSTON
AR
Gracehill, Jne 11 Belfast
Bamboo, Jne 12 Dublin
GARSTON
SD
Cairngorm, Jne 11 Irvine
Isle of Ornsay, Jne 12
Suffolk Coast, Jne 8
London
Coast, Jne 9
Larchfield, Jne 9 Belfast
Snowerete, Jne 11 Lpool
Broom
Belfast
Citrine
GLASGOW
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Carrefield
Belfast
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Belfast
Citrine
GLASGOW
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CARSTON
Ayr
Carrefield
Sunderland
Mavis
Benguela
Parkwood, Jne 12
Empire Concleth
Empire Conleth
Carrefield
CT YARMOUTH
SD
Empire Fanfare
Tyne
GLASGOW
AR
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null, Jne 11

Greenock
Fleetwood

Description

Greenock
Fleetwood

Description

Jne 11

LOWESTO
Dron, Jne 31

Jne 11

LOWESTO
Dron, Jne 31

Fleetwood
Description

C 6

Portsmouth IMMINGHAM AR Ardgantock, Jne 7
Rotterdam Empire Seabrook, Jne 8 Polkerris, Jue 9 Plymouth Ine 6
Bonawe
7
Bonawe
AR
BOSTON, Lincs
AR
BOSTON, Lincs

Belfast SD Barra Head, Jne 10 London Larne Larne Belfast Larne Belfast Newry BARDOATH ARD LONDON Sunderland ARBROATH ARD Empire Facility, Jne 11 London via Montrose Newry BARDOATH ARD SD Knebworth, Jne 11 Liverpool GRANGEMOUTH ARD Liverpool Douglas Suffolkbrook, Jne 11 Ageity

Empire Fastness, Jne Empire Coast Isle of Grain

Fellers in normalization of the control of the cont



ACRELOIDE.—See Evanger, AGIOS SPYRIDON (aux.).

ACRELOIDE.—See Evanger.
AGIOS SPYRIDON (aux.).—London,
June 12.—The following report has
been received from Mr. Nicolas E.
Vernicos, dated Piraeus, May 30:
Auxiliary vessel Agios Spyridon, owned
by the Nagos Steamship Company, Ltd.,
which ran aground at Perama, Piraeus
district, has been safely refloated after
four days of persistent effort by the
salvage vessel Zoodochos Pighi. (See
issue of May 29.)
AGUILA II.—Santos, May 7.—Survey was
held here on May 2 on Argentine
motor vessel Aguila II. to ascertain damage to shell plating stated to
have been sustained through contact
with Norwegian steamer EVANGER at
7 10 a.m. while the latter was going
alongside No. 14 berth. The Aguila II.
landed heavily on floating wooden
fender alongside the wharf. It was
found that there were two slight indents
between sheerstrake and the plate below.
Soundings of the bilges revealed no
change. Surveyor recommended that
the damage should be examined internally after discharge of cargo at Rio
Janeiro, Certificate of seaworthiness was
granted.

ARTHUR A. PENN.—Singapore, June 4.

ARTHUR A. PENN.—Singapore, June 4. Steamer Arthur A. Penn is now discharging into the steamer Thomas. Bradlee, which is lying alongside her in the roads. On completion of discharge the Arthur A. Penn will be drydocked for temporary repairs to enable her to obtain a certificate of seaworthiness and proceed on her voyage. (See issue of June 5.)

BALTANNIC .- Wellington, June 12 -Steamer Baltannic had fire yesterday in fan flat; possible cause, in opinion of Lloyd's surveyor, accumulation of oil. Fire extinguished by fire brigade. Dam-

Fire extinguished by fire brigade. Damage caused to paint work and spare gear stored on bulkheads. Further examination will be made when flat clear.

BENT-ERIK.—London, June 12.—In reply to inquiry, Lloyd's Agent at Inverness writes under date of June 10:
Danish motor fishing vessel Bent-Erik was towed off Halliman Skerries and arrived at Buckie under her own power. The vessel was surveyed there and found The vessel was surveyed there and found to be slightly damaged, but this did not affect her seaworthiness and she proceeded from Buckie to Esbjerg. (See issue of Apr. 9.)

BOLIVIA.—See Vinland.
BRAVIK.— Ljusne, June 12.—Swedish motor vessel Bravik, fully laden with 160 tons of salt, foundered off this coast. Salvage operations commenced by Neptun Salvage Company, Stockholm. Consider prospects of saving vessel or cargo hopeless.—Lloyd's Agent.

cargo hopeless.—Lloyd's Agent.

CIUDAD DE CONCEPCION.—Buenos
Alres, June 5.—Permanent repairs to the
Argentine motor vessel Ciudad de Concepcion in respect of damage sustained
through collision with the tank lighter
VESPUCIO at Corrientes on Feb. 8,
have been effected at a cost of 12,340 pesos, Argentine paper. (See issue of

Steamer Dalwarnic proceeded to St.
John's, NF., this morning. (See issue Followi

Motor vessel Derwenthall: One plate fractured and one indented, three frames bent, seven ropes and three wires parted. Temporary repairs completed at estimated cost of £40.—Lloyd's Agent per Salvage Association. (See issue of

which now due. (See issue of June 12.)
EMPIRE SEABANK.—Antwerp, June 12.

—British motor vessel Empire Seabank, which left here yesterday for London, put back to port the same day owing to machinery trouble. She is expected to proceed to-day.

EVANGER.—Santos, May 7.—Survey was held here on Apr. 21. on Norwegian.

FRAMNAES.—Bergen, June 3.—Steamer Framnaes grounded in Sore Alverstrommen on the morning of May 31 and lost her propeller. The motor vessel Nesoy, belonging to the same owners, towed the Framnaes to Bergen where she was placed on slip to fit new propeller. She will probably be ready for service again to-day or to-morrow. — "Bergens Tidende."

FYLINGDALE. — Fowey, June 12. — Steamer Fylingdale left here this morning for Plymouth, where she will be drydocked for fitting new propeller. (See issue of June 7.)

GARNES.—Boston, June 11.—Machinery of Norwegian steamer Garnes, Cuba for Boston, cargo sugar, broke down on Friday (June 7) off Cape Cod and vessel was towed in here by a Navy tug on Sunday (June 0)

Sunday (June 9).

GREENLAND.—Sfax, June 11.—A report REENLAND.—Sfax, June 11.—A report received from Susa states that steamer Greenland capsized (? listed) alongside wharf and deckload of 100 bales fell into sea; 600 landed. Salvage already arranged. Damage slight, (Note.—Greenland left Susa on June 9 for Greentan)

Granton.)

GREENWICH.—Durban, June 12.—

Steamer Greenwich left here this morning.—Lloyd's Agents per Salvage Association. (See issue of June 5.)

HARTLEPOOL.—Valparaiso, June 11.—

Steamer Hartlepool: Surveyor reports windlass damaged, all chain cable and two anchors lost; probable duration of repairs 10 days. It is expected to obtain locally 225 fathoms of used chain and one anchor, probable cost £2700. one anchor, probable cost £2700.
Owners' agents have requested Chilian
Navy to send tug from Punta Arenas

KING EDGAR.—London, June 12.—The owners of the steamer King Edgar have received a cable from their agents at Perth, W.A., stating that it is expected to complete received the statement of the s

Owners' agents have requested Chilian Navy to send tug from Punta Arenast to endeavour to recover anchors and chain lost at Hale Cove.—Lloyd's Agent per Salvage Association.

(ING EDGAR.—London, June 12.—The owners of the steamer King Edgar have received a cable from their agents at Perth, W.A., stating that it is expected to complete repairs and sail on June 24. (See issue of June 7.)

(RONPRINSESSAN MARGARETA.—Lisbon, June 11.—A fire discovered four days ago on the Swedish motor vessels Kronprinsessan Margareta, from South America with cotton and general cargo, was extinguished after her arrival here. The fire was discovered among bales of KRONPRINSESSAN MARGARETA.

LARGO .- Cullercoats Radio, June 11.-

LARGO.—Cullercoats Radio, June 11.—
Following received from British steamer Largo at 6 24 p.m., G.M.T.: Largo returning Blyth, engine trouble.

— Blyth, June '12. — Steamer Largo, of Newcastle, cargo coal, left here at 4 50 p.m. yesterday for London, but returned at 9 10 p.m. with boiler trouble; repairs now in hand.

LEBORE.—New York, June 4.—Bethlehem-Sparrows Point Shipyard new hull NO. 4413 (steamer Lebore), grounding in May during trial: Propeller shaft draw, condensers, pumps and sea chests open and repair, bottom repaint, together with sundry damages.—Salvage Association's Surveyors.

MOYALLA.— Liverpool, June 11.—Steamer Moyalla: Diver's survey shows vessel driven off timber cushion on to rock with increased corrugations on port bilge and bottom set up five inches in way of engine-room, also stern freek

bilge and bottom set up five inches in way of engine-room, also stern frame broken. Starboard bilge bearing on rock from after hatch to No. 2 hatch, some corrugations under bilge and bilge keel buckled and broken away at forward end.—Liverpool and Glasgow Salvage Association per Salvage Association. (See issue of June 6.)

Association per Salvage Association. (See issue of June 6.)

ICK STONER.—London, June 12.—
H.M. tug Charon reported at 6 30 p.m. on June 11: Have connected to steamer Nick Stoner and commenced towing.

Master wishes to proceed to Southampton. (See issue of June 12.)

Steamer Nick Stoner: Tug Charon was instructed at 10 52 p.m., June 11, to proceed towards Lizard. Destination will be signalled later ill be signalled later.

NO. 4413 (new hull).-See Lebore.

ONWARD.—Shanghai, June 11.—Steamer Onward: Permanent repairs being effected, estimated cost U.S. \$183,520 accepted by owners' agents. Cost of plating, including docking expenses, \$182,115, shaft bearings \$705 and electrical \$700. Collision damage reported on June 4: Permanent repairs to starboard gangway door being effected for on June 4: Permanent repairs to star-board gangway door being effected for U.S. \$1200, three shell plates to fair and repair later.—Lloyd's Agent per Salvage Association. (See issue of June 6.) REDSHANK (yacht).—Dover, June 11.— Auxiliary yacht Redshank, which put out from Folkestone this morning, is reported to have capsized at about 11 30 a.m., and subsequently foundered one

a.m., and subsequently foundered one and a half miles south of Folkestone Pier. Crew of three were rescued and landed at Folkestone by fishing vessel.

F. ELWYN.—Santos, May 7.—Steamer

St. Elwyn was surveyed here on Apr. 29 and 30 to ascertain damage to propeller stated to have been sustained by contact with quay wall while the propeller was stationary. The tip of one blade was found to have been broken off, and surveyor issued a certificate of seasurveyor issued a certificate of sea-worthiness to a home port where he recommended that the propeller be removed and the propeller shaft evamined

SAMCONSTANT.—Gibraltar, June 12.

Steamer Samconstant left here to-day for Port Said. (See issue of June 6.)

AMUR.—Portishead Radio, June 12.—
Following received from steamer Samur (Lagos for Hull) timed 1 p.m. June 11:
Position lat. 32 37 N., long. 13 38 W., port boilers out of action, several defective tubes. Weather fine, present speed six knots. Propose to put into Lisbon for repairs.

for repairs.

SAN VINCENTE.—Balboa, June 11.—

Steamer San Vincente completed repairs and sailed on June 7.—Lloyd's Agent per Salvage Association. (See issue of

UNIDENTIFIED DISTRESS SIGNAL

London, June 11. — Following received com Wick Radio: Following received at 3 32 p.m., G.M.T., to-day, bearing 51 deg, approximately: S O S. No further particulars, transmitter failing.

Following received from tug Empire Following received Treak:
At 7 50 p.m., G.M.T., June 11: Nothing to report; H.M.S. Havelock and lifeboat now joined us, searching area 51 deg.
At 9 33 p.m., June 11: In position lat. 58 48 N., long. 02 00 W., nothing to report.

WEATHER AND NAVIGATION

THE MONSOON

London, June 12. — The monsoon has reached Bombay, a week earlier than usual.—"The Daily Telegraph and Morning Post."

DERELICTS AND WRECKAGE Humber Radio, June 11.—Following received from British motor tanker Bedale H. at 9 45 p.m., G.M.T.: At 8 15 p.m., G.M.T., sighted submerged object four miles north by west of Flamborough Head; nothing to

Washington, D.C., May 13.—
On May 10, in lat. 40 40 N., long. 39 01
V., a large log.
On May 11, in lat. 42 14 N., long. 47 30

On May 13, in lat. 25 09 N., long. 69 00 W., motor vessel Sarmiento sighted a large steel pontoon.

LIFERAFTS REPORTED

DRIFTING BUOYS

Washington, D.C., May 13.—
On May 11, in lat. 41 15 N., long. 52 41
W., a black cage bell buoy.
On May 12, in lat. 37 40 N., long. 50 55
W., steamer Joseph Story passed a nunbuoy with black and white vertical stripes.

MINES REPORTED

North Foreland Radio, June 10.—Following received from steamer Canterbury at 4 4 p.m., G.M.T.: Sighted mine in position 296 deg. 11 miles from Calais pichkeade. pierheads.

pierheads.

Niton Radio, June 10.—Following received from steamer Altoona Victory at 8 22 a.m., G.M.T.: Passed two floating mines at 7 15 a.m., G.M.T. in position lat. 50 12 N., long. 03 09 W.

Land's End Radio, June 10.—Mines have been reported to-day as follows:—At 9 20 a.m., G.M.T., by steamer Elm Park in position lat. 49 48 N., long. 04 07 W.

At 10 a.m., G.M.T., by motor vessel

At 10 a.m., G.M.T., by motor vessel Alcinous in position lat. 50 24 N., long.

01 38 W. Seaforth Radio, June 9.—Following received from motor vessel Salacia at 5 30 p.m., G.M.T.: Sighted mine in position lat. 52 10 N., long. 06 11 W. Dublin, June 11.—A large mine is at present floating in the upper part of Dingle Bay, between Beenbane and Port Magee, and fishermen and other seafarers have been requested to keep a sharp lookout for it.—"The Irish Times."

Wick, June 9.—Following received from

Wick, June 9.—Following received from trawler Unitia at 9 40 a.m., G.M.T.: Float-

ing mine at 9 a.m. in position lat. 62 15 N., long. 12 29 W.
Washington, D.C., May 13.—
On May 11, in lat. 38 52 N., long. 71 20 W., turbo-electric tanker Horseshoe sighted an object apparently a contact mine.

ATLANTIC WEATHER REPORTS We have received from the Meteorologic

we have received from the Meteorological Office the following wireless reports, dated June 11, from vessels in the North Atlantic. The times given are G.M.T.:—

ATHELPRINCE.—Noon, 45 06 N., 20 48 W.; NW., gentle; partly cloudy; bar. 30 27 6 p.m., 44 18 N., 22 00 W.; WNW., gentle; partly cloudy; bar. 30 33. BARON NAPIER.—Noon, 43 54 N., 09 12 W.; W., mod.; cloudy; bar. 30 09. 6 p.m., 44 48 N., 08 54 W.; W., fresh; rain showers; bar. 30 03. BEAVERDELL — 6 p.m., 49 24 N., 39 12 W.; SSW., gentle; overcast; bar. 20 07.

CELTIC MONARCH.—Noon, 55 30 N. 11 54 W.; W., mod.; partly cloudy; bar. 29 68. 6 p.m., 53 18 N., 13 30 W.; WNW., mod.; partly cloudy; bar. 29 74. WNW., mod.; partly cloudy; bar. 29 74.
EMPIRE MACANDREW. — 6 p.m.,
56 18 N., 33 18 W.; S., mod.; overcast;
bar. 30 09. Midnight, 56 00 N., 35 24 W.;
S., mod.; drizzle; bar. 29 92.
EMPIRE MACDERMOTT. — 6 a.m.,
51 24 N., 13 36 W.; NW., mod.; partly
cloudy; bar. 29 94. Noon, 51 18 N.,
12 00 W.; WNW., mod.; partly cloudy;
har. 29 94

JESSMORE.—6 a.m., 39 54 N., 09 42 W.; NNW., gentle; partly cloudy; bar. 30 21. 6 p.m., 37 42 N., 09 24 W.; NW., gentle; distant lightning; bar. 30 21.

distant lightning; bar, 30 21.

MANCHESTER PROGRESS.—Midnight, 56 00 N., 30 54 W.; SSE., mod. gale; overcast; bar. 30 06.

QUEEN MARY.— Midnight, 49 48 N., 10 00 W.; NW., mod.; rain showers; bar.

SAN ADOLFO.—Noon, 47 30 N., 16 36 W.; NW. by N., mod.; partly cloudy; bar. 30 09.

MISCELLANEOUS

THE FLOOD DAMAGE TO GRAIN AT BUSREH

per Salvage Association. (See issue of June 5.)

EMPIRE NILE.—Aden, June 12.—Master of British steamer Empire Nile reports:
Leak untraced, pressure on hull and bulkhead eased; awaiting salvage tug which now due. (See issue of June 12.)

EMPIRE SEABANK.—Antwerp, June 12.

British motor vessel Empire Seabank, which left here yesterday for London, put back to port the same day owing to machinery trouble. She is expected to proceed to-day.

Steamer San Vincente completed repairs and sailed on June 7.—Lloyd's Agent per Salvage Association. (See issue of May 30.)

SYLVIA W. (keel).—Hull, June 7.—

Keel Sylvia W. touched bottom in the river Hull on May 28, sprang a leak in the after end and eventually sank. She is completely submerged at most states of the tide and the cargo of 2000 bags of cement is useless. The keel cannot be raised until the bags of to proceed to-day.

Steamer San Vincente completed repairs and sailed on June 7.—Lloyd's Agent per Salvage Association. (See issue of May 30.)

SYLVIA W. (keel).—Hull, June 7.—

Keel Sylvia W. touched bottom in the flooding reported on May 8, the water was eventually pumped out from the flooding reported on May 8, the water was eventually pumped out from the flooded area and the grain belonging to African & Eastern (Near East). Ltd. not damaged was removed as quickly as possible. This left a quantity of grain in bags of cement are discharged. which left here yesterday for London, put back to port the same day owing to machinery trouble. She is expected to proceed to-day.

EVANGER.—Santos, May 7.—Survey was held here on Apr. 21 on Norwegian steamer Evanger (New York for Buenos Aires) to ascertain damage alleged to have been caused by Brazilian steamer ACRELOIDE, while the Evanger was proceeding up river. It was found that one plate on starboard side was slightly dented. Further survey held on Apr. 26 after part cargo had been discharged from No. 5 hatch showed five frames slightly set in and two brackets with rivets out. Necessary repairs can only be done when all cargo is discharged at Buenos Aires. Certificate of seaworthiness was granted to enable vessel to proceed. (See also Aguila II.)

FIRBRANCH.—Oran, June 11.—Motor tanker Firbranch (Port Vendres for Canada) is making water through port side propeller shaft stuffing box.

FRAMNAES.—Bergen, June 3.—Steamer Framnaes grounded in Sore Alyerstrom. merchant's stocks were not covered by insurance. The property of the Anglo-Iranian Oil Company, Ltd., at Muftieh, has also been flooded.—Lloyd's Agents. (See issues of May 18 and June 4.)

THE DOCK LABOUR TROUBLE AT KING GEORGE V. DOCK, LONDON

London, June 12.—To-day 50 men of No. 6 Shed, King George V. Dock, London, who had been on an unofficial strike since last Thursday (June 6), returned to work, and negotiations will proceed between the men's unions and the employers.

THE STRIKE OF FISHERMEN AT EAST COAST PORTS

London, June 11.—Fifty vessels are held up by the Lowestoft trawlermen's strike. This is practically half the fleet, and it is expected the number will increase as vessels now at sea return with their GM

catches.
London, June 12.—Ten trawlers reached Lowestoff this morning and after their fish had been unloaded the men joined the strikers who went out yesterday. There are about a thousand men fishing from Lowestoff and if all join the strike 100 trawlers will be idle. Meetings are taking place to-day.—Exchange Telegraph Company.

London, June 12. — A total of 27 trawlers and 270 men are involved in the strike at North Shields, At Great Yarmouth the crews of two vessels refused to put to sea this afternoon in sympathy with the stronger at Lowestoff Whether with the stoppage at Lowestoft. Whether a general stoppage will occur at Great Yarmouth depends on the result of today's Lowestoft meetings. One vessel went out from Great Yarmouth to-day.

THE STRIKE OF DOCK WORKERS IN MADAGASCAR

Tamatave, May 28.—Since the Government have granted the rights of French citizenship to all natives of the island, and have declared free labour, the labourers of the port of Tamatave and most of the other ports of Madagascar have gone on strike and returned to their villages. Consequently port activities are reduced owing to the shortage of labour, pending the arrival of deportees from Ste. Marie Island.—Lloyd's Agents.

THE STRIKE OF CANADIAN SEAMEN

was extinguished after her arrival here. The fire was discovered among bales of cotton in a lower hold. It was under control when vessel arrived here and the damage is not believed to be great. She is expected to sail for Gothenburg tomorrow. — Reuter. (See issue of morrow. — Reuter. (See issue of a wooden liferaft.

W., turbo-electric tanker waxnaws passed a liferaft.

On May 11, in lat. 39 20 N., long. 65 44 amount coming by rail, shipments of grain from (Yanada's inland elevators for export to Britain and Europe ended to-day as the wooden liferaft.

On May 12, in lat. 25 28 N., long. 60 39 W., steamer Benjamin D. Wilson passed amen bottled up the last big grain carriers. Thirty vessels are now idle.—Reuter.

THE WAR

reply to inquiry Lloyd's Agent at Piraeus writes under date of June 5: Greek steamer Agalliani, loaded with timber, was burned to the water's edge in the port of Piraeus as a result of fire due to enemy action on Apr. 6-7, 1941.

The wreck was towed to Salamis Island and beached by the Greek authorities. She was refloated by the Germans during the occupation of Greece and after removal of engines, boilers, &c., the hull was repaired and used as a floating coal depot. Before their departure from AGALLIANI. - London, June 12.-In

two saved.

Bergen, June 5.—Dutch tug Ebro arrived here yesterday from Rotterdam in order to bring back to Holland Dutch lighters used by the Germans in Norway during the war.

NON-MARINE

FIRES

DAMAGE BY AMMUNITION EXPLOSION AT MELDORF, GERMANY.

London, June 11.—Damage to the value of between £10,000 and £12,500 was caused by an explosion of buried ammunition near Meldorf in Schleswig-Holstein, the British News Service reported to-night. Five fishing boats and the local sluices were damaged. The cause of the explosion is being investigated.—Reuter.

PORT SHED, HAMBURG, GERMANY London, June 12.—The Control Com-London, June 12.—The Control Commission for Germany reports: Lightning last night caused a fire in the port of Hamburg and a huge shed for storing goods situated in the Saale Port, the property of the Czech Elbe Shipping Company, was burned down completely. According to the company foodstuffs or other U.N.R.R.A, goods were not affected by the fire but quantities of hemp dyes and piece goods were destroyed.

AMY SUMMERFIELD, 407, Canning Dry 2, W. A. Savage

AMY SUMMERFIELD, 407, Canning Dry 2, W. A. Savage

ANTRIM COAST. 646, Nelson. Coast Lines And Co

CASUALTIES TO AIRCRAFT

ACCIDENT AT NEW YORK

ACCIDENT AT NEW YORK

New York, May 23.—A five-passenger Grumman amphibious 'plane, flying low for a landing, struck a structural cable at King and Terrace Streets, City Island, the Bronx, yesterday. The 'plane with damaged propellers and the left wing tip float torn away, landed in the inlet between Orchard Beach, the Bronx, and City Island but was later towed to the south end of Orchard Beach. Police said that the 'plane was owned and piloted by John B. Haggin, of 400, East Fifty-Seventh Street. His wife was the only other occupant. They escaped injury.—
"New York Herald Tribune."

Brett & Son Alon Trafalgar Branch, Coast Inles Brett & Son Avon Cast, 773, Trafalgar, Coast Inles Brett & Son Avon Cast, 773, Trafalgar, Coast Inles Brett & Son Avon Cast, 774, Trafalgar, Coast Inles Brett & Son Avon Cast, 775, Tra

BRITISH SIGNAL LETTERS CASTALIA, 6601, Gladstone 1, Anchor Line SAMBRE, 7219, Toxteth, T. & J. Harrison CASTLE COMBE, 454, Brunswick, H. Tyrer SAMEVERON, 7219, Huskisson 3, J. Dowie &

national Code Signals has been reported by the Registrar-General of Shipping and Seamen.

Official Tumber	Registry, Owner & Address	Net	Line CITY OF WORCE
			CLAN MACDOU
DYC 167859	Benlomond, Leith (ex Ocean Valentine) Ben Line Steamers, Ltd., 10, North St. David	4272	Cayzer, Irvine
101003	Ben Line Steamers, Ltd.,		Irvine & Co. CLYDE COAST,
	Street, Edinburgh		COLLEGIAN, 788
KM	Monaleen, Limerick	274	son
149864	Limerick Steamship Co.,		COLON, 1803, La & Co.
	Ltd., The Docks, Limerick	1111	COMEDIAN, 5122
MPF	Stanhope Steamship Co	60	CORAL QUEEN,
180876	Stanhope Steamship Co.,		CORINTHIC, 15,
e Town	Ltd., 20, Copthall Avenue, London, E.C. 2		CROMAREV 4074
MPX (a)	Pachaug Victory, London	4351	CUSTODIAN, 58
(11)	Ministry of Transport.		Papayanni Li
MPY	Ministry of Transport, London, W. 1 Sea Snipe, London Ministry of Transport, London, W. 1 Cyclops, Liverpool Ocean Steam Ship, Co., Ltd., India Buildings, Water Street, Liverpool.	4610	CORAL QUEEN, CORINTHIC, 15, Wet Bsn.,† G CROMARTY, 4974 CUSTODIAN, 58 Papayanni Li DALEGARTH FV W.S. Keunau DEFENDER, 8258 DELANE, 6054, A Line
(a)	Ministry of Transport.	4010	DEFENDER, 8258
MOD	London, W. 1	(a)	DELANE, 6054, A
(a)	Ocean Steam Ship, Co.,	(16)	Line DESTRIAN (ex Ellerman & Pa
	Ltd., India Buildings,		DURANGO. 6986,
MQG	Clytoneus, Liverpool	(a)	& Co.
(a)	Ocean Steam Ship Co. Ltd., India Buildings, Water Street, Liverpool, 2		& Co. DURENDA, 7241. E. HAYWARD, 4 EL MIRLO, 8092 ELDORITA, 201,
	Water Street Liverpool, 2		EL MIRLO. 8092
MQP	Peleus, Liverpool Ocean Steam Ship Co., Ltd., India Buildings, Water Street, Liverpool, 2	(a)	ELDORITA, 201,
(a)	Ocean Steam Ship Co., Ltd. India Buildings		& Co. EMPIRE BEAUT
	Water Street, Liverpool, 2		Irvine & Co. EMPIRE COND
MSF (a)	Pyrrhus, Liverpool Ocean Steam Ship Co., Ltd., India Buildings, Water Street, Liverpool, 2	(a)	Sivewright, Ba
(4)	Ltd., India Buildings,		Sivewright, Ba EMPIRE CONDI
MSL.	Water Street, Liverpool, 2	(a)	Lines EMPIRE CONNI
(a)	China Mutual Steam	(11)	Tyrer & Co. EMPIRE CONV
	Navigation Co., Ltd.		EMPIRE CONV
	Navigation Co., Ltd India Buildings, Water Street, Liverpool, 2		EMPIRE CROI
MRQ	China Mutual Steam	(a)	Donaldson Bro
(a)	Navigation Co., Ltd.,		Harrison
	India Buildings, Water Street, Liverpool, 2		EMPIRE JONQU
ISX	Blaven, Glasgonw	31	EMPIRE MACKE
165967	Alexander Maclennan (Mallaig), Ltd., Marine Hotel, Mallaig	OI	H. Tyrer & Co EMPIRE MARI wright, Bacon EMPIRE MARY
	(Mallaig), Ltd., Marine Hotel Mallaig		wright, Bacon
ATV	Sea Robin, London Ministry of Transport, London, W. 1 Marine Raven,	4500	EMPIRE MARY
(a)	Ministry of Transport,		& Co. EMPIRE PLOVE
ITY	Marine Raven,	8122	Harrison
(a)	1.01001111		EMPIRE SEAFO
	Ministry of Transport. London, W. 1 Mardena, Southampton		J. W. Fisher EMPIRE SYBII Mersey Docks
ITZ (a)	Mardena, Southampton	124	Mersey Docks
(11)	Kinnersley Sant, 27. Eton		EMPIRE TEGAM 1171, Victoria,
MMN	Lieut. Commander A. M. Kinnersley Sanl, 27. Eton Court, London, N.W. 3 Yewbranch, Glasgow (ex Lottie R.)	661	EMPIRE VENTU
145577	(ex Lottie R.)	551	Tyrer & Co. EMPIRE WAVEN
	annu premate w co.		Cunard White EMPIRE WISDO
	Shipping, Ltd., 308, Clyde Street, Glasgow.		EMPIRE WISDO
0.17	(1. 1		Line ESNEH, 1931, Bro
QLP 169418	Kenilworth Castle,	7118	Lines
	(ex Empire Wilson) Union-Castle Mail Steam- ship Co., Ltd., 3, Fen- church Street, London,		EURYBATES, 627 FORT CADOTTE,
	shin Co Ltd 3 Fen.		& Co. FORT CHARNIS. & Holt Line FORT CHURCHI
	church Street, London,		& Holt Line
QTR	19.U. 3	7412	FORT CHURCHI
180853	Olna, London Admiralty, Whitehall, London, S.W. 1	1712	FORT FORK, 713
YP	London, S.W. 1	33	FORT MCMURR
176485	Inlet, Vanconver, B.C.	00	Coker & Co.
	Princess Louisa Inlet, Vanconver, B.C. Hamiltair, Ltd., Princess Louisa Inlet, B.C.		FORT PIC, 7150, Steamship Lin
	nousa inter, n.c.		FORT VENANGO
311 C.33		0: 1	Pacific S.S. Co
	lowing International Code	Signals	FRANCONIA, 20,1 Star
ve peer	cancelled.		GLAMORGAN CO
			Lines

Name of Vessel and Port of Registry Hollydale, Fraserburgh... Libra, Grimshy Mewslade, Swansea (a) Unknown,

SHIPS IN PORT

LONDON IN THE RIVER.—Cont. from p. 6.

& Co. ROBRIX, Fletcher's Wf., Gravesend SAMBRE, Custom House Qy., W. H. Muller

(London) SPICA, Billingsgate Market, International

Vessel Tons Gross Dk. or WJ. Broker ALCA, 3712, King's 1, Yeoward Bros. ALGOL, 1566, Morpeth,† Monroe Bros. AMY SUMMERFIELD, 407, Canning Dry 2, W. A. Savage

AUSTRALIND, 7214, Sandon, J. Dowie & Co.
AUTHORITY, 616, Bromborough, Caleb,
Brett & Son
AVON COAST, 1036, Trafalgar Branch, Coast
Lines
AYRSHIRE COAST, 773, Trafalgar, Coast
Lines

AYRSHIRE COAST, 773, Trafalgar, Coast

Pacific S.S.
RT. 9736, Vittoria, t Cayzer.
RT. 9736, Vittoria, t Cayzer.
SLATEFORD, 352, Salthouse, S. W. Coe &

SNOWCKETE, 251, Alexandra, E. W. Thrief & Co.'s Dry 1.+ J. S. Monks
22, Brunswick, T. & J. HarriN. 303, Bromborough
5,000, Cammell Laird & Co.'s STANVILLE, 538, Cammell Laird & Co.'s

NER, 4957, Langton, Sive-(tug), Morpeth, † T. Phelan R, 6109, Huskisson 3, T. & J. ORTH, 518, Gladstone 1, Vessel ocklebank Branch, Ellerman 76, Vittoria.† A. Holt & Co. , 7128, Huskisson 1, J. Dowie AY, 7133, Langton, Lamport

Brocklebank Branch, Canada

HARTBRIDGE, 5080. W. Float, † R. & D.

HELIUM, 301. W. Float, † I.C.I. HILARY, 7403, Cammell Laird & Co.'s Dry 6, Booth S.S. Co. HOPPER NO. 32, —, Alfred, † T. Phelan & Co.
HOVE, 435, Cammell Laird & Co.'s Dry 5,†
J. S. Jones
INDORITA, 201, W. Float,† T. Phelan & Co.
INVELLA, 5026, Alexandra 3, Toft & Co.
INVERPOOL, 680, Harrington, Petroleum
Roard Board
IRVING BABBITT, 7247, Huskisson 3,
American S.S. Lines Agency
JAMES BENNETT MOORE, 7198, Gladstone 2,
United States Lines
JOHN HOLT, 3814, Cammell Laird & Co.'s
Wet Bsn., † J. Holt & Co.
JONATHAN HOLT, 3778, Brunswick, J. Holt
& Co. was repaired and used as a floating coal depot. Before their departure from Greece in the autumn of 1944, the Germans blew up the vessel with a time bomb, and the wreck is now lying half submerged in the port of Piraeus.

MINSYR (s.v.).—Piraeus, June 12.—Sailing vessel Minsyr is reported to have struck a mine and sunk on June 4 off Kythnos Island, Five of crew killed, two saved.

MINSYR (s.v.).—Refront Burt Boulton & Hayward's Wf., Plaistow, G. S. N. Co. PROWESS QUAYSIDER, Burt Boulton & Hayward's Wf., C SOR Line
KYLEBANK, 969, Carriers, Monroe Bros.
KYLECROFT, 863, Bramley-Moore, Monroe two saved.

THORSHOVDI. — Bona, June 12. —
Afterpart of motor tanker Thorshovdi left here to-day in tow of tugs Superman and Masterman for Newcastle. (See issue of May 7.)

Bergen, June 5.—Dutch tug Ebro arrived here yesterday from Rotterdam in arrived here yesterday from Rotterdam in (Longon)

Rotterpart of motor tanker Thorshovdi & Co. SAMWHARFE. United Shipping Co. S Line
LEDAAL, 3076, King's 1, Bahr, Behrend & Co.
LOCHMONAR, 9412, Huskisson, Canadian
Pacific 8.S.
LONGFORD, 1913, Prince's, British & Irish
Steam Packet Co.
LORD O'NEILL, 5688, Hornby, G. & Forwood

| HAWARDEN BRIDGE, 297, Alexandra, J. S.

CLONDON SPICA, Billingsgate Market, International Shipbrokers

STARLING, Stowage Wf., Deptford Creek, G. S. N. Co.

STONEGATE, Swanscombe Tr.

STORK, St. Katharine's Wf., Tower Bridge, G. S. N. Co.

SUNNANBRIS, Coastal Oil Wharves, Thames Haven, Howard Houlder & Partners
SURREYBROOK, Deptford Creek Tr.

THRIANTHA. Pain's Wf., Deptford
UTRISH, L. W. Morland & Co.

WACOSTA, Gravesend Reach, for South West India Dk.. Runciman (London)
WELLANDOC, Bellamy's Wf., Rotherhithe, R. S. Dalgliesh & Co.

WESTERN HILL. Highway's Wf., Wandsworth

MERSEY — IN PORT

MERSEY—IN PORT

MERSEY—IN PORT

A Lines of the wise shown

MERSEY—IN PORT

Lines of the wise shown

MERSEY—IN PORT

MERSEY—IN PRINCE, 5229, Herculaneum

MELLANDOC, SULLANDOC, AND MERSEY

MERCHANT PRINCE, 5229, Herculaneum

MELLANDOC, MELLA

Docks are at Liverpool unless otherwise shown indicates Birkenhead NYROCA, 786, Wellington, Wilson Son & Co. OCEAN FAITH, 7123, W. Float Dry 3.† R. & D. Jones OCEAN GALLANT, 7178, Queen's 2, J. C. Chambers & Co. ONEIDA, 678, W. Float, + Anglo-American Oil Co.

ASSURANCE, E. Float,†

ATHELREGENT, 8881, Cammell Laird & PARIMA, 5596, Hornby, P. S. N. Co.

TLANTIAN, 6549, Hornby, T. & J. Harrison
AUSTRALIND, 7214, Sandon, J. Dowie & Co.

AUTHORITY, 616, Bromborough Calab

Co.

CAPE DOUGLAS, 7156. Bidston, † Anchor Line
CAPELIA, 1865, for Manchester
CARITA, 87, W. Float, † T. Phelan & Co.
CARROWDORE, 656, Salthouse, A. Guinness,

Line
CARROWDORE, 656, Salthouse, A. Guinness,

Line
CARROWDORE, 656, Salthouse, A. Guinness,

Line
CARROWDORE, 656, Salthouse, A. Guinness,

CARROWDORE, CARROWDORE, CARROWDORE, CARROWDORE, CARROWDORE, CARROWDORE, CARROWDORE, CARROWDORE, CARROWDORE,

CHARLES H. HERTY, 7198, Huskisson 3, SAMSHIRE, 7219, Alexandra 1, Ellerman The allotment of the following International Code Signals has been reported by the Registrar-General of Shipping and Seamen.

Seamen.

CHARLES H. HERTY, 7198, Huskisson 3, American S.S. Lines Agency CITY OF EXETER, 9654, W. Float,† Hall Lines CITY OF HEREFORD, 5101, Alexandra, Moss Hutchison Line CITY OF LEICESTER, 3351, Canada 1, Ellerman Lines SAN GASPAR, 10,910, Cammell, Laird & Co.'s Wet Bsn.,† E. H. Mundy & Co. SEAPMIENTO, 8335, Brocklebank Branch, P. S. N. Co. SEAPERCH, 7886, Langton, Cunard White CLAN MACDOUGALL, 9725, Vittoria Wf.,† Cayzer, Irvine & Co. SHIRRABANK, 7274, Hornby, Canadian Pacific S.S.

511, Trafalgar, Coast Lines 86, E. Float, † T. & J. Harri-SNOWCRETE, 251, Alexandra, E. W. Turner

DERTON, 1558, Alexandra 1, Bacon & Co.
Prince's, Coast INGBEG, 1875, King's 1, H.

TORDENE, 4271, Alexandra, Lamport & Holt Line
TYNAN, 432, E. Waterloo, J. W. Fisher & Co.
ULSTER CASTLE, 1217, Canning, Coast Lines
ULSTER (OAST, 774, Prince's, Coast Lines)
ULSTER PRINCE, 3791, Prince's, Belfast 8.8.

J. Harrison WATSON FERRIS, 1791, Wallasey, † R. & D. UIL. 369. Carrier's, Mouroe Jones WELSH COAST, 646, E. Float, t Coast Lines WELSH COAST, 646, E. Float, t Coast Lines ENDRICK, 7933, Alexandra 2. WILD ROSE, 873, Brunswick, R. Hughes &

GARSTON—IN PORT

ORTH, 518, Gladstone 1, Vessel Tons Gross Dock Brokers & Co.
L. (tug), 276, Birkenhead. CORAL QUEEN, 303, Stalbridge, A. Coker & Co.

MANCHESTER-IN PORT

TLL, 7129, Bidston,† Anchor ALBERT PARK, 7146, Shed 1, Dk. 9, Manchester Liners ARABIAN PRINCE, 1960, Shed 3, Dk. 8, Gough & Crosthwaite BALTARA, 3292. Ellesmere Port, H. Watson nes D. 7166, Gladstone 1, Canadian O. 1175, Gladstone, Cunard White BRITA THORDEN, 1899, Shed 1B, Riverside Qy., A. E. Bowen CAPELLA, 1865, Shed 7, Dk. 8, Sivewright, Bacon & Co. OAST, 879, Trafalgar, Coast CAXTON, 7242, Shed 7, Dk. 9, H. Watson &

(Continued on page 11)

TAMELE, 7172, Queen's Dry, Elder Dempster ugh & Co.

glaston, T. & J. Harrison Alexandra 3, Lamport & Holt
Destro). 3553, Alexandra 1.

apayanni Lines
Gladstone 2, Gracie, Beazley
Gladstone VOY, 1000, Prince's, Coast

MER. 7058, Gladstone 2.

tos. & Black
VET, 5672, Canada, T. & J.

VIANTER RAU, 13,751, Brocklebank Dry,
H. Tyrer & Co.
WANDERER, 5079, Herculaneum Dry 2, T. &
J. Harrison

MBIA (ex Herman Andersen)
I, Houlder Bros. & Co.
URE, 12,639, W. Float,† H.
UNEY, 12,844, Canada Tongue,
e Star
OM, 9208, Bidston,† Blue Star
rocklebonk, Branch, Ellerman

MANCHESTER IN PORT Cont. from p. 10

EMPIRE LEECH, 363, Ellesmere Port Dry Dk., Clark & Grounds Dk., Clark & Grounds

EMPIRE PICKWICK, 7068, Shed 2, Dk. 9,
Clan Line (Agencies)

GEORGIOS G., 4289, Shed 1, Dk. 7, W. T.

Mitchell & Co.

GRAIGDDU, 5970, Partington, II. Watson & GUINNESS, 1151, Shed 1, Riverside Qy., A Guinness, Son & Co. HALVARD BRATT, 1055, Shed 4, Dk. 8, Bahr, Behrend & Co.
HELLAS, 2081, Dry Dk. 2, H. Watson & Co.

HENRIETTE, 262, Runcorn, G. Milington HERBERT W. WALKER, 365, Shed 4, Dk. 6, A. E. Bowen HERMA GORTHON, 1827, Bowater's Wf., Ellesmere Port, H. Tyrer & Co. HINDSHOLM, 1512, Shed 9, Dk. 8, A. Knudsen

& Co.
JOLA, 209, Shed 2, Dk. 2, A. E. Bowen
JOLLY DAYS, 352, Weston Marsh Lock, I.C.I.,
JUSTIN DOANE, 1791, Shed 10, Dk. 9, H.,
Watson & Co.
KITTIWAKE, 2016, Shed 6, Dk. 8, J. T.,
Fletcher & Co. Fletcher & Co. LUCERNA, 6556, Dry Dk. Jetties, H. Watson MCCLELLAN CREEK, 10,172, Stanlow Laybye, H. E. Moss & Co.

MANCHESTER CITY, 5647, Shed 4, Dk. 9, Manchester Liners

MANCHESTER TRADER, 5671, Shed 6, Dk. 9, Manchester Liners

MEDWAY COAST, 1014. Ellesmere Port. MOUNTSTEWART, 1099, Shed 3. Dk. 2. J. J. Mack & Sons MURON, 465, Weaste Lay-bye, H. Watson & NERITINA, 8228, Stanlow, Oil Dk. 4, Brinings (Shipping)
PRESTATYN ROSE, 1151, Ellesmere Port, R. Hughes & Co.
SAMDAK, 7219, Sheds 2/4, Dk. 7, Gough & Crosthwaite

Crosthwaife
SCOTTISH CO-OPERATOR, 513, Dry Dk. 1,
J. J. Mack & Sons
STARKENBORGH, 878, Shed 2, Dk. 6, British
& Foreign Maritime Agencies
SWITZERIAND, 1291, Shed 7, Dk. 7, H. Wat-Son & Co.

TEMAGAMI PARK, 7160, Shed 3, Dk. 9, H.
Watson & Co.

TROJAN III. 1797, South Shed Dk. 1, H.
Watson & Co.

TSELFAT, 600, Barton Oil Wf., Caleb Brett &

No.

AGAMEMNON, 7593, Walker Naval Yd.,
Wallson

CLYDE-IN PORT

Pocks are at Glasgow unless otherwise stated Vessel Tons Gross Dock or Wharf Broker Pessel Tons Gross Dock or What Broker ACASTA, 5229, Prince's, Gow, Harrison & Co. AMBROSE E. BURNSIDE, 7181, James Watt Dk., Greenock, T. Law Co. & ANNAGHMORE, 583, Rothesay Dk., Clydebank, J. B. Couper APPLELEAR, 5800

bank, J. B. Couper
APPLELEAF, 5892
ARDYNE, 242, Kingston Dk., Port Glasgow,
Clyde Cargo Steamers
BALDER, 1129, River Kelvin, Gillespie & Nicol
ANAN 1591 Grannock

Cross Couper
ANAN 1591 Grannock

Couper
ANAN 1591 Grannock

Greenock, Canadian Pacific S.S.
BERGENSFJORD 11.015, King George V.,
Shieldhall, Furness, Withy & Co.
CAPE ORTEGAL, 5100, Stobeross Qy., Lyle CARA, 1760, Rothesay Dk., Clydebiaik, Glen &

CITRINE, 783, Prince's, W. Robertson CLAN BRODIE 9912, Queen's, Cayzer, Irvine CIAN CUMMING, 7526, James Watt Dk., Greenock, Greenock Dockyard Co.

CLAN MACBEAN, 5000, Elderslie Dry, Scotstoun West Cayzer, Irvine & Co.

CLYDE COAST, 511, Lancefield Oy, Clyde

CREWHILL. 695, Meadowside Qy., Partick,
DUCHESS OF RICHMOND, 20,022 Fairfield
Canadian Pacific S.S.
DUNARA CASTLE, 457, Clyde Place, J.

EDDYSTONE 1452. Springfield Qy., Clyde ing MPIRE CALDER, 2646, Prince's, Moss.

MPIRE CANUTE, 7750, James Watt Dk.,

MPIRE CONTENT, 1453, Kingston Dk., Port EMPIRE EDGEHILL, 8000, Harland & Wolf's Basin, Govan
EMPIRE EVELEEN, 190, Rothesay DK.,

MPIRE HALLADALE (ex Antonio Delfino).
13,589, Dalmuir Bsn., Anchor Line
EMPIRE HUMBER, 9677, Elderslie Wf., Scotstoun West, Roxburgh, Colin Scott & Co.

EMPIRE MAGPIE, 6211, Rothesay Dk., Clyde-bank, J. B. Couper & Co. EMPIRE MAURITIUS, 7510, King George V., Shieldhall, Lambert Bros. EMPIRE VICTORY, 21,846, King George Shieldhall, Chr. Salvesen & Co.

ENGADINE, 9050, James Watt Dk., Greenock, Greenock Dockyard Co.

ENSEX, 11,065, Stobeross Qy., T. Law & Co.

ESSO SARANAC, 8051, Dunglass Wf., Howling, J. & J. Denholm ETTRICKBANK, 5138, Prince's, Donaldson

RUCADIA, 7250, Diesel Wf., Whiteinch. Anchor Line PINDHORN, 1064, Windmilleroft Qy., W. Sloan & Co. FORT CLATSOP, 7157 Rothesay Dk., Clyde-bank, R. Lovo ORT HIGHFIELD 7159, Mavishank Qv. Cayzer Irvine & Co.

FRIEDA PETERS, 465

PRIEDA PETERS, 465

GEOLOGIST, 6202 Govan Dry 1, Prentice. Service & Henderson 900I,E, 350, Greenock BUASCARAN, 6851, Prince's Pier, Greenock, J. & J. Denholm INISHTRAHULL. 869, Meadowside Qy-Portick

ROQUOIS 8937, Rothesay Dk., Clydebank, A.

Well & C.
ARGOON, 691, Prince's, W. Robertson
JOSIAH P. CRESSEY, 1791, Queen's
KAQLACK, 1837, Queen's, D. Alexander &

KARAMEA, 10.530, Plantation Qy., Govan, P Henderson & Co. AIRDSBANK, 789, Broomielaw, Burns & LAIRDSCREST, 789, Broomielaw, Burns & LAIRDSFERRY, 697, Broomielaw, Burns &

LAIRDSGROVE, 1227, Broomielaw, Burns & Laird Lines LANCASHIRE, 9557, Govan Dry. Roxburgh.

LETITIA 13.595 Prince's Donaldson Line
OCHSHIEL 208. Clyde Place, D. MacBrayne

LORD DELAWARE, 7200 MAIDAN, 8150, Stobeross Qy., P. Henderson

ATDAN, 8150, Stodeross & Co.

& Co.

ANELA, 8303, Queen's, G. S. N. Co.

ANOULA, 1965, Queen's, J. C. Peacock & Co.

Bluck

Bluck

ARRIVER Kingston Dk Clyde Cargo

ARRIVER AVEN, 11.757, King George V.

Buckhatt, W. B. Woolley & Co.

ARRIVER AVEN, 11.757, King George V.

ARRIVER AVEN, 11.757, King George V.

Buckhatt, W. B. Woolley & Co.

EMPIRE GLORY, 7290, V.

EMPIRE GULF, 6401, Read Shields, Common Bros.

EMPIRE LAGOON, 2013, Du Hudson & Co.

EMPIRE NORSE, 8120, 2 Tier Ranciman Shipping Co.

EMPIRE NUTFIELD, 1561

Staiths, Hull & Chicken

MOELFRE ROSE, 631, Rothesay Dk., Clydebank, Colin, McPhail
MONARCH (cable), 8100, Clyde Anchorage
MOUNTPARK, 6700, Yorkhill, J. & J. Denbolm
MOYALLON, 282, Rothesay Dk., Clydebank, J. B. Comper
NEOTHAUMA, 8200, Great Harbour, Greenock, here! Brown, & Co.

J. B. Conper NEOTHAUMA, 8200, Great Harbour, Greenock, Gow, Harrison & Co. OLIVE, 528, Queen's ORANMORE, 495, Rothesay Dk., Clydebank. J. B. Couper ORCHY, 1090, Windmilleroff Qy., W. Sloan & PACHESHAM, 6090, Queen's, Anchor Line

PACHESHAM, 6090, Queen S, Alichor Line ET 1081S.
PIBROCH, 96. Kingston Dk., Port Glasgow PORT WELLINGTON, 870. J. Brown & Co. S. Bsn., Clydebank, Port Line PRINCESS MAUD, 2883. River Kelvin PROME, 7043. Elderslie Wf., Scotstonn West. P. Henderson & Co.
OUARTZITE, 160. Oreenock, Ross & Marshall QUEEN ELIZABETH, 83,675, off Courock, 1081 and 1082 and 108

RIVER ANNAN (1916), Plantation Qy., Govan ROYAL SCOPSMAN, 3244. Broomielaw, Burns & Laird ST. (ONAN, 483. Rothesay Dk., Clydchank, J Gardiner & Co. ST. MODAN, 237, Custom House Qy., I Gridner & C. SAN VITO, 81-3, Stobcross Qy., Gow, Harrison

VINETA, 256, Greenock
WEARFIELD, 9795, Harland & Wolf's Bsn.,
Govan, T. L. Duff & Co.
WESTON, 485, Kingston Dk., Port Glasgow. WHIN, 466, Rothesay Dk., Clydebank, Colin McPhail & Co.

TYNE IN PORT

VALEWOOD, 6327, Sheds 3/5, Dk. 6, Cunard S.S. Co.

WAR PINDARI, 5559, Shed 3 Trafford Wf.. Gough & Crosthwaite
ZEALAND, 1924, Shed 5, Dk. 7, H. Watson & Furness, Withy & Co.

AMSTRA, 8031, Smith's Dk., N. Shields, Mann. George & Co.

AMBERTON, 5377, Mercantile Dry, Jarrow, R. Chapman & Son
ANCYLUS, 8017, Hebburn, Mann, George &

ANTHONY ENRIGHT, 1791, Jarrow Staiths ANTHCOSTI, 1925. W. Cory & Son ARCHELLA, 325, Pelaw Main Staiths, Heslop & Robson ANTIQUITY, 311, Newcastle Qy . Anthony & Bainbridge

ARENA, 6362, Stanhope Bys., S. Shields, C. Luchen & Co.

ARNOLLE, 6360, Swan Hanter, & Wigham Hichardson's VI., Wallsend, W. Mathwin & Son.

BANAN 1581, Greenock
BARON INCHCAPE, 7005, Great Harbour,
Greenock, J. & J. Denholm
BARON RUTHYEN, 3178, Kelvin Dry, R.
Hogarth & Sons
BASSETHOUND, 1174, Clyde Anchorage
BEAVERLAKE, 10,000, James Watt Dk.,
Greenock, Canadian Pacific S.S.
BASSARAN, 4850, Swan, Hunter, & Wigham Richardson's Yd., Walker

Richardson's Yd., Walker

BEAL, 504, Mercantile Dry Dk., Jarrow, TyneTees Steam Shipping Co.

BECKENHAM, 4636, Readheads Dry Dk.,
South Shields, Watts, Watts & Co.

BIRDWOOD, 2262, Dunston Staiths, FranceFenwick, Tyne & Wear Co.

BOLBEC, 1345, S. Shields Bys., Common Bros.
BONDICAR, 1441, Northumberland Dk.,
N. Shields, Broomhilt Collieries

BOTHNIA, 755, Newcastle Ov., Borries, Craig BOTHNIA, 755, Newcastle Qy., Borries, Craig

& Co.

BRITISH CHANCELLOR, 7085. Wallsend Slipway, F. C. Strick & Co. (Newcastle)

BRITISH ENERGY, 7209, Smith's Dks., N. Snields, F. C. Strick & Co. (Newcastle)

BRITISH ENGINEER, 7016, Hebburn Bys., F. C. Strick & Co. (Newcastle)

CLUNEPARK, 3491, Brigham & Cowan's Dk., S. Shields, J. & J. Dunholm CONAKRIAN, 4876, Smith's Dks., N. Shields Mungo, Campbell & Co. Mungo, Campbell & Co. CORCREST, 2373, Middle Dk., S. Shields, W. Cory & Son CORDALE, 2145, Smith's Dks., N. Shields, W. Cory & Son

CORFLEET, 1803. Commissioners' Staiths. N Shields, W. Cory & Son Shields, W. Cory & Son CORSEA, 2764, Redhead's Dry, S. Shields, W. Cory & Son CROHAM, 391, Mitchisons, Felling, Connell &

CUMCO (tug), 425, S. Skields Bys. DALCROSS, 4557, Middle Dk., S. Shields, Mungo Campbell & Co. Mungo Campbell & Co.
DALEWOOD, 2774, Jarrow Staiths, France.
Fenwick Tyne & Wear Co.
DIMITRIOS CHANDRIS, 4643, Mercantile
Dry Dks., Jarrow, Anthony & Bainbridge
DIPLODON, 2149, Commissioners' Staiths. N.
Shields, Mann, George & Co.

EAGLESDALE, 8032, Wallsend Slipway, W. Mathwin & Son Mathwin & Son

EMPIRE ALMOND, 6860, North Eastern
Marine Engineering Co.'s Yd., Wallsend,
Furness, Withy & Co.

EMPIRE BAFFIN, 6978, Commissioners'
Staiths, N. Shields, W. Mathwin & Son
(Newcastle)

(Newcastle)

EMPIRE RILLOW, 215, Newcastle Qy., W. Mathwin & Son (Newcastle)

EMPIRE CONIFER, 1279, Dunston Staiths, Tyne-Tees Steam Shipping Co.

EMPIRE CONY, 997, Springwell Tr., Jarrow, Hull & Chicken

EMPIRE CONYNGHAM (ex Friedrich), 1408
Dunston, Richley, Halvorsen & Eample
EMPIRE CROCUS, 341, Howdon Staths, Willington Qv., G. T. Gillie & Blair EMPIRE DUNBAR, 8150, North Eastern Marine Engineering Co.'s Yd., Wallsend EMPIRE CANTOCK, 7090, Walker EMPIRE ENVOY, 7046, Sutherland Qy., 8, Shields, L. S. Carr & Co.

EMPIRE FANFARE, 411, Tyne Dk., Hull &

EMPIRE GLORY, 7290, Willington Bys. E. J. Sutton & Co. EMPIRE GULE, 6401, Readhead's Dry. S Shields, Common Bros. EMPIRE LAGOON, 2013, Dunston Staiths, J. Budson, & Co.

BMPIRE D. & Co.
Hudson & Co.
EMPIRE NORSE, 8120, 2 Tier, Willington Qy...
Runciman Shipping Co.
RUNCHE NUTFIELD, 1561, Polaw Main

hert Brown & Co.
EMPIRE TESDALE, 980, Jarrow Oil Wt.,
Mann, George & Co.
EMPIRE TIGAVEN, 972, South Shields Bys.,
Harding 4 Son Hunting & Son

EMPIRE VIKING I. (whaler), 243, Northunberland Dk., N. Shields, Lambert Bros.

EMPIRE VIKING II. (whaler), 250, Northumberland Dk., N. Shields, Lambert Bros. umberland Dk., N. Shields, Lambert Bros EMPIRE VIKING III. (whaler), 245, North umberland Dk., N. Shields, Lambert Bros umberland Dk., N. Shields, Lambert Bros. EMPIRE VIKING VI. (whaler), Danston Staiths, Lambert Bros. EMPIRE VIKING VIII. (whaler), 381, Dun-ston Staiths, Lambert Bros.

ston Statths, Lambert Bros.
EMPIRE VIKING IX. (whire), 370, Dunston Staiths, Lambert Bros.
EMPIRE VIKING X. (whaler), 370, Dunston Staiths, Lambert Bros.
EMPIRE VILLAGER. 2066, Brigham & Cowan's Dk., S. Shields, Speeding, Marshall & Co.

Coal Co. FRUMENTON, 7542, Jarrow Staiths, R. Chap-Tuan & Son
FULHAM II., 1596. Pelaw Main Staiths,
Stephenson Clarke, Ltd.
FULHAM IV., 1562. Dunston Staiths, StephenClarke, Ltd.
GATESHEAD, 744. Dunston Staiths, Tyne-Tees Steam Shipping Co. GLEN, 471, Newcastle Qy., Tyne-Tees Steam

Shipping Co.
GOOLE No. 10 (tug) 169, South Shields Bys. GRYFEVALE, 4434, Mercantile Dry. Jarrow urnett & Co. RUN, 1128, Dunston Staiths, C. Lochen GULLPOOL, 4368, Smith's Dk., N. Shields, Mungo. Campbell & Co. HARPAGUS, 7271, Swap, Hunter, & Wigham Richardson's Yd., Wallsend, W. A. Souter & CO.
HELICINA, 12,250. Swan, Hunter, & Wigham Richardson's Yd., Wallsend
HIGHWBAR, 1175. Mitchison's, Felling, E. R. Newhigin, Ltd.
HIGHWOOD, 1177. Dunston Staiths, E. R. Newbigin
HINDUSTAN, 5245, Swan, Hunter, & Wigham
Richardson's Yard, Walker, Common Bros.
HOLBURN HEAD, 489, Cleland's (Successors),
Ltd., Williagton Qy., Hull & Chicken
HOPESTAR, 5267, Commissioners' Staiths, N.
Shields, Stott, Mann & Fleming
HORNBY GRANGE (new), Hawthorn Leslie
& Co.'s Yd., Hebburn

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

HUDSON BAY, 2013, Dunston Staiths, J. Hudson & Co., INVER, 1887, Dunston Staiths, L. S. Carr & Co., INVER, 1887, Dunston Staiths, L. S. Carr & Co. Shields, F. C. Strick & Co. (Newcastle)
BRITISH ENGINEER, 7016, Hebburn Bys., F. C. Strick & Co. (Newcastle)
BRITISH FAITH, 6995, Swan, Hunter, & Wigham Richardson's Yd., Walker, F. C. Strick & Co. (Newcastle)
BRITISH IADY, 6099, Dunston Staiths, F. C. Strick & Co. (Newcastle)
BRITISH TOMMY, 1411 Springer, Co. Strick & Co. (Newcastle)
BRITISH TOMMY, 1411 Springer, Co. Strick & Co. (Newcastle)
BRITISH TOMMY, 1411 Springer, Co. Strick & Co. (Newcastle) RICHEN DERICON NEWSFARD STATES & Co. (Newscale)
RICHEN DERICON STATES & CO. (Newscale)
RICHEN DERIC

Son (Newcastle)
LOCHSIDE II. 368, Brigham & Cowan's Dk.
S. Shields, L. S. Carr & Co.
MACBRAE, 2117, Tyne Dock Engineering Co., South Shields, J. Hudson & Co.
MALINES, 2980, Dunston Staiths, H. Gay & Co.
MARGO, 1412, Dunston, Hull & Chicken
METHILHILL, 648, Tyne Dock Engineering CHANT 11, 403, Salt-End Oil Jty., W. Moran

MARGO, 1412, Dunston, Hull & Chicken
METHILHIL, 648, Tyne Dock Engineering
Co., South Shields, W. Mathwin & Son
MIRALDA, 8013, Palmer's Dry, Hebburn,
Maun, George & Co.
MOORWOOD, 2034, Dunston Staiths, France,
Fenwick Tyne & Wear Co.
MORAY FIRTH, 540, Albert Edward Dk., N.
Shields, G. T. Gillie & Blair
VIEW MENSUR 967 Newersthe Ov. Tyne Tees NEWMINSTER, 967, Newcastle Qy., Tyne-Tees Steam Shipping Co. NIKOS T., 5175, Mercantile Dry, Jarrow, R. 8 Dalgliesh NORTH DEVON, 3658, Dunston Staiths, H.

NORTH DEVON, 5558. Dunston Staiths, H. Roberts & Son NORTHWOOD. 1146. Pelaw Main Staiths. Furness. Withy & Co. OKWORTH. 4968. Dunston, R. S. Dalgliesh POOL FISHER. 605. Vickers - Armstrong. Leopold Walford Transports. PORT PIRIE. 10.600. Swan, Hunter, & Wigham Richardson's Yd.. Walker OTEENWORTH. 2066. South Shields Buoys. R. S. Dalgliesh, Ltd. RAJAHSTAN. 6391. Commissioners' Staiths. Cammon Bros. RALOO. 1368. Howdon Staiths, Willington Qy., E. R. Newbigin

RALOO, 1568, Howdon Stattins, Willington QV., E. R. Newbigin
REGENT PANTHER, 9556, Swan, Hunter, & Wigham Richardson's Yard, Wallsend, Fletcher & Co.
REUBEX SNOW, 1813, Brigham & Cowan's Dk., S. Shields, Anthony & Baimbridge, RVDRY, 4846, Middle Dks., S.Shields, Anthony & Baimbridge, Ltd.
ST ABBS HEAD, 616, Jarrow Qy., Corner Rys., Hargreaves (Newcastle)
SAGONA, 7554, Duncton Staiths, C. Lochen & Co. SAMBOSTON, 7219. Type Dk., C. Hassell &

Son
SAM UEL VERY, 1814, Tyne Dk.
SAN CIPRIANO, 7966, Middie Docks, S.
Shields, Mann. George & Co.
SAN CIRILO, 8012, Paimer's Dry, Hebburn.
Mann. George & Co.
SAN CHORG M., 506, Shields Engineering,
Anthony & Bainbridge, Ltd.
SAN MELITO, 12,286, Middle Dks., S. Shields,
Mann. George & Co.
SAN VENANCIO, 8152, Hawthorn, Leslie &
Co.'s Shipyard, Hebburn, Mann, George &
Co.

SCHUYLKILL, 8965, Dunston Staiths, Fur-SCHUYLKILL, 8965. Dunston Staiths, Furness, Withy & Co.
SCOTTISH AMERICAN, 6999. Smith's Dks. N. Shields, Furness, Withy & Co.
SCOTTISH HEATHER, 7987, Smith's Dk., N. Shields, Furness, Withy & Co.
SENGA, 5140, Tyne Dk., S. Shields, Weidner, Hopkins & Co.
SHAVIN (ex Crawford Ellis), 2161, Brigham & Cowan's Dk.. S. Shields, Watts. Watts & Co.
Prickett

W Joplin & Co. THISTLEMUIR, 7237. Tyne Dk., Furness.

Irving, 1.td EMPIRE SALLY (tug) (new), South, T. O. Hrving, Ltd.
EMPIRE TEDBURGH, 947, Short's Qy., Short-

Bros. FELSPAR, 799 FIREGLOW, 1549 GANESELLA, 4970, Clark's Qy., J. L. Thompson & Sons HESPERIDES (ex Empire Longstone), 5100. Clark's Qy., Shipbuilding Corporation ICEMAID, 1964, Austin's Pontoon, J. Westell.

Ltd.
LAMBTONIAN, 2781, South, Lambton, Hetton & Joicey Collieries
LOWICK, 586
HARENA, 503
MARGAY, 5100, South, Bartram & Sons
NORMAN QUEEN, 1047
OYSTERMOUTH CASTLE (trawler), 283, Dry
UK, 2. Shipbuilding Corporation, Ltd. UNSTRUCTURE OF THE CONTROL OF THE CO

& Co. CITY OF BARCELONA, 5787, King George, Ellerman's Wilson Line CONNAUGHT PARK, 7164, King George, W. Brown, Atkinson & Co. CRACKSHOT, 2380, Alexandra, Atkinson & CRAGSIDE, 496, Humber, Dundee, Perth & London Shipping Co. DORRIEN ROSE, 1039, Albert, Atkinson &

Prickett
EBBRIX, 258, Victoria, R. Rix & Sons
EILEEN M., 323, Alexandra, Oughtred & BROCKLEY COMBE, 652, City, Ald Shipping Harrison ELKANAH CROWELL, 1791, Albert, W. Cory & Son EMPIRE CHIEFTAIN, 9904, King George, McGregor, 'Cow & Holland EMPIRE CONDORRAT (ex Gunther Russ), 998, Albert, R. Rix & Sons EMPIRE CONQUEROR, 1600. Albert, Eller-man's Wilson Line EMPIRE CONSENT, 1942. Alexandra, Eller-EMPIRE CONSEQUENCE, 1998, Albert, Shipping & Coal Co.
EMPIRE CONSUMER. 1258, Albert, Ellerman's Wilson Line EMPIRE ELGAR, 2847, Alexandra, Pyman. EMPIRE FAIRPLAY, 410. Victoria, Craggs & EMPIRE FARRIER, 411, Victoria, Craggs & EMPIRE FAVERSHAM, 411, Victoria, R. H.

EMPIRE GAFFER, 1942, Alexandra, Atkin-EMPIRE GARETH, 2875, Alexandra, W. H. Cockerline & Co.
EMPIRE I.ANCE, 7177, King George, Ellerman's Wilson Line
EMPIRE LORENZO, 2865, Alexandra, W. Mathwin & Son Mathwin & Son
EMPIRE PARAGON, 9892. King George.
Ellerman's Wilson Line
EMPIRE SALERNO. 277. Albert. Ellerman's
Wilson Line
EMPIRE SPEARHEAD, 7177. King George.
McGregor. Gow & Holland
EMPIRE TERN, 2479, Alexandra, Sivewright
Bacon & Co.

PORTISHEAD
HICKORY DALE, 3834. Portishead, Mark
Whitwill & Son

GLOUCESTER—IN PORT

SHERWOOD. 1550, Northumberland Dk., North Shields, France, Fenwick Tyne & Wear Co.

SOLBRITT, 1885, Dunston Staitbs, Harper Hopps & Co.
SOUTHERN GEM (whaler), 593, Middle Dks., S. Shields, Cairns, Noble & Co.
SOUTHERN TRUCE (whaler), 364, Mill Dam Bys., S. Shields, Cairns, Noble & Co.
SOUTHERN TRUCE (whaler), 364, Mill Dam Bys., S. Shields, Cairns, Noble & Co.
SOUTHERN TRUCE (whaler), 364, Mill Dam Bys., S. Shields, Cairns, Noble & Co.
SOUTHERN WAYE (whaler), 319, Middle Dk., S. Shields, Cairns, Noble & Co.
SOUTHGATE, 4862, Mercantile Dry Dks., Jaurow, Mungo, Campbell & Co.
SOUTHIGATE, 4862, Mercantile Dry Dks., Jaurow, Mungo, Campbell & Co.
SOUTHIWOOD, 1149, Newastile Qy., Heslop & Robson
Can Many Carlon, Mitchicons, Felling, E. R.

HARROGATE, 1113, Victoria, Ellerman's Wilson Line
HELEN BIRCH, 159, Victoria, R.W. Steam-ship, Tug & Lighter Co.
HESPERIA, 5040, King George, McGregor, HESPERIA, 5040, King George, McGregor, Gow & Holland
HOLDERNORE, 969, Alexandra, T. E. Kettlewell & Son
Live State Sta Robson STANHOPE, 2337. Mitchisons, Felling, E. R. LAKEVIEW PARK, 7157, King George, Lam-Newbigin
STELLING, 2136, Dunston Staiths, Stephenson Clarke, Ltd.
Son Clarke, Ltd.
STRATHRAMNOCK (Salvage), Tyne Dk MACCLESFIELD, 1049, Albert, Ellerman's STELLING, 2136. Dunston Staths, Stephenson, Clarke, Ltd.

STRATHRAMNOCK (salvage), —, Tyne Dk SUNTRAP, 939, Harton Staths, Stephenson, Clarke, Ltd.

TEAKWOOD, 6014, Hawthorn, Leslie & Co.'s Shipyard, Hebburn, H. E. Moss & Co.
TEESWOOD, 864, Tyne Dk., S. Shields, G. T.
Gillie & Blair
TENAX, 3971, South Shields Bys., Dent & Co.
THE DUKE, 820, Mill Dam Bys., S. Shields, W. Jarkhould, S. Shields, W. Steumship Tug, & Jarkhould, S. Jarkhould, S. Shields, W. Steumship Tug, & Jarkhould, S. Shields, W. Shield

ST. CONAN. 45. Rothers, Co.
St. MODAN. 237, Custon House Qv, J.
Gardiner & Co.
St. MODAN. 237, Custon House Qv, J.
Gardiner & Co.
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St. Modan. 237, Custon House Qv, J.
Gardiner & Co.
St. Modan. 237, Custon House Qv, J.
Gardiner & Co.
St. Modan. 247, J.
Gardin

Shields, Stephenson Universitie Dry Dk., Jarrow. Wolth M. Jarrow. Tyne-fees Steam Shipping Co. WILLIAM BREWSTER. 1791. King George. T. E. Kettlewell & Son T. E.

EMPIRE FOWEY, 19,037. Berth 106, Western
EMPIRE PIACEMAKER. 1333. Berth 30
Itchen Qys.
EMPIRE PIKE, 1854, Berth 19. Inner, Wain
wright, Bros. & Co.
EMPIRE TIGNESS (ex Georg), 186 (net).
River
EMPIRE TIGNESS (ex Georg), 186 (net).
River
EMPIRE TROOPER, 14,106. Berth 102.
Western, Escombe, McGrath & Co.
ENERGIE, 501, Agwi Jty., Fawley.
Petroleum
Roard
F. J. Wollfe, 12,190. Agwi Jty., Fawley.
Anglo-American Oil Co.
FOREMOST 18 (lug), Berth 24, Empress, Risdon Reazley
HANTONIA, 1560, Berth 24, Empress, Risdon Reazley
HANTONIA, 1560, Berth 7, Outer, Southern
Railway
JOSIAH A. MITCHELL, 1926, Berth 27.
Empress
KAIDA, 510. Dry Dk. 1
KUTNO, 1780, Berth 35, Itchen Qys.
LADY RODNEY, 8194, Berth 39, Test Ovs.

KUTNO, 1780. Berth 35. Hehen Qys. LADY RODNEY, 8194. Berth 39. Test Qys.. Cunard White Star LAIRDS ISLE, 1873. Berth 45. Ocean, Coast

LINCOLN SALVOR. 953, River, Risdon

WHITSTABLE, 787, Berth 4, Outer, Southern Railway WINCHESTER VICTORY, 7607. Berth 49. Test Qys., Wainwright Bros. & Co.

BRISTOL-IN PORT

(Including Avonmouth & Portishead) BRORA, 1028, City, Mark Whitwill & Son EMPIRE RUNNER, 313, City, Osborn Wallis HELFRID, 1318, City, James & Hodder KILDRUMMY, 629, City, Bristol S. N. Co. KNOLL, 1151, City, Whitwill, Cole & Co. AVONMOUTH

CHARLES F. MEYER, 10,516, Avonmouth, Houlder Bros. & Co. CITY OF CHARLEROY, Avonmouth, Bristol S. N. Co.
EMPIRE KANGAROO. 6219, Avonmouth.
Cunard White Star
EMPIRE NICKLEBY, 320, Avonmouth.
Whitwill, Cole & Co.
ESSO APPALACHEE. 9819, Avonmouth.
Houlder Bros. & Co.
FORT ST. ANTOLNE, 7165, Avonmouth. Mark
Whitwill & Son
INDORE, 7241, Avonmouth, James & Hodder
VAROUSES 8070, Avonmouth Houlder Bros. FIRECREST, 538. King George, R. Rix & MARQUESA, 8979, Avonmouth, Houlder Bros. A CO.
PACIFIC EXPORTER. 6734. Avonmonth.
Charles Hill & Sons
REDCAR. 1475. Avonmouth. James & Hodder
SAMARITAN. 7219. Avonmonth. Cunard White Star SARNIA, 711, Avonmouth, A. L. Duggan & STANLEY FORCE, 586, Avenmouth, Whitwill,

GLOUCESTER—IN PORT

(Including Sharpness) Pessel Tons Gross Dk. or Wf. Broker ROMA. 181. Gloucester LLOYD'S LIST Thur., June 13, 1946

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NEWPORT IN PORT

Vessel Tons Gross Dk.or Wf. Broker CATRINE, 5218, Mouel Stuart Dry 2, Donn & Co. (Newport) CORNISH ROSE, 471, South CULLEBRA, 5261, C. H. Bailey's Dry Dunn & Co DOWNLEAZE, 486, South EGTON, 4363, North, Tredegar Associated Collieries Shipping Co. EMPIRE REAPER, 332, North, Mordey, Son EORT SALEESH, 7168, South, R. W. Jones

KNUD, 1944
LLANBERIS, 5055, Mount Stuart Dry 1,
R. W. Jones & Co.
MARI II. 1395, North, J. T. Duncan & Co.
MORAY ('OAST, 687, South, Coast Lines
NORTON, 7195, South, Tredegar Associated Collieries & Shipping Co. ROMEO II., 797, North, Clifford C. Jones &

Co. ST. HELIER, 1952, North, Mordey, Son & Co VICTORIA PEAK (ex Waiotapu), 6035, Trede gar Dry, Lambert Bros.

CARDIFF-IN PORT

(Including Barry & Penarth)

Tone Gross Dk. or Wj. Broket Vessel
ALETTA, 5085, Mountstuart Dry
ALRESFORD, 2472, Bute E., T. Whitney, Ltd.
ANGLIAN COAST, 594, Bute E., Coast Lines
ANNA T., 2728, Bute E., Constants (South
Wales)
BARONSCOURT, 859, Bute E.
BELWOODS PARK, 7149, Roath, Golden Cross
Line

WILLIAM ASHBURNER (aux), 205, Routh

BARRY

LINCOLN SALVOR.

Beazley
LONGTOW (tug)
LYDIA EVA, 138, Town Qy.
MATCHING, 1321, Itehen
MELISANDE, 264, Berth 19, Inner
MERSTONE, 342 Berth 18 Inner, Southern
Railway
MILIFRAP, 312, Town Qy., Dawson Bros.
NAUTIC, 519, Berth 102, Western
NORDERNEY (cable), 1487, Itchen Qys.
NORDERNEY (cable), 1487, Itchen Qys.
A. Callinicos & Co.
EMPIRE CONINGSBY, 1531, No. 2, Turner,
Edwards & Co.

EMPIRE CONINGSBY, 1531, No. 2, Turner,
Edwards & Co. ANN STATHATOU, 5685, No. 1, A. Callinicos

FULHAM, 1599, Berth 4 Stephenson Clarke, GEORGE BALFOUR, 1568, Berth 6, Stephenson Clarke, Idd. LAKE CHELAN, 2010, Tip 6, J. Tyrrell, Itd.

PORT TALBOT-IN PORT

Vessel Tona Gross Berth Broker CASSARD, 1602, Steel Wf., Gueret, Llewellyn & Merrett EAST COASTER, 469, Hoist 2, J. O'Sullivan & Sons
GARESFIELD, 2168, Margam Wf., Queret,
Llewellyn & Merrett
HEGRA, 1316, Margam Wf., S. Stephens
EMPTRE CLANSMAN, 2065, Margam Wf.,
Gueret, Llewellyn & Merrett
SHUNA, 1575, Hoist 4, Harries Bros. & Co. SPRINGCRAG, 332, Talbot Wf., J. O'Sullivan

SWANSEA-IN PORT

Vessel Tons Gross Dk. or Wf. Broker BRITISH HONOUR, 6991, King's, Enrgess & CO.

DAXHOUND, 1127, King's, Burgess & Co.

EMPIRE HARMONY, 2906, Prince of Wales
Dry, Stone & Rolfe
EMPIRE PUNCH, 521, King's, Stone & Rolfe
EMPIRE SHEPHERD, 2066, Prince of Wales

EMPIRE TEGLEONE, 782, Prince of Wales Burgess & Co. ENID MARY, 582, South Dry, Richards, Turpin (Shipping) FORDE. 829. Prince of Wales, Stockwood, Rees & Co.
FREDMAN, 1150. King's, Andresen & Dahl HANNA (anx.), 120
IRISH COAST, 243. Commercial Dry, T. H.

OCEAN VICEROY, 7174 ODDEVOLD, 1215, King's, Aadnesen & Dahl RIA DE MUROS, 1385, Prince of Wales, W. R. Barrett & Co. (Shipping)

SARDIS, 970, King's, Burgess & Co. SELVIK, 1557, King's, A. Willis Pile & Co. SWIFT, 155. Prince of Wales. R. Player &

TOWER BILL, 7268. King's, Petters & Co. WHEATCROP, 523, King's, G. Shepherd & Co.

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

AGENTS Liverpool & Manchester-For Rotterdam,

Amsterdam and N. France Steamers:— WILSON, SON & CO., 18, Chapel Street Liverpool; and 33, Brazennose Street, Man For Antwerp and Ghent Steamers:— J. T. FLETCHER & CO., 18, Chapel Street, Liverpool; and 33, Brazennose Street, Man-chester.

Garston-ED. W. TURNER & SON. Glasgow-CLYDE SHIPPING CO., LTD. Belfast-G. HEYN & SONS, LTD. JAMES LITTLE & CO. (BELFAST), LTD. Barrow-JAMES FISHER & SONS. Southampton—DAWSON BROS. (Shipping),

London-PHS. VAN OMMEREN (LONDON), LTD., 37/38, Fenchurch Street, E.C. 3. Antwerp. Ghent-JOHN P. BEST & CO.,

Rotterdam - P. A. VAN ES & CO., PHS. VAN OMMEREN'S SHIPPING BUSI-NESS, LTD.

Amsterdam—VAN ES & VAN OMMEREN. HOLLAND STEAMSHIP CO.

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WIRELESS REPORTS

Athelprince.-44 18 N, 22 00 W, Jne 11, Baron Napier.-44 48 N, 08 54 W, Jne 11, Beaverdell.—49 24 N, 39 12 W, Jne 11, Celtic Monarch.—53 18 N, 13 30 W, Jne 11, 6 p.m.

Danaholm.—Jne 6, noon, bd Gothenburg, 632 m ESE of Cape Race Elm Park.—49 48 N, 04 07 W, Jne 10, 9 20 a.m.

Empire Macandrew.-56 00 N, 35 24 W, Jne 11, midnight mid Jne Empire MacDermott.—51 18 N, 12 00 W, Jne 11, noon Empire Rapier.—54 18 N, 05 54 E, Jne 11, 6 a.m.

Empire Teak (tug).—58 48 N, 02 00 W. Jne 11 Jessmore.—37 42 N, 09 24 W, Jne 11, 6

Manchester Progress.—56 00 N, 30 54 W, Jne 11, midnight Queen Mary.-49 48 N, 10 00 W, Jne 11, midnight Samur.—32 37 N, 13 38 W, Jne 11, 1 p.m.

Sparreholm.—Jne 6, noon, bd (NY), 28 m NW of Cape Wrath Unitia (trawler).—62 15 N. 12 29 W, Jne 9, 9 a.m.

San Adolfo.-47 30 N, 16 36 W, Jne 11,

Winkleigh.—47 00 N, 23 50 W, Jne 11, 11 p.m.

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