

LLOYD'S LIST

AND SHIPPING GAZETTE

ESTABLISHED 1734

LONDON: FRIDAY, JUNE 14, 1946

PRICE TWOPENCE

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P & O AND BRITISH INDIA FREIGHT & PASSENGER SERVICES

P. & O. SAILINGS

FAR EAST

Closing M'bro June 14 (K.G.V.) For Penang, Singapore, Shanghai. SAMSORANG ... June 17 (K.G.V.) For Port Swettenham, Singapore, Hongkong. ATREBUS ... Closing Immingham. BENALDER ... June 18 July 2 (K.G.V.) For Straits and Hongkong.

P. & O. AND B.I. JOINT SERVICE TO COLOMBO, MADRAS, CALCUTTA, BOMBAY & KARACHI

BRITISH INDIA SAILINGS

PORT SUDAN, ADEN and EAST AFRICAN PORTS

NOTE.—Cargo for shipment to India and East Africa must be registered with the appropriate conference.

P. & O. SAILINGS APPLY:

122, Leadenhall Street, E.C.3 (AVENUE 8000); or ESCOMBE, McGRATH & CO., 4, Lloyds Avenue, E.C.3 (ROYAL 8211)

B.I. SAILINGS APPLY:

GRAY, DAVES & CO. (Agents), 122, Leadenhall Street, E.C.3 (AVENUE 4680); or GELLATLY, HANKEY & CO., LTD., Dixon House, 1, Lloyds Av., E.C.3 (ROYAL 7364)

PASSENGER OFFICES:

14, Cockspur Street, S.W.1 (WHITEHALL 4444) 122, Leadenhall Street, E.C.3 (AVENUE 8000)

NEW ZEALAND LINE

Closing for cargo to London, 25 Shed, R.A.D.K. Rimutaka ... July 5. For Wellington, Auckland, Port of Call and for London. All vessels may call at ports on or off the route, and all sailings are subject to change, deviation or cancellation with or without notice.

Agents:

J. B. WESTRAY & CO., LTD. 138, Leadenhall St., LONDON, E.C.3 Telephone No.—Avenue 5220

THE BANK LINE, LTD. SERVICES—

AMERICAN & INDIAN LINE (To and from India, BRANCH LINE SERVICES) the U.S.A. & Canada, AMERICAN & ORIENTAL LINE.—To and from Far East and U.S.A. CALIFORNIA TO RIVER PLATE PORTS.—To River Plate Ports, calling at Rio de Janeiro when required. INDIAN OCEAN LINE.—To Chittagong and Persian Gulf. INDIAN AFRICAN LINE.—Regular service from U.S. Gulf Ports to all ports in Australia & New Zealand calling at Trinidad en route when sufficient inducement offered. INDIAN AFRICAN LINE.—Carrying passengers and cargo to and from India, East Africa, South Africa. (Vessels of India Natal Line calling at Madagascar when opportunity offers.) ORIENTAL AFRICAN LINE.—Carrying passengers and cargo between East Coast, Mauritius, Reunion and South African Ports. PERSIAN GULF.—General Merchants Export and Import.

ANDREW WEIR & CO. BALTIC EXCHANGE BUILDINGS, 19-21, BURY STREET, LONDON, E.C.3.

AUSTRALIA

By ABERDEEN & COMMONWEALTH LINE TO FREMANTLE (BERTH), ADELAIDE, MELBOURNE, SYDNEY and BRISBANE. Also sailings direct for GELONG, GLADSTONE, TOWNVILLE and CAIRNS.

SHAW SAVILL LINE SOUTH AFRICA AUSTRALIA NEW ZEALAND

All enquiries to— 88, Leadenhall St., LONDON, E.C.3 Telephone—Avenue 4232 (15 lines)

HARRISON LINE

CAPE TOWN, PORT ELIZABETH, EAST LONDON, DURBAN, LOURENCO MARQUES & BEIRA STEAMERS. For freight apply to THE J. & A. HARRISON, Limited, 1, Bury Court, St. Mary Axe, London, E.C.3. Middlebrook, JOHN M. LINDARD & SONS, Ltd., York Buildings, N.E. County, B. THOMAS & CO., Bradford & Sheffield. Glasgow: PRENTICE, SERVICE & HENDERSON.

CLAN LINE CARGO SERVICES

United Kingdom AND SOUTH & EAST AFRICA CEYLON & INDIA. For all information apply to— CAYZER IRVINE & CO., LTD. The Managers of The Clan Line Steamers Ltd. LONDON: 2, St. Mary Axe, E.C.3. LIVERPOOL: Royal Liver Building. GLASGOW: 109, Hope Street. Or to CLAN LINE (Agencies) Ltd., MANCHESTER, BIRMINGHAM.

ELLERMAN CARGO & PASSENGER SERVICES

INDIA HALL LINE: CITY LINE

SOUTH WALES, GLASGOW & BIRKENHEAD TO BOMBAY & KARACHI. MARMAGAO & MALABAR COAST. PORT OKHA & BEDI BUNDER (other Indian Ports if inducement). DALOITTA (Visaspattam if inducement). Marmagao Service in conjunction with F. C. STRICK & Co., Ltd. Loading Berths: Queen's Dock, Glasgow; Alexandra Dock, Newport; King's Dock, Swansea; East and West Docks, Birkenhead.

PORTUGAL & MEDITERRANEAN ELLERMAN LINE

Glasgow, Liverpool and South Wales to LISBON, OPORTO, GIBRALTAR, MALTA, EGYPT, PALESTINE, SYRIA, CYPRUS, GREECE, LEVANT, TURKISH AND BLACK SEA PORTS. Liverpool and South Wales to LISBON & OPORTO. London to OPORTO. *Brokers: Walwyn, Walburn & Tootell, 1, Leadenhall House, London, E.C.3.

PAPAYANNI LINE

From Glasgow, Liverpool and South Wales to GIBRALTAR, MALTA, EGYPT, PALESTINE, SYRIA, CYPRUS, GREECE, LEVANT, TURKISH AND BLACK SEA PORTS. Liverpool Loading Berth No. 1 Branch—Alexandra Dock.

WESTCOOT & LAURANCE LINE

From LONDON AND EAST COAST PORTS OF UNITED KINGDOM AND ANTWERP TO GIBRALTAR, KINGDOM, also ANTWERP, PORT ELIZABETH, CAPE TOWN, DURBAN, LOURENCO MARQUES, EAST LONDON, DURBAN, LOURENCO MARQUES, BEIRA & MAURITIUS. LONDON Loading Berth: West India Dock.

SOUTH & EAST AFRICA ELLERMAN & BUCKNALL LINE

From MIDDLESBROUGH & LONDON TO CAPE TOWN, DURBAN, LOURENCO MARQUES, BEIRA & MAURITIUS. LONDON Loading Berth: Royal Albert Dock.

MALAYA, PHILIPPINES, CHINA ELLERMAN & BUCKNALL LINE

From MIDDLESBROUGH & LONDON TO FAR EAST PORTS as opportunity offers. Brokers: Killick, Martin & Co., Fenton House, Fenchurch St., London, E.C.4.

Head Offices of the Companies: 104-107, Leadenhall St., LONDON, E.C.3. Tower Building, LIVERPOOL 75, Bothwell St., GLASGOW, C.2

JOHNSTON LINE

LONDON TO BOSTON

For Freight or other particulars apply to— JOHNSTON WARREN LINES, LIMITED Furness House, Leadenhall St., London, E.C.3 53, King Street, Manchester; Royal Liver Building, Liverpool.

BEN LINE STEAMERS TO LTD.

FAR EAST

Steamer M'bro A'werp London. *ENORUACHAN ... 19 June. *Calling Port Said, Suez, Singapore, Port Swettenham, Hongkong and Shanghai. Port Said cargo only accepted when taken off the route. LONDON Loading Berth: No. 11, King George V. Dock. Cargo should be despatched to Docks without reference to Brokers. KILLICK MARTIN & CO. (Brokers), 112/114, Fenchurch Street, London, E.C.3. Royal 521 (8 lines). *ROBERTSON, London. MIDDLESBROUGH—T. A. BULMER & CO., LTD. W.M. THOMSON & CO., EDINBURGH & LEITH (Managers).

YEOWARD LINE

REGULAR SERVICE FROM LIVERPOOL TO LISBON, MADEIRA & CANARY ISLANDS

For further particulars and rates of freight, apply to— YEOWARD BROTHERS, 33/5, Victoria Street, LIVERPOOL 1.

FURNESS LINE

LONDON TO NEW YORK LONDON TO HALIFAX and MONTREAL LIVERPOOL TO ST. JOHN'S, N.F., HALIFAX, N.S. LIVERPOOL TO BOSTON GLASGOW TO BOSTON MANCHESTER TO LOS ANGELES, SAN FRANCISCO, VICTORIA, B.C. VANCOUVER, B.C., NEW WESTMINSTER and SEATTLE.

JOHNSTON LINE

From LIVERPOOL

STEAMER ... Closing Swansea Closing Liverpool. For HADAR PASHA and ISTANBUL, PIREUS, VOLO, THESSALONIKI, BOURGAS, CONSTANTZA and GALATZ. Loading Berth—Liverpool, South Hornby Dock. JOHNSTON WARREN LINES, LTD., Furness House, Leadenhall St., London, E.C.3; 53, King St., Manchester.

FURNESS, WITBY & CO., LTD.

LONDON, LIVERPOOL GLASGOW, &c.

HELLENIC LINES LTD.

REGULAR CARGO SERVICES FROM EAST COAST U.S.A. and EAST & WEST COAST U.K. & CONTINENT to NORTH & SOUTH LEVANT and vice versa

Sailings— S.S. "HELLAS" Manchester Closing early June. "STEAMER" ... Antwerp & London Closing. For Piraeus and Alexandria with Salonika if sufficient inducement. For full particulars apply— HELLENIC LINES, LIMITED C/o. West Harlepool Steam Nav. Co. Ltd., 7 & 8, Bury Street, E.C.3. Tel.: AVE 1552 or to Loading Brokers: BROWN, HENKINSON & CO., LTD., 112-115, Fenchurch Street, E.C.3. Tel. Royal 6644. HERBERT WATSON & CO., LTD., 2 Bank Street, Manchester. (Blackfriars 5831) AMERICAN S.S. LINES AGENCY, LTD., 5 Rumford Place Liverpool. (Central 8741)

GLEN & SHIRE JOINT SERVICE FROM ANTWERP, MIDDLESBROUGH and LONDON to FAR EAST

Closing M'bro London (No. 9/11 K.G.V. Dk.) June 19 June 23. *SZECHUEN ... June 19. *GLENAFFRICO ... June 23. *Calling Port Said and Labuan. *Calling Port Said, Port Swettenham, Singapore and Hongkong. Cargo can only be accepted by arrangement through the Company's Brokers. For Inward Freight: GLEN LINE, LTD., 20, Billiter St., London, E.C.3 (Royal 8171). For Outward Freight, Passage or Insurance: MCGREGOR, GOW & HOLLAND, LTD., 20, Billiter St., London, E.C.3 (Royal 5600). And at Hull, Bradford, Grimsby, Immingham, Middlesbrough, Southampton, or McGregor, Gow & Robinson, Ltd., Liverpool.

ELDER DEMPSTER LINES

Head Office: 3, Linnet Lane, Liverpool 17. City Office: India Building, Water St., Liverpool 2. London: Fenton House, 112/14, Fenchurch St., E.C.3. Manchester: 76, Cross St. Cardiff Agents: Elder Dempster (Cardiff) Ltd., Empire House, Mount Stuart Sq., Glasgow Agents: Roxburgh, Collin Scott & Co., Ltd., 23, Buchanan St., C.1. London Freight Agents: Killick Martin & Co., Fenton House, 112/14, Fenchurch St., E.C.3. MAIL, PASSENGER AND CARGO SERVICES BETWEEN U.K., CONTINENT, U.S.A., CANADA AND WEST AFRICA. Coastal Service between West and South Africa, Calcutta, Bombay and Madras to West Africa (as cargo offers). CANADA TO SOUTH AFRICA. Liverpool Agents for THE UNION-CASTLE MAIL S.S. CO., LTD.

Cunard MEDITERRANEAN

GIBRALTAR, CASABLANCA, MALTA PATRAS, FIRAUS, THESSALONIKI, ZMIR, HADAR PASHA, ISTANBUL, BOURGAS, VARNA, CONSTANZA. WEST ITALIAN & ADRIATIC PORTS. Sailings for all above will be announced as arranged.

CHANNEL ISLANDS

ST. ANGUS Closing for cargo noon June 14. Loading Berth: Huskisson Dk. South No. 1, Liverpool.

NORTH FRENCH PORTS

STEAMER ... Closing for Cargo June. Loading Berth: E. Toxteth Dock. Freight rates quoted on application.

Cunard Line, OUNARD BUILDING, LIVERPOOL, (TEL. CENTRAL 9201) OR LOCAL AGENTS.

THE SOUTH AMERICAN SAINT LINE

REGULAR SERVICE From Hull and Antwerp to ARGENTINE & BRAZILS

Closing Hull. *ST. ROSARIO ... 12th July. *ST. CLEARS ... Early August. *ST. MARGARET ... Early September. *For Brazils and Argentine. For full particulars apply to— THE SOUTH AMERICAN SAINT LINE, LTD. Head Office—Temporary Address: Powell Duffryn House, CARDIFF or LONDON—Bevis Marks House, E.C.3 (Telephone: AVENUE 1901) BIRMINGHAM—Maurice Cooke & Co., 13, Corporation St. LONDON—Andrew Crawford & Co., Ltd. HULL—Wm. Brown Atkinson & Co., Ltd. LIVERPOOL—Canada S.S. Lines (Overseas) Ltd., 10, Victoria St. ANTWERP—A.M. de Keyser Thornton, S.A. Also at Bristol, Bradford, Sheffield, Leeds, Newcastle, Middlesbrough, Southampton.

MACANDREW LINE

SPAIN AND MOROCCO LONDON, LIVERPOOL & PRINCIPAL U.K. PORTS EXPRESS SERVICE

By East Motorships LONDON AND LIVERPOOL TO BARCELONA. LONDON TO LISBON Express Service by East Motorships LONDON TO GIBRALTAR. FOR FULL PARTICULARS OF CLOSING DATES AND FREIGHT RATES APPLY TO— MAC ANDREWS & CO., LTD. 19, LEADENHALL ST., LONDON, E.C.3. *Phone: MANsion House 1543. *Phone: CENTRAL 322. *Tele.: "Iberia, Liverpool". LLOYD'S AGENTS at Madrid, Barcelona, Tarragona, Castellon, Burriana, Valencia, Denia, Cartagena, Almeria, Malaga and Seville, with Branch Houses also at Bilbao and Ganda. AGENCIES IN ALL OTHER PRINCIPAL PORTS JOHN HALL Junr. & CO., LTD. 19, LEADENHALL STREET, LONDON, E.C.3. *Phone: MANsion House 1543. *Phone: CENTRAL 322. *Tele.: "Iberia, Liverpool". LLOYD'S AGENTS at Madrid, Barcelona, Tarragona, Castellon, Burriana, Valencia, Denia, Cartagena, Almeria, Malaga and Seville, with Branch Houses also at Bilbao and Ganda. 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BRAZIL, URUGUAY AND ARGENTINA

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

From London			
m.v. HIGHLAND	Rio de Janeiro, Santos, Montevideo & Buenos Aires	2nd-half June	
m.v. MONARCH	Buenos Aires	2nd-half June	

WEST INDIES

From London			
VESSEL	Bermuda, Nassau & Kingston, Jamaica	End June	

SPANISH MAIN, CENTRAL AMERICA AND NORTH PACIFIC

From London			
m.v. LAGARTO	Cristobal	2nd-half June	
m.v. FRANS	Los Angeles Harbour, San Francisco, Victoria & Vancouver via Panama Canal	2nd-half June	
VESSEL	La Guaira, Curacao, Barranquilla & Cristobal	Early July	

Approximate closing dates on application to **ROYAL MAIL LINES, LTD.**
 LONDON: Royal Mail House, Leadenhall St., E.C.3
 LIVERPOOL: The Pacific Steam Navigation Co., AGENTS, Pacific Building, James Street (2)

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 follows:—

Call Sign E.I.C. in Morse Code (— — — — —).
 Wave Length: 1029.2 metres (291.5 Kc/s.).
 Note Frequency: 1070 cycles per second.

Composition of Signal:
 4 Transmissions of Call Sign, occupying 12 Seconds
 22 Groups of 3 dashes, occupying 42 "
 2 Transmissions of Call Sign, occupying 6 "

Total 60 Seconds

Times of Transmissions:

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

Approximate Geographical Position of **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 in 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 106218, of gross tonnage 9881 tons, of register tonnage 7108 tons, heretofore owned by the Ministry of Transport, Berkeley Square, London, for permission 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, Llantrisant 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 1946.

CANADIAN PACIFIC RAILWAY COMPANY, WM. BAIRD, Special Representative of the Chairman and President.

R. & W. HAWTHORN, LESLIE & CO. LTD.

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

London Office 54 VICTORIA ST., E.W. 1
NEWCASTLE-ON-TYNE

OFFICIAL NOTICES

The Director of Small Craft Disposals regrets that at the moment he is unable to accept any further offers for Admiralty-built 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 be considered.

The Admiralty have the following vessels for disposal:—

Steam Yacht "ALTAIR"
 Built of steel in 1905 by Ramage & Ferguson, 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.).
 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: 4½ Tons at 11 Knots.
 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 & Nicholson and John L. Thornycroft. Tonnage: 900 Thames. 853 Gross. 338 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. bore 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.

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.
 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.

Steam Yacht "MAJESTA"
 Built of steel in 1899 by Ailsa S. B. Co., Troon.
 Tonnage: 170 Thames. 144.79 Gross. 59.12 Nett.
 Length: 129.25 ft. O.A.
 Beam: 15.4 ft.
 Draft: 10.25 ft.
 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.
 Tonnage: 195 Thames. 180.52 Gross. 82.96 Nett.
 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 horse-power. Coal fired boiler.
 Lying PLYMOUTH.

Twin-screw Steam Yacht "VALENA"
 Built of steel in 1908 by Fleming & Ferguson.
 Tonnage: 882 Thames. 790 Gross. 392 Nett.
 Length: 218 ft. O.A.
 Beam: 32.1 ft.
 Draft: 12 ft. (approx.).
 Machinery consists of two sets of triple-expansion engines with cylinders of 15 in., 25 in. and 39 in. bore and 24 in. stroke, with a nominal horse-power of 226. Two oil-fired Scotch boilers.
 Fuel capacity: 175 Tons.
 Consumption: 10.3 Tons at 10 Knots.
 Speed: Up to 13 Knots.
 Pre-war accommodation catered for a party of 15, plus two servants' cabins.
 Lying NORTHERN IRELAND.
 (Signed) A. P. F. DEMPSTER,
 For DIRECTOR OF SMALL CRAFT DISPOSALS,
 Admiralty, Fairmile, Cobham, Surrey.

OFFICIAL AGENTS FOR THE DIRECTOR OF SMALL CRAFT DISPOSALS, and full details of all craft available.

THE BRITISH MARINE DISTRIBUTING COMPANY
 Temporary Address:
 55, South Street, Epsom. Phone—Epsom 1430

WHITES Southampton Yacht-building & Engineering Coy., Ltd. ITCHEN, SOUTHAMPTON
 Ship Builders and Repairers
 PATENT SLIPS FOR VESSELS UP TO 1,000 TONS GROSS
 OFFICIAL AGENTS FOR D.S.C.D., ADMIRALTY
 Phone: Southampton 88225

LLOYD'S LIST AND SHIPPING GAZETTE (Established 1734)

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

LLOYD'S, LONDON, E.C. 3
 Telephone: Avenue 7644 (Private Exchange)

LIVERPOOL OFFICE:
 Mr. A. C. DOUGLASS, 15, Tithebarn Street, Liverpool, 2
 Telephone: Central 2034

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

FRIDAY, JUNE 14, 1946
 High Water, Liverpool Bridge ... 02 38 14 55
 High Water, London ... 12 04
 Sun Rises ... 04 40 Sun Sets ... 21 21
 Moon Sets ... 04 24 Moon Rises ... 21 20
 The above times are B.S.T.

IRON AND STEEL

Rate of Production Again Higher

According to figures issued by the Ministry of Supply, Iron and Steel Control, steel production in the United Kingdom in May, 1946, was at the rate of 13,619,000 tons a year, compared with a rate of 10,962,000 tons in the 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 details of production:—

	Pig Iron	Annual Rate	Weekly Average	Steel Ingots and Castings	Annual Rate	Weekly Average
1946	May	7,860,000	261,900	13,619,000	13,619,000	262,100
	April	7,732,000	252,100	13,111,000	13,111,000	252,100
	1st qtr.	7,566,000	252,200	12,617,000	12,617,000	252,200
1945	May	6,668,000	210,800	10,962,000	10,962,000	210,800
	April	7,154,000	235,600	12,322,000	12,322,000	235,600
	1st Qtr.	6,392,000	213,200	12,126,000	12,126,000	213,200
1938	Year	6,761,100	200,000	10,397,900	10,397,900	200,000

U.S. LOAN-FINANCED CARGOES

Possible Use of Countries' own Ships

WASHINGTON, Thursday. 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 with United States loans.

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 mandatory 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 exact interpretation of this statement.

A spokesman for the Maritime Commission said that Denmark and Holland, among other countries, had been 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 shipping 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 *Seaman*, owned by the United Towing Company, Ltd., and the *Sangara* was prepared for the voyage by Captain H. B. Mylechreest.

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 CONTINENT OF EUROPE (AS DEFINED) to or from

18. New Guinea, New Caledonia, New Hebrides, Fiji, Makatea, Western Samoa, Cooke, Tonga Group, Society Islands, Fanning Islands and Tahiti 2/6 11/3 7/6 15/0

M—MISCELLANEOUS

24. Italy to or from
 (d) New York and Sea to Mexico 5/3 16/6 11/0 22/3
 (e) New York and Rail to Mexico 6/3 20/0 13/0 27/6
 24 (i). Japan to or from Bangkok and Malaya 3/9 15/0 10/0 20/0
 26 (i). Lyons to Havre thence London to South Africa 3/9 8/3 6/3 10/6
 28. Malta to or from
 (e) Finland and Germany or Switzerland (via any route ex Lisbon) 3/3 12/0 7/6 15/0

GENERAL RULINGS

The following interests, insured on full conditions, may be rated at Column 3 rates:—
 Insulating Material, Strawboards, Vanillin in tins and cases.

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. Jacobs intimated that he had decided to relinquish the office of chairman of the Society on June 30. The Committee 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 manner in which he had met the many calls made upon him. As a mark of their esteem and respect they requested him to allow his portrait to be painted and hung in the Society's offices. Lloyd's Register are happily not to lose the services of Mr. Jacobs entirely. He has for some years combined the offices of chairman of the Society and chairman of the Sub-committees of Classification and was elected to continue in the latter office for the year ending June, 1947.

To succeed Mr. Jacobs, Sir Ronald Garrett was elected chairman of the Society for the ensuing year. Sir Ronald has served as a member of the Committee since July, 1942. In 1943 he was elected deputy-chairman and treasurer, and has recently visited the United States and Canada, Sweden, Norway and Denmark on the Society's behalf. He is a director of Messrs. Parker, Garrett & Co., of which Sir Ronald's brother is now the senior partner—have been the Society's solicitors for a great number of years.

At the same meeting Sir Percy E. Bates was re-elected a member, and Mr. G. Leigh-Jones, of the Anglo-Saxon Petroleum Company, Ltd., and Sir Hubert B. Heath Eves, of the British Tanker Company, Ltd., were elected as members of the General Committee.

THE KING'S BIRTHDAY

The following telegram was sent from Lloyd's to His Majesty the King yesterday morning:—

"The Chairman, Committee and Corporation of Lloyd's tender their respectful homage to your Majesty and offer this expression of their loyal greeting on the occasion of the celebration of your Majesty's birthday."

The following reply was received later by the Chairman of Lloyd's:—

"Please thank the Committee and Corporation of Lloyd's for their kind and loyal message on the celebration of my birthday, which has given me great pleasure. George, R.I."

PARCEL POST TO BURMA

The Postmaster-General announces that the parcel post to Burma, restricted at present to parcels not exceeding 7 lb. in weight, has been restored.

The Ministry of Supply announces that the offices of the Leeds Regional Machine Tool Disposal Centre, at present located at 8A, Duncan Street, Leeds, will close at the termination of business to-day. They will reopen on Monday next at 10, Bank Street, off Boar Lane, Leeds, 1.

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 reinstatement 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. Dr. 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 implement the decisions; these would be in Copenhagen to discuss the transport of fish, in Speyer to discuss goods train schedules, and in Brussels to discuss train connections with Switzerland.

It was hoped that by the autumn, there would be an increase in international traffic. Traffic through Germany was hampered by currency troubles. The tariffs in Germany were in marks, and all charges were paid in the countries to which goods were consigned, but the rate of exchange varied, with the result that traffic passing through Germany in opposite directions paid different rates owing to exchange vagaries. To overcome this trouble the Organisation had made a recommendation urging a "transport mark" of fixed value.

The position had improved regarding repairs to railway rolling stock, notably in Belgium and in Czechoslovakia, where they were almost equal in pre-war.

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 of old vessels abroad at the high prices now ruling. "We have," he said, "to watch our foreign competitors ridding themselves of their old tonnage to 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." As an example, Sir Philip mentioned the sale of a Scandinavian ordinary cargo vessel of 9400 tons d.w., over 25 years old, for over £100,000 to a South American republic. He urged the Government to reconsider its decision and give them permission to sell their old ships abroad.

Giving a word of thanks to underwriters for the equitable terms they had agreed upon with shipowners for the insurance of their dereditioned vessels, Sir Philip added: "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."

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

AIR-SEA CO-OPERATION

Recently the Glen Line motorship *Glenstrae* put into Port Said, carrying 126 passengers and important cargo to be used for rehabilitation work in the Far East. Engineers reported trouble with one of the diesel engines and the spare parts needed were not available locally. The owners approached B.O.A.C. Could they help in flying out a piston-liner jacket for the engine? A 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 successor 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 seamen 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 CAMPALLA, 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" in 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 security and accommodations. "Our seamen," he said, "will then no longer be 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 catastrophic."—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 big influence on the future 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 résumé 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 fine and self-sacrificing service during the whole period of the war. He recalled that the surveying staff was much depleted by the loan of surveyors, 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 extracts:—

5½ 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. Shipbuilding proceeded apace in this country despite the handicaps of black-out, air raids, &c., and, during the war years, 5½ 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 collaboration 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 supervision in the United Kingdom. I would remark here that many vessels built to our class for special Government services were not entered in our register.

In this connection I should say a word about the vessels built under the 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 United Kingdom were insufficient to cope with the demand for new tonnage, and in September, 1940, a Technical Merchant Shipbuilding Mission was sent to America by H.M. Government to arrange for the construction of merchant ships in United States and Canadian shipyards. Our principal surveyor for the United States and Canada and our principal engineer surveyor in New York were members 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 this programme a number of experienced surveyors were sent from this country and they undertook many special duties beyond the usual classification survey. The senior surveyor at each shipyard was present on the site from the beginning of the contract, and was in frequent consultation with the contractors concerning the layout and construction of the shipyards.

Concurrently with the contracts placed in the United States, orders 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 facilities were developed and expanded 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 2½ 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 and from the United States, where our

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 constructed on the edge of semi-desert country. Merchant ships here and at other Australian yards were built under the survey of the Society's surveyors, who undoubtedly contributed much to the success of the enterprise. So much for new construction. This in itself was a formidable task, but our staff was also kept extremely busy in other directions. Ships were receiving heavy damage by bomb, torpedo and mine, and ship-repairing facilities were taxed to the uttermost. It is difficult to assess the work done by our surveyors at repair ports both at home and abroad. Some extraordinarily fine repair jobs were put through, and you can imagine that our surveyors often had to undertake a very heavy responsibility in deciding whether or not a ship was seaworthy or worth repairing.

Now I come to class maintenance. It was not long before the shipping position made it imperative to modify our requirements. One of the first things that happened was the agreement with the Government to relax our rules as to anchors and chain cables. A considerable reduction was permitted, the details of which had been worked out before the war. I think it may be said that while—on information before us—no outstanding trouble has accrued, it is considered advisable that the equipment of chains and anchors should revert to pre-war standard as soon as possible. The same might be said of machinery spare gear, in which reductions were also made. These reductions applied alike to new and existing ships and the added hazards of navigation occasioned by war conditions and convoys made their continuance essential. I am happy to say, however, that the Minister of Transport is withdrawing his emergency veto, and he hopes the supply position will have sufficiently improved by the New Year to permit the Society's full requirements being met.

GENERAL EXAMINATIONS
Very early in the war, the shipping position, with its demands on dry-docking facilities and material, made it inevitable that the normal periodical special surveys should not be held, and after due discussion with the Government, the now familiar annual general examinations, first adopted in the 1914-18 war, were substituted in their stead. The general examination requirements limited the recommendations for repairs to those essential for 12 months as against the normal special survey period of four years. Licences were required for all repairs whether occasioned by damage or wear and tear, and at the special request of the Director of Merchant Shipbuilding and Repairs at the Admiralty, the Society's surveyors were called upon to assist the licensing officers in ensuring 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, such 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 in the Society's rule requirements, whereby "numbered" special surveys are replaced by surveys based on age, will be of assistance in the transition period from war to more normal conditions. There are indications that the repair position is slowly improving in this country after a temporary setback when the war ended, and everyone hopes that it will not be long before we are permitted to apply the Society's amended rule requirements for periodical special surveys to classed ships.

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 forwarded to two erecting centres, where the assembly and testing of the completed engines were carried out. The Society inspected all the constituent parts and the erection of the engines, of which some 3500 were built.

Despite the pressure brought about by war needs, Lloyd's Register has continued its scientific inquiries, and our research departments have been widely developed. Many interesting and important investigations have been made, which have proved of great 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 framed for such subjects as gear cutting and torsional vibrations of 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 of Volume III. (the Appendix) was forbidden. I hope, however, it will be published next year, so that its valuable information may again be 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. Business has been mainly on time charter basis, and three vessels have been fixed, but in spite of that fact there are still many unfilled orders in circulation. Transactions in the home-ward trades show no expansion, but a fair trade is being arranged for cross-voages. In the outward coal trade it is reported that another vessel is in close treaty from Wales to St. Vincent.

On time charter basis a vessel of 8000 tons has been fixed for a continuation trip at 20s. 6d., while a British steamer of 9000-10,000 tons has been taken for delivery United Kingdom for one West African round at 25s. 6d. A vessel of 9150 tons has been done for early July for delivery Cardiff and redelivery East Africa for the trip out via Suez at 17s. 6d. A vessel of 4000/6000 tons, preferably a motorship, is required for 6/9/12 months' delivery and redelivery Gibraltar try U.K./Cont. for Gibraltar/Tangier trading, while a steamer of 7000/9000 tons for July-Aug. is wanted for 3/4 months' West Indies trading.

The North American trades remain quiet, apart from heavy grain bookings for wheat and other foodstuffs for account of the authorities. There is, however, a very active inquiry. Further 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 Hampton Roads to Santos at \$9 and offers are invited for Buenos Aires and Montevideo. On net form, gross discharge, offers are invited for a vessel of 7500 tons from New Orleans to Spanish Atlantic for September-early October.

Elsewhere a Panamanian steamer of about 7500 tons has been chartered for coal from Pearl Harbour to Shanghai at \$15.50 per ton f.i.o. It is reported that parcel space has been arranged for ore from Bombay to Mobile at a rate in the region of \$13. Charterers are now firm for a vessel of 6500 tons maximum for barley in bags from Busreh to one or two places Greece at 95s. f.i.o. and free stowed for one port of discharge, with 2s. 6d. extra for two ports for July and also August loading. It is reported that further tonnage has been fixed for coal from Zonguldak to Savona at 40s. f.i.o.

FIXTURES

PEARL HARBOUR TO SHANGHAI.—Panamanian strmr., 7500 t., 10 per cent., \$15.50 per ton f.i.o., coal, June.
TIME CHARTER.—London, 8000 t., 20s. 6d. per t. d.w., one West African round, continuation.
TIME CHARTER.—British strmr., 9000/10,000 t., 25s. 6d. per t. d.w., delivery U.K., one West African round, early July.
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 numerous orders which are spread over many homeward and cross sea trades as well as for time charter. Steady rates are general, with operations mainly for grain and coal cargoes. Fixtures for the latter include Loureco Marques to Buenos Aires for a steamer of 8500 tons at 57s. for July, and an 8000-tonner from Durban to Buenos Aires at 57s. for June.

CARDIFF, Thursday

There is a little activity in the near foreign trades, with two foreign bunkering orders in circulation. In 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.
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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 continues to suffer from the general scarcity of coal.

NEWCASTLE, Thursday

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

GLASGOW, Thursday

Shippers are offering 20s. f.i.o. for a cargo of 2000 tons of asphalt in drums from Ardrossan to Copenhagen, loading at the end of June. Danish shipping authorities are offering 16s. 6d. for coal cargoes, against the British Ministry rate of 18s., and business is again likely to pass to foreign or free British ships. In the coastwise section tonnage remains in adequate supply but few cargoes are available.

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THE COAL TRADE

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 peanuts are tightly booked forward, and stove varieties are so closely stemmed that producers are unlikely to have anything for disposal for the next two months.

NEWCASTLE
Demand from iron and steel and kindred industries for industrial fuels continues at a high level, but requirements are being covered. Blast-furnace and foundry coke output is very steadily cleared and Durham gas and coking coal collieries have a heavy trade in hand.

GLASGOW
More bunker business could be entertained for next week. Some industrialists are short of supplies this week owing to the recent holidays in Fife, and other arrangements to augment supplies have been necessary. Stocks at domestic depots show some improvement owing to directions to stock of a percentage of supplies.

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MONEY MARKET

Adequate Credit Supplies

There was no contraction in credit supplies yesterday, and overnight loans were arranged at 1/4 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 yesterday, and there were many firm features, particularly among home industrials and copper shares. The gilt-edged section remained quiet, and about the only quotable change among British Funds was a fall of 1-16 to 111 3-16 in the 3 1/2 per cent. Conversion Loan. Home railway Ordinary stocks remained at their overnight levels. Of the Argentine railway junior issues Great Southern were 1/4 off at 12 1/2.

Shipping issues were fairly active, but price changes were usually unfavourable. Union-Castle declined 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 other hand, Cunard rose 3d. to 33s. 3d. and Rendon Smith 6d. to 30s. 6d.

Transactions in shipbuilding, iron, coal and steel issues were on a decidedly larger scale. Settle, Speakman at 29s. 4 1/2d., and Whitehead Iron at 81s. 10 1/2d. were each 7 1/2d. 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. 7 1/2d.

There was more doing in commercial and industrial issues, and usually price movements were in the upward direction. Cable and Wireless were finally 2 1/2 higher at 108, on the increased payment. There was a continuance of the demand for Distillers, which jumped 4s. 5d. 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. 4 1/2d. On the other hand, Turner & Newall reacted 9d. to 93s. 6d. and Unilever 4 1/2d. to 58s. 7 1/2d.

An easier tendency developed in the oil share market. Anglo-Iranian at 4 15-16, Burmah at 3 27-32 and Shell at 4 1/2 were all 1-16 down, while Attock lost 6d. to 57s. 6d. and Ultramar 3d. to 84s.

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 1/2c., from Baltimore or Philadelphia 178 1/2c., and from New York 179 1/2c. per bushel, f.o.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

LONDON (Baltic Exchange), Thursday OILS.—LINSEED.—Raw 66s. RAPE.—Crude 69s. COTTON.—Crude 52 2s. 6d. CASTOR.—First 282, seconds 280. 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. CASTORSEED.—Bombay 243 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 1/2d. (buyers' licence), afloat 1 1/2d. per lb. sellers. PIMENTO.—Quiet. Spot 1s. 2 1/2d. per lb. sellers. CHILLIES.—Quiet but steady. Bombasa spot 150s. per cwt. sellers. MACE.—Steady. West Indian pale spot 5s. per lb. nominal. JUTE.—Daisee 2/3 new crop Oct./Nov. shipment 244 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 2300 per ton delivered, plus prices and charges, if any, for grades, sizes of ingots, bars and strip, granulated and small lots; export 2357 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 272 per ton delivered. COPPER SULPHATE.—98/100 per cent. 232 5s. per ton (less 2 per cent.) in 2 cwt. bags (net) f.o.b. ALUMINIUM.—Ingots and bars for home delivery 267 per ton delivered. ANTIMONY.—English 99 per cent. 112s. and crude 70 per cent. 110s per ton delivered. TUNGSTEN ORE.—The official selling price stands at 75s. per unit delivered works. PLATINUM.—Refined maintained at 113 10s. per troy ounce. NICKEL.—For home delivery 190 to 195 per ton, according to quantity. PIG IRON.—No. 3 Cleveland 163s. per ton delivered, Middlesbrough area.

REPORTS AND DIVIDENDS

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, compared with £231,567 in 1944, and are arrived at after providing £470,000 for estimated taxation on current voyages and £75,000 for deferred repairs and renewals, the comparative figures for 1944 being £475,000 and £100,000 respectively.

The directors of Royal Mail Lines, Ltd., recommend payments on the Ordinary stock for the year ended 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 be subject to deduction of tax.

The net profit for 1945, after including additional operating profit in 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., free of tax.

The directors of Houder 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 cent., tax free (same).

SECOND BRITISH STEAMSHIP TRUST, LTD.—Interim dividend of 3 per cent. (2 1/2 per cent.) actual on the Ordinary stock, less tax, on account of the year ending Dec. 1, 1946.

CANADIAN BANK OF COMMERCE.—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 12 1/2 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

GLASGOW, Thursday The twin-screw motor vessel Norfolk, launched at Clydebank this afternoon, 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 Zealand.

The new vessel is 530 ft. in length, 70 ft. in breadth and 47 1/2 ft. in depth, and on a load draught of about 32 1/2 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 a 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 working arrangements comprise electrically-driven winches and 10-ton derricks and a heavy derrick for special loads is also fitted. The accommodation is of a high standard, the crew being housed in two-berth rooms amidships, with officers and engineers in an upper house. The Norfolk will be propelled by two sets of Brown-Doxford diesel engines which will give her a speed of over 17 knots in service.

Company Meeting

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 and interest bonus will be consolidated into a dividend of 18 per cent.

During the period under review all our vessels were still requisitioned by the Government, but since March of this year they have gradually been released from requisition, and, while 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. The 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 shares are entirely held by your company, and 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.

FOLLY OF REFUSING SALES ABROAD

We would like to dispose of some of the old vessels at the high prices now ruling abroad, because there is no demand for such ships here, but we are not allowed to do so, and we have to watch our foreign competitors ridding themselves of their old tonnage to 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.

For example, it was only recently that one of our Scandinavian competitors sold an ordinary cargo vessel of about 9400 tons deadweight and over a quarter of a century old for over £100,000 to fly the flag of a South American republic, and I could give 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 steamship have, alas, become only too true. In view of the pitiful state of the British coal industry, our one-time source of great basic wealth and the backbone of industry, and especially of British tramp shipping, we are now being encouraged to use oil instead of coal, and I would, therefore, once more urge upon those building coal-burning marine engines to concentrate on the construction of diesel engines, which are now in such demand by shipowners. It also seems to me that time will now be better spent in experimenting on how to improve the efficiency and lower the cost of the internal-combustion engine or to experiment on the most economical method of burning oil for steam propulsion, rather than waste time on experimenting on the saving 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. 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 Wednesday, July 3, at 10 a.m. Approximately 600 machine tools, of the following main types: Capstan lathes, millers, grinders, drillers, miscellaneous, will be available for sale on the opening day, and machines not sold by 4 p.m. on Tuesday, July 9, will be for sale by competitive tender. Unsold machine tools will be on view daily, except Saturday and Sunday, between the hours of 10 a.m. and 4 p.m. on Wednesday, July 10, till Tuesday, July 16, and prospective purchasers should visit the site during that period to examine the machines, obtain tender forms and make inquiries regarding procedure.

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 British and neutral shipowners whose vessels may be ordered to Brazil are reminded that E. Johnston & Co., Ltd., will be pleased to look after their interests and render any assistance necessary at the above-mentioned ports. Cable address in both cases "JOHNSTON."

Company Statement

EAGLE STAR INSURANCE CO., LTD.

Satisfactory Results

The annual general meeting of the Eagle Star Insurance Company, Ltd., will be held at 79, Pall Mall, London, on June 20. The following is an extract from a statement of the chairman, Sir EDWARD MOUNTAIN, Bart., circulated with the report and accounts for 1945: The net new life sums assured at £16,248,894 are again above normal. The net rate of interest earned on our combined life and annuity funds was £3 11s. 1d. per cent., and in view of our increasing investments in British Government securities the reduction of 1s. 5d. per cent. was inevitable.

The home and overseas accounts in the fire department show good results and increased profits have accrued in consequence of the closing of our American fire account. Our home fire loss experience has been favourable and income is expanding.

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 of the year is £791,891, equalling 205 per cent. of our premium income. The transition from active war conditions to those which inevitably prevail for a year or two after the cessation of hostilities produces many difficult problems in this market. The return to peace conditions reduces marine premium income by the loss of heavy war risk premiums.

Our net interest income exceeded the net cost of an increased dividend by over £40,000. Transfers from trading departments total £354,000. £58,810 will be received by shareholders as a result of the Eagle and English & Scottish fund valuations, and £135,114 arises from profit on realisation of special investments. Other investment 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 European investments previously written down. The profit and loss carry forward at £1,098,522 has increased by £271,305 during the year.

RECENT WILLS

Right Hon. Sir Frank Douglas MacKinnon, P.C., a Lord Justice of Appeal, of Clover, Crescent Road, Aldeburgh, Suffolk, formerly of Holloways Farm, Beaconsfield, Bucks., who died on Jan. 23 last, left £79,804 gross, with net personality £75,917. (Duty paid £18,730).
 Mr. Marshall King Smith, C.B.E., of 8, Victoria Mansions, Sumatra Road, N.W. 6, secretary of Trinity House 1919-1932, who died on Jan. 29 last, aged 78 years, left £6245 gross, with net personality £5864.
 Mr. John Gregg, of 60, Etheldene Avenue, Muswell Hill, N. 10, insurance broker, who died on Jan. 11 last, aged 77 years, left £3427 gross, with net personality £3014.
 Mr. R. Anthony Eden, M.P., has been appointed a director of the Rio Tinto Company, Ltd.

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MARINE CASUALTIES

AALSUM.—Amsterdam, June 8.—During discharging operations on the Dutch steamer Aalsum, the broke out in No. 3 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.—Lloyd Anversois. (See issue of June 10.)

AGIOS SPYRIDON (aux.).—Piraeus, June 12.—Auxiliary vessel Agios Spyridon arrived at Piraeus 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 Constitution for Cork via Montevideo, went aground at 5.30 a.m. yesterday on a soft mud bottom about 12 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 be examined at next drydocking for possible damage.

ARDENNIA.—Antwerp, June 11.—Swedish steamer Ardenia was in collision in Kruijschans Lock with tug ENERGIE and had plates indented amidships on starboard side.—Lloyd Anversois.

BELLE ISLE.—St. John's, N.F., June 12.—American steamer Belle Isle arrived here from Greenland on June 12 in tow of United States Coastguard vessel East Wind, with broken rudder.

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 tautny have been ordered to proceed from Singapore to-day to assist.

BRITISH GOVERNOR.—Port Said, June 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 examination reveals no apparent damage except a few grooves in ribs of propeller blades. Vessel has proceeded.

CEDAR BREAKS.—Cape Town, June 13.—American turbo-electric tanker Cedar Breaks left here to-day. (See issue of June 10.)

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

CONDESA.—See Norma.

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

DILWARA.—London, June 12.—Motor 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 6.—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. Arvy, of Lorient, and these are expected to be completed about June 12.—Journal de la Marine Marchande. (See issue of May 20.)

EMPIRE NILE.—Aden, June 13.—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 June 13.)

EMPIRE SWORDSMAN.—Portsmouth, June 11.—Steamer Empire Swordsman arrived here to-day. (See issue of June 7.)

ENERGIE.—See Ardenia.

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

FRIOTOF (aux.).—London, June 13.—In reply to inquiry, Lloyd's Agents at Copenhagen write under date of June 11: We are advised that the motor sailing vessel Friotof, of Gallo, drove ashore on a sandbank during the night of Nov. 8-9. The crew were taken ashore by the lighthouse keeper at Gunnesholmen. When the storm abated it was found that the Friotof had 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 Nov. 23.)

GAELIC STAR.—Buenos Aires, June 6.—Survey was held on board British steamer Gaelic Star on 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.)

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

GREENLAND.—Sfax, June 11.—A report received from Sfax 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 Sfax on June 9 for Granton.)

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.—Punta Delgada, June 13.—Motor vessel Inverbank (Falmouth for New Orleans) has arrived here for repairs to compressors.

L.C.T. 1138 (landing craft).—See Pandit.

L.C.T. 1291 (landing craft).—See Pandit.

LARGS BAY.—See Charles J. Folger.

LIEUTENANT LANCELOT.—Gravesend, 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.)

Lizard, June 13.—American steamer Nick Stoner left Falmouth to-day in tow of tug Salvonia, for Southampton.

NORMA.—Malmo, June 12.—Steamer Norma, collision with motor vessel CONDOSA. 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 Middelfranden.

London, June 13.—Information received from the United States War Shipping Administration states that the American steamer Occidental Victory, bound for Oslo from Helsinki, grounded off Copenhagen at 6.30 a.m. to-day. Vessel is in no danger.

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.)

PAX I.—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 of Nov. 21.)

PODOLLE.—Reykjavik, June 12.—Trawler Podolle: 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 11.—Belgian motor vessel President Cattier, 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. In addition, a part of the general cargo in No. 4 tween deck had shifted.—Lloyd Anversois.

PUNDIT.—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 L.C.T. 1291 and L.C.T. 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 longitudinal parts renew, tanks steam, clean, test and make tight, together with sundry damages.—Salvage Association's Surveyors.

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 longitudinal 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: Following 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 spares on board. Am making temporary repair and will proceed 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 Brechain 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 yesterday for Alexandria. (See issues of Feb. 26 and June 13.)

WILLIAM BURSLEY.—Vasa, June 13.—Steamer William Bursley: Temporary repairs effected and certificate of seaworthiness 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 (Glasgow for Le Plata) S O S in position lat. 21 22' N., long. 84 23' 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 piece 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 metal liferaft.

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

MINES REPORTED
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 Kossuth: Mine sighted, marked "DM 30," in position lat. 44 27' N., long. 36 08' W., at 11.15 a.m., G.M.T.

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 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, 30 inches out of water.

Humber Radio, June 12.—Following received from steamer Empire Rest at 11.32 a.m., G.M.T.: Passed floating mine one mile west of NF 3 buoy (lat. 51 19 24 N., long. 02 13 15 E.).

Washington, D.C., May 31.—On May 30, in lat. 38 53' N., long. 71 30' W., U.S.S. Columbia sank a floating mine, apparently Mark 16, Mod. O, by gunfire.

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.:

Table with 4 columns: Vessel Name, Position, Weather, etc.

QUEEN MARY.—6 p.m., 48 30' N., 29 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
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 harbour to-night. Two vessels arrived to-day and another is expected to-morrow. 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 not 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 dock labourers at Londonderry spread to-day and almost 1000 men are now involved. A ship with a 500-ton 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 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.

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' notice. 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 from Lorient, the strike of dock coal labourers at that port continues.—Journal de la Marine Marchande.

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 nationwide 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

BEN IDRIS.—Aberdeen, June 13.—Granton (towler 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., June 12, 6 p.m.

Baron Napier.—48 00' N., 07 36' W., June 12, 6 p.m.

Beaverdel.—50 18' N., 31 30' W., June 12, 6 p.m.

Celtic Monarch.—55 00' N., 19 06' W., June 12, 6 p.m.

Doris.—Gibraltar, June 11, 10 10 a.m., due Gibraltar June 13, a.m.

Empire Macandrew.—55 30' N., 39 30' W., June 12, noon

Empire Rapier.—54 18' N., 06 36' E., June 12, 6 p.m.

Empire Spearhead.—53 42' N., 08 42' E., June 12, 6 p.m.

Fernelich.—45 18', 32' W., June 5

Ferrocourt.—23 43' N., 50 28' W., June 8, Mediterranean

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