ESTABLISHED 1734

INCOMBE STATIST

LONDON: FRIDAY, JUNE 14, 1946

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Closing Immingham

BENALDER ... June 18 July 2 (K.G.V.)

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June 19 *SZECHUEN June 19 June 19
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*Calling Port Said and Labuan.
†Calling Port Said, Port Swettenham, Singapore and Hongkong.

Brokers.

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m.v. POTARO	Rio de Janeiro, Santos & Rio Grande	2nd-half June		
s.s. LOCH RYAN	Rio de Janeiro, Santos, Montevideo & Buenos Aires	2nd-half June		
m.v.PARAGUAY	Rio de Janeiro, Santos & Rio Grande	Early July		

From London

WEST INDIES

From London

Bermuda, Nassau & End Kingston, Jamaica June SPANISH MAIN, CENTRAL AMERICA AND NORTH PACIFIC

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m.v. FRANS Los Angeles San Francisco, Victoria & Vancouver via Panama Canal La Guaira, Curacao, Farly Barranquilla & July Cristobal

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Approximate closing dates on application to

OFFICIAL NOTICES

COMMISSIONERS OF IRISH LIGHTS

NOTICE TO MARINERS (No. 6)

SOUTH COAST OF IRELAND

CORK HARBOUR APPROACHES DAUNT ROCK LIGHTVESSEL

RE-ESTABLISHMENT OF RADIO BEACON

IRISH LIGHTS OFFICE, DUBLIN, 4th June, 1946. THE COMMISSIONERS OF IRISH LIGHTS HEREBY GIVE NOTICE that it is intended on or about 21st June, 1946, to re-establish the Radio Beacon at Daunt Rock Lightvessel.

The characteristic of the signal is as Call Sign E.I.C. in Morse Code Wave Length: 1029.2 metres (291.5

Note Frequency: 1070 cycles per second,

Composition of Signal:

Sign, occupying Total 60 Seconds

Times of Transmissions:

One Transmission of the whole signal lasting one minute every six minutes commencing at 2, 8, 14, 20, &c. commencing at 2, 8, minutes past the hour.

During Clear Weather
One Transmission of the whole signal as above at 14, 20, 44 and 50 minutes past the hour.

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

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

PROPOSAL TO CHANGE A SHIP'S NAME

WE, CANADIAN PACIFIC RAILWAY COMPANY, of Montreal, HEREBY GIVE NOTICE that, in consequence of change ownership, we have applied to the Minister of Transport, under Section 47 of the Merchant Shipping Act, 1894, in respect of our ship "EMPIRE KITCHENER," of London, official number 166218, of gross tonnage 9881 tons, of register tonnage 7108 tons, heretofore owned by the Ministry of Transport, Berkeley Square, London, for perm to change her name to "BEAVERFORD," to be registered in the said new name at the Port of London, as owned by the Canadian Pacific Railway Company.

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

Dated at 62-65, Trafalgar Square, London, W.C. 2, this 14th day of June

CANADIAN PACIFIC RAILWAY COMPANY. WM. BAIRD.

Special Representative of the Chairman and President.

OFFICIAL NOTICES

The Director of Small Craft Disposals regrets that at the moment he is unable o accept any further offers for Admiralty-pull Trawlers or for 105 ft, and 126 ft. Motor Mine Sweepers, none of which are at the moment available for disposal.

As soon as further vessels of these classes are released they will be advertised in the usual way. In the meantime it is regretted that no offers for these craft can

The Admiralty have the following vessels or disposal:—

Steam Yacht "ALTAIR"

Built of steel in 1905 by Ramage & Furguson, Leith.

Tonnage: 568 Thames. 577.09 Gross.
239.27 Nett.
Length: 189 ft. O.A.
Beam: 26.45 ft.

Draft: 13 ft. 10 in. (approx.).

Draft: 13 ft. 10 in. (approx.).

Machinery consists of a triple-expansion engine with cylinders of 15 in., 24 in. and 39 in. by 27 in. stroke, with a nominal horse-power of 117. Two oil-fired Scotch type boilers with a working pressure of 180 lb. per sq. in.

Fuel capacity: 120 Tons.

Consumption: 42 Tons at 11 Knots.

Tons at 13 Knots.

Pre-war accommodation was laid out for

Pre-war accommodation was laid out for a party of nine. Lying OBAN.

Twin-screw Steam Yacht "CONQUEROR"

Built of steel in 1911 by Camper & Nicholsons and John I, Thornycroft. Tonnage: 900 Thames. 853 Gross. 338 Nett.

Nett.
Length: 234 ft.
Beam: 30 ft.
Draft: 13 ft. 6 in. (approx.).
Machinery consists of two sets of triple-expansion engines of 15 in., 23½ in. and 38 in. hore and 24 in. stroke. Two Scotch type oil-fired boilers.

Speed up to about 15 Knots.
Consumption: at 15 Knots—20 Tons.
At 12½ Knots—13 Tons.
Accommodation in peacetime catered for a party of up to 18.
Lying COWES.

Lying COWES.

Steam Yacht "LORNA" Built of steel in 1904 by Scotts, of

Greenock.
Tonnage: 484 Thames, 426.79 Gross.
207.39 Nett. Length: 168.5 ft. B.P.

Length: 168.5 ft. B.P.
Beam: 25.2 ft.
Draft: 12 ft. (approx.).
Machinery consists of a triple-expansion engine with cylinders of 16 in., 26 in. and 41 in. bore and 27 in. stroke, rated at 134 nominal horse-power. One Scotch boiler.
Speed: 11/12 Knots.
Consumption: 10 Tons (approx.),
Fuel Capacity: 109 Tons.
This yacht was designed for a party of from eight to nine persons.

Lying GIBRALTAR.

Lying GIBRALTAR. Steam Yacht "MAJESTA" Built of steel in 1899 by Ailsa S. B. Co.

Tronnage: 170 Thames. 59.12 Nett. Length: 123.25 ft. O.A. Beam: 18.6 ft. Draft: 10.25 ft. 170 Thames. 144.79 Gross.

Machinery consists of a triple-expansion engine with cylinders of 9½ in., 16 in. and 26 in. bore and 20 in. stroke, rated at 43 nominal horse-power. One coal-fired Scotch boiler. Lying CLYDE.

Steam Yacht "FREELANCE" (ex "MERLIN")

Built of steel in 1897 by Mackie & Thompson. nage: 195 Thames, 180.52 Gross. Tonnage: 195 82.96 Nett.

82.96 Nets.
Length: 104.2 ft. B.P.
Beam: 21 ft.
Draft: 12.3 ft. (approx.).
Machinery consists of a triple-expansion
engine with cylinders of 11½ in.,
17 in. and 28 in. bore and 20 in.
stroke, rated at 41 nominal horsepower. Coal fired boiler. Lying PLYMOUTH.

Built of steel in 1908 by Fleming & has been sitting since to determine the exact interpretation of this statement.

Tonnage: 882 Thames. 790 Gross. 392

Nett.

A spokesman for the Maritime Com-

Length: 218 ft. O.A. Length: 218 ft. C.A.

Beam: 32.1 ft.

Draft: 12 ft. (approx.).

Machinery consists of two sets of tripleexpansion engines with cylinders of
15 in., 25 in. and 39 in. bore and
24 in. stroke, with a nominal horsepower of 226. Two oil-fired Scotch
bailers.

Land, among
theen given permission recently to use
their own ships to carry loan-financed
cargoes. Other sources said that
exceptions had been made in the case
of nations which it was considered
were unable to pay United States ship-

Fuel capacity: 175 Tons.
Consumption: 10.3 Tons at 10 Knots.
Speed: Up to 13 Knots.
Pre-war accommodation catered for party of 15, plus two servants' cabins.

Lying NORTHERN IRELAND. (Signed) A. P. F. DEMPSTER,

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FRIDAY, JUNE 14, 1946

High Water, London Bridge ... 02 38 14 55

 High Water, Liverpool
 ...
 ...
 12 04

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

 Moon Sets
 ...
 04 24
 Mcon Rises
 ...
 21 20

The above times are B.S.T.

IRON AND STEEL

Rate of Production Again

Higher

Kingdom in May, 1946, was at the rate

same month last year. Pig iron output increased further, the annual rate of

May production being 7.860,000 tons a year, compared with 6,668,000 tons for May, 1945. The table below gives

130,000 6.761.100 200,000 10.397.900

WASHINGTON, Thursday

U.S. LOAN-FINANCED CARGOES

Possible Use of Countries' own

Ships

United States Government officials

are considering a revision of the terms

of the Export-Import Bank loans

to permit maritime nations to use

their own ships in transporting goods

bought with the loans, authoritative

reports said last night. Recent reports

said that State Department officials are in favour of permitting all borrowers to use at least some of their own ships to transport goods bought

Shipping interests in the United

States, however, have maintained that

all loan-financed cargoes should be

carried in United States ships. The

use of United States vessels to carry

loan-financed cargoes has been man-

datory by law, but the Attorney-General's office ruled nearly a year ago

that this regulation need not be rigidly

enforced, and a Government committee

has been sitting since to determine the

mission said that Denmark and Hol-

ping costs.—British United Press.

The Elder Dempster liner Sangara,

5445 tons, which was torpedoed during

the war and is now being towed from

Lagos to the Tyne for repairs, has

arrived at Falmouth. The towage is

being carried out by the British tug

Company, Ltd., and the Sangara was

H. B. Mylchreest.

with United States loans.

details of production: -

1946

1945

Year

Pig Iron. Weekly Annual Average. Rate.

According to figures issued by the

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

LLOYD'S REGISTER

Mr. E. L. Jacobs to Relinquish Chairmanship

SIR RONALD GARRETT TO SUCCEED HIM

At a special meeting yesterday of the General Committee of Lloyd's Register of Shipping, Mr. Ernest L. facobs intimated that he had decided to relinquish the office of chairman of the Society on June 30. The Comnittee accepted Mr. Jacobs' resignation with great regret and paid tribute to the eminent services he had rendered to the Society.

Mr. Jacobs was first elected a member of the Committee of Lloyd's Register in 1918. He became deputy-chairman and treasurer of the Society in 1937 and succeeded Sir George Higgins as chairman in 1943. The Committee were conscious of the onerous responsibilities which had devolved upon Mr. Jacobs during the war and post-war period in the position he had occupied and recognised in full measure the able nanner in which he had met the many alls made upon him. As a mark of him to allow his portrait to be painted lose the services of Mr. Jacobs train connections with Switzerland.

It was hoped that by the autum of 13,619,000 tons a year, compared with a rate of 10,962,000 tons in the

> United States and Canada, Sweden. Norway and Denmark on the Society's behalf. He is a director of Messrs. Anderson, Green & Co., the managers t the Orient Line, has been a member of the Port of London Authority since where they were almost equal 1934, and is on the executive of the pre-war. shipping Federation. He was the first hairman and is now vice-chairman of the National Dock Labour Corporation. is interesting to note that Sir Ronald is the son of the late Mr. Samuel Garrett, whose firm-Messrs Parker, Garrett & Co., of which Sir Ronald's brother is now the senior partner-have been the Society's soliciors for a great number of years.

At the same meeting Sir Percy E. Petroleum Company, Ltd., and Sir

THE KING'S BIRTHDAY

Idoyd's to his Majesty the King yesterday morning:

ater by the Chairman of Lloyd's:

PARCEL POST TO BURMA

that the parcel post to Burma, restricted at present to parcels not exceeding 7 lb. in weight, has been Glenstrae put into Port Said, carrying restored.

Seaman, owned by the United Towing prepared for the voyage by Captain Monday next at 10, Bank Street, off A Boar Lane, Leeds. 1.

COMBINED MARINE SURCHARGES

Lloyd's Underwriters' Association and the Institute of London Underwriters have issued the following additions to the current schedule of Combined Marine Surcharges, No. 12

UK-UNITED KINGDOM (INCLUDING CHANNEL ISLANDS) AND CON-TINENT OF EUROPE (AS DE-FINED) to or from

New Guinea, New Caledonia, New Hebrides, Fiji, Makatea, Western Samoa, Cooke, Tonga Group, Society Islands, Fanning Islands and Tahiti

M-MISCELLANEOUS

24. Italy to or from (d) New York and Sea to Mexico (e) New York and Rail to Mexico

24 (i). Japan to or from Bangkok and Malaya 26 (i). Lyons to Havre thence London to South Africa . 28. Malta to or from (e) Finland and Germany or Switzerland (via any route

ex Lisbon)

15/0 11/0 22/3 16/6 27/6 13/0 20/0 20/0 10/68/3 15/0

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EUROPEAN WATERWAYS

Rhine Facilities Ample It was announced yesterday at the London offices of the European Central Inland Transport Organisation that there are sufficient craft on the Rhine to carry substantially more traffic than is using the waterway at present. Dr Sorma said that thanks to close co operation between Britain, the Soviet and Czechoslovakia, the waterways of the German system could handle about

double the current traffic. With regard to the Danube, Dr. Sorma said that the position was "on a diplomatic level." The Organisation was prepared to advise on international traffic on the Danube and to recommend the reinstitution of the Berne Conventions. . Regarding the census of inland and harbour craft to be taken on Aug. 15, preparations were proceeding.

The Organisation was transferring its offices to the Continent in order to be near all the pre-war organisations controlling European transport. Sorma said they much appreciated the support given to them in London,

Arising out of a conference early this month in Copenhagen there were to be three technical conferences to impletheir esteem and respect they requested ment the decisions; these would be in Copenhagen to discuss the transport Ministry of Supply, Iron and Steel and hung in the Society's offices, of fish, in Speyer to discuss goods train Control, steel production in the United Lloyd's Register are happily not to schedules, and in Brussels to discuss

It was hoped that by the autumn, bined the offices of chairman of the there would be an increase in inter-Society and chairman of the Sub-com- national traffic. Traffic through Germittees of Classification and was many was hampered by currency elected to continue in the latter office troubles. The tariffs in Germany were in marks, and all charges were paid or the year ending June. 1947.

To succeed Mr. Jacobs, Sir Ronald in the countries to which goods were Garrett was elected chairman of the consigned, but the rate of exchange Society for the ensuing year. Sir varied, with the result that traffic Ronald has served as a member of the Committee since July, 1942. In 1943 directions paid different rates owing to he was elected deputy-chairman and exchange vagaries. To overcome this reasurer, and has recently visited the trouble the Organisation had made a recommendation urging a "transport mark " of fixed value. The position had improved regarding

repairs to railway rolling stock, not ably in Belgium and in Czechoslovakia.

OLD BRITISH TONNAGE

Sir P. Haldin Urges Lifting of Ban on Sales Abroad Speaking at the annual meeting of

the Court Line yesterday, Sir PHILIP HALDIN called attention to the fact that they were not allowed to dispose Bates was re-elected a member, and of old vessels abroad at the high prices Mr. G. Legh-Jones, of the Anglo-Saxon now ruling. "We have," he said, "to watch our foreign competitors ridding Hubert B. Heath Eves, of the British themselves of their old tonnage to Tanker Company, Ltd., were elected as members of the General Committee.

other foreign buyers at prices far beyond those which it would be possible to obtain here, and which would help us to place contracts to build new vessels with British shipbuilders." The following telegram was sent from an example. Sir Philip mentioned the sale of a Scandinavian ordinary cargo vessel of 9400 tons d.w., over 25 years "The Chairman, Committee and old, for over £100,000 to a South Corporation of Lloyd's tender their American republic. He urged the respectful homage to your Majesty and Government to reconsider its decision offer this expression of their loyal and give them permission to sell their greeting on the occasion of the celebra-old ships abroad.

tion of your Majesty's birthday."

The following reply was received writers for the equitable terms they had agreed upon with shipowners for "Please thank the Committee and the insurance of their derequisitioned Corporation of Lloyd's for their kind vessels. Sir Philip added: "Thus, we and loyal message on the celebration ourselves shall no longer have to conof my birthday, which has given me great pleasure. George, R.I." sider running the insurance of our own fleet, which was in our minds when we fleet, which was in our minds when we met last year.

[A report of the speech appears on page 4.]

AIR-SEA CO-OPERATION

Recently the Glen Line motorship 126 passengers and important cargo to be used for rehabilitation work in the The Ministry of Supply announces Far East. Engineers reported trouble that the offices of the Leeds Regional with one of the diesel engines and the Machine Tool Disposal Centre, at spare parts needed were not available present located at 8A. Duncan Street, locally. The owners approached Leeds, will close at the termination of B.O.A.C. Could they help in flying business to-day. They will reopen on out a piston-liner jacket for the engine? few inquiries were made and B.O.A.C. agreed to fly out the vital 8-cwt. freight. It left Hurn airport. Hants, at 01 00 G.M.T. one morning and arrived in Cairo at 16 15 G.M.T the same day and was on board the ship at Port Said the following day

LLOYD'S AGENCY AT BLUEFIELDS

Pending the appointment of a succes or to the late Mr. Frank Fleming. Lloyd's Agent at Bluefields, arrangements are being made for the duties of the Agency to be carried on temporarily by Rodriguez y Castrillo y Cia. Ltda., Bluefields, Nicaragua.

SEAMEN'S WELFARE

World-wide Co-ordination Urged

MR. G. R. STRAUSS ON BRITISH AIM

SEATTLE, Thursday Special councils to co-ordinate and develop social welfare work among seanen should be set up by all nations, Mr. Halsund (Norwegian Government delegate) urged at the I.L.O. Maritime Conference here. "Through these special organs it would be easier to take up the different problems we have in common and solve them in a practical way." he said.

An Italian workers' delegate, Signor CAMPAILLA, declared that the return of chaotic competitive conditions was a danger both to seafarers and shipowners. To prevent such competition he suggested that the lesson of the war be learned, with seafarers of all countries becoming "one big family n a permanent world shipping pool on peacetime standards, with unified direction by the I.L.O.

Mr. G. R. STRAUSS (British Government delegate) declared that the British Government had not sent his delegation to Seattle to settle conditions of employment of British seamen, but to buttress their position by securing in all maritime countries fair standards of wages, holidays, social seamen," he said, " will then no longer he subjected to the threat of unfair competition by sweated labour, which at all times is serious and in periods of bad international trade can well be eatastrophic."—Reuter.

THREATENED U.S. SEAMEN'S STRIKE

Attitude of Conference Workers' Delegates

SEATTLE, Wednesday In a statement on the United States seamen's strike which is threatened for Saturday, workers' delegates to the World Maritime Conference here declared: "Seamen of other countries will not take the places of their fellow workers in case of outbreak of open conflict.

The statement was issued after a closed meeting of the workers' delegates. It resulted from the insistence of the French delegation, which asked what position seamen would take if the

threatened strike occurs. A United States seamen's delegate said that the statement was not requested by any member of the United States delegation, and that in his opinion it was a statement of general policy rather than "an outright endorsement of the situation developing in this country."-Reuter.

SHORT BROS.' TRANSFER TO BELFAST

No Flying Boat Production until Next March

From Our Own Correspondent

BELFAST, Thursday It is learned in Belfast to-day that Short Brothers, Ltd., whose transfer from Rochester to Short & Harland's factory at Sydenham was announced by the Minister of Supply yesterday. will not begin flying boat production here until March next. No forecast of the amount of additional employment to be given to local workers is yet available. About 300 workers of Short Brothers are expected to move to Belfast, where the Northern Ireland Government will assist in providing them with houses.

The transfer is warmly welcomed in Northern Ireland, where there has been anxiety as to the future of the aircraft industry. Since the war Short Harland have suspended new production, their activities being concentrated on the conversion of aircraft for commercial purposes. The new industry is an important asset to the harbour where the factory is situated on the Musgrave Channel. It is expected to have a hig influence on the uture of the harbour airport for which a flying boat terminal has been envisaged. There will be a working arrangement between Short Brothers and Short & Harland as to the operations and the transfer of Harland & Wolff's 40 per cent. interest in the latter company is not in question.

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SHIP CLASSIFICATION

Wartime Tasks of Lloyd's Register

CONSTRUCTION IN BRITAIN AND ABROAD

As is well known, Lloyd's Register of Shipping were in the habit before the war of issuing each year a most informative report. Naturally during the war years this was not possible, partly because of security, but none the less through want of staff. At a special meeting of the General Committee of Lloyd's Register yesterday, the chairman, Mr. Ernest L. Jacobs, gave a resume of the Society's operations during the war period.

In his introductory remarks, Mr. JACOBS stated that he had dedicated his talk to the members of the staff who, he pointed out, had given such the whole period of the war. He recalled that the surveying staff was much depleted by the loan of survevors, both to the Admiralty and to the Ministry of War Transport. These men did honour to the name of Lloyd's Register in their work for the Government, and the Society had received warmest thanks for their services.

From his review of the wartime work of the Society we quote the following

51 MILLION TONS CLASSED

The Government programme for merchant shipbuilding provided that each builder should construct the type of ship with which he was most familiar. Lloyd's Register examined and approved structural plans of the various designs, and the vast majority of the merchant ships under the Government emergency programme were built to the classification of Lloyd's Register. In addition, however, to survey for normal classification requirements, the Society's surveyors were responsible for supervising the requirements of the Government specification for hull, machinery and equipment, and certifying that the ships had been built in accordance with these specifications. Shipbuild-ing proceeded apace in this country despite the handicaps of black-out, air raids, &c., and, during the war years. 51 million tons of new ships which had been surveyed by the Society's surveyors in the United Kingdom received the classification of Lloyd's Register. Those were mostly merchant ships.

While all this work was in progress we were supervising the construction of a large programme of naval auxiliaries, and to facilitate collaboraion with the Admiralty, we established a liaison officer at Bath. Well over a million tons of these auxiliaries, which included some 2000 large and small craft, were built under the Society's

aegis of the Fairmile Marine Company. At the commencement of their programme, we agreed to loan to them the services of a special surveyor for wood construction, who was appointed as their production manager. Small yards on the coast and on the rivers all round the country were roped in, and some 700 wood motor launches, motor gunboats and motor torpedo boats were built under our survey and proved outstandingly successful.

U.S. BUILDING PROGRAMME

The shipbuilding facilities in the cope with the demand for new tonnage, and in September, 1940, a Technical ditions. There are indications that the Merchant Shipbuilding Mission was repair position is slowly improving in Marques to Buenos Aires for a steamer Canada and our principal engineer for periodical special surveys to classed surveyor in New York were members ships. of this Mission. Contracts for 60 ships were placed at two yards specially constructed for the purpose at Portland, Me., and Richmond, Cal. These vessels -the "Ocean" type-were practically all-welded, and were built to the Society's classification. To deal with warded to two erecting centres, where this programme a number of experienced surveyors were sent from this pleted engines were carried out. The country and they undertook many special duties beyond the usual classi- parts and the erection of the engines. fication survey. The senior surveyor at each shipyard was present on the site from the beginning of the contract, and was in frequent consultation with continued its scientific inquiries, and the contractors concerning the layout

and construction of the shipyards. Concurrently with the contracts placed in the United States, orders been made, which have proved of great were given by the British Government for merchant ships to be built at Canadian yards. The tremendous efforts put forth by the Dominion of Canada were in no sphere more remarkable than in shipbuilding. Its limited framed for such subjects as gear facilities were developed and expanded cutting and torsional vibrations of almost beyond imagination, and cargo ships, tankers, corvettes, frigates, transport ferries, minesweepers and other craft flowed from its yards in ever-increasing numbers. I must tell you that during the war the impressive total of more than 500 ships, of some 21 million tons, were completed in Canada under the Society's supervision. For the most part, labour learned its job as it worked, and we had naturally largely to increase our staff of surveyors in Canada. These were supplied both from this country

interest in new building practically ceased with the completion of the Ocean " contract above referred to

Australia also contributed her quota

of ships to the war effort, and we sent

a man from here out to Whyalla, where

a shipyard and harbour had been con-

structed on the edge of semi-desert country. Merchant ships here and at other Australian yards were built under the survey of the Society's sur-

staff was also kept extremely busy in circulation. Transactions in the home-other directions. Ships were receiving ward trades show no expansion, but a heavy damage by bomb, torpedo and fair trade is being arranged for mine, and ship-repairing facilities were cross-voyages. In the outward coal taxed to the uttermost. It is difficult trade it is reported that another vessel to assess the work done by our survevors at repair ports both at home and abroad. Some extraordinarily fine repair jobs were put through, and you can imagine that our surveyors tinuation trip at 20s. 6d., while a often had to undertake a very heavy responsibility in deciding whether or been taken for delivery United Kingnot a ship was seaworthy or worth dom for one West African round at repairing.

it may be said that while—on information before us - no outstanding advisable that the equipment of chains and anchors should revert to pre-war might be said of machinery spare gear, in which reductions were also made. These reductions applied alike to new gency veto, and he hopes the supply early October. position will have sufficiently improved Elsewhere a by the New Year to permit the about 7500 tons has been chartered for Society's full requirements being met.

GENERAL EXAMINATIONS

position, with its demands on dry- rate in the region of \$13. Charterers locking facilities and material, made it inevitable that the normal periodical special surveys should not be held, and examinations, first adopted in the ports for July and also August load-1914-18 war, were substituted in their ing. It is reported that further tonstead. The general examination re- nage has been fixed for coal from quirements limited the recommenda- Zonguldak to Savona at 40s. f.i.o. tions for repairs to those essential for 12 months as against the normal special survey period of four years. Licences were required for all repairs supervision in the United Kingdom.

would remark here that many vessels built to our class for special Government services were not entered in our ment services were not entered in our classister.

Applied Say a supervision in the United Kingdom.

of the Director of Merchant Supported the Society's surveyors were called upon to assist the licensing officers in appropriate that such repairs were kept applied. whether occasioned by damage or wear and tear, and at the special request of the Director of Merchant Shipensuring that such repairs were kept to a minimum compatible with a vessel's efficiency to trade for 12 months. The scope of the general examination was increased as the war progressed to include the inspection of vulnerable parts of the main structure, uch as bunkers, &c.

It is beyond question that the time has now arrived when ships should be surveyed more critically. This view is shared by owners and masters, and I am quite sure that the recent changes period from war to more normal conchant ships in United States and one hopes that it will not be long Aires at 57s. for June. Canadian shippards. Our principal before we are permitted to apply the surveyor for the United States and Society's amended rule requirements

> An interesting feature was the detailed survey of 12-cylinder Paxman-Ricardo oil engines for tank landing craft. The constituent parts were ordered from and inspected at over 300 different sub-contractors and forthe assembly and testing of the com-Society inspected all the constituent of which some 3500 were built.

Despite the pressure brought about by war needs, Lloyd's Register has our research departments have been widely developed. Many interesting and important investigations have assistance to owners, builders and the Government. Completely revised rules have been prepared in connection with electric welding to accord with latest practice, and new rules have been

shafts. At the outbreak of war, our main register book was declared a "Secret" document. Its circulation was considerably curtailed for security reasons, and it is a matter of regret that many of our old subscribers were deprived of their shipping "Bible' a position we have now, happily, been able very largely to remedy. The issue valuable information may again be and from the United States, where our available to subscribers.

FREIGHT MARKETS

Time Charter Business

By Our Own Correspondent

THE BALTIC, Thursday A good inquiry has again been in evidence in the freight market. reyors, who undoubtedly contributed Business has been mainly on time nuch to the success of the enterprise. charter basis, and three vessels have So much for new construction. This been fixed, but in spite of that fact in itself was a formidable task, but our there are still many unfilled orders in in close treaty from Wales to St. Vincent. On time charter basis a vessel of

8000 tons has been fixed for a con-British steamer of 9000-10,000 tons has 25s. 6d. A vessel of 9150 tons has been Now I come to class maintenance. done for early July for delivery Cardiff It was not long before the shipping and redelivery East Africa for the position made it imperative to modify trip out via Suez at 17s. 6d. A vessel our requirements. One of the first of 4000/6000 tons, preferably a motorthings that happened was the agree- ship, is required for 6/9/12 months' ment with the Government to relax our delivery and redelivery Gibraltar try rules as to anchors and chain cables. U.K./Cont. for Gibraltar/Tangier A considerable reduction was per- trading, while a steamer of 7000/9000 mitted, the details of which had been worked out before the war. I think months' West Indies trading.

The North American trades remain quiet, apart from heavy grain booktrouble has accrued, it is considered ings for wheat and other foodstuffs for account of the authorities. There is, however, a very active inquiry. Further standard as soon as possible. The same medium-sized coal carriers are wanted from United States Atlantic ports to West Italy, while vessels of 7000/9000 tons might be worked for coal from and existing ships and the added Hampton Roads to Santos at \$9 and hazards of navigation occasioned by offers are invited for Buenos Aires and war conditions and convoys made their Montevideo. On net form, gross discontinuance essential. I am happy to charge, offers are invited for a vessel say, however, that the Minister of of 7500 tons from New Orleans to Transport is withdrawing his emer- Spanish Atlantic for September-

Elsewhere a Panamanian steamer of coal from Pearl Harbour to Shanghai at \$15.50 per ton f.i.o. It is reported that parcel space has been arranged Very early in the war, the shipping for ore from Bombay to Mobile at a are now firm for a vessel of 6500 tons maximum for barley in bags from Busreh to one or two places Greece at fter due discussion with the Govern- 95s. f.i.o. and free stowed for one port ment, the now familiar annual general of discharge, with 2s. 6d. extra for two

FIXTURES

PEARL HARBOUR to SHANGHAL .-Panamanian stmr., 7500 t., 10 p \$15.50 per ton f.i.o., coal, June.

TIME CHARTER.—British sturr., 9000/ 10,000 t., 25s. 6d. per t. d.w., delivery U.K., one West African round, early

TIME CHARTER.—Motorship, 9150 t., 17s. 6d. per t. d.w., delivery Cardiff, redelivery East Africa, trip out via Suez, early July.

PROVINCIAL REPORTS

From Our Own Correspondents

LIVERPOOL, Thursday Chartering business keeps within narrow limits, as tonnage does not become readily arrangeable for the in the Society's rule requirements, numerous orders which are spread over whereby "numbered" special surveys many homeward and cross sea trades as are replaced by surveys based on age, well as for time charter. Steady rates United Kingdom were insufficient to will be of assistance in the transition are general, with operations mainly for grain and coal cargoes. Fixtures sent to America by H.M. Government this country after a temporary set-to arrange for the construction of mer-back when the war ended, and every-8000-tonner from Durban to Buenos

> CARDIFF. Thursday There is a little activity in the near foreign trades, with two foreign bunkering orders in circulation. the home coasting trades there is a quiet inquiry. Fixtures:-

MERSEY (ldg. Cardiff) .- 900 t., schedule rate, ppt.
PLYMOUTH (ldg. Cardiff).-400 t., schedule rate, ppt. ROUEN (ldg. Cardiff).—2000 t., 16s. 5d., HAVRE (ldg. Cardiff).—1050 t., 19s., ppt.

SWANSEA, Thursday The outward markets are little changed. Demand in the coasting department is limited owing to stemming difficulties. Oversea trade conscarcity of coal.

Foreign tonnage offers sparingly. Inquiries for Norway and Sweden circulate slowly, but cargoes remain difficult to secure. Home coast early stems are earmarked. More forward inquiry is active, but tonnage offers sparingly. Inquiry for the coaling

GLASGOW, Thursday Shippers are offering 20s, Li.o. for a cargo of 2000 tons of asphalt in drums from Ardrossan to Copenhagen, loading at the end of June. Danish of Volume III. (the Appendix) was British Ministry rate of 18s., and busi- other arrangements to augment supforbidden. I hope, however, it will be ness is again likely to pass to foreign plies have been necessary. Stocks at published next year, so that its or free British ships. In the coastwise domestic depots show some improvesupply but few cargoes are available percentage of supplies.

COAL EXPORTERS

Friday, June 14, 1946

Page 3

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Special Market Reports

From Our Own Correspondents CARDIFF Demand shows no easing, and the

market is strong. The latest output figures show a slight improvement, but it is not sufficient to help the position and supplies remain exceedingly short. Foreign export is still restricted, and consists mainly of low quality fuels not needed inland.

SWANSEA Outputs are almost back to former

levels, but supplies are still quite insufficient to satisfy existing demands for anthracites. Machine-made pea tinues to suffer from the general nuts are tightly booked forward, and stove varieties are so closely stemmed that producers are unlikely to have NEWCASTLE, Thursday anything for disposal for the next two

NEWCASTLE

Demand from iron and steel and kindred industries for industrial fuels continues at a high level, but requirements are being covered. Blast-furnace ports. West Indies and Mediterranean and foundry coke output is very steadily cleared and Durham gas and coking coal collieries have a heavytrade

GLASGOW

More bunker business could be entertained for next week. Some industrials shipping authorities are offering are short of supplies this week owing 16s. 6d. for coal cargoes, against the to the recent holidays in Fife, and section tonnage remains in adequate ment owing to directions to stock of a

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The Seaplane Port of Karachi is now the most important in India

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MONEY MARKET

Adequate Credit Supplies

There was no contraction in credit supplies yesterday, and overnight loans were arranged at ½ per cent. A fair inquiry for Treasury bills was in evidence. The bulk of the business was again in August maturities, although some September dates changed hands. Foreign exchange rates and silver prices were unchanged.

STOCK EXCHANGE

Many Firm Features

Slightly more active conditions characterised the Stock Markets yesfeatures, particularly among home compared with £231,567 in 1944, and into a dividend of 18 per cent. industrials and copper shares. British Funds was a fall of 1-16 to repairs and renewals, the comparative 111 3-16 in the 3½ per cent. Conversion Loan. Home railway Ordinary stocks remained at their overnight levels. Of the Argentine railway junior issues Great Southern were \(\frac{1}{4} \) off at 12\(\frac{3}{4} \).

but price changes were usually un- Ordinary stock for the year ended Union-Castle declined favourable. 1s. 6d. to 31s., despite the increase in the dividend for the past year, while falls of 6d. were shown in Court to 37s. 6d., Elder Dempster to 48s., and Furness, Withy to 33s. 6d. On the be subject to deduction of tax. other hand, Cunard rose 3d. to 33s. 3d. and Reardon Smith 6d. to 30s. 6d.

coal and steel issues were on a decidedly larger scale. Settle, Speakman at 29s. 4½d., and Whitehead Iron at 81s. 101d. were each 71d. up, while gains of 6d. were shown in Allied Ironfounders to 59s. and Butterley to 37s. 6d. United Steel rallied 3d. to 22s. 3d. Dorman, Long lost 3d. to 24s., Ransomes & Rapier 9d. to 20s., Sheepbridge 6d. to 39s. 6d., and Harland & Wolff a similar amount to 27s. 72d.

There was more doing in commercial and industrial issues, and usually price movements were in the upward direction. Cable and Wireless were finally 2½ higher at 108, on the increased payment. There was a continuance of the demand for Distillers, which jumped 4s. 3d. to 134s. 9d., while Leyland were 3-16 dearer at 5 9-16. Marks & Spencer jumped 1s. to 84s., and smaller gains were shown in Woolworth to 96s., British Celanese to 37s. 9d., General Electric to 106s. 6d., Pinchin, Johnson to 47s. 6d., Tilling to 55s. 9d. and United Molasses to 58s. 4½d. On the other hand, Turner & Newall reacted 9d. to 93s. 6d. and Unilever 42d. to 56s. 73d.

An easier tendency developed in the oil share market. Anglo-Iranian at 4 15-16, Burmah at 3 27-32 and Shell at 43 were all 1-16 down, while Attock lost 6d. to 57s. 6d. and Ultramar 3d.

COMMODITIES

GRAIN

LONDON (Baltic Exchange), Thursday WHEAT.—Offers of Canadian Manitobas were maintained on a good scale and were booked by the Ministry at the appropriate rates. Quotations: No. 1 Northern Manitobas for June shipment from St. Lawrence 174c., from West St. John-Halifax 175\(^2\)c., from Baltimore or Philadelphia 178\(^2\)c., and from New York 179\(^2\)c. per bushel, fo.b. No. 2 grade 3 cents less in each case. Australian, in bulk, June-July, 64s. 6d, per 480 lb., f.o.b. MAIZE.—Argentine and Brazilian offers withdrawn.

OILS AND OILSEEDS

IONDON (Baltic Exchange), Thursday OILS.—LINSEED.—Raw £65, RAPE.—Crude £91. COTTON.—Crude £52 28, 6d. CASTOR.—Firsts £82, seconds £80. GROUNDNUT and SUNFLOWER.—Crude £56 10s. per ton.
ROSIN.—American grades F to M 47s., WG 48s. 6d., WW 52s. 6d. per cwt.
OILSEEDS.—For shipment. CASTOR-SEED.—Bombay £43 10s. per ton. Other oilseeds and groundnuts all unquoted.

FOREIGN PRODUCE

LONDON (Mincing Lane), Thursday SPICES.—CLOVES.—Quiet and prices nominal. Zanzibar spot 1s. 1d. per lb. sellers, c.i.f., June/July 9\frac{3}{2}d. (buyers' licence), afloat 11\frac{1}{2}d. per lb. sellers. PIMENTO.—Quiet. Spot 1s. 2\frac{1}{2}d. per lb., sellers. CHILLIES.—Quiet but steady. Mombasa spot 150s. per cwt., sellers. MACE.—Steady. West Indian pale spot 5s. per lb., nominal.

JUTE.—Daisee 2/3 new crop Oct./Nov. shipment \(\frac{2}{2}4d\) per ton, nominal. Market steady with limited business.

SHELLAC.—Open market quotations were firm, with few sellers, on the basis of 297s. 6d. paid and buyers for F.O.T.N. pure.

METALS

LONDON (Metal Exchange), Thursday TIN.—The Directorate of Non-ferrous Metals supplies tin of 99 per cent, to under 99.75 per cent, at £300 per ton delivered, plus prices and charges, if any, for grades, sizes of ingots, bars and strip, granulated and small lots; export £357 per ton f.o.b. United Kingdom.

TINPLATES.— For home delivery 32s. 6d, basis IC 14 by 20 f.o.t. makers' works; export 39s. to 41s. basis f.o.b. South Wales, Uncoated plates 27s. a box. COPPER.—Electrolytic and wire bars £72 per ton delivered.

£72 per ton delivered. COPPER SULPHATE. — 98/100 per

REPORTS AND DIVIDENDS Company Meeting

Larger Shipping Payments

It has been decided to recommend at the forthcoming annual general meeting of the Union-Castle Mail Steamship Company, Ltd., the payment in respect of the year ended Dec. 31 last of a dividend on the Ordinary stock at the rate of 6 per cent., less tax, compared with 5 per cent., less tax, for each of the two previous years. The net profits for the year, subject to audit, were £443,251, against £528,725 for the previous twelve months. The 1945 profits, including taxation provision no longer required and profits relating to earlier years, amounting together to £130,315, and interest bonus will be consolidated The are arrived at after providing £470,000 gilt-edged section remained quiet, and for estimated taxation on current £100,000 respectively.

The directors of Royal Mail Lines, Shipping issues were fairly active, Ltd., recommend payments on the Dec. 31, 1945, of a dividend of 6 per cent., less tax (same), and a special and non-recurring capital profit distribution of 2 per cent., which will not

The net profit for 1945, after including additional operating profit in Transactions in shipbuilding, iron, respect of previous years, amounting to £39,879, and providing for depreciation on the fleet and premises £515,000 (£480,000), for taxation £415,000 (£320,000) and for insurance account nil (£25,000), was £152,963 (£123,432). Capital profits arising from the realisation of investments have been used for the capital profit distribution mentioned above and are not included in the profit quoted.

> The net profit of the Graig Shipping Company, Ltd., for the year to Mar. 31, after providing for depreciation and taxation, was £16,777, against £5337 for the previous twelve months. It is proposed to pay a final dividend on the Ordinary shares of 10 per cent., less tax, making an equivalent of 30 per cent., less tax, for the year, an interim of 10 per cent., free of tax, having been paid last November. For the preceding twelve months the total distribution was 15 per cent.,

The directors of Houlder Bros. & Co., Ltd., propose to pay a final dividend on the Ordinary shares of 3 per cent., making 5 per cent., free of tax, for the year ended Dec. 31 last, the same as for the preceding year. They also recommend an interim dividend of 2 per cens., tax free (same).

SECOND BRITISH STEAMSHIP TRUST, LTD.-Interim dividend of 3 per cent. (2½ per cent.) actual on the Ordinary stock, less tax, on account of the year ending Dec. 1, 1946.

CANADIAN BANK OF COM-MERCE.—Dividend of 2 per cent. on the capital stock for the quarter ending July 31, payable on and after Aug. 1 next.

GEO. W. KING, LTD .- Dividend on the Ordinary shares of 12½ per cent. actual, less tax (same), for the year 1945. The net profit for the year, after allowing for taxation, amounted to £23,351 (£21,622).

NEW FEDERAL MOTORSHIP

'Norfolk" Launched at Clydebank

From Our Own Correspondent

added another to the notable series of vessels built by John Brown & Co., Ltd., to the order of the New Zealand Shipping Company, Ltd., and their associated companies. The Norfolk, which will be managed by the Federal

Steam Navigation Company, Ltd., will be employed in the refrigerated and general cargo trade between New Zealand-Australia and Great Britain. The naming ceremony was performed by Mrs. Nash, wife of Mr. Walter Nash, Deputy Prime Minister of New

The new vessel is 530 ft. in length, 70 ft. in breadth and 47½ ft. in depth, and on a load draught of about 32½ ft. she carries a deadweight of 14,000 tons. Built to Lloyd's Register classification, she has a straight stem, cruiser stern and single funnel, but differs from previous vessels in having topgallant forecastle which, it is stated, will add to the seaworthy qualities of the hull. The insulated capacity is approximately 500,000 cu. ft. provided in various holds and in special lockers for the carriage of chilled meat. The general cargo capacity is of the order of 250,000 cu. ft. Cargo work-

COPPER SULPHATE. — 98/100 per cent. £32 5s. per ton (less 2 per cent.) in 2 cwt. bags (free) f.o.b.
ALUMINIUM.—Ingots and bars for home delivery £67 per ton delivered.
ANTIMONY.—English 99 per cent. £125, and crude 70 per cent. £125, and crude 70 per cent. £105 per ton delivered.
TUNGSTEN ORE.—The official selling price stands at 75s. per unit delivered in two-berth rooms amidships, with officers and engineers in an upper PLATINUM.—Refined maintained at officers and engineers in an upper house. The Norfolk will be propelled

COURT LINE. LTD.

Disastrous Outlook for British Coal

SIR PHILIP HALDIN ON USE OF OIL

The 25th annual general meeting of Court Line, Ltd., was held yesterday in London,

Sir PHILIP HALDIN, who presided, said: Gentlemen,-The profits on voyages and interest and net dividends and credits relating to past years amount to £127,336 7s. 1d. We propose to make the same total distribution as for last year, except that the dividend

During the period under review all our vessels were still requisitioned by the Government, but since March of about the only quotable change among voyages and £75,000 for deferred this year they have gradually been released from requisition, and, while figures for 1944 being £475,000 and now under our own management, they are not completely under our own direction, and licences have to be obtained in order to carry out the engagements which we may enter into, and they are, moreover, subject to carry priority cargoes at any time if required by the Government. freight rates have been fixed at a level which should leave a reasonable profit after meeting the high running costs but the results vary greatly owing to time lost in loading, discharging, and repairing at various ports.

Since the turn of the year we have transferred all our old ships to our subsidiary company, the United British Steamship Company, Ltd., whose share are entirely held by your company, and | Company Statement in their place we have taken delivery of the new ships we purchased from the Government, two being diesel vessels of about 10,000 tons deadweight each and one steamer of 10,800 tons deadweight. Another vessel which we had purchased became, unfortunately, a constructive total loss by reason of enemy action before the appointed time of delivery.

We would like to dispose of some of the old vessels at the high prices now from a statement of the chairman, Sir ruling abroad, because there is no demand for such ships here, but we are with the report and accounts for 1945: not allowed to do so, and we have to watch our foreign competitors ridding £16,248,894 are again above normal themselves of their old tonnage to other | The net rate of interest earned on our foreign buyers at prices far beyond combined life and annuity funds was those which it would be possible to £3 11s. 1d. per cent., and in view of obtain here, and which would help us our increasing investments in British to place contracts to build new vessels Government securities the reduction with British shipbuilders.

For example, it was only recently American republic, and I could give income is expanding. you several more instances. Surely we should be permitted to do this, as it would further help to acquire foreign exchange. I hope, therefore, the Government will reconsider its decision quickly and give us permission to sell our old ships abroad. There could always be a safeguard against sales at low break-up values in order to avoid any danger of future competition.

OIL INSTEAD OF COAL

The fears I expressed last year as to the future of the coal-burning steam-In view of the pitiful state of the per cent. of our premium income. marine engines to concentrate on the risk premiums. construction of diesel engines, which engine or to experiment on the most steam propulsion, rather than waste of coal consumed by steam engines.

A TRIBUTE TO UNDERWRITERS Finally, a word of thanks is due

to underwriters for the equitable terms they have agreed upon with shipowners for the insurance of their vessels now that they have been released from requisition. Thus we ourselves shall no longer have to consider running the insurance of our own fleet, which was in our minds when we met last year. quisition. Thus we ourselves shall no our minds when we met last year. The report and accounts were

adopted.

SURPLUS MACHINE TOOLS

An on-site sale will be opened by the Ministry of Supply at the premises of H. M. Hobson (Components), Ltd., Royton, nr. Oldham, Lancs, on Weddeld on Jan. 23 last, left £79,804 gross, mately 600 machine tools, of the paid £18,730.) following main types: Capstan lathes, millers, grinders, drillers, miscel-4 p.m. on Tuesday, July 9, will be for sale by competitive tender. Unsold net personalty £5864. machine tools will be on view daily, except Saturday and Sunday, between the hours of 10 a.m. and 4 p.m. from broker, who died on Jan. 11 last, aged Wednesday, July 10, till Tuesday, 77 years, left £3427 gross, with net per-July 16, and prospective purchasers sonalty £3014. should visit the site during that period STEAMSHIP AGENCY BUSINESS

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EAGLE STAR INSURANCE CO., LTD.

Satisfactory Results

The annual general meeting of the Eagle Star Insurance Company, Ltd., FOLLY OF REFUSING SALES ABROAD will be held at 79, Pall Mall, London, on June 20. The following is an extract EDWARD MOUNTAIN, Bart., circulated

> The net new life sums assured at of 1s. 5d. per cent. was inevitable.

The home and oversea accounts in that one of our Scandinavian competitions sold an ordinary cargo vessel of about 9400 tons deadweight and over a quarter of a century old for over American fire account. Our home fire £100,000 to fly the flag of a South loss experience has been favourable and

ACCIDENT, MOTOR AND MARINE

In the motor department we experienced a sharp rise in premium income following the restoration of the basic petrol ration. This led to an increase in the number of road accidents and resultant claims. Inexperienced drivers in charge of cars in varying degrees of roadworthiness cause much anxiety and a difficult period in this branch of insurance can be foreseen. The cost of repairs and labour charges are all rising. Our marine fund at the end ship have, alas, become only too true. of the year is £791,891, equalling 205 British coal industry, our one-time transition from active war conditions source of great basic wealth and the to those which inevitably prevail for a backbone of industry, and especially of year or two after the cessation of hos-British tramp shipping, we are now being encouraged to use oil instead of blems in this market. The return to plems in this market coal, and I would, therefore, once more peace conditions reduces marine preurge upon those building coal-burning mium income by the loss of heavy war

Our net interest income exceeded the are now in such demand by shipowners. net cost of an increased dividend by It also seems to me that time will now over £40,000. Transfers from trading GLASGOW, Thursday be better spent in experimenting on departments total £354,000. £58.810 The twin-screw motor vessel Norfolk, how to improve the efficiency and lower will be received by shareholders as a launched at Clydebank this afternoon, the cost of the internal-combustion result of the Eagle and English & Scottish fund valuations, and £135,114 economical method of burning oil for arises from profit on realisation of special investments. Other investment time on experimenting on the saving of coal consumed by steam engines.

profits have been utilised to write down investments. The values of Stock Exchange investments exceeded by a substantial amount in all funds the values at which they stand in the balance sheet, while over £200,000 has been restored to reserves and held in hand as a result of the recovery of

RECENT WILLS

Right Hon. Sir Frank Douglas MacKinnon, P.C., a Lord Justice of Appeal, of Clover, Crescent Road, nesday, July 3, at 10 a.m. Approxi- with net personalty £75,917. (Duty

Mr. Marshall King Smith, C.B.E., of 8, Victoria Mansions, Sumatra Road, laneous, will be available for sale on the N.W. 6, secretary of Trinity House ppening day, and machines not sold by 1919-1932, who died on Jan. 29 last,

Mr. John Gregg, of 60, Etheldene Avenue, Muswell Hill, N. 10, insurance

Mr. R. Anthony Eden, M.P., has been appointed a director of the Rio

Tinto Company, Ltd.

OVERSEA MOVEMENTS: Latest Reports

UNITED KINGDOM

GRAVESEND AR PENZANCE Moss Westlaan, Jne 12 Atheltarn, Jne 12 SHARPNESS Coulmore, Jne 12

NEWPORT

Norton, Jne 11 Fenia (anx) CARDIFF AR
Thraki, Jue 11 for Colonial Wharf Iceland Naples
for Tilbury Dk
Gil Eannes Lisbon Dunelmia Hamburg Fjeld, Jne 12 Cagliari Samkansa, Jne 12 Gil Eannes Lisbon for Woolwich Blairdevon, Jne 13
Clarke City for Imperial Wf
Mantola, Jne 13
Beira
for Albert Dock CARDIFF Alexandria Oleum, Jne 11 Drammen Knoll Bristol Empire Candida, Jne 12 Pugwash Bencruachan, Jue 13 Middlesbro for West Trompenburgh
Rotterdam for St
Rotterdam SD
Coorge's Wharf
SD Fjeld Stavanger
Rautas, Jne 13 Lulea
BARRY SD Colytto, Jne 13
Baltimore
BARRY IS Pd Up Samyale Grands Penchateau, Jne 13 Lieutenant Lancelot,
Jne 13 Rouen Fjeld, Jne 12 Empire Razorbill Fort Brandon, Jne 13 Empire Candida Rautas, Jne 13

SCHELL HAVEN AR
Molino Del Rey, Jne 13
Thames Haven
SHELL HAVEN CLD
Molino Del Rey, Jne 13
Las Piedras
SOUTHEND Pd Un

Regent DOVER Jne 12 DOVER Maud, Jne 12 George W. Goethals Grey County, Jne 13 Jens Toft (pres) Sutherland, Jne 13

Rotterdam
Bencruachan, Jne 12
Singapore via London
Anna
Antwerp
FLAMBORO HD Pd N
Westmoor, Jne 13
FLAMBORO HD Pd S
North Devon Jne 13
FLAMBORO HD Pd S
North Devon Jne 13
Helera Jne 10

North Devon, Jne 13
Frumenton
SPURN HEAD Pd In Ubari, Jne 12
A. P. Bernstorff
Titlark I. (yacht)
Empire Rapier, Jne 13
Imperial Valley
Bebo Hasting, Jne 13 Stephanos S., Jne 12 for ('ardin' BARRY IS Pd Down Toyell Ina 12

Tovelil, Jne 12 Tyr Empire Spearhead Rosemarie Marina Colytto
PORT TALBOT
PORT TALBOT
Empire Clansman,
Jne 13 Swansea
Swansea
Spero
Bratts PORT TALBOT SD Bergenhus Rene Paul Elkanah Crowell Parrakoola, Jne 13

NARVIK

CLYDE ANCHORAGE Kalix, Jne 11 Workington OXELOSUND Beaverford, Jne 13
Fort Clatsop, Jne 12
Samcolne
GLASCOW

Regin, Jne 9
Stockholm
Antwerp
STOCKHOLM
AR
Regin, Jne 6
Helsinki
Rota, Jne 8
Ymuiden

Cudrun, Jne 13 London Castor Middlesbrough Ancylus Curacao Svea Reuter Stockholm

> Hedera, Jne 10 Grangemouth HELSINGBORG Pd N Tommeliten, Jne 8 Vigo Tjaldur Soya II. Radmanso, Jne 9 Araton Graculus, Jne 10 Oscar (of Gothenburg) HELSINGBORG Pd S Vindo, Jne 8 Alstern Hans Broge

ADVENT BAY AR
Linea, May 29
ADVENT BAY SD
Vestnes, Jne 4 Svolvaer
NARVIK
Kalix, Jne 11 Workingtn
Kalix, Jne 11 Workingtn

Neerlandia (ltr), Jne 9
Rouen
Rouen
Rouen
Rouen
Rouen
ALICANTE
AR
Maria Dacoutros, Jne 5
Eolo, Jne 9

Cadiz ISTANBUL

GHENT
Brisk, Jne 10
Rouen
Astrid
GHENT
Star of Cairo, Jne 11
Cardiff
TREPORT
Sumatra, Jne 8 Antwerp
TREPORT
Sumatra, Jne 9
Weston Point
HAVRE
AR
Maria Jacoutros, Jne 1
Daniel

Berville BARCELONA

AR Irene S. Embiricos Novorossisk iblin Iacovos Zonguldak Vigo Nazim, Jne 5 Izmir SD Sadan, Jne 6 Zonguldak Ornskoldsvik
Normandia
Empire Splendour,
Jne 12 London
Westland Bnos Aires
Johanna, Jue 12 Sikea
Venus Alexandria
Wolanda, Jne 13

Holfzyl
Valoa Silleiro Lue 7

Ornskoldsvik
Sac 9 Jne 9 Aviles
Villagarcia AR
Monte Facho, Jne 4
VILLAGARCIA SD
Marseilles
Villagarcia Makena, Jne 11
Marseilles
Friedrich Engels
Marseilles
Wolanda, Jne 13

Vigo Silleiro Lue 7

Nicolaiefi

Jne 5 Masirah SD ALEXANDRIA SD AR Henrik Ibsen, Jne 12 Toulon

LLOYD'S LIST Fri., June 14, 1946

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Cape May
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Orson D. Munn, Jne 11
San Francisco
San Francisco
George Gershwin, Jne 9
Mobile
El Reno Victory
Honolulu LLOYD'S LIST Fri., June 14, 1946 6 Honolulu Anki Rolling Hitch Havana
Beaumont New Rochelle Victory,
Jne_11 Philadelphia AR Cedar Mountain DEMERARA C 1 10 Orson D. Munn, Jne 12 Los Angeles Grafton Park, Jne 12 AR SANDHEADS PENSACOLA TAKORADI KAHULUI Sea Centaur, Jne 12
Hilo
Highland Park, Jne 12
Trinidad Joshua Slocum, Jne 12 San Francisco LONDON ENTERED DOVER Ine 9 Lagos City of Keelung, Jne CALCUTTA SD Edwin Markham, Jne 12 Orombie, Jne 13 Empire Tigity TAKORADI Anchor Bend Bristol Diomed, Jne. 11 Durban Pundit, Jne 4
Prince Albert Park,
Jne 12 Cape Verde CALCUTTA Guantanamo Bay General John R. Brooke Southampton SD AMERICA, N.&S. rfolk Pundit, Jne 5 Madras AR Monroe Victory, Jne 11 N. AMERICA English Monarch Norfolk Gulf of Mexico **WEST INDIES** Empire Cheyne Port Arthur Crosby S. Noyes Odessa Pacific Coast **Atlantic Coast** Loppersum, Jne 11 Royal Daffodil Jne 11
Sao Thome Vito, Jne 12 Shanghai Tuticorin VANCOUVER Sao Thome
Sao Thome
Guardsman,
Jne 12 Curacao
Sapele
HAR
Shangoon
Short
Shangnan
CHITTAGONG
SD
Shangnan
Short
Shangnan
Short
Shangnan
Short
Saint Bernard Singapore
Ethiopia
Shangnan
Short
Shangnan
Shan Gulf Ports, &c Ipswich Beacon Co John D. Archbold Caripito DOVER Dannebrog (s.v.) Inswich British Guardsman, Corpus Christi AR Grand Manan II., May 22 Santa Marta Rollins Victory James River DOVER Sir Joseph Swan . Blyth Thomas Holt, Jne 12
Duala
PORT HARCOURT SD
Fort Kootenay, Jne 12
Calabar
UK
Adelphi Victory Odessa
Leaside Park, Jne 12
Shanghai
New Telde, Jne 12
Shanghai
New Trinidad
New Trinidad John H. Murphy Penshurst Hagerstown Victory
James River
Atlantic Coast Atreco Fireglow DOVER Marjory, Jne 12 Tyne Kenia (tug) Tyne Jne 13 Sir David Richard D. Lyons
Freetown
Calumet, Jne 10
Victoria (Nig)
PORT GENTIL AR
The report of the arrival of the Vingaren on Jne 8 was erroneous
POINTE NOIRE SD
Praia Morena (aux),
Apr 1 Luanda
LOBITO
AR
Singapore
SINGAPORE
SINGAPORE
SINGAPORE
SINGAPORE
AR
Cape Perpetua, Jne 11
Sainda Victory,
May 15 Jinsen
Hamlin Garland, Jne 12
Shanghai
Milford Victory
Yokohama
GRAY'S HARBOUR SD
Muncie Victory, Jne 12
Longview

COOS BAY
AR
Alcoa Puritan Demerara
Ponce De Leon Curacao
Comandante Pessoa,
Jne 11 New Orleans
Trondheim
Tondheim
To Matchless Yewcroft Pennsylvania Rio Janeiro DUNGENESS Hartlepool Westburn Whitley, Jne 12

Greenland LONDON CLEARED Suffolk Coast, Jne 12

Adaptity Jne 12 Buenos Aires Levenwood, Jne 13 Tyne Dannebrog (s.v.) Ipswich Parkwood AR Francis Wilson Baltimre Adalatie, Jun. 12 San Adalatie, Jun. 13 San Adalatie, Jun. 14 System Cotteel, Jun. 15 San Francisco Wellington Park
Demerara Empire Scaflower
South Avoit TABLE BAY AR Allantico, Jne 11 Beira Cottrell, Jne 12 St John (NB) MANILA SD St John (NB) MANILA SD St John (NB) MANILA SD SD St John (NB) MANILA SD SD Manrope Knot, Jne 11 Avoit SAN FRANCISCO AR prev Jne 12 MANILA SD Manrope Knot, Jne 11 Avoit SAN FRANCISCO AR prev Jne 12 Manrope Knot, Jne 11 Avoit School Ar Barbados AR Cottica, Jne 12 Francis Wilson B BARBADOS SD Manrope Knot, Jne 11 Avoit School Ar Barbados AR Cottica, Jne 12 SAN FRANCISCO AR BARBADOS SD Manrope Knot, Jne 11 Avoit School Ar Barbados AR Cottica, Jne 12 SAN FRANCISCO AR BARBADOS AR COTTICAL ARCHARGES AR COTTICAL ARCHARGES ARC Paramaribo
BARBADOS
Manrope Knot, Jne 11
Trinidad
ANTIGUA
ANTIGUA
ANTIGUA
ANTIGUA
ANTIGUA
ANTIGUA
ANTIGUA

SD

Calvin Victory, Jne 12
Danzig

Danzig

Danzig

Cottica, Jne 12
Baltimore
Baltimore
Baltimore
Lake Charles
Lake Charles
Cherry Valley
Lake Charles
Buenos Aires
Buenos Aires
American Banker
Bremen
Caran
Ethel (s.v.)
Yewforest Southampton SHOKERAS.

Empire Alderney,

Jne 11 Southampton The report of the arrival of the African Prince Tern, July 12 PHILADELPHIA AR Beaton Park on Jue 10 was errone- Mallard, Jue 12 Ring Knot, Jne 11

WAKAYAMA SD
Santiago, Jne 10 Balboa
YOKOSUKA SD
Verendrye, Jne 11
Singapore & Bahrein
YOKOHAMA AR
Carl G. Barth, Jne 12

Maranon, Jne 12

Maranon, Jne 12

Maranon, Jne 12

Ring Knot, Jne 11

Alden Besse New AR
Joel Chandler Harris,
Jne 12 New York
VALPARAISO AR
Randa, Jne 11 Coronel
Penco Rio Janeiro
Quintay
Maranon, Jne 12
Rapana, Jne 3
Rotterdam
Rotterdam
New York

Churubusco Port Arthur AR Petersburg, Jne 11 White River AR Ring Knot, Jne 11 Holland, May 25 Boulogne Kopperston, Jne 11 Montebello Hills Houston Angoche WAKAYAMA Marlwood Empire Scabright A. L. Kent Niantie Victory Philadelphia Colwyn Eastwood Macus Holland, May 26 Macuse Buzi, May 29 Chinde Linton Seam, Jne 12 SD Cerne Regfos 12 LA GUAIRA AR Alcoa Pegasus, Jne 12 New Orleans Haymoy New York LA GUAIRA SD Wentworth Park SD Wentworth Park SD Watterdam AR SD Wentworth Park SD Watterdam New York Churubusco Port Arthur PHILADELPHIA SD Chipana. AR Maranon, Jne 12 La Salle Seam, Jne 11
Norfolk
Bylayl
Norfolk
Norfolk
Vita
Lochee
Dundee VALPARAISO SD Punta Arenas, Jne 12 Rio Janeiro ANGOCHE May 23 Beira Dundee Orleans PHILADELPHIA SD Chipana, Jne 11 Vita ew York Charles Hull, Jne 11 M. M. Guhin Trinidad AND REUNION Broomlands Cormount Charles Hull, Jne 11
Port Sulphur
Aracaju
Rio Janeiro

The Cottonwoods tis, Jne 13 Hava Pacific Islands Quintay TALCAHUANO Quaysider, Jne 13 Rouen Brightside Berwick SD MAHE Aracaju Rio Janeiro
Phoenix Puerto la Cruz
America Sun Harbor Is
George Steers Antwerp
UK City of Sydney Montreal
New Rochelle Victory
Baltimore
Alexander Graham Bell Wentworth Park, Jne 12 Curacao SD Wallowa, Jne 10 Alcoa Voyager Cumana African Star, Jne 13 SD CORONEL ALBANY, WA AR AR Benreoch, Jne 12
Fremantle Aviles, Jne 13 Victory Philadelphia Paltimore Alexander Graham Bell edarwood Nassa, Jne 7 Valparaiso CORONEL Colonel Crom Celtic Queen Sag Harbor, Jne 12 Beira SD Durban Durban (before reported Aviles, Jne 13 B Aires e 12 Felix Grundy Port Arthur Ethelbert Nevin I Kwang Aruba Jne 12 Durban Perdita Tampico
Atrican Sun New York
AR Gulfwave, Jne 12
Part Arthur PD Mosli SD ADELAIDE CRISTOBAL POOLE S. AMERICA Fort Bourbon, Jne 11 AR President Taft, Jne 12 Empire Daffodil, Jne 1: NEW YORK Lourenco Marques Northia, Jne 12
Madura Dar-es-Salaam ADELAIDE Cape Ducato, Jne 11 Gulfpoint Port Arth Colby Victory Hay Atlantic Coast Port Arthur PORTLAND, Me AR William M. Rayburn, Jne 12 Fowey PORTLAND, Me SD PORTLAND, Me SD PORTLAND, Me SD Jne 13 (with tow) St. Augustine Victory Suez Trevelyan, Jne 13 CAPE GUARDAFUI Madras UK SD Van Honthorst, Jne 12
for Rotterdam
SOCOTRA
Ar Off
Luc 12 12 12 12 S SANTA CRUZ, AR AR 1 Stansbury Mill Hood Victory, Jne 12 Baronesa, Jne 9
BAHIA BLANCA AR PD Signality BALBOA Havre Clifford E. Ashby, Inc 11 Belvina Naples Commandant Mantelet, Jne 11 Buenos Aires Naples Curacao Montreal Haitien Sanda Cragside Missionary Ridge Curacao SOUTHEND Pd Down Naples Roybank, Jne 13 Madras Bear Paw Fort Mims

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Jne 11 Appledore BEACHY HEAD Pd W Torpoint, Jne 12 Newprt Empire Fanal Pt Talbot Adaptity Elizabeth Lysaght AVONMOUTH AR Maurice Rose, Jne 13 Eleanor Brooke, Jne 13 Cardiff BRISTOL AR Westward Ho, May 18 BRISTOL Cardiff Kildrummy SHARPNESS GLOUCESTER AR Empire Skipper, Jne 12 NEWPORT SD Barry Jade. Jne 12 CARDIFF Empire Nickleby, Jne 11 Ely Harbour Ely Harbour Bridgwater Parret Shell Mex 5 Avonmth Baronscourt, Jne 12 Belfast Crown of Denmark (aux) Kathleen & May (aux) Shetland Coast Plymth William Ashburner Avonmouth Barnsdale H. Gloucester Ben Robinson, Jne 12 Poole Loanda Poole Empire Runner Bristol Annan, Jne 12 Glasgow Jue 11 Goldfinder, Poole Severn Industry
Sharpness Empire Cricketer, Jne 11 SOUTHAMPTON Empire Greta (tug),
Jne 11 Gravesend (Colwith Force, Jne 11 Baronscourt, Jne 12.
Belfast Sanda, Jne 12 Plymouth
SOUTHAMPTON SD
Biarritz, Jne 12 Calais

Channel 18
Shell Mex 5 Avonmouth
Bridgewater
Barnsdale H. Gloucester
Garston
Garston Jne 11 Topaz Garston Channel Is Ben Robinson, Jne 13 Autocarrier, Jne 11 Newport Sea Nymph Ben Olliver Portsmouth BARRY
Caldergate Portsmouth Portsmouth Broomfield, Jne 12 Empire Alderney Dublin Portslade | Pass of Leny, Jue 11 Sir Leonard Pearch Newport London Thames Haven BARRY SD AR Empire Fabian, Rudderman, Jne 12 Soton Ialine Southampton SD Empire Laird BARRY IS Goole Empire Rancher, June 13
for Newport SD BARRY IS Pd Down Baronscourt, Jne 12 Moray Coast Fred Everard, Jne 13 PRAWLE POINT Pd E Colwith Force, Jue 12 Charles M.

PORTMADOC Sheerness Florence Cooke, Jne 11 Jne 8 CAERNARY Jne 9 Chartsman, Jne 9 Heysham Empire Snowdrop Guernsey CAERNARVON Saint Angus, Jne 10 Guernsey Chartsman, Jne SD HOLYHEAD Saint Aidan, Jne 12 Newport Slieve Bawn, Jne 12 Cardiff Hodder HOLYHEAD Slieve League, Jne 12 AR Slieve Donard EASTHAM River Fisher, Jne 12 Empire Spinel, Jne Teasel Herbert W. Walker Empire Leech Bromborough Jne 13 Hamburg ne 12 Alchymist, Jne 12 Bromborough (in tow) MANCHESTER SD Kittiwake, Jne GARSTON Slateford, Jne 12 Kyles, Jne 13 Swansea Margaret Lockington Eveleen Rows Aspen GARSTON Bamboo, Slateford LIVERPOOL Greypoint, Jne 12 Con-Lady Thomas Port Rivals Gorsefield Penmaenmwr Fer, Jne 12 Staley Bridge Appliance Pie The Lady Belle, Jne 13 J. B. Kee Dorothy Rose SD Kilkenny, Jue 13 Rosyth Cheshire Coast LIVERPOOL Oneida, Jne 12 Belfast Thames Coast Aberdeen Coast Empire Seaforth Longford Helium Carrowdore, Jne 13 Authority, Jne 13 Warrington Meath, Jne 13



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MARINE CASUALTIES

AALSUM.—Amsterdam, June 8.—During discharging operations on the Dutch steamer Aalsum, fire broke out in No. 1 hold, containing saltpetre. The flames hold, containing saltpetre. The flames spread rapidly and caused damage to the deck and completely destroyed the chart room. The fire was eventually extinguished by the local fire brigade with the assistance of several tugs.—Lioyd Anversois." (See issue of June 10.)

Antwersons.

Antwerp, June 12.—Steamer Aalsum: Cause of fire presently unknown. Extent of damage uncertain but apparently not serious. Will advise extent and approximate cost when cargo discharged and ship cleaned. Repairs will probably be executed at Amsterdam or Rotterdam.—Salvage Association.'

AGIOS SPYRIDON (aux.). — Piraeus, June 12. — Auxiliary vessel Agios Spyridon arrived at Perama on May 19, slipping commenced at 7 a.m. on May 24 and vessel was left half on slipway on night of May 24-25 when a storm caused her to slip back into sea with list and damage. Tug Zoodochos Pighi rendered assistance on Lloyd's Open Form of Salvage Agreement, signed on May 26. Vessel surveyed; estimated bottom damage £275, propeller, one blade broken, £119, ropes broken £32, total damage £426. Screw shaft still to be examined for fairness.—Lloyd's Agent per Salvage Association. (See issues of May 29 and June 13.)

ARCTIC.—Montevideo, May 3.—Honduran steamer Arctic, Villa Constitucion for Cork via Montevideo, went aground at 5 30 a.m. yesterday on a soft mud bottom about 1½ miles W. of Punta Brava Light, but refloated at 11 40 a.m. same day without assistance and entered this port. She was surveyed afloat on May 3 and no apparent damage was found. Surveyor granted certificate of seaworthiness to proceed on voyage with the recommendation that the vessel's bottom he examined at next drydocking for possible damage.

ARDENNIA. — Antwerp. June 11. — Swedish steamer Ardennia was in collision in Kruisschans Lock with tug ENERGIE and had plates indented amidships on starboard side. "Lloyd Anyersois."

BISHOPDALE. — London, June 13.—
Motor tanker Bishopdale (Abadan for Singapore) has gone aground in position lat. 02 42 N., long. 101 02 30 E. Motor tanker Gold Ranger and H.M. tug Jaunty have been ordered to proceed from Singapore to-day to assist.

12.—Tank steamer British Governor (Port Said) for Abadan, grounded during transit of Suez Canal on June 11 but refloated without assistance and arrived at Suez on June 12. Diver's examinaat but the property of the pro

CEDAR BREAKS.—Cape Town, June 13.
—American turbo-electric tanker Cedar
Breaks left here to-day. (See issue of

CHARLES J. FOLGER. -June 12.—Steamer Charles J. Folger, collision with steamer LARGS BAY in May: Three plates straighten, liferaft skids part renew, together with sundry damages; repairs deferred.—Salvage Association's Surveyors. (See issue of lime 10.)

CONDESA .- See Norma.

DAUNTLESS NO. 7.—See R.T.C. 52 (barge)

DILWARA. — London, June 12. — Moto Rangoon for W.C vessel Dilwara (Rangoon for W.C. Africa) is delayed at Alexandria owing to repairs to generator, which are expected to be completed by June 15.

EL NIL.—Port Said, June 12.—Steamer El Nil: Boiler repairs are not expected to be completed before the evening of June 13. (See issue of June 12.)

EMPIRE ADUR.—Aden, June 13.— British steamer Empire Adur left here to-day for Colombo. (See issue of June 10.)

EMPIRE LARCH .- Paris, June According to advices from Lorient, a Portuguese surveyor arrived there and surveyed the two damaged landing barges, which were left there by the tug Empire Larch. Temporary repairs were entrusted to M. Avry, of Lorient, and these are expected to be completed about June 12.—"Journal de la Marine Marchande." (See issue of May 20.)

Steamer Empire Nile: Leak exposed approximately 12 ft, below water line; apparently vertical fracture in way of No. 22 frame forward port side. Clearing cargo to expose leak on inside. Salvage vessel arrived. (See issue of

EMPIRE SWORDSMAN. — Portsmouth, June 11.—Steamer Empire Swordsman arrived here to-day. (See issue of

ENERGIE .- See Ardennia.

FERJO (aux.).—King's Lynn, June 12.— Auxiliary schooner Ferjo arrived here on June 11. (See issue of June 12.)

RITIOF (aux.). — London, June 13. — In reply to inquiry, Lloyd's Agents at Gothenburg write under date of June 11: We are advised that the motor saling vessel Fritiof, of Galto, drove ashore on a sandbank during the night of Nov. 8-9. The crew were taken ashore by the lighthouse keeper at Gunnarsholmen. When the storm abated it was found that the Fritiof had sustained no serious damage, and after FRITIOF (aux.). sustained no serious damage, and after discharging some of her cargo the vessel was refloated, reloaded her cargo and continued her voyage. (See Issue of

GAELIC STAR. — Buenos Aires, June 6.
— Survey was held on board British steamer Gaelic Star at this port on Apr. 13 to ascertain damage to boilers, stated to have developed when the vessel was ready to proceed on voyage

on that date. It was found that the bottom door joints of the starboard and centre boilers had failed and blown out. Materials were supplied from the stock of the owners' steamer Tudor Star and the bottom door joints were renewed and left in good order.

GLANOWEN. — Newcastle · upon · Tyne, June 12.—Steamer Glanowen fouled and damaged woodwork of Middle Pier, Tyne Dock, on June 7. (Note.—Glanowen left the Tyne on June 7 for Santander.)

OLDFINCH. — Rotterdam, June 12. — Motor vessel Goldfinch has put back to Rotterdam with motor damaged. GOLDFINCH. -

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

H. M. FLAGLER.—Trinidad, June 12.— Tank steamer H. M. Flagler arrived here on June 11. (See issue of June 5.)

HAKEFJORD.—Liverpool, June 13.— Swedish steamer Hakefjord reports that she was instructed to enter Limerick dock stern first on May 30. When approaching quay a strong wind caused vessel to come into contact with the wall; four blades of her propeller were damaged. A spare propeller was fitted and vessel proceeded to Liverpool. (See issues of June 1 and 12.)

INVERBANK.—Ponta Delgada, June 13.

—Motor vessel Inverbank (Falmouth for New Orleans) has arrived here for repairs to compressors.

L.C.T. 1138 (landing craft).—See Pundit L.C.T. 1291 (landing craft).—See Pundit

LARGS BAY .- See Charles J. Folger.

June 13.—French steamer Lieutenant June 13.—French steamer Lieutenant Lancelot sailed to-day for Rouen. (See issue of June 10.)

NICK STONER. — Lizard, June 12 — Steamer Nick Stoner, in tow of H.M. tug Charon, passed eastwards at 8 50 p.m. to-day and signalled that she is bound to Falmouth. (See issue of June 13.)

American steamer Nick Stoner left Fal-mouth to-day in tow of tug Salvonia, for Southernets. Southampton.

NORMA. — Malmo, June 12. — Steamer Norma, collision with motor vessel CONDESA: One shell plate renew, seven remove, fair and replace, five fair in place, two stringers out and renew, one deck plate remove, fair and replace, one fair in place, also sundry wood work. — Lloyd's Agent per Salvage Association. (See issues of Dec. 22 and 27.)

OCCIDENTAL VICTORY. — Copenhagen, June 13.—American steamer Occidental Victory has gone aground on Middel-

June 13.—Information received from the United States War Shipping Administration states that the Ameri-can steamer Occidental Victory, bound for Oslo from Helsinki, grounded off OKHLA.—London, W., June 13. Steamer Okhla, which fouled and damaged fenders when entering dock at North Shields on May 27, sustained no damage. (See issue of May 30.)

North Foreland Radio, June 11.—Steamer Empire Shelter reported a mine at 11 4 a.m., G.M.T., to-day in position 2 miles west of NF 2 buoy (lat. 51 19 24 N., long. 02 03 E.).

Burnham Radio, June 11.—Following received from steamer Louis Following Mine sighted

PAX 1.—Dover, June 13.—Motor vessel Pax I.: Engine repairs effected and certificate of seaworthiness granted. Vessel proceeded at 9 p.m. yesterday. (See issue of May 20.)

PLAZA LIBERTAD (lighter).—Rosario, Apr. 25.—The position of the lighter Plaza Libertad is unchanged. (See issue

PODOLE.—Reykjavik, June 12.—Trawler Podole: Recommendations, in conjunction with Lloyd's surveyor, with a view to seaworthy certificate: Boiler and condenser to be cleaned, repair rudder, clean bilges, repair feed pump, draw tail end shaft and change propeller, slip two days; cost 25,000 kroner. Slip available at end of month. No apparent extensive damage to hull and machinery.—Lloyd's Agent and Salvage Association's Special Officer. (See issue of June 12.)

PRESIDENT CATTIER .-- Antwerp, June PRESIDENT CATTIER.—Antwerp, June 11.—Belgian motor vessel President ('attier, from Lobito, reports that while lying moored at that port she was struck on port side by the Greek steamer STAVROS, which was manoeuvring to leave port, and had some shell plates and plates protecting the degaussing cables damaged. Vessel proceeded on voyage and on June 5 noises were heard in Nos. 2 and 4 holds, Investigation revealed that part of the cargo of copper in No. 2 'tween deck had been displaced by the rolling and had caused damage to a motor car stowed on starboard side. a motor car stowed on starboard side. In addition, a part of the general cargo in No. 4 'tween deck had shifted.— "Lloyd Anversois."

UNDIT. — Calcutta, June 5. — British steamer Pundit, outward for Madras, cargo coal and 500 drums of lubricating oil, was in collision at about 4 a.m., yesterday near Munikhali Point with yesterday near Munikhali Point with LtCT, 1291 and LtCT, 1138. Pundit put back to King George Dock with damage to 'tween deck strake abaft No. 1 forward bulkhead port side, Temporary repairs were effected and vessel sailed this morning for Madras.

R.T.C. 52 (barge).—New York, June 12.— Tank barge R.T.C. 52, grounding while in tow, surveyed on behalf of tug DAUNTLESS NO. 7: Twenty-four plates renew, floors, frames, keelson, bulkheads and longitudinals part renew, tanks steam, clean, test and make tight, together with sundry damages.—Salvage Association's Sur-

RIOGRANDE. - Buenos Aires, June 5 -Owners' account for supplying mooring ropes to steamer Riogrande in replacement of those damaged when the vessel grounded at Tampico on June 29, 1945, amounted to 4500 pesos, Argentine paper. (See issue of Oct. 13.)

S. T. KIDDOO. — New York, June 12.—
Motor tanker S. T. Kiddoo, collision
with tank barge TEXACO 325 in
August: Three plates renew, frames and
longitudinals part renew, together with
sundry damages and removals. Approximate cost \$3500. — Salvage Association's Surveyors.

SCOTTISH PRINCE.—London, June 13.

The owners of the motor vessel Scottish Prince (Shanghai and Penang for New York) have received the following message from their Colombo agents dated June 12: Pollowing received from motor vessel Scottish Prince: Sixteen miles south of Great Basses, main engine breakdown due to collapsed ball and roller races on camshaft drive chain idler sprocket; no suppression board Am sprocket; no spares on board. Am making temporary repair and will pro-ceed to Colombo for further repair.

SOYA II.—Malmo, June 11.— Motor tanker Soya II. left here on June 8 for Aruba. (See issue of May 29.)

STAVROS .- See President Cattier. TEXACO 325 (barge).-See S. T. Kiddoo.

VESTA.—Paris, June 6.—According to advices from Fecamp, the Norwegian steamer Vesta struck the south-east jetty of the Freycinet lock when entering that port and sustained damage on starboard side forward below the water line. Permanent repairs were effected.—"Journal de la Marine Marchande."

VIRGINIA. — Glasgow, June 12. — Danish steamer Virginia left here yes-terday for Alexandria. (See issues of Feb. 26 and June 13.)

WILLIAM BURSLEY.—Vasa, June 13.— Steamer William Bursley: Temporary repairs effected and certificate of sea-worthiness obtained. Vessel has sailed for loading port. (See issue of June 10.)

WILLIAM LYON PHELPS .- New York June 13. — The following wireless message has been received: Steamer William Lyon Phelps (Galveston for La Plata): S O S in position lat. 21 22 N., long. 84 25 W., broken propeller shaft.

WEATHER AND NAVIGATION

DERELICTS AND WRECKAGE

Wick, June 11.—Fishing vessel Spray, of Wick, reports passing floating half-submerged obstacle of considerable bulk, protruding about five feet out of the water, with mooring buoy attached, approximately six miles ESE, of Wick on June 11, dangerous to navigation.

Washington, D.C., May 31.-On May 19, in lat. 40 55 N., long. 62 00 W., steamer Clarence F. Peck passed a of heavy timber. On May 30, in lat, 32 00 N, long. 44 25 W, a large iron pontoon.

LIFEBOAT PASSED

Washington, D.C., May 31.— On May 29, in lat. 36 08 N., long, 41 50 W., a lifeboat. LIFERAFT REPORTED

Washington, D.C., May 31.— On May 30, in lat, 43 25 N., long, 33 12 W., steamer John Blair passed an empty

DRIFTING BUOY

Washington, D.C., May 31.— On May 30, in lat. 40 35 N., long. 47 07 W., a red conical whistle buoy.

Seaforth Radio, June 12.—Following received from steamer Radport at 2 45 p.m., G.M.T.: Passed floating mine in position lat. 53 30 30 N., long. 04 42 W., at 2 20

p.m., G.M.T. Wick Radio, June 10. - Following rewith haddo, June 10.—Following received from trawler Gregory at 8 26 p.m., G.M.T.: Observed floating mine at 7 5 p.m., G.M.T., in position lat, 63 30 N., long, 03 27 E. Mine had five horns, screw cap 12 inches in diameter on top, 20 inches

Humber Radio, June 12. — Following received from steamer Empire Rest at 11 32 a.m., G.M.T.: Passed floating mme one mile west of NF 3 buoy (lat, 51 19 24)

EASTERN CANADIAN WATERS London, June 13.—The following cable has been received from the Canadian Signal Service, Quebec, dated June 12: Some bergs visible off Amour Point and Belle Isle. Several large bergs reported on June 10 between lat. 51 45 N., long. 53 30 W., and lat. 51 00 N., long. 51 00 W.

ATLANTIC WEATHER REPORTS We have received from the Meteorological Office the following wireless reports, dated June 12, from vessels in the North Atlantic. The times given are G.M.T.:—

ATHELPRINCE.—Noon, 42 24 N., 25 36 W.; SW., gentle; cloudy; bar. 30 d 6 p.m., 42 00 N., 26 48 W.; SW. b W. light; fog in distance; bar. 30 45. BARON NAPIER.—Noon, 47 12 N., 08 06 W.; W., strong; squally; bar. 30 03. 6 p.m., 48 00 N., 07 36 W.; NNW.,

BEAVERDELL.—Noon, 50 06 N., 32 36 W.; NW., light; overest; bar. 30 15. 6 p.m., 50 18 N., 31 30 W.; SW., gentle; fog; bar. 30 12.

gentle; partly cloudy; bar. 30 09.

CELTIC MONARCH.—Noon, 17 36 W.; NNW., mod.; partly cloudy bar. 30 18. 6 p.m., 55 00 N., 19 06 W. SW., gentle; cloudy; bar. 30 21. EMPIRE MACANDREW .- 6 a.m., 55 48

FORT VILLE MARIE.—Noon, 46 06 N., 08 18 W.; NW. by W., fresh; squalls; bar. 30 18. 6 p.m., 46 42 N., 08 06 W.; NW. by N., fresh; rain showers; bar.

MANCHESTER PROGRESS.— Noon, 56 18 N., 26 48 W.; SSE., fresh gale; overcast; bar. 29 97. 6 p.m., 56 24 N., 24 42 W.; SSE., fresh gale; intermittent heavy rain; bar. 30 03.

QUEEN MARY.—6 p.m., 48 30 N., 22 48 W.; S., light; overcast; bar, 30 27. Midnight, 47 48 N., 26 54 W.; SW., light; overcast; bar, 30 06.

SAN ADOLFO.—Noon, 45 06 N., 28 06 W.; SE. by S., gentle; snow; bar. 30 36. SOUTHERN COLLINS.—Noon, 36 18 N. 07 00 W.; NNW., fresh; cloudless; bar 30 21. 6 p.m., 36 36 N., 08 18 W. WNW., fresh; cloudless; bar. 30 21

MISCELLANEOUS

THE STRIKE OF DOCKERS AT LONDONDERRY

LONDONDERRY

London, June 12.—With 70 Londonderry casual dockers on strike over a claim
for V-day (June 8) pay, four vessels
with a total of 1700 tons of coal
were lying undischarged in the harhour to-night. Two vessels arrived
to-day and another is expected tomorrow, After a deputation of the dockers
had visited Londonderry Labour Exchange to-day, the secretary of the Employers' Federation, speaking on behalf of
coal importers, said that the employers will
only negotiate with the dockers' union.
They will not negotiate with any of the
men unless and until they return to work.
The manager of an importing firm stated
that coal stocks in the city were very good.
London, June 13.—The strike of casual

London, June 13.—The strike of casual dock labourers at Londonderry spread to-day and almost 100 men are now involved A ship with a 500-tons cargo arrived this morning, but only four men came to unload her and the work had to be abandoned

THE STRIKE OF FISHERMEN AT EAST COAST PORTS

London, June 13.—At North Shields 29 Tonton, June 13.—At North Shields 29 trawlers and 290 men are now involved. The only change in the general situation is that fish porters have refused to handle the catches of Danish vessels, three of which are now in port with supplies on board.

Aberdeen trawler skippers and mates decided to-day to strike from midnight to-night in support of the trawlermen at the English fishing ports. The Aberdeen fishing fleet consists at present of about 135 trawlers with crews numbering about 1400 men. The greater part of the fleet is at sea, but no trawlers will sail after midnight, and vessels, as they return from the fishing grounds, will land their catches and lay up. It is stated that it will be about a fortnight before all the vessels would be back in port. About 30 inshore trawlers are due to-morrow. The stoppage was decided upon at a meeting of the Aberdeen Skippers' and Mates' Association this morning. this morning. There was an extension in the strike at

There was an extension in the strike at Hull to-day when about 250 engineers and firemen who have kept the vessels ready for sailing since the strike began a week ago withdrew their labour, after having given the owners the requisite 24 hours. Over 1000 men are now idle.

London, June 13.—After a meeting between a deputation of Grimsby port fishermen, trawler owners and Mr. W. H. Emerson, of the Transport and General Workers' Union, to-day, it was announced that the fishermen had agreed to call an early meeting and to recommend the resumption of work for a limited period.

THE STRIKE OF DOCKERS AT LORIENT

Paris, June 6.—According to advices rom Lorient, the strike of dock coal abourers at that port continues.—
'Journal de la Marine Marchaude."

THE STRIKE OF AMERICAN SEAMEN Washington, D.C., June 12.—The United States Government has intervened in the negotiations with the leaders of seven maritime unions threatening a nation-wide strike of 200,000 men at midnight on Friday (June 14), representatives of the United States shipowners said in Washington to-day. The shipowners said that the Labour Department and the War Shipping Administration are working out details of an offer on wages and hours which, it is believed, will be acceptable to the unions.—British United Press.

THE WAR

Granton trawler Ben Idris, while fishing in the North Sea, suffered damage from mine explosion. Vessel arrived here yesterday in tow of trawler Kingscourt.

WIRELESS REPORTS

Athelprince.- -42 00 N, 26 48 W, Jne 12, Baron Napier.—48 00 N, 07 36 W, Jne 12,

Beaverdell.-50 18 N, 31 30 W, Jne 42

Celtic Monarch. -55 00 N, 19 06 W, Jue 12, 6 p.m. Doris.—Gibraltar, Jne 11, 10 10 a.m., due Gibraltar Jne 13, a.m.

Empire Macandrew.—55 30 N, 39 30 W, Jne 12, noon Empier Rapier .- - 54 18 N. 06 36 E, Jne 12,

Empire Spearhead, 53 42 N, 08 42 E, Jne 12, 6 p.m. Ferncliff.—45 N, 32 W, Jne 5

Ferncourt.-23 43 N, 50 28 W, Jne 8. Fernmoor. -- Pd Cape Race, Jne 8, for Mediterranean

Fort Ville Marie --- 16 42 N. 08 06 W, Jne 12, 6 p.m. Henry Wilson.—Jne 12, 1 18 p.m., due Piraeus Jne 16, 10 a.m. Louis Kossuth .-- 44 27 N, 36 08 W, Jne 11.

Manchester Progress. 56 24 N, 24 42 W Ine 12, 6 p.m. Queen Mary. 17 48 N, 26 54 W, Jne 12,

Radport.--53 30 N, 04 42 W, Jne 12, 2 20

San Adolfo.-45 06 N, 28 06 W, Jne 12, noon Southern Collins.-36 36 N, 08 18 W,

Jne 12, 6 p.m.

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N., 37 30 W.; SW., light airs; overcast bar. 29 86. Noon, 55 30 N., 39 30 W. SW., fresh; partly cloudy; bar. 29 86. midnight

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LONDON CUSTOM HOUSE

ENTERED IN

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

June 13

2195 AARHUS, Da. 1035, Rasmussen, Antwerp, Tilbury Dk., (lemt. 2191 AKAROA, Br. 9448, Hartman, Dunedin, Royal Albert Dk., Shaw Savill

2205 ATHELTARN, Br. 568, Rattray, Moss, Thames Haven, Howard, Houlder & Partners.

2202 BAUTA, No. 926, Erikson, Reyk-javik, Swanscombe, Tatham, Bromage &

2207 BIAIRDEVON, Br. 2005, Futt, Clarke City, Gravesend, Tatham, Bromage & Co. 2193 BRITISH CHARACTER, Br. 4896, Jones, Abadan, Shell Haven, Frank C Strick & Co.

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2200 CANTON, Br. 9254, Stable, Bombay, Tilbury Dk., Peninsular & Oriental Steam Navigation Co.
2196 DRONNING MAUD, Da. 915, Veilin, Antwerp, Tilbury Dk., Clemt.
2201 EMPIRE SNOWDROP, Br. 115, Dames, Jersey & Guernsey, Free Trade Wf., British Channel Islands Shipping

Co.
2198 EMPIRE TAGALAM, Br. 5881,
Broughton, Philadelphia, Purfleet,
Anglo-American Oil Co.
2192 GIL EANNES, Po. 1047, Ramalheira, Lisbon, Woolwich Bys., Tatham,
Bromage & Co.

2199 ICELAND, Br. 1648, Allan, Naples,

Tilbury Dk., Currie Line

194 MARIE FLORE, Be, 266, Peelman, Ghent, Purfiect, L. Dens & Co.

2197 MOLINO DEL REY, Am. 6107, Ware, Aruba, Shell Haven, John I. Jacobs & Co.

GHENT, Alouette, Br, 92, Stranger, Regent's Canal Dk., G. S. N. Co.
GOTHENBURG, Scotia, Sw, 415, Johansson, Millwall Dk., British & Northern Shipping Agency.

HAMBURG, Redstart, Br, 230, Develin, Tilbury Dk., Clemt.

LENINGRAD, Akademik Krilov, Ru, 2639, Malygin, Coryton, L. W. Morland

& Co. ROUEN, Mons, Br. 359, Summers, Anger-stein's Wf., H. Maclaine & Co. (London). June 13

AARHUS, Alexandra, Da, 765, Dehli, Mark Brown's Wf., United Shipping Co. AMSTERDAM, Empire Seablue, Br, 293, Eastland, Fenning? Wf., British &

AMSTERDAM, Empire Seature, E., 293.
Eastland, Fennings' Wf., British &
Foreign Maritime Agencies.
ANTIGUA & TRINIDAD, Empire Gazelle,
Br. 2989, Thompson. West India Dk.,
Thos. & Jas. Harrison.
ANTWERP, Marie Flore, Be, 266, Pelman,
Purfleet, L. Dens & Co.
CALCUTTA & COLOMBO, Okhla, Br,
3161, Blake, Royal Albert Dk., Gray,
Dawes & Co.

GRANGEMOUTH, Viking, Du. 146, Tiul. Brewery Wf., International Shipbrokers.

HAMBURG, Wellandoc, Br. 449, Storey, Bellamy's Wf., R. S. Dalgliesh, Ltd. HAVRE, Kingfisher, Br. 223, Reynolds, Victoria Wf., G. S. No. Co.

HOLBAEK, Spica, Du, 117, Hoving, Beckton, Stephenson Clarke, Ltd.

LAS PALMAS, LAGOS & APAPA, Knowlton, Br. 1219, Weltow, Swanscombe Wf., Killick, Martin & Co. MALTA, Corinthian, Br. 1418, Taggart, Victoria Dk., Westcott & Laurance Line. MONTEVIDEO & BUENOS AIRES, Fort Brandon, Br. 4245, Seybold, Royal Albert Dk., Houlder Brothers & Co. NAPLES, LEGHORN & GENOA, Merk-land, Br. 631, Moat, London Dk., Currie Line.

ROTTERDAM, Sambre, Du, 225, Kuizenga, Custom House Qy., Wm. H. Muller & Co. STOCKHOLM, Empire Garston, Br, 1128, Weston, Millwall Dk., United Shipping

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

June 12
AKADEMIK KRILOV, Ru, 2639, Malygin, Leningrad, Coryton, L. W. Morland & Co. ALOUETTE, Br, 92, Stranger, Ghent, Regent's Canal Dk., G. S. N. Co.

EMPIRE DAFFODIL, Br, 111, Wilson, Amsterdam, Butler's Wf., G. S. N. Co. EMPIRE LETHE, Br, 139, Mooney, Antwerp, Surrey Commercial Dk., Wirral Shipping Co.

GASCONY, Br, 2616, Hatcher, Bermuda, Nassau & Kingston, Victoria Dk., Royal Mail Lines. MONS. Br, 359, Summers, Rouen, Anger-stein's Wf., H. Maclaine & Co. (London).

REDSTART, Br. 230, Develin, Hamburg, Tilbury Dk., Clemt.

Tilbury Dk., Clemt.
SAGA, Da, 539, Larsen, Copenhagen, Millwall Dk., United Shipping Co.
SCOTIA, Sw, 415, Johansson, Gothenburg, Millwall Dk., British & Northern Shipping Agency.
STORK, Br, 224, Carr, Antwerp, St. Katharine's Wf., G. S. N. Co.

Regent's Canal Dk., S. Instone & Co.

BERMUDA, NASSAU & KINGSTON, Gascony, Br. 2616, Hatcher, Victoria Dk., Royal Mail Lines.

COPENHAGEN, Saga, Da, 539, Larsen, Millwall Dk., United Shipping Co.

GHENT, Alouette, Br. 92, Stranger, GHENT, Alouette, Br. 92, Stranger, Colombo, Royal Albert Dk., Colombo, Colombo, Royal Albert Dk., Colombo, Colombo, Royal Albert Dk., Colombo, Colombo, Colombo, Colombo, Colombo, Royal Albert Dk., Colombo, Colomb

CLEARED IN BALLAST

Vessel, Flag, Net Tonnage, Master, For, Station, Agents or Brokers June 12

AARHUS Da, 1035, Rasmussen, Antwerp, Tilbury Dk., Clemt. DRONNING MAUD, Da, 915, Vejlin, Ant-werp, Tilbury Dk., Clemt.

June 13 EMPIRE TAGALAM, Br, 5881, Broughton, Aruba, Purfleet, Anglo-American Oil Co.

Oil Co. HEBE, Da, 413, Tramp, Odense, Willson's Wf., United Shipping Co. MOLINO DEL REY, Am, 6107, Ware, Las Piedras, Shell Haven, John I. Jacobs

& Co.
MULTNOMAH, Am, 6301, Wagner, Philadelphia, Hole Haven, Anglo-American
Oil Co.
PENCHATEAU, Fr, 538, Clement, Lorient, London Dk., Compagnie Nantaise. SUNNABRIS, Sw., 4953. Person, Baytown

SHIPS IN PORT

LONDON---IN DOCK

Pessel Tons Gross Station Dock Brokers
AARHUS, 1843, 10 Shed, Tilbury, Clemt
AKAROA, 15,130, 5 Shed, King George V.,
Shaw Savill & Albion Co.
ALQUETTE, 276, D Qy., Regent's Canal, AKAROA. 15.130. 5 Shed. King George V. Shaw Savill & Albion Co.
ALOUETTE, 276, D Qy. Regent's Canal, G. S. N. Co.
ARY, 642, H Shed, South West India, G. A. Tom & Co.
ATLANTIC COAST, 890, W. Dk., Idn. Dk., Coast Lines
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.
BEREA VICTORY, 7607, Transit Shed E., Surrey Commercial, Birt, Potter & Hughes
BIBURY (ex Empire Ballad). 6700, 20 Shed.
Royal Albert, Houlder Bros. & Co.
BLISWORTH, 738, Union Dry Dk., Grand
Union (Shipping)
BRISBANE STAR, 12,791, 15 Shed, Royal
Albert, Blue Star Line
BRITANNIA, 4216, G Whse., Millwall, British
& Northern Shipping Agency
C.C.N.Y. VICTORY, 7604, Vernon's Mills, Victoria, Birt, Potter & Hughes
CAMBRIAN COAST, 763, W. Dk., Ldn. Dk.,
Coast Lines
CANTON, 15,784, 32 Shed. Tilbury, P. &
O. S. N. Co.
CARTHAGE, 14,182, 31 Shed, Victoria, P. &
O. S. N. Co.
CEFN-Y-BRYN, 5164, Dry Dk., Millwall,
Capper, Alexander & Co.
CELTIC STAR, 7046, 11 Shed, Royal Albert,
Blue Star Line
CHURRUCA, 1847, W. Dk., Ldn. Dk., MacAndrews & Co.
CID, 1847, G Shed, South-West India, MacAndrews & Co.
CID, 1847, G Shed, South-West India, MacAndrews & Co.
CID, 1847, G Shed, South-West India, MacAndrews & Co.
CID, 1847, To Shed, South-West India, MacAndrews & Co.
CID, 1847, To Shed, South-West India, MacAndrews & Co.
CID, 1847, G Shed, South-West India, MacAndrews & Co.
CID, 1847, G Shed, South-West India, MacAndrews & Co.
CID, 1847, G Shed, South-West India, MacAndrews & Co.
CID, 1847, G Shed, South-West India, MacAndrews & Co.
CID, 1847, G Shed, South-West India, MacAndrews & Co.
CID, 1847, G Shed, South-West India, MacAndrews & Co.
CID, 1847, G Shed, South-West India, MacAndrews & Co.
CID, 1847, G Shed, South-West India, West Hartlepool, S. N. Co.
CORNCRAKE, 660, W. Dk., Ldn. Dk., G. S. N.
CO.
CORNCRAKE, 660, W. Dk., Ldn. Dk., G. S. N.
CO.
CORNCRAKE, 660, W. Dk., Ldn. Dk., G. S. N.
CO. 2194 MARIE FLORE, Be, 266, Peelman, Ghent, Purfeet, L. Dens & Co.
2197 MOLINO DEL REY, Am. 6107, Ware, Aruba, Shell Haven, John I. Jacobs & Co.
2190 MULTNOMAH, Am. 6301, Wagner, Philadelphia, Hole Haven, Ando-American Oil Co.
2190 MULTNOMAH, Am. 6301, Wagner, Philadelphia, Hole Haven, Ando-American Oil Co.
2203 NIVERNAIS, Fr. 184, Ruminy, Paris, Colonial Wi, G. T. Symons & Co.
2190 FLOVER, Br. 196, Kelly, Amsterdam, St. Katharine's Wf., G. S. N. Co.
2189 SUPREMITY, Br. 1090, Wilson, Risor, Ridham Dis., Edward Lloyd, 2206 TROMPENBURGH, Du. 176, Winter, Rotterdam, Custom House Qv., London Rotterdam Maritime Agency.

ENTERED OUT
For, Vessel, Flag, Tonnage, Master, Station, Agents or Brokers
June 12

AMSTERDAM, Empire Daffodil, Br. 111, Wilson, Butler's Wf., G. S. N. Co.
ANTWERP, Empire Lethe, Br. 139, Mooney, Surray Commercial Dis., Wirtal Shipping Co.
ANTWERP, Empire Lethe, Br. 239, Mark Brokon, Risor, Rights & Co.
ANTWERP, Empire Lethe, Br. 239, Mark Brokon, Risor, Rights & Co.
ANTWERP, Empire Lethe, Br. 240, Killick Martin & Co.
ANTWERP, Themston, Br. 224, Carr, St. Katharine's Wf., G. S. N. Co.
ANTWERP, Themston, Br. 224, Carr, St. Katharine's Wf., G. S. N. Co.
ANTWERP, Themston, Br. 224, Carr, St. Katharine's Wf., G. S. N. Co.
ANTWERP, Themston, Br. 224, Carr, St. Katharine's Wf., G. S. N. Co.
ANTWERP, Themston, Br. 226, Longmead, Regent's Canal Dk., Grand Union (Shipping).
ANTWERP, Themston, Br. 228, Hewetson, Antwerp, Regent's Canal Dk., Grand Dk., Currie Line, Collabor, Royal Albert Dk., Currie Line, Collabor, Royal Albert

EMPIRE VOICE, 6828, 8 Shed, King George
V. Port Line
ERINGTON COURT, 4954, Brunswick Yd.
Sheds Surrey Commercial, Turner, Brightman & Co.
ESPARTA, 7074, 5 Shed, Royal Albert, Birt,
Potter & Hughes
ESPERANCE BAY, 14,204, 11 Shed, King
George V., Shaw Savill & Albion Co.
EXPLORER, 6225, C Shed, Import Dk., West
India, Union-Castle Mail S.S. Co.
FAIRMONT VICTORY, 7607. Empire Mils.
Victoria, Birt, Potter & Hughes
FENDRIS, 1018, W. Dk., Ldn. Dk., Coverley,
Westray, Walbaum & Tosetti
FINLAND, 1333, W. Dk., Ldn. Dk., Currie
Line
Line

Dawes & Co.
ACOSTA, 6165, B Qy., Victoria, Runciman
(London)
WAIRANGI, 13,478, 14 Shed, Royal Albert.
Shaw Savill & Albion Co.
WOODLARK, 1501, 19 Shed, Tilbury, G. S. N.
YAMASKA PARK, 7151, 3 Shed, Victoria.
Royal Mail Lines
ROYAL Mail Lines
ROYAL Mail Lines
Cial, C. Gee & Co.

LONDON IN THE RIVER

FINLAND, 1333, W. Dk., Ldn. Dk., Currie
Line
Line
Line

Vessel

Station

Broker

FIREBEAM, 1554. E. Jty.. Regent's Canal. Cokemart. Ltd. FORT HUDSONS HOPE, 7129, N. Atl. Impt. Shed, Surrey Commercial, Sir R. Ropner FORT ST. JAMES, 7128, 26 Shed, Royal Albert, Gray, Dawes & Co. FREY 1171, Albion Dk. Bys., Surrey Commer-cial. British & Northern Shipping Agency. GAELIC STAR, 5596, A Shed, Victoria, Blue June 13
RE TAGALAM, Br, 5881, Brough-Aruba, Purfleet, Anglo-American To.
Da, 413, Tramp, Odense, Willson's United Shipping Co.
O DEL REY, Am, 6107, Ware, Piedras, Shell Haven, John I. Jacobs (GRANDE & Chant S7), 401, H Shed, West India, Turner, Brightman & Co.
GRANDE & GRANDE & GRANDE & Co.
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GRANDE & Co.
GRANDE & G.
GRAND GASCONY, 4716, C Qy., Victoria, Royal Mail

HIGHLAND MONARCH, 14,139, 3 Shed, King George V., Royal Mail Lines ICELAND, 2899, 5 Shed, Tilbury, Currie Line J. H. HUNTER (sludge vessel), 1500, Green's Dry No. 2. JAMAICA PRODUCER, 5464, A Shed, West India, Kaye, Son & Co. JOHILLA, 4042, E Shed, West India, T. & J. JOHILLA, 4042, E Shed, West India, T. & J. Harrison
KENTISH HOY, 142, Empire Mills, Victoria KING HAL (trlr), 438, Thames Ironworks Dry No. 1, Ocean Salvage & Towage Co.
KING LEAR, 309, S. Lay-bye, Surrey Commercial, Ocean Salvage & Towage Co.
KINGFISHER, 493, W. Dk., "Idn. Dk., G. S. N. Co.
KISHENEVE, 2883, Albion Yd., Surrey Commercial, L. W. Morland & Co.
KRONPRINSEN, 7073, Brunswick Bys., Surrey Commercial, H. Clarkson & Co.
LAGARTO, 5072, Co-operative Mills, Victoria, Royal Mail Lines
LARGS BAY, 14,182, W. Dry Dk., Royal Albert, Shaw Savill & Albion Co.
LIEGE, Norway Floating Dry
MAUNGANUI, 7527, 34 Shed, Tilbury, P. & O. S. N. Co.

MERKLAND, 1375, 7 Shed, Tilbury, Currie 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., Ldn. Dk., Coast
Lines Lines
OCEAN COURIER, 7178, 21 Shed, Royal
Albert, Cayzer, Irvine & Co.
OCEAN STRENGTH, 7173, N. Atl. Impt. Shed.
Surrey Commercial, Royal Mail Lines
OCEAN WAYFAREE, 7178, B Shed, West
India, Thompson Steamshipping Co.
OKHLA, 5697, 7 & 9 Sheds, Royal Albert, Gray.
Dawes & Co.

OKHIA, 5697, 7 & 9 Sheds, Royal Albert, Gray.
Dawes & Co.
OTTERHOUND, 860, G Whse., Millwall.
Harris & Dixon
PACIFIC ENTERPRISE, 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., Tilbury, MacAndrews
& Co. (Clemt)
PANDO (ex Chant 62), 401. H Shed. West
India, Turner. Brightman & Co.
PETREL, 921, W. Dk., Ldn. Dk., G. S. N.
Co. PORT HUON, 8432, 1 Shed, King George V. PORT HUON, 8432, 1 Shed, King George V., Port Line
R. NEY MCNEELY. 7198, 23 Shed, Royal Albert. W. H. Muller & Co.
RANCHER, 5882, N Shed, South-West India, T. & J. Harrison
RANCHI, 16,738, 4 Shed, King George V., P. & O. S. N. Co.
RICHMOND CASTLE, 7971, 7 Shed, King George V., Union-Castle Mail S.S. Co.
RIMUTAKA, 16,576, 33 Shed, Royal Albert, J. B. Westray & Co.
ROSLIN CASTLE, 7016, D Qy., Victoria, J. B. Westray & Co.

Vessel Station Broken ACCLIVITY, Everard's Jty., Greenhithe, F. T hotham & Sons ARY LENSEN, Chalk Jty., W. Thurrock, G. T.

BRITISH CHARACTER, on Shell Baven, F. C. Strick & Co. CAMBRIAN COAST, St. Clement's Reach, Coast Lines CARRICK COAST, Tate's Wf., Silvertown, Coast Lines CHANT 68, alongside Nelson Dry Dk., Rother-hithe hithe CHARLES PARSONS, Lower Tr., Deptford, Stephenson Clarke, Ltd. CITY OF LONDON, for Ldn. Dk., Brussels S.S. Co.
COLDSTREAM, Power Station, Barking, W.
France Fenwick & Co.
CORBRIDGE, S.S.O.C.A. Jty., Purfleet, W. CORCHESTER, Galleons Tr., Beckton, W. CORGLEN, Power Station, Barking, W. Cory COTEAUDOC. Lower Tr., Erith, W. Cory & Son (RAGSIDE, Tyne-Tees Steam Shipping Co. (ROMBIE, S. S. O. C. A. Jty., Purfieet, Dun-dee, Perth & London Shipping Co. DAGENHAM, off Purfleet, J. Hudson & Co. DINA, Tuff's Wf., Woolwich, International DRAKE, Butler's Wf., Horselydown, G. S. N.

CO.
DUKE OF ROTHESAY
DURHAMBROOK, St. Clement's Reach
EMPIRE CHEYNE, Kent Portland Cement
Works, Stone, Temple Thomson & Clark
EMPIRE CONCAVE, off Cotton's Wf.
Bermondsey, Clyde Shipping Co.
EMPIRE FABLE, Prince's Tr., Rotherhithe
EMPIRE FALCON
EMPIRE FALCON
EMPIRE FALCON
EMPIRE FANE, Prince's Tr., Rotherhithe,
G. S. N. Co.

EMPIRE FANE, Prince's Tr., Rothernthe,
G. S. N. Co.
EMPIRE FARNHAM, Ordnance Wf., E.
Greenwich, S. Cater & Co.
EMPIRE GRETA (tug)
EMPIRE JULIA (tug)
EMPIRE LETHE, Bellamy's Wf., Rotherhithe
EMPIRE MARKSMAN, Tunnel Portland
Cement Works, W. Thurrock
EMPIRE NEWT, Plaster Board Wf., Greenhithe, F. T. Everard & Sons
EMPIRE SEABLUE, Fennings' Wf., Bermondsey, British & Foreign Maritime
Agencies

Agencies

EMPIRE SEAPORT, Cargo Jty., Tilbury

EMPIRE SNOWDROP, Free Trade Wf., Ratcliff, British Channel Islands Shipping Co.

EMPIRE SPINNEY, Stowage Wf., Deptford

EMPIRE SPORTSMAN, Co-operative Wf.,

Gravesend, London & Rochester Trading

Gravesend, London & Rochester Trading Co.

Co.'s Jty., Purfleet, Anglo-American Oil Co.'s Jty., Purfleet, Anglo-American Oil Co. EMPIRE TIGITY. Plaster Board Wf., Greenhithe. F. T. Everard & Sons EMPIRE TRENT. Ford's Jty., Dagenham, W. H. Muller & Co.

EMPIRE TRENT. Ford's Jty., Dagenham, W. H. Muller & Co.

EMPIRE VAUXHALL. Bevan's Wf., Northfleet. Temple Thomson & Clark EMPIRE WINNIE (tug)

ERNA (tug)

FENJA, Loam Jty., Erith

FINA, Kent Portland Cement Works, Stone, T. P. Rose Richards (London)

FIREBEAM, Cokemart, Ltd.

FIRESIDE, No. 1 Jty., Beckton, Cokemart.

Ltd.
FULHAM VI., Stephenson Clarke, Ltd.
GERCO, Cohen's Wf., Bow Creek, C. Row-J. B. Westray & Co.
ROSLIN CASTLE, 7016, D Qy., Victoria, J. B.
Westray & Co.
SAKARA, 2743, H. Shed, West India, G. S. N.
SAMAKRON, 7219, F Qy., Victoria, Royal
Mail Lines
SAMHOLT, 7219, D. Shed, West India, Westcott & Laurance Line
SAMSOARING, 7210, 6 Shed, King George V.
P. & O. S. N. Co.
SHAHRISTAN, 7309, L. Shed, South-West
India, F. C. Strick & Co.
SONTAY, 8917, 4 Shed, Royal Albert, UnionCastle Mail Steamship Co.
STANREALM, 7062, Transit Shed W., Surrey
Commercial, Furness, Withy & Co.
STORK, 493, D Qy., Regent's Canal, C.S.N. Co.
THEMISTOCLES, 11,231, 10 Shed, King George
V. Shaw Savill & Albion Co.
THEMISTOCLES, 11,231, 10 Shed, King George
V. Shaw Savill & Albion Co.
TONGARIRO, 8720, 29 Shed, Royal Albert
J. B. Westray & Co.
UMTALL, 8135, E Qy., Victoria, Union-Castle
Mail S. S. Co.
URLANA, 6634, 16 Shed, Royal Albert, Gray,
Dawes & Co.
WACOSTA, 6165, B Qy., Victoria, Runciman
WAIRANGI, 13,478, 14 Shed, Royal Albert.

Ltd.
KENTWOOD
KING'S CROSS (tug)
KNOWLTON. White's Wf., Swanscombe,
Killick, Martin & Co.
LAKE GEORGE, Anglo-American Oil Co.
LEVENWOOD, White's Wf., Swanscombe,
Temple Thomson & Clark
MANTOLA, for Royal Albert Dk., Gray,
Dawes & Co.
MARGRETHE, Mark Brown's Wf., Bermondsey, United Shipping Co. MARIE FLORE, S.S.O.C.A. Jty., Purfleet L

ACCLIVITY, Everard's Jty., Greenhithe, F. T.
Everard & Sons
ACTIVITY: Everard's Wf., Greenhithe, F. T.
Everard & Sons
ALEXANDRA. Mark Brown's Wf., Ber
mondsey, United Shipping Co.
ALGEIBA, Wouldham's Wf., Grays, C. Rowbotham & Sons

ALEXANDRA. Mark Brown's Local Co.
ALGEIBA, Wouldham's Wf., Grays, C. Rowbotham & Sons

ALEXANDRA. Mark Brown's Local Co.
ALGEIBA, Wouldham's Wf., Grays, C. Rowbotham & Sons

ALEXANDRA. Mark Brown's Local Co.
ALGEIBA, Wouldham's Wf., Grays, C. Rowbotham & Sons

ALEXANDRA. Mark Brown's Local Co.
ALGEIBA, Wouldham's Wf., Grays, C. Rowbotham & Sons

STARLING, Stowage Wf., Deptford Creek STONEGATE, Swanscombe Tr.

STORK, Victoria Wr., Limehouse, C. S. N. Co. SURREYBROOK, Deptford Creek Tr.
THEMSTON, anchored Gravesend Reach, S. Instone & Co.
THRIANTHA, Victoria Wf., Deptford TROMPENBURGH. Custom House Qy, London-Rotterdam Maritime Agency UTRISH, I. W. Morland & Co.
VIKING, Brewery Wf., Deptford Creek, Internationa Schipbrokers
WARREN CHASE, Lower Tr., W. Woolwich, Challis, Stern & Co. YEWFOREST, Alpha Jty., Cliffe

MERSEY—IN PORT

Docks are at Liverpool unless otherwise shown † indicates Birkenhead Tunacates Birkenneau

Vessel Tons Gross Dk. or Wf. Broker

ALCA, 3712, King's 1, Yeoward Bros.

ALGOL, 1566, Morpeth, Monroe Bros.

AMY SUMMERFIELD, 407, Canning Dry 2.

W 4 Sovers W. A. Savage ANTENOR, 11,174, Bidston,† A. Holt & Co. ANTRIM COAST, 646, Bromborough, Coast APPLIANCE, 200, Prince's Half-tide, W. A. Savage ARDENZA, 933, Toxteth, Moss Hutchison Line ASCANIA, 14,013, Huskisson 1, Cunard White Star
ASSURANCE, E. Float,†
ASSURANCE, E. Float,†
ASSURANCE, E. Float,†
ATHELREGENT, 8881, Cammell Laird &
Co.'s Wet Bsn.,† Athel Line
ATLANTIAN, 6549, Hornby, T. & J. Harrison
AUSTRALIND, 7214, Sandon, J. Dowie & Co.
AVON COAST, 1036, Bramley-Moore, Coast

AYRSHIRE COAST, 773, Trafalgar, Coast BEACONSTREET, 7467, Bidston,† Furness, BEN.MY-CHREE, 2586, Cammell Laird & Co.'s
Dry 4,† T. Orford & Son
BENRINNES, 6638, Vittoria,† A. Holt & Co.
BONIFACE, 4928, Langton, Booth S.S. Co.
BOTHNIA, 2407, Wellington, Cunard S.S. Co.
BRITANNIC, 26,943, Gladstone, Cunard White-Star Star BRITISH COAST, 889, Nelson, Coast Lines BUTESHIRE, 6590, Hornby, Cayzer Irvine &

Co.

CAPE DOUGLAS. 7156, Bidston,† Anchor Line
CAPELIA, 1865, for Manchester
CARITA. 87, W. Float,† T. Phelan & Co.
CASTALIA, 6601, Gladstone 1, Anchor Line
CASTLE COMBE. 454, Cohurg, H. Tyrer, & Co.
CHESHIRE COAST, 1122, Lpool, Coast Lines
CITY OF EXETER, 9654, W. Float,† Hall
Line Line
CITY OF HEREFORD, 5101, Alexandra,
Moss Hutchison Line
CITY OF LEICESTER, 3351, Canada 1, Ellerman Lines CITY OF LYONS, 7063, W. Float, t Hall CITY OF WORCESTER, 5469, Canada 2, Hall CLAN MACDOUGALL, 9725, Vittoria Wf., † Cayzer, Irvine & Co. CLAN URQUHART, 9736, Vittoria, † Cayzer OLLEGIAN, 7886, E. Float, † T. & J. Harri COLON, 1803, Langton Branch, MacAndrews

COMEDIAN, 5122, Brunswick, T. & J. Harri-SON (ONISTER, 411, Queen's, T. Orford & Son CORINTHIC, 15,000, Cammell Laird & Co.'s Wet Bsn..+ Gracie Beazley & Co. CORNEL, 353, Gladstone 1, H. Tyrer & Co. CROMARTY, 4974, Huskisson 3, Toft & Co. CUSTODIAN, 5881, Canada 1, T. & J. Harri-DALEGARTH FORCE, 825, Gladstone 1, W. S. Kennaugh & Co. DEFENDER, 8258, Langton, T. & J. Harrison DELANE, 6054, Alexandra 3, Lamport & Holt Line
DESTRIAN (ex Destro), 3553, Alexndra 1.
Ellerman & Papayanni Lines
DOROTHY ROSE, 1600, for Ellesmere Port
DURANGO, 6986, Gladstone 2, Gracie, Beazley

& Co. DURENDA, 7241, Sandon, J. Dowie & Co. DURHAM COAST, 783, Trafalgar, Coast Lines ELDORITA, 201, Morpeth Branch, † T. Phelan & Co.
ELIDIR, 398, Brocklebank Branch, J. S. Jones
ULSTER DUKE, 507, Prince's, Coast Lines
EMPIRE BEAUTY, 7297, Canada 2, Cayzer, Irvine & Co.
EMPIRE CONDERTON, 1558, Alexandra 1,
Sivewright, Bacon & Co.
EMPIRE CONDICOTE, 1000, Prince's, Coast

MARIE FLORE, S.S.O.C.A. Jty., Purfleet L. Dens & Co.

MISTLEY, Thames Wf., Canning Town MOLINO DEL REY, Upper Jty., Shell Haven, J. I. Jacobs & Co.

MONS, Angerstein's Wf., Charlton, H. Maclaine & Co. (London)

MULTNOMAH, Coastal Oil Whyes, Canvey, Anglo-American Oil Co.

NIVERNAIS, Colonial Wf., Wapping, G. T. Symons & Co.

NORDIA, Erith Oil Works, Moxon, Salt & Co.

NORDIA, Erith Oil Works, Moxon, Salt & Co.

NORDIC QUEEN, Deptford Wf.

ORION, Bowater's Wf., Northfleet, J. Carlbom

MULT, Coastal Co.

MORDIA, Erith Oil Works, Moxon, Salt & Co.

NORDIC QUEEN, Deptford Wf.

ORION, Bowater's Wf., Northfleet, J. Carlbom

Coker & Co.

MULT, Coastal Co.

M EMPIRE MACDERMOTT, 7952, Alexandra 3. J. Dowie & Co.
EMPIRE MACKENDRICK, 7933, Alexandra 2,
H. Tyrer & Co.
EMPIRE MARINER, 4957, Langton, Sivewright, Bacon & Co.
EMPIRE MARY (tug), Morpeth,† T. Phelan

EMPIRE PLOVER, 6109, Langton Dry 1, T. & SAMBRE. Custom House Qy., W. H. Muller & Co.

SAMEARN, anchored Gravesend Reach. Iloulder Bros. & Co.

SAMWHARFE. United Shipping Co.

SAN ANDRES. Cargo Jty., Tilbury. A. Howden & Co.

SANDA, anchored Gravesend Reach. Clyde Shipping Co.

SANNANBRIS. Off Shell Haven, Howard Houlder & Partners

SIMLA (tug)

SIR ALEXANDER KENNEDY

SPEEDFAST, Galleons Tr., Beckton, Harrisons (London)

SPICA, No. 2 Jty., Beckton, Stephenson Clarke, Ltd.

STARLING, Stowage Wf., Deptford Creek

(Continued on page 9)

C 14

BRIGHTLINGSEA Empire Anglesey, Jne 11 Sheerness

WHITEHAVEN SD ARDROSSAN Greenisland, Jne 11 Carriele Manxsons Killergus

C 5

SD Kylecroft, Jne 11 Lpool Nugget ('ork Silverthorn Waterford

Movallon Empire Albany Milford Haven Broom

orteen, Jne 12 Belfast BELFAST Opaghmen Belfast Annan L Donaghmore Comber Larne Carrickmore Lairdsdale, Jne 13

MARYPORT AR Calengorm Dublin Citrine Irvine Liverpool
St. Barchan Irvine Lock Liverpool
AR

Donaghmore Comber Blacksod, Jue 11

Kyle Rhea Tynan Belfast Larchfield

Ardrossan
Empire Albany Coleraine
IRVINE SD Saint Barchan, Jne 11
Cairngorm Ardrossan
ARDROSSAN ARD San Dario, Jue 12 Lpool
Empire Lad Bowling
Esso Dakotah, Jne 13
Esso Dakotah, Jne 13
Ardrossan
Adherance Carrickfergus

Portavogie Cardiff Glasgow Palm Workington Mathors Glasgow Palm Workington Glasgow Palm Workington Kirkwood London Camber Mirkwood London Cam

St. Barchan Irvine

MARYPORT SD Jaak, Jne 13

Islesman, Jne 11

Third Waterford Prase, Jne 12 Dublin Opepe Dublin Glenbride

SILLOTH AR SILLOTH

SILLOTH

SD Larne Jaak, Jne 13

AR Ellesmere Port Innishtratul Glasgow Clydebrae Whitehaven Garston Garston Garston Garston Dublin LARNE

SILLOTH

SD Lairdsrose, Jne 12

Clagsman, Jne 12 Ayr Glencullen, Jne 11

Ardrossan Holyhead Kerry, Jne 12 Glasgow Glasgow Garston Garston Dublin Glensbride

SILLOTH

SD Lairdsrose, Jne 12

Clairdsrose, Jne 12

Clairdsrose, Jne 12

Empire Conleith

LERWICK AR

Naviedale, Jne 12

Majorca Haw Majorca

STABB'S HEAD

Slieve Bawn Holyhead

SILLOTH

SD Lairdsrose, Jne 12

Clairdsrose, Jne 12

Empire Conleith

LERWICK AR

Naviedale, Jne 12

Majorca Haw Glasgow Garston Garston Dublin LARNE

Spray, Jne 11

Majorca Haw Majorca

STABB'S HEAD

Glamis (pres), Jne 12

ABERDEEN AR

Majorca

Stiverthorn Waterlord Spirality, Jne 12 Carrickmore Ayr Carric

TH, Viking, Du, 146, Time, International Shipbrokers. Partners.

C6

C7

C8

C9

Castern Coast Aberdeen Ossian London Apricity, June 13
Lairdstafe, June 12 Lyness
Killyleagh
T AR
Jne 12
Liverpool

Innishtrahull Glasgow
AR Clydebrae Whitehaven
Ayr Aspen Garston
Ayr Eveleen Garston
Ayr Beveleen Garston
Ayr Glencullen, Jne 11
SD

1 Ardrossan
AR Kerry, Jne 12 Glasgow
Ardrossan
Ardrossan
Ayr Slieve Bawn Holyhead
Ardrossan
Ayr Sainr Mungo

2 Holder Ayr Ayr Slieve Bawn Holyhead
Ardrossan
Ayr Sainr Mungo

2 Holder Ayr Sainr Mungo

2 Holder Ayr Ayr Sainr Mungo

2 Holder Ayr Ayr Sainr Mungo

3 Holder Ayr Sainr Mungo

4 Holyhead
Ardrossan Slieve Bawn Holyhead
Ardrossan Sainr Mungo

4 Holyhead
Ardrossan Silore
Ayr Sainr Mungo

5 Holder St. Agravald Empire Factor
Ayr Sainr Mungo

6 Holyhead
Ardrossan Manchester

Ardrossan Silore

6 Holyhead
Ardrossan Silore
Ardrossan Silore
Ardrossan Silore

6 Holyhead
Ardrossan Sainr Mungo

6 Holyhead
Garston
Ayr Sainr Mungo

6 Holyhead
Garston
Ayr Sainr Mungo

6 Holyhead
Garston
Ayr Sainr Mungo

7 Holder Holyhead
Ardrossan Silore
Ardrossan Sainr Mungo

6 Holyhead
Garston
Brexilect, Jne 12 London
Hamburg
Rockley London
Hamburg
Geon Rotterdam
Koolga
Aberdeen
Koolga
Aberdeen
Koolga
Aberdeen
Koelworth
St. Abbs Head Ipswich
William Cash Jne 12
London
Veronica Tennant
Drogheda
Lerwick
St. Magnus
The Viceroy
London
Veronica Tennant
Drogheda
Lerwick
Spray
Lerwick
St. Magnus
Molder
Holder
Morphal
Harttlepool
AR
Holder
Holder
Holder
Holder
Holder
Holyhead
Careaste, Jue 12
Hold
Hamburg
Morphal
Harttlepool
AR
Houdda
Hurburg
Morphal
Harttlepo

de 12
Ardrossan
Marybort
Ardrossan
Manchester
Asyr
Glasgow
Garston
Ashfield
Garston
Garston
Asyr
Cardiff
Asyr
Cardiff
Cardiff
Asyr
Cardiff
Glasgow
Workinston
Ardrossan
Swansea
Workinston
Ardrossan
Swansea
Wumbles
Warrenfield
Clova
Artrossan
Swansea
Werer
Garston
Aspr
Cardiff
Cardiff
Asyr
Cardiff
Gasgow
Workinston
Artrossan
Swansea
Wurder
Warrenfield
Clova
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As Empire Seaflower,
Jue 11 London
Bedale H., Jue 12 Goole
GRIMSBY SD
Lais, Jue 11 London
Lais, Jue 11 London
Jane 11 London
Jane 12 Goole
Cambria (s.v.), Jue 13
Northdown (s.v.)
Beatrice Maud (s.v.)

C 13

GT YARMOUTH RDS

Empire Fairway, Jne 12 Dron Kentbrook

Empire Facet
Summity
Corbridge
Trentwood
Wandle
Windsor Queen

CUXHAVEN Ine 12 Empire Sheila (tug) BREMEN AR Holmside, Jne 10 Lpool YMUIDEN SD Plover, Jue 12 London HOOK OF HOLLAND St. Andrew. Jne 12 Harwich Empire Wandsbeck Harwich

HOOK OF HOLLAND Vienna, Jne 11 Harwich Manxman Harwich Prague Harwich ROTTERDAM AR Marsworth, Jne 10 London Sheringham, Jne 11
Harwich
Imber, Jne 11 Liverpool
Goldfinch, abt Jne 12
(put back)
ANTWERP SD Falcon, Jne 12 London Alt Goole City of Dublin Dublin

GHENT West Coaster, Jne 11 London via Sas van Ghent GRIMSBY SD Lais, Jne 11 London Empire Mayrover Belfast KING'S LYNN AR Assurity, Jne 12 Harwich Summity, Jne 13 Ipswich Spannity Span

Summity, Jne 13
Ipswich
KING'S LYNN SD
Olna Firth, Jne 12
Jersey

Jersey

HARWICH AR
Prague, Jne 12
Prague, Jne 12
Prague, Jne 12
Prague Jill, Jne 13

Manchester

London
Manchester

Manchester

Shelbrit, 2, Jue 13
Salt End
WELLS
Cabby (aux), Jue 12
London

HARWICH
AR
Prague, Jue 12
Hook of Holland
Hook of Holland
Vienna Hook of Holland
Chant 56

Sheerness

Helmond

Granville

MERSEY IN PORT-Cont. from p. 8

FORT CHARNISAY, 7133, Langton, Lamport & Holt Line FORT CHURCHILL, 7129, Bidston, † Anchor Line
FORT FORK, 7134, E. Float,† A. Coker & Co.
FORT MCMURRAY, 7133, W. Float,† A.
Coker & Co.
FORT PIC, 7150, Brocklebank Branch, Canada
Steamship Lines
FRANCONIA, 20,175, Gladstone, Cunard White
Star GLAMORGAN COAST, 879, Trafalgar, Coast CROSSGAR, 661, Shed 2. Dk. 9, Coast Lines
Hatch & Co.
GORSIFIELD, 628, Carriers', W. A. Savage
GOTHIC STAR, 7356, Vittoria Wf.,† Lamport
& Holt Line
GOVERNOR, 5671, Grayson, Rollo & Clover's
Dry 3.† T. & J. Harrison
GREYPOINT. 1128, Prince's, British & Irish
S. P. Co.
HAKEFJORD, 1101, Queen's, Limerick S.S.
HARTBRIDGE, 5080; W. Float,† R. & D.
HARTBRIDGE, 5080; W. Float,† R. & D.
HALLAS 2081, Dry Dk. 2, H. Watson & Co.
FILLAS 2081, Dry Dk. 2, H. Watson & Co.
FILLAS 2081, Dry Dk. 2, H. Watson & Co.
FILLAS 2081, Dry Dk. 2, H. Watson & Co.
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FILLAS 2081, Dry Dk. 2, H. Watson & Co.
FILLAS 2081, Dry Dk. 2, H. Watson & Co.
FILLAS 2081, Dry Dk. 2, H. Watson & Co.
FILLAS 2081, Dry Dk. 2, H. Watson & Co. HARTBRIDGE, 5080, W. Float, † R. & D. Jones
HAWARDEN BRIDGE, 297, Alexandra, J. S. Jones
HILARY, 7403, Cammell Laird & Co.'s Dry 6,
Booth S.S. Co.

HARTBRIDGE & Co. HENRIETTE, 262, Runcorn, G. Millington HERMA GORTHON, 1827. Bowater's Wf. Ellesmere Port, H. Tyrer & Co. HINDSHOLM, 1512, Shed 9, Dk. 8, A. Knudsen HARTBRIDGE, 5080, W. Float, + R. & D. 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.

LUCERNA, 6556, Dry Dk. Jetties, H. Watson

LUCERNA, 6556, Dry Dk. Jetties, H. Watson INVELIA, 5026, Alexandra 3, Toft & Co.
INVERPOOL, 620, Herculaneum Branch,
Petroleum Board
IRVING BARBITT, 7247, Huskisson 3,
American S.S. Lines Agency

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Petroleum Board
IRVING BARBITT, 7247, Huskisson 3,
American S.S. Lines Agency

INVERPOOL 620, Herculaneum Branch,
INVERPOOL 620, Herculaneum Branch, J B. KEE, 241, for Parlington
JAMES BENNETT MOORE, 7198, Gladstone 2.

United States Lines

Coast Lines United States Lines

JOHN HOLT, 3214, Cammell Laird & Co.'s

Wet Ban., T J. Holt & Co.

JONATHAN HOLT, 3778, Brunswick, J. Holt

& Co.

LOSHUA THOMAS CO. JOSHUA THOMAS, 7176, Canada; Atlantic NERITINA, 8228, Stanlow, Oil Dk KYLE BUTE. 795. Bramley-Moore, Monroe SWITZERLAND, 1291. Shed 7. Dk. 7. H. Wat-LADY OF MANN, 3104. Alfred. + T. Orford & LADY THOMAS, 294, Carriers', W. Glynne LAGUNA, 6466, Huskisson, P. S. N. Co. LANCASHIRE COAST, 1104 Clarence Dry 1. Coast Lines
LAPWING, 921, Toxteth, Moss, Hutchison
Line
LEDAAL, 3076, King's 1. Pollexien & Co.

WAR PINDARI, 5559, Shed 3, Trafford Wf.,
Gough & Crosthwaite
ZEALAND, 1924, Shed 5, Dk. 7, H. Watson & Line LEDAAL, 3076. King's 1, Pollexfen & Co. LOCHMONAR, 9412, Huskisson, Canadian

Star
SETAS. 199. Brocklebank, J. S. Sellers
SETAS. 199. Brocklebank, J. S. Sellers
SETAS. 199. Brocklebank, J. S. Sellers
SIoan & Co.
SEVILLA, 7022, Bromborough, H. Tyrer & Co.
SHIRRABANK, 7274. Hornby, MacAndrews & Cayzer Irvine & Co.
ERIEDA PETERS, 465

FINDHORN, 1064, Windminteror Qy.,
Mathwin & Son
EASTERN COAST, 1223, Newcastle Qy., Coast
Lines
EMPIRE ALMOND, 6860, North Eastern

SILVERFIELD, 426, Albert, W. A. Savage SNOWCRETE, 251, Alexandra, E. W. Turner & Son SODIUM, 608, E. Float, † I.C.I. STANVILLE, 538, Canmell Laird & Co. 8 STIKLESTAD, 9349, Dingle Oil Jty. Vogt & Maguire

Co. TID 163 (lug), 50, Lpool, T. Phelan & Co. TORDENE, 4271, Alexandra, Lamport & Holt TYNAN, 432. E. Waterloo, J. W. Fisher & Co. ULSTER CASTLE, 1217, Canning Coast Lines ULSTER COAST, 774. Prince's Coast Lines VIRGINIA. 10,944. Brinings (Shipping)

VIRGINIA. 10,944 Bromborough Bys. Brinings (Shipping)
WALTER RAU, 13,751 Brocklebank Dry.
H. Tyrer & Co.
WANDERBR. 5079, Herculaneum T. & J. Harrison WATSON FERRIS, 1791, Prince's Half-tide. WELSH COAST, 646, E. Float, t Coast Lines

GARSTON-IN PORT

ASPEN, 333, Old. J. Darlington BEN AIN, 266, Old. J. Darlington CORAL QUEEN, 303, Stalbridge, A. Coker & EMPIRE PATRIOT. 2895. Stalbridge, Sive-Wright, Bacon & Co. EVELLEN, 498. Old. J. Darlington GANNET (yacht), Old MAKEDONIA, 7044. Stalbridge, R. & D. Jones MARGARET LOCKINGTON, 460. Stalbridge, Darlington ROWAN, 500. North, J. Darlington SIR JOHN B. WRIGHT (tug), 95. North STANFORD, 5969. Stalbridge, E. Nicholson STRIJD, 199. Old. Ross. Ryan & Co.

SHIPS IN PORT

SON & CO. TEMAGAMI PARK, 7160, Shed 3, Dk. 9, H. Watson & Co. TROJAN III., 1797, South Shed, Dk. 1, H. Watson & Co. VALEWOOD, 6327, Sheds 3/5, Dk. 6, Cunard

FORT HIGHFIELD, 7139, Mavisbank Qy., Cayzer Irvine & Co.
FRIEDA PETERS, 465
GEOLOGIST, 6202, Govan Dry 1, Prentice,
Service & Henderson
GOOLE, 350, Greenock
HUASCARAN, 6951, Prince's Pier, Greenock,
J. & J. Denholm
INISHTRAHULL, 869, Meadowside Qy.,
Partick
IROQUOIS, 8937, Rothesay Dk., Clydebank, A.
Weir & Co.

STIKLESTAD. 9349, Dingle Ch.

Maguire

RAU 1, 287, Morpeth Branch†

Veir & Co.

JARGOON, 691, Prince's, W. Robertson

JOSTAH P. CRESSEY, 1791, Queen's

KAOLACK, 1837, Queen's, D. Alexander &

KARAMEA, 10.530, Plantation Qy., Govan, P.

Henderson & Co.

LAIRDSBANK, 789, Broomielaw, Burns &

COCITY OF NEWCASTLE, 6921, Shed 9, Dk. 9, SAN VITO. 8163. Stobeross Qy., Gow. Harrison SANDA, 1028, Springfield Qv., Clyde Shipping

Brinings
Wallsend
ALGERIAN, 2315, Wallsend Slipway,
Anthony & Bainbridge
ALLEGHENY, 828, Springwell Tr., Jarrow,
Furness, Withy & Co.
ALNWICK, 508, Gateshead Qy., Tyne-Tees

EASTERN COAST, 1223 Newcastle QS., Coast Lines

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)

EMPIRE BILLOW 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

Shields, Hull & Chicken
SOUTHWOOD, 1149, Newcastle Qy., Heslop & MACCLESFIELD, 1049, Albert, Ellerman's Wilson Line
STENDAY, 2537, Mitchisons, Felling, E. R. Newbigin
STELLING, 2136, Dunston Staiths, Stephenson, Clarke, Ltd.
STRATHRAMNOCK (salvage), —, Tyne Dk SUNTRAP, 939, Harton Staiths, 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. Joplin & Co.
THE DUKE, 820, Mill Dam Bys. S. Shields, W. Joplin & Co.
THE DUKE, 820, Mill Dam Bys. S. Shields, W. Joplin & Co.
THE DUKE, 820, Mill Dam Bys. S. Shields, W. Joplin & Co.
THE DUKE, 820, Mill Dam Bys. S. Shields, W. Brainestins, C. Lochen & Co.
TOLWORTH. 1351, South Shields Bys., Stephenson Clarke, Ltd.
UNION, 315, Newcastle Qy., Nielsen Andersen & Co.
WESTOWN, 710, Tyne Dk., Engineering Co.'s

HORDIOU, 1549, Victoria, B. W. Steamship Tug Bell & Co.
MAYWOOD, 1823, Queen Alexandra, J. T. Duncanda, Co.
OAK BRANCH, 1749, Bute E., T. T. P. R. Scoe
OARYWOOD, 1825, Queen Alexandra, J. T. Duncan & Co.
OAK BRANCH, 1749, Bute E., T. T. P. R. Scoe
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OARYWOOD, 1825, Queen Alexandra, J. T. Duncan & Co.
OAK BRANCH, 1749, Bute E., T. T. P. R. Scoe
OAR PIPIRING, 1057, King George, Ellerman's Wilson
Line
SAMGAUDIE, 7210, King George, W. R. John
SAMCANDAY, 1950, Alexandra, Atkinson & Co.
THE DUKE, 820, Mill Dam Bys. S. Shields, W. J. Acc.
THE DUKE, 820, Mill Dam Bys. S. Shields, W. J. Acc.
THE DUKE, 820, Mill Dam Bys. S

ARSTON—IN PORT

ONE Gross Dock
MAY 257, Rothesay Dk., Clyde Cargo
MARCH (cable), 820, Glydebank

Burnett & Co.
GULLPOOL, 4868, Smith's Dk., N. Shields,
Mungo, Campbell & Co.
HARLAW, 1141, Newcastle Qy., Tyne-Tees
Steam Shipping Co.
HARPLAW, 1141, Newcastle Qy., Tyne-Tees
HARPAGUS, 7271, Swan, Hunter, & Wigham
Richardson's Yd., Wallsend, W. A. Souter

& Co.
NORMAN, OUTER, 277, South, Bartram & Sons
NORMAN, OUTER, 277, South, Bartram & Sons
NORMAN, OUTER, 277, South, Bartram & Sons Richardson's Yd., Wallsend, W. A. Souter & Co.
THERMOLIUS, 256, Elderslie Dry. Scotstonn
West, Roxburgh, Colin Scott & Co.
THERMOL, 1902. Tail of Bank
THORN. 256, Queen's, T. Dougall
TWICKENHAM FERRY, 2839, Prince's, Coast
Lines
VALEN. 991, Prince's, Olsen, Johnston & Co.
VICTOR, 435, Rothesay Dk., Clydebank
VINETA, 256, Greenock
Wearfield, 978, Harland & Wolff's Bsn.,
Govan, T. L. Duff & Co.
Westoll, Ltd.
Willington Qy., Hull & Chicken
HOPESTAR, 5267, Commissioners' Staiths, N.
Sheids, Stott, Mann & Fleming
O'NORMAN QUEEN, 1047, Rack Buoys, J.
Westoll, Ltd.
Willington Qy., Hull & Chicken
HOPESTAR, 5267, Commissioners' Staiths, N.
Sheids, Stott, Mann & Fleming
O'NORMAN QUEEN, 1047, Rack Buoys, J.
Westoll, Ltd.
Willington Qy., Hull & Chicken
HOPESTAR, 5267, Commissioners' Staiths, N.
Sheids, Stott, Mann & Fleming
O'NORTOW (tug)
Ltd., Willington Qy., Hull & Chicken
HOPESTAR, 5267, Commissioners' Staiths, N.
Sheids, Stott, Mann & Fleming
O'NORTOW (tug)
Ltd., Willington Qy., Dawson Bros.
KirlyJACK, 1167, South, J. Westoll, Ltd.
SODALITY, 829, Rack Buoys, Common Bros.
KITNO, 1780, Berth 35. Itchen Qys., Benj.
Ackerley & Sons
KUTNO, 1780, Berth 35. Itchen Qys., Benj.
Ackerley & Sons
KUTNO, 1780, Berth 45. Ocean, Coast
Universal Stote Common Bros.
Lines
Bros., Ltd.
Wallsend, W. A. South, S. Marshall & Co.
HILICINA, 12,250, Swan, Hunter, & Wigham
Richardson's Yd., Wallsend, W. A. South
Richardson's Yd., Wallsend
Westoll, Ltd.
O'STERMOUTH CASTLE (trawler), 285. Dory
D. M. A. Kerley & Sons
RUTNO, 1780, Berth 45. Ocean, Coast
Universal Stote, Westoll, Ltd.
South Stote, Wallsend, W. A. South
Richardson's Yd., Wallsend
WESTON, NAMM, QUEEN, 1047, Rack Buoys, Count, Ltd.
WESTON, NAMM, QUEEN, 1047, Rack Buoys, Count, Ltd.
WESTON, NAMM, QUEEN, 1047, Rac ton, Hetton & Joicey Collieries
MARGAY, 6100, South, Bartram & Sons
MOYLE, 2177, South, Isaac W. Laing
NORMAN QUEEN, 1047, Rack Buoys, J.
Wastell 144

WHIN, 482, Kingston Dk., Clydebank, Colin McPhail & Co.

TYNE—IN PORT

Fessel Tons Gross Dk. or Bth. Brokes ASE MÆRSK, 6384, Wallsend Slipway, Cairns, Noble & Co.

ACTIVITY, 9700, Palmers Dry Dk. Hebburn, Runciman Shipping Co.

AGMERIAN, 235, Walker Naval Yd. Wallsend Slipway, Alleger Ray, 284, Co.

ALIGEBEN, 283, Springwell Tr., Jarrow, Funness, Withy & Co.

ALIGEBEN, 283, Springwell Tr., Jarrow, Funness, Willy & Co.

AND Finness, Will Will Willy Responded by Co.

AND Finness, Will Will Willy Responded by Co.

AND Finness, Will Wil ANTIQUITY, 311, Newcastle Qy, Anthony & Bainbridge

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

ASPHALION. 6274, Smith's Dk., North Shields. Runciman Shipping Co.

AURICULA, 8300, Hawthorn, Leslie & Co.'s Shipyard, Hebburn.

BALMORAL QUEEN, 1045, Dunston Staiths, W. Malker & Co.

BASKERVILLE, 5550, Readhead's Yd., Shields, Runciman Shipping Co.

BASKERVILLE, 5550, Readhead's Yd., Shields, Runciman Shipping Co.

BASKERVILLE, 5650, Swan, Hunter, & Wigham Richardson's Yd., Walker BEAL, 504, Mercantile Dry Dk., Jarrow, Tyne-Tees Steam Shipping Co.

BELFORD, 366, Deuchars Wf., Dunston, L. S. Carr & Co.

BIRDWOOD, 2862, Dunston Staiths, France, Balley, Carr & Co.

BIRDWOOD, 2862, Dunston Staiths, France, Charr & Co.

MALTINES, 2980, Dunston, Hull & Chicken Mathwin & Bon, Mathwin & Chicken Mathwin & Son, Mathwin & Son, Mathwin & Son, Mathwin & Son, MIRALDA, 8013, Palmer's Dry, Hebburn, Manhwin & Son, MIRALDA, 8013, Palmer's Dry, Hebburn, Charley Dry, Hebburn, Manhwin & Son, MIRALDA, 8013, Palmer's Dry, Hebburn, Co., South & Son, MIRALDA, 8013, Palmer's Dry, Hebburn, Co., South & Co., South & Shields, W. Mathwin & Son, MIRALDA, 8013, Palmer's Dry, Hebburn, Charley Dry, Hebburn, Co., South & Co., South & Co., South & Shields, W. Mathwin & Son, MIRALDA, 8013, Palmer's Dry, Hebburn, Charley Dry, Hebburn, Co., South & Co., South & Co., South & Co., South & Shields, W. Mathwin & Son, MIRALDA, 8013, Palmer LOYDE IN PORT

CLYDE IN PORT

CLYD IN PORT

CLYDE IN PORT

CLYDE IN PORT

CLYDE IN PORT

CLYD I PARIMA, 556, Hornby, P. S. N. Co.
PAVERIL: '792 Queers, T. Ordrod & Son.
PEPERA, D. Sol. Brocklebons, Branch P. S. N.
PROPERO, S. O. Villoria, W. J. T. & J.
PEPERA, D. Sol. Brocklebons, Branch P. S. N.
PROPERO, C. Co. Villoria, W. J. T. & J.
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PROPERO, C. Co. Villoria, W. J. P.
PROPERO, C. Co. Vil

SOUTHAMPTON-IN PORT l Tons Gross Dk. or Wf. Broker 7938, Berth 49, Test Qys., Union-Castle

Mail S.S. Co. ABERDONIAN, 1648, Berth 16, Inner ACCORDANCE, 259, Town Qy., Dawson Bros, ALCANTARA, 22,209, Dry Dk. 7, Royal Mail LANDAURA, 8900. Diesel Wt. Whiteinch.
LETITIA, 13.595. Prince's Donaldson Line
LOCIISHIEL 208. Clyde Place, D. MacBrayne
MADAN, 8150. Stobcross Qy., P. Henderson
MADAN,

Horn & Son
HASLEMERE, 756. Berth 31, Itchen Qys.
HILSEA, 149. Berth 10. Outer
IALINE, 183, Elling
ISER (trlr), —, Itchen
181.E OF JERSEY, 2143. Berth 9. Outer.

Southern Railway
ISLE OF SARK, 2211, Berth 6, Outer, Southern Railway JOSIAH A. MITCHELL, 1926, Berth 27, Empress
KAIDA, 510, Dry Dk. 1
KOWEL, 1896, Berth 35. Itchen Qys., Benj.

MERSTONE, 342 Berth 18 Inner, Southern Railway
MILTRAP, 312, Town Qy., Dawson Bros.
NORDERNEY (cable), 1487, Itchen Qys.
NORTHERN CHIEFTAIN, 1900. Berth 37,
South Qy.
NOTTINGHAM, 399, Itchen
OGARITA, 99, Itchen, Dawson Bros.
PALMSTON, 1230, Itchen
PERSEVERE OF LEITH (dredger), 532.
Train Ferry Terminus 1

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Vessel Tons Gross Dk.or Wf. Broker AXINITE. 724. South, J. F. Thomas & Co. CATRINE, 5218, Mount Stuart Dry 2, Dunn

Seager & Co. CHANT 4, 401, Bute W., The Admiralty CHANT 6, 403, Bute E., British Mexican Trading Co. CHANT 52, 403, Bute E., British Mexican CHANT 52, 403, Bute E., British Mexican Trading Co.
CHANT 53, 401, Bute E., T. T. Pascoe CHANT 64, 401, Bute E., T. T. Pascoe CROWN OF DENMARK (aux), 136, Bute E. DINGWALL, 7148, Mount Stuart Jtv. DORCASIA, 8053, Queen Alexandra DUNELMIA, 5207, Roath EMPIRE ATOLL, 692, Bute E., Coast Lines EMPIRE NICKLEBY, 320, Bute E. EMPIRE NICKLEBY, 320, Bute E. EMPIRE NICKLEBY, 5698, Roath, Sir R. Ropner & Co. R. Ropner & Co.
EMPIRE PEACOCK, 6098, Queen Alexandra,
Rogers & Bright (South Wales)
EMPIRE RUNNER, 313. Roath
EMPIRE STOUR, 4696, Roath, J. & O. Harrison
EMPIRE TOWNSMAN, 313. Bute W.
FARRANDOC, 1925, Roath, Evan Thomas Rad-

FARRANDOL 1925 Chiffe & Co.

FORT RUPERT, 7142. Queen Alexandra.

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GEZINA, 1828. Roath; Aadnesen & Dahl

GOLDFINDER. 294. Roath

KIMBALL HARLOW. 1793, Pute E.. Maris

Export & Trading Co.

KYLEGORM. 622, Bute E., F. S. Dawson

KYLEMOUNT, 704, Bowles Dry Dk. Bute

W. F. Dawson SOUTHERN WAVE (whaler), 319. Middle Dk.
S. Shields. Cairns, Noble & Co.
SOUTHGATE. 4862, Mercantile Dry Dks.,
Jarrow. Mungo, Campbell & Co.
SOUTHPORT. 572. Northumberland Dk. N.
Shields. Hull & Chicken
SOUTHWOOD, 1149. Newcastle Qy.. Heslop &
Robern
Wilson Line

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Wilson Line

KYLEMOUNT, 704, Bowles Dry Dk., Bute
LAKEVIEW PARK, 7157, King George, Lambert Bros.
LAUTARO, 6240, Queen Alexandra, Golden
Cross Line
LOANDA, 534, Roath
LORD BYRON, 4118, Queen Alexandra, C. P.
Roll & Co.
Roll &

BARRY

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Wales)
SIR LEONARD PEARCE, 1580, No. 1,
Stephenson Clarke, Ltd.
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DEVON CITY, 4928. Berth 3
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VESSELS EXPECTED AT UNITED KINGDOM PORTS

		I FUKIS		
Showing Vessel, Voyage	e, Prob	pable Date, Broker and Bert	h	
LONDON Albion Star, Buenos Aires, Blue Star Line.	Jne 26	Dorsetshire, Rangoon, Escombe, McGrath & Co. Esbjorn, Helsinki, Wainwright Bros. & Co. George W. Goethals, New York, Highland Princess, Wellington, Royal Mail Lines. John Ericsson, New York, Benj. Ackerley & Son. Lady Nelson, Halifax, Cunard White Star Maloja, Singapore,	Jne 21	
Blue Star Line.	Jly 11	Esbjorn, Helsinki, Wainwright Bros. & Co.	now due	
Atair, Holmsund, T. Watson (Rochester)	Jne -	Highland Princess, Wellington, Royal Mail Lines	Jly 17	
ustralia Star, Sydney, a Blue Star Line.	ht Jly 14	John Ericsson, New York, Benj. Ackerley & Son.	Jne 15	
Baharistan, Sydney, P. & O. S. N. Co.	end Jly	Lady Nelson, Halifax, Cunard White Star	Jne 16	
Canadian Pacific S.S.	Ine 19	Maloja, Singapore, Escombe, McGrath & Co.	now due	
Canadian Pacific S.S. Benlawers, Vancouver,	end Jne	Cunard White Star Maloja, Singapore, Escombe, McGrath & Co. Megara, Houston, J. Horn & Son (Hamble). Oxfordshire, Bombay via Naples, Escombe, McGrath & Co. Rochester Castle, Durban, Union-Castle Mail S.S. Co. Stratheden, Bombay, Escombe, McGrath & Co.	Jne 27	
Blue Star Line British Wisdom, Abadan,	Jne 15	Escombe, McGrath & Co. Rochester Castle, Durban,	Jne 15	Tel
Parbonia, Kotka, S. L. A., Ltd. (Surrey Com.).	Jne 14	Union-Castle Mail S.S. Co. Stratheden, Bombay, Escombe, McGrath & Co. Tamaroa, Wellington.	Jne 18	W
City of Dunkirk, Calcutta, Montgomerie & Workman.	Jne 18	Tamaroa, Wellington, Cunard White Star.	Jne 17	
Oity of Lille, Shanghai, Montgomerie & Workman	Jly 16	Urnguay, New York, Benj. Ackerley & Son.	Jne 18	Sar
LONDON (Bine Star, Buenos Aires, Bine Star Line. (Frawa, Wellington, Shaw Savill & Albion Co. (Atair, Holmsund, T. Watson (Rochester). (Instralia Star, Sydney, Blue Star Line. (Baharistan, Sydney, P. & O. S. N. Co. (Beaverdell, Montreal, Canadian Pacific S.S. (Beaverglen, Montreal, Canadian Pacific S.S. (Benlawers, Vancouver, Blue Star Line. (Blue Star Line. (British Wisdom, Abadan, F. C. Strick & Co. (Purfleet). (Barbonia, Kotka, S. L. A., Ltd. (Surrey Com.). (Bity of Dunkirk, Calcutta, Montgomerie & Workman. (Bity of Lille, Shanghai, Montgomerie & Workman. (Bity of Madras, Beira, Montgomerie & Workman. (Bity of Madras, Beira, Montgomerie & Workman. (Blue Star Linne, Montgomerie & Workman. (Ban Macnair, Madras, Cayzer, Livine & Co. (Ban Murcoch, Naples, G. S. N. Co. (Ban Murray, Calcutta, Cayzer, Irvine & Co. (Ban Murray, Calcutta, Cayzer, Irv	Jne 29	Escombe, McGrath & Co. Tamaroa, Wellington, Cunard White Star. Urugnay, New York, Benj. Ackerley & Son. Vestanvik, Tore, Wainwright Bros. & Co. Zebulon B. Vance, New York,	Jne 22	Sar
Union-Castle Mail S.S. Co.	Jne 17-18	PLYMOUTH Erria, New York,	Jne 16	Sa
Union-Castle Mail S.S. Co. Clan Macnair, Madras,	Jly 5	Fria, New York, Fox, Sons & Co. (Sound). Pacific Express, Oslo, Weekes, Phillips & Co. (Sound). Samwater, New Westminster Fox, Sons & Co. (Cattedown). Stuijvesant, W. Indies, Bellamy & Co. (Plymouth), Ltd.	mid Jne	Sel
Clan Murdoch, Naples, G. S. N. Co.	Jne 14	Samwater, New Westminster Fox. Sons & Co. (Cattedown).	Jne 17	Та
Clan Murray, Calcutta, Cayzer, Irvine & Co.	Jne 26	Stuijvesant, W. Indies, Bellamy & Co. (Plymouth), Ltd.	Jne 14	Ta
Corfu, Singapore via Southampton,	Jne 19	Empire Reynolds, Abadan,	Jne 22	Te
Darro, River Plate, Royal Mail Lines.	Jly 8	Empire Reynolds, Abadan, Bellamy & Co. (Plymouth), Ltd. Storanger, Abadan, Bellamy & Co. (Devonport), Ltd.	Jne 15	Va
Ominion Monarch, Durban, Union-Castle Mail S.S. Co.	Jne 24	AVONMOUTH Delilian, Montreal,		W
Dramatist, Bombay, T. & J. Harrison	Jne 25	Delilian, Montreal, Cunard White Star Dennis Rose, Hamburg, Turner, Edwards & Co. (Royal Edward)	Jne -	A.n
Orina, River Plate, Royal Mail Lines.	Jly 8	Turner, Edwards & Co. (Royal Edward)	Tlv. 71	A.n
Empire Chamois, Jamaica, Royal Mail Lines	Jne 27	James & Hodder. Fort Coulonge, Hull.	end Jne	Ch
Cunard White Star.	end Jne	James & Hodder. Kaikoura, Cairns,	Jly 24	Co
J. B. Westray & Co. Empire Harcourt, Bridgewater (N.S.), Jne 20	Bethell, Gwyn & Co. Markhor, Philadelphia via London,	end Jne	En
Drina, River Plate, Royal Mail Lines. Empire Chamois, Jamaica, Royal Mail Lines Empire Deben. Port Said. Cunard White Star. Empire Ettrick, Alexandria, J. B. Westray & Co. Empire Harcourt, Bridgewater (N.S. Hogarth, Sons & Co. Empire Pakeha, Bluff, a Shaw Savill & Albión Co. Empire Taff, Palamos, MacAndrews & Co.	Jly 14	(Royal Edward) Fort Aklavik, Sydney, James & Hodder. Fort Coulonge, Hull, James & Hodder. Kaikoura, Cairns, Bethell, Gwyn & Co. Markhor. Philadelphia via London, Cunard White Star. Poltava, Stettin, E. Stock & Sons.	now due	
Empire Taff, Palamos, MacAndrews & Co.	Jne 16			Es
Empire Wharfe, Jamaica, Kaye, Son & Co.	Jne 17	Charles Hill & Sons. Sea Fisher Barcelone	Jne 23	Jes
Empire Wye, New York, R. S. Dalgliesh, Ltd. Fordsdale, San Francisco	Jne 22	BRISTOL (Consul Bratt Shorball	Inc. oc	Po
Furness, Withy & Co. Fort Caribou, Port Harcourt,	end Jne	Whitwill, Cole & Co. Dagmar Bratt, Gothenburg	t Jne 16	
E. H. Mundy & Co. Fort Dease Lake, Haiti & Jamaica	Jne 16	Haranga, Lyttelton via Montevideo, Houlder Bros. & Co. Samuel McIntyre, Wilmington (N.C.) Charles Hill & Sons. Sea Fisher, Barcelona, BRISTOL Consul Bratt, Skoghall, Whitwill, Cole & Co. Dagmar Bratt, Gothenburg, Whitwill, Cole & Co. Irene, Baltic, Mark Whitwill & Son. Marianne Bratt, Kristinehamn &	Jne 16	Hi
Royal Mail Lines Fort Fraser, Duala, E. H. Mundy & Co.	end Ine			Ka
Fort Glenora, Melbourne,	Jly 30	Whitwill, Cole & Co. Samgara, Port Pirie via Antwerp		
Fort Prudhomme, St. John (N.B.), Lambert Bros. (Victoria).	Jne 17	Mark Whitwill & Son.	end Jly	Sa
Fresno Star, Buenos Aires, Blue Star Line. Glenartney, Melbourne,	3110 22	NEWPORT Empire Flag, New York via Liverpool Jones, Heard & Co.	, Jne -	Ci
Glen Line. Gleniffer, Singapore,	Jly 7	Fort Brandon, London, Houlder Bros & Co.	Jne 17	Er
Glen Line. Gleniffer, Singapore, Glen Line Graculus, Hernosand. F. Lind (Ridham)	Jne 14	Jones, Heard & Co. Fort Brandon, London, Houlder Bros. & Co. James Bennett Moore, New York v Dublin and Liverpool W. Cory, & Son (South).	via , Jne 16	E
E. Lloyd (Ridham). Green Gables Park, New Westminst Tatham. Bromage & Co. Harpefjell, Chicago & Quebec,	er Jly 4	W. Cory & Son (South). Markhor, Philadelphia via London and Avonmonth, Jones, Heard & Co.	early Ilv	Je
Harpefjell, Chicago & Quebec, Tatham, Bromage & Co. Highland Princess, Wellington via	Jly 1	Jones, Heard & Co. Pacific Exporter, Ayonmouth,	Jne 18	Sa
Royal Mail Lines	1 117 19	Pipiriki, Hull, Rethell, Gwyn & Co.	now due	Ve
Iris, Stockholm & Lulea, J. Carlbom & Co. (Bowater's Wf.	Jne -	Jones, Heard & Co. Pacific Exporter. Avonmouth, Houlder Bros. & Co. Pipiriki, Hull, Bethell, Gwyn & Co. Radmanso, Oxelosund, W. J. Barnett. Sammex, Wellington via Antwerp, Bethell, Gwyn & Co. Tilings, Newgastle (NSW), via	now due	Ir [r
Jupiter, Sweden, J. Carlbom & Co. Kalev, Emden, H. Clarkson & Co. (Surrey Com.		Bethell, Gwyn & Co. Tijuca, Newcastle (NSW), via	ena Jne	Ir
H. Clarkson & Co. (Surrey Com. Kindat, Vizagapatam, P. Henderson & Co.	end Jly	Bethell, Gwyn & Co.	Jne 17	C
Kindat, Vizagapatam, P. Henderson & Co. King Neptune, Three Rivers, Lodd, Thomson & Co. Lafian, W.C. Africa via Hull, E. H. Mundy & Co. Little Big Horn, Philadelphia, Anglo-American Oil Co.	Jne 16	BARRY Delane, Liverpool, Rogers & Bright (South Wales).	Jue 20-21	C
E. H. Mundy & Co. Little Big Horn, Philadelphia,	Jne 14	SWANSEA British Lancer, Bandar Mashur, Burgess & Co.		C
Anglo-American Oil Co. (Thames Haven).		MERCEV		C
	mid July Jne 29	Athelstane, Havana, Athel Line.	Jne 23	Sa
Maloja, Singapore via Southampton P. & O. S. N. Co. Markhor, Philadelphia,	abt Jne 17	A Holt & Co	Jne 24	F
Cunard White Star. Maryville Victory, Vancouver & West Indies,	Jne 17	Canadian Dacisa CC	Jne 15	K
Birt. Potter & Hughes (Victoria)		Bradburn, Brazil, P. S. N. Co. Chagres, New York via Manchester, United States Lines. City of Glasgow, Sydney, J. Dowie & Co. Clan Alpine, Mombasa via London, Elder Dempster Lines	Jne 25	M
Memling, Buenos Aires, Lamport & Holt Line. New Zealand Star, Port Chalmers, Plus Star Line	Jne 19	City of Glasgow, Sydney, J. Downe & Co.	Jly 6	0
Blue Star Line Ninella, Curacao, Davies & Newman (Thames Hav Niso, Trinidad.	Jne 16 en).	Clan Faronhar, Melbourne.		G
Davies & Newman (Thames Hay	en).	Clan Macilwraith. Port Elizabeth via	T 00	A
Blue Star Line	Jne -	Cayzer, Irvine & Co. Clan Maciver, Mombasa,	Jne 25	В
Osbur, Lulea, J. Carlbom & Co. (Imperial Paper Mills).	Jne -	Cayzer, Irvine & Co.	Jne 16-17	1
Oswin, Sweden, T. Watson (Rochester). Pegu, Colombo,	Inc 26	Empire Abercorn, Sydney, J. Dowie & Co. Empire Flag, New York, Cunard White Star.	Jne 16	C
Gray, Dawes & Co. Polaris, Sweden, T. Watson (Rochester). Port Adelaide, Melbourne,	Jne -	Cunard White Star. Empire Helmsdale, Las Palmas,	Jne 16	G
		70 6 37 6	Jly 9	
Port Fremantle, Launceston,	Jne 20 Jly 6	Empire Might, Adelaide, Lamport & Holt Line.	Jne 26	S
			Jne -	A
Port Jackson, Sydney, Port Line Princeton Victory, San Francisco, Birt, Potter & Hughes. Rangitiki, Wellington	early Jly	Houlder Bros. & Co. Empire Ruby, Lagos,	Jne 21	
Rangitiki, Wellington, Shaw Savill & Albion Co.	Jly 16	Athel Line. Fort Camosun, Galle,	Jne 21	E
Houlder Bros. & Co. Robert B. Forbes. Cajbarien	Jue 15	T. & J. Brocklebank. Fort Ville Marie, Galle, J. Dowie & Co.	Jne 14	A
Birt, Potter & Hughes. Rangitiki. Wellington Shaw Savill & Albion Co. Rippingham Grange, Buenos Aires, Houlder Bros. & Co. Robert B. Forbes, Caibarien, United States Lines. Rutenfjell, Great Lakes & Montreal Antwerp & Rotterdam, Tatham, Bromage & Co.	via	J. Dowie & Co. Fra Berlanger, Napier, Canard White Star. Frank A. Vanderlip, Vancouver, San Francisco and Curacao	Jne 16	1
Rutenfjell, Great Lakes & Montreal Antwerp & Rotterdam, Tatham, Bromage & Co. St. Clears, Trinidad, Howard Tenens. St. Rosario, Buenos Aires, Howard Tenens. Samnebra, Jamaica, Royal Mail Lines. Samouse, Jamaica, Royal Mail Lines. Samouse, Jamaica, T. & J. Harrison.	Jne -	San Francisco and Curacao Gambian, W.C. Africa,	mid Jly Jne 24-25	F
Howard Tenens. St. Rosario, Buenos Aires,	Jly 5	Gambian, W.C. Africa. H. Tyrer & Co. (Bromborough) Gaston Micard, Caen, R. & D. Jones (W. Float†).	Jne 15	E
Samnebra, Jamaica, Royal Mail Lines.	early Jly	Georgic, Bombay, Cunard White Star. Glaucus, Shanghai, A. Holt & Co.	Jne 29	1
Samouse, Jamaica, Royal Mail Lines.	Jne 22	Glaucus, Shanghai, A. Holt & Co.	Jly 10	
Samport, Calcutta. T. & J. Harrison. Sample Buenes Aires	Jne 15	A. Holt & Co. Glenapp, Shanghai, A. Holt & Co. Inventor, Beira.	Jne 16	ľ
Houlder Bros. & Co. San Roberto, Trinidad,	Jne 25	7 Inventor, Beira, T. & J. Harrison. J. S. Hutchinson, New Orleans, American S.S. Lines Agency, T. J. S. Hutchinson, New Orleans, T. J. S. Hutchinson, New Orleans,	abt Jne 28	Ш
Samport, Calcutta. T. & J. Harrison. Samtampa. Buenos Aires, Houlder Bros. & Co. San Roberto, Trinidad, Eagle Oil & Shipping Co. Saxon Star, Rio Gallegos, Plus Star Line	Jne 13	J. S. Hutchinson, New Orleans, James Bennett Moore, New York via	end Inc	Ш
Blue Star Line Sea Owl, Vancouver & Cienfuegos, Birt, Potter & Hughes (Victoria	Jne 18	United States Lines. Kumasian, Lagos via Freetown,	now due	ш
& Stockho	m Jne 18		Jne 15). Jne 17	
1: W. Morland & ('o. (Surrey Co Sirius, Sweden, T. Watson (Rochester).	Jne -	Lycaon, Hongkong,	JIV 4	
Stratheden, Bombay via Southampt	on Jne 2	Medina Victory, Port Said.		ш
British & Northern Shipping	ane 1	Monarch of Bermuda, Rangoon,	Jne 17	
Agency (Milwall). Sutherland, Lishon, Currie Line. Tamaroa, Wellington via Southamp Shaw Savill & Albion Co, Tecumseh Park, Vancouver, Furness, Withy & Co.	now due	e Ocean Wanderer, Vancouver & San Francis Bonaldson Bros. & Black		
Shaw Savill & Albion Co. Tecumseh Park, Vancouver,	aht Ine 1	Paraguay, River Plate & Brazil, P. S. N. Co. Parde Brazil	Jne 18	5
Furness, Withy & Co. Theseus, W.C. Africa, Killick, Martin & Co.	Jne 2	7 P. S. N. Co. Pardo, Brazil, P. S. N. Co. Philosopher, Trinidad, T. & J. Harrison	Jne 1'	
	m Jne 1	T. & J. Harrison Port Campbell, Lyttelton, Cunard White Star.		-
British & Northern Shipping Agency (Willson's Wf.). Tor Cieffe via Rochester	Jne 1	Princesa Buenos Aires.	Jne 10	6
Tor, Geffe via Rochester, British & Northern Shipping Agency (Millwall).		7 Houlder Bros. & Co. Queen of Bermuda, Takoradi via Naple	s, Ine 2	5
Torfinn Jarl, Piraeus & Barcelona, Nordenfieldske S.S. Services.	Jne 1	Anchor Line.	Jne 1	4
Trojan Star, Wellington, Blue Star Line. Tudor Star, Gregory Bay,	Jne 2	via Hamburg	abt Jne 2	0
Dide Star Inne.		St. Elwyn, Santos,	now du	
Glengyle, Singapore,	now du	Canada S.S. Lines. Samanco, Valparaiso, P. S. N. Co. P. S. N. Co.	mid JI3	- 11
Aquitania, Halifax (N.S.), Cunard White Star (Ocean Dk. Athlone Castle, Wellington,	Jne 1	A. Holt & Co. Samoa. Durban via Genoa &		
Union Castle Mail S.S. Co.	Jne 24-2	Barcelona Barcelona		- 13
Escombe, McGrath & Co. Corfu, Singapore, Escombe McGrath & Co.	Jne 1	Samota, W.C. Africa via Olyde, Elder Dempster Lines.	ะแน ปฏ	-

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		111
	Samtweed, Calcutta via Boulogne, Jne 25 Hall Line. Tree 16	M
	Samwash, Trinidad, Jne 16	
	Samyork, Port Kembla, Jly 6	77
	Hall Line. Samwash, Trinidad, T. & J. Harrison (Huskisson) Samyork, Port Kembla, J. Dowie & Co. Sarpedon, Sydney, A. Holt & Co. Selector, West Indies, T. & J. Harrison (Huskisson). Taos Victory, Hongkong, Atlantic Transport Co. Tarkwa, W.C. Africa, Elder Dempster Lines. Temple Arch, Houston, Jne 24	F
1	A. Holt & Co. Selector, West Indies. Jne 24	
	T. & J. Harrison (Huskisson). Taos Victory, Hongkong. Jne 22	
	Atlantic Transport Co.	-
	Tarkwa, W.C. Africa, Jne 18 Elder Dempster Lines.	
	Temple Arch, Houston, Jne 24	
	Temple Arch, Houston, T. & J. Harrison (Toxteth). Trader, Beira, T. & J. Harrison. Vasco, Famagusta, Vasco, Famagusta, Jne 21	
	Vasco, Famagusta, abt Jne 21	A
ĺ	WOSS DIRECTISON LINE.	_
	Bibby Bros. & Co.	(
۱	MANCHESTER Angus McDonald, New Orleans. Jne 17	
	Angus McDonald, New Orleans, Jne 17 H. Watson & Co. (Ellesmere Port & Salford). Chagres, New York & Baltimore, Jne 20	
	Chagres, New York & Baltimore, Jne 20	
,	n. Watson & Co.	6/
ŀ	Sivewright, Bacon & Co. (Salford)	
,	Sivewright, Bacon & Co. (Salford) Empire Dirk, Campbellton (N.B.), R. F. Sanderson & Co. Empire Seaman, Chatham (N.B.), Sivewright, Bacon & Co. (Irwell Park Wf.)	
3	Empire Seaman, Chatham (N.B.), July 14-15 Sivewright, Bacon & Co.	G
5	(Irwell Park Wf.) Esso Cadillac, Curacao. Jne 20	
	Manchester Liners (Stanlow)	S
5	Sivewright, Bacon & Co. (Salford)	
7	Manchester Progress, Montreal, Jne 16 Manchester Liners (Salford)	
5	Port de Bouc, Rouen, now due	A
	Manchester Liners (Salford) Port de Bouc, Rouen, H. Watson & Co. (Weaste & Partington).	"
5	WORKINGTON	=
J	Hickory Stream, Sydney, Jne 15 J. J. Oldfield.	R
5	Kalix, Narvik, now due United Steel Companies.	
	BARROW	
ì	San Anthony, Melilla, Jne 17 James Fisher & Co.	
	CLYDE	
-	Cilicia, Port Said via Naples, Jne 24 Anchor Line. Empire Deed, West Indies, Jne 20 Prentice, Service & Henderson (Greenock). Empire You W.C. Africa. Jne 18	N
7	Empire Deed, West Indies, Jne 20	
	(Greenock).	н
6	Royal Mail Lines.	Ш
v	Jellicoe Rose, Dublin, Jne Wainwright Bros. & Co.	
	Wainwright Bros. & Co. Samota, W.C. Africa, M. Langlands & Sons. Verna, Sundsvall, abt Jne 14	
8	Verna, Sundsvall, aht Jne 14	
e	DUBLIN	
9	Wexford S.S. Co.	-{ !
6	Irish Hazel, Montreal, Jne 27 Limerick S. S. Co. Irish Larch, Kotka, now due	
	Trish Larch, Kotka, now due	

Wexford S. S. Co.

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City of Khios, Calcutta via London, Jne 18
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Clan Macnair, Madras via London, Jly 12
B. L. Nairn & Co.
Clan Murray, Calcutta via London, Jly 3
B. L. Nairn & Co.
Samport, Calcutta via London, Jne 27
B. L. Nairn & Co. now due Jne 19

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