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LONDON: SATURDAY, JUNE 15, 1946

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OFFICIAL NOTICES NOTICE TO MARINERS [No. 72 of 1946]

SOUTH COAST OF ENGLAND

WRECK s.s. "FRODE" Latitude 50 deg. 45 min. 48 sec. N. Longitude 00 deg. 28 min. 54 sec. W.

The wreck of the s.s. "FRODE" which lies sunk in the position defined by the latitude and longitude given above has now been marked by a Green Can Lighted Wreck Buoy as follows:

Position: About 300 ft, 180 deg. from the Wreck. Description: "WRECK": Can:

Description: "WRECK": Can:
Green: exhibiting a green group
flashing light giving TWO flashes
every 10 seconds. The Green Can Unlighted Wreck Buoy hich previously marked the wreck has en withdrawn.

been withdrawn.

Mariners are warned to give the wreck and the buoy a wide berth, particularly as dispersal operations with explosives may at any time be conducted without further

Notice.
Notice is hereby given to all concerned in the Ship and Cargo that the Corporation of Trinity House have taken possession of the wreck under Sections 530 and 531 of the Merchant Shipping Act, 1894, and that nothing can be taken therefrom without permission.

By Order, J. M. NICOLLE,

Trinity House, London, E.C. 3. 14th June, 1946.

NOTICE TO MARINERS (No. 10 of 1946)

SCOTLAND-ORKNEY

Latitude 58 deg. 58 min. 54 sec. North Longitude 2 deg. 53 min. 00 sec West (approx.)

Northern Lighthouse Board, Edinburgh, 12th June, 1946. white letters and exhibiting a FLASHING GREEN LIGHT showing ONE FLASH EVERY 5 SECONDS. The buoy is moored in about 7 fathoms of water 167 deg. 2.37 miles from Helliar Holm Lighthouse and 043½ deg. 400 feet from the Wreck.

By Order, J. GLENCORSE WAKELIN,

PROPOSAL TO CHANGE A SHIPS NAME

WE, THE POOL SHIPPING COM-PANY LIMITED, of Mainsforth Terrace. West Hartlepool, HEREBY GIVE NOTICE that, in consequence of our desire to maintain uniformity in the names of our ships, we have applied to the Ministry of Transport, under Section 47 of the Merchant Shipping Act, 1894, in respect of our ship "EMPIRE CLARION," of West Hartlepool, official number 168944, of gross tonnage 7031,21 tons, of register tomage 4915.74 tons, heretofore owned by His Majesty, as represented by the Minister

tonnage 4915.74 tons, heretofore owned by His Majesty, as represented by the Minister of Transport, of London, for permission to change her name to "CEDARPOOL," to be registered in the said new name at the Port of West Hartlepool, as owned by The Pool Shipping Company Limifed.

Any objections to the proposed change of name must be sent to the Registrar-General of Shipping and Seamen, Llantrisant Road, Cardiff, within seven days from the appearance of this advertisement. Dated at the temporary offices of the Company at The Whins, Sedgefield, Stockton-on-Tees, this thirteenth day of June, 1946.

For and on behalf of

For and on behalf of THE POOL SHIPPING CO. LTD. SIR R. ROPNER & CO., LTD. (Managers).

J. R. ROPNER,

Director.

Director.

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

LLOYD'S LIST

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

SATURDAY, JUNE 15, 1946 High Water, London Bridge ... 03 16 15 29 High Water, Liverpool 00 20 12 39
Sun Rises ... 04 39 Sun Sets ... 21 21
Moon Sets ... 04 58 Mcon Rises ... 22 19 The above times are B.S.T.

TO-DAY'S WEATHER

Meteorological Office Forecast ending midnight to-night:-

General Inference: A trough of low pressure over Ireland and Western districts of England is moving slowly East. Weather will be cloudy with local rain at first but bright intervals will occur later.

Further outlook for the British Isles: None issued.

WAR AND S.R. & C.C. RISKS

Alteration in Current Schedule of Rates

Lloyd's Underwriters' Association and the Institute of London Underwriters announce the following alteration in the footnote to the current Schedules of rates for War and S.R. C.C. Risks, Nos. 42 (A) and

S.R. & C.C. RISKS APPLICABLE TO CARGO OR FREIGHT CONTINGENCY RISKS

Indies) at a minimum rate of 1-20th encountered. per cent., but where such cover is confined to land transit, protection may be granted at a minimum rate of 1-40th per cent.

THIS DOES NOT INCLUDE THE RISKS OF S.R. & C.C. in Egypt, Palestine, India or Dutch East Indies on which the minimum rate is:

1	c.t ac. 11ff.
Egypt	H/C
Palestine	1-8th
India	1-16th
Dutch East Indies	H/C
nonnative of subather wa	la correr

confined to land transit or is in conunction with a voyage. · India " does Note: The expression not embrace Ceylon.

STRIKE STOPS LAUNCH

Naming Ceremony Performed

From Our Own Correspondent GLASGOW, Friday

& Bros. Ltd., Dumbarton, vesterday, the distinction of launching two vessels uncertain that it could be made worthy on the afternoon tide on two successive of Lloyd's. "But it came out better days. The vessel was named Ashburton than we expected." Captain Hughes by Mrs. Trinder, wife of Mr. O. G. Hallett added, "and we have brought Trinder, a partner of Trinder, it along to show you. We want to make Anderson & Co., London, managing it very clear how much we appreciate owners of the Australiad Steam all that you have done for us. We Shipping Co., Ltd., for whose service were the envy of every ship in the the vessel is intended. After the Pacific when it was known that we had naming ceremony had been carried out been befriended by Lloyd's." the company left the platform and clusion. Captain Hughes Hallett said owners" was honoured.

as usual yesterday morning, but a dispute developed. The vessel will be The mo launched as soon as possible after the loud applause. men have returned.

TELEPHONE SERVICE WITH SPAIN AND GIBRALTAR

The Postmaster-General announces that the telephone services with Spain and Gibraltar will be reopened for public use on Monday next, and will be available between 10 15 a.m. and 12 15 p.m. daily except Sundays. The minimum charge for calls of three minutes' duration from all places in England and Wales will be £1 1s. An additional charge of 2s. 6d. per three minutes is payable on calls from all places in Scotland, Northern Ireland

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> TURBINE AND DIESEL MACHINERY WATERTUBE BOILERS DRY DOCK 502 Ft. by 86 Ft.

H.M.S. "IMPLACABLE"

Ensign Deposited at Lloyd's

SCALE MODEL OF SHIP PRESENTED

The silk ensign worn by H.M. fleet aircraft carrier Implacable during operations against Japan in the Pacific was mounted on the rostrum in the Underwriting Room at Lloyd's yesterday, when a representative party of officers and men from the carrier visited Lloyd's to return the ensign, originally the gift of the Corporation, to Lloyd's, and to present a scale model of their ship, made on board during the past 12 months. The Implacable was an inch to a foot, and is accurate to adopted by Lloyd's during London's Warship Week in March, 1942.

After two strokes on the Lutine bell had been sounded, Captain C. C HUGHES HALLETT, R.N., commanding officer of H.M.S. Implacable, said that this was the day they had all waited for during the past 15 months. That age cranes and the masts of the W.T. Advance forecast for the 18 hours Kingdom, taking with them, they knew, all the good wishes of Lloyd's, as well as a great many tangible assets. The voyage out had been uneventful; they reached Jarvis Bay on VE-Day. The next morning they had received orders to "store up" as fast as possible before moving to the forward They reached Manus Island (Admiralty Group) towards the end of June, with the ship in training, since the Pacific war was being run on lines north and they had joined it. sequently the British Force joined the American Task Force and remained Ordnance Artificer H. G. Mills influence our voting." operating with it until the Armistice. (Rosyth); Chief Air Artificer Day; The Argentine works

combined task forces, Captain Hughes Hallett said that a two-day strike had alternated with two days in the replenishment" area. A strike was carried out by four carriers, with a Ordnance Artificer Leonard Medcraft screen of destroyers and other escorting (Coventry) eraft, and depended upon the maintenance of a continuous air offensive. Both fighter sweeps and fighter protecngainst S.R. & C.C. this cover may Hughes Hallett mentioned that this

TROOPING IN PACIFIC

sented to the ship by the Committee of of the Fleet. Her propelling machinery Lloyd's, Captain Hughes Hallett said consists of Parsons turbines, connected bulk seller must ultimately win, for the during their last two Norwegian raids. gearing, giving her a speed of 32 knots. After that it had been put away until She carries 16 4.5-in. dual purpose the last operation against the guns, as well as numerous smaller anti-Japanese-the July-August operation, aircraft weapons. She has a complethey called it. He could not say it was ment of about 2000. battle-scarred, because the Japanese had never attacked them, but it was weather-scarred, and gave some idea operating at that time

those at Sydney, Melbourne and Van-The shipwrights turned out for work conver having been particularly The model was then unveiled amid

A CLOSE LINK

Accepting the model on behalf of the Committee, the CHAIRMAN OF LLOYD'S (Sir Eustace Pulbrook) said that this was a day when everyone was happyone of those very rare occasions when even that horrible thing, war, paid a dividend. He felt, in view of what had happened, that "adoption" was too cold a term, and that the ship, and the ship's company, were really the children of Lloyd's. The link between Lloyd's and the Navy had always been very close one, perhaps closer than that of any other commercial institution in the world. They had been able to maintain that link so well during the past war because the veil of secrecy surrounding naval operations had been largely lifted for them.

"This model," continued Sir Eustace, "will have an honoured place in our home here. It carries a message not merely of our debt to you in the present, but of that of future generations. We thank you sincerely for these presents. We hope that this association NEWCASTLE-ON-TYNE that has started will grow closer and closer. We realise that men change. (Continued at foot of next column)

land that ships may change, but still there will be others to follow, with all opportunity for sympathy and understanding to continue to grow."

Sir Eustace then invited the party to look round Lloyd's, and suggested that they might find occasion to 'splice the mainbrace." He announced that a telegram wishing for "a happy received from Mr. B. Burdekin General Counsel for Lloyd's in Australia, and Mr. Warwick Gregory, director of Lloyd's Agency at Sydney (the Port Line, Ltd.). The visitors were afterwards enter-

tained at lunch in the Captain's Room. The model is a water-line model, constructed on a scale of one-sixteenth of very fine detail. Models of 19 aircraft are in position on the flight deck, these being Seafires (Mk. XV.), Fireflies (night fighter version) and Avengers (heavy bombers). Of especially fine craftsmanship are the aircraft-lightertime ago they had left the United aerial, and other examples of intricate work are to be seen in the main radar aerial, as well as in the radar aerials for gunnery control, and in the rig of the mainmast. Included in the deck equipment are models of a mobile crane (for dealing with crashed aircraft), fork trucks and Clarkat towing trucks. The model has been entirely constructed on board H.M.S. Implacable over a period of twelve months, the Describing the working method of the Petty Officer Air Mechanic Ware;

The model is enclosed in a glass case and bears a silver plaque upon which the following inscription is engraved: Where an assured requires cover only had to be provided, and Captain Lloyd's, March, 1942. Presented by The Captain, Officers and Ship's Comagainst S.R. & C.C. this cover may Hughes Hallett mentioned that this be granted in connection with an ocean involved the flying of about 140 sorties pany of her First Commission, May large to a from a day—and the Implacable carried only 1944—June 1946. This model was voyage (excluding voyages to or from Egypt, Palestine, India or Dutch East 78 aircraft. No air opposition was made on board by the officers and ship's company.

The Fleet aircraft carrier H.M.S. Implacable, of 23,000 tons displacebrought Australians to Sydney, During Alexander), she was launched by the

NEW MESSING PLAN

An unofficial strike of shipwrights in of the air conditions under which the is that the traditional messing arrange- frustration and indecision among the Leven shipyard of William Denny Implacable's air crews had been ments for the lower deck have been innumerable young men leaving the NOTICE IS HEREBY GIVEN that a Wreck which lies in Inganess Bay has been marked by a Green Spherical Lighted Bross, Ltd., Dumbarton, yesterday, operating at that time.

When it had been suggested that a whereby the ship's company is served with meals in a communal dining-hall. By this means overcrowding is obtained by the ship is over the distinction of launching two vessels.

Bross. Ltd., Dumbarton, yesterday, operating at that time.

When it had been suggested that a whereby the ship's company is served with meals in a communal dining-hall. By this means overcrowding is obtained by the might be acquired by the ship if he suggested that a whereby the ship's company is served with meals in a communal dining-hall. By this means overcrowding is obtained by the might be acquired by the ship if he suggested that a whereby the ship's company is served with meals in a communal dining-hall. By this means overcrowding is obtained by the might be acquired by the ship is not a system. ted, and it is possible to devote the mess spaces to recreational purposes.

> able went into service with the not to govern well. Home Fleet. One of her first operations was directed against the German battleship Admiral Von Tirpitz, which was located and photographed in Tromso Fjord by the Implacable's aircraft. As a result of this achievement, adjourned for lunch, at which the toast that Lloyd's Agents, too, had been leaves to the Ashburton and her very helpful wherever they had been, Lancasters of the R.A.F. Bomber Command with 12,000-lb, bombs. The Implacable also took part in a number follows of effective strikes against enemy shipping off the coast of Norway. during, which 16 enemy ships were either sunk or seriously damaged and a large U-boat driven ashore and abandoned. A number of successful attacks on enemy airfields and shore installations along the Norwegian coast were combined with these operations In March, 1945, H.M.S. Implacable

left home waters to join the Pacific Fleet, and took part in a number of strikes against the Japanese home islands. Her aircraft were employed in an attack upon vital war installations on Kynshu. In July and August last year she was a unit of the British Carrier Task Force operating with the were flown from the vessel at sea. American Third Fleet in the final assault on Japan.

After the cessation of hostilities, the Implacable was commissioned to carry and V.A.D.s, working as hard as pos-

U.S. SURPLUS SHIPS

Seattle Conference Told of American Fears

MR. SNEDDEN ON SMALL reunion with Implacable" had been COUNTRIES' VOTING INFLUENCE

SEATTLE, Friday

Addressing the I.L.O. Maritime Conference here on "This American Problem." Mr. Maitland S. Penning Federation of American Shipping going to need.

The sword that seems to hang over should say it is in our lap. I have to the Government, worker and em-60,000,000 tons of American shipping from Wales to St. Vincent at 25s. the most optimistic estimates of future use by American shipowners never exceeded 20,000,000. Other estimates fall far below that figure."

Mr. Snedden added: "Under the con- inquiries. stitution every country has an equal vote. That is a principle of national DEPTH OF WATER IN THE PLATE quite different from what had been thought in England. At about the end of June the British Task Force went of June 12, states the ship I arrived in the ship I arrived in the ship I arrived the sovereignty. You have six countries

The Argentine workers' delegate was granted permission to listen and speak Petty Officer (Painter) John Lindsay in the conference committee but not to the carriage of wheat and other food-

LIVERPOOL COTTON MARKET DECISION

Some Adverse Criticism

From Our Own Correspondent

LIVERPOOL, Friday Incorporated Chamber of Commerce at unfilled orders. Liverpool was held at Liverpool Town After the Armistice, the Implacable ment, was ordered under the 1938 Hall to-day. Major R. H. Thornton.

the course of these duties, the Implac- Queen on Dec. 10. 1942, although no Chamber of Commerce remained of would be prepared to entertain offers able passed through the Torres news that her launch was to be a Royal opinion that the Government's decision up to \$14 for July 18 lay days. Strait, being the largest ship ever to one had been made public. With her was not in the best interest of a nation do so, and sailed down inside the Great sister ship. H.M.S. Indefatigable, so widely dependent on international Barrier Reef-a record which, Captain built at Clydebank by John Brown & commercial goodwill. Moreover, he Hughes Hallett added, he thought they Co., Ltd., and launched two days said, bulk buying, though it might look would held for some time.

Speaking of the silk ensign prethe largest and fastest aircraft carriers inevitably to bulk selling, and where earlier, the Implacable ranks among attractive when it was started, led primary products were concerned the that they had actually carried it to four shafts through single reduction simple reason that it was he who grew the crop-or not-as he chose.

The manner in which the matter was handled behind closed doors had the result that everyone felt free to talk at once and proceeded to do so. There was a welter of ill-informed, prejudiced and irrelevant argument. There was A notable feature of the Implacable | confusion among merchants, and partisanship if he suggested that the whole incident was a classic example Completed in 1944, H.M.S. Implac- of how not to govern, or at least how

BOWLS

Lloyd's versus Edmonton

In a bowls match at Edmonton on Thursday a team representing Lloyd's beat the Edmonton Club by 57 shots to 51. The complete results were as

	TOTIONS.		
	LLOYD'S BOWLING CL	Tire	EDMONTON BOWLING CLUB
	E. Blendall	(-1)	II. Slater
	H. F. Halford		C. Watson
	A. V. Slade H. S. Addison		A. Sanders G. Bridgen
		20	15
	J. Burgess E. Day		W. Streeter J. Aupers
	S. Savidge		J. Ramsbotham
	J. Weir	22	(1. Newman
	A. Gilbert		J. Williams H. Newland
•	J. Huke R. Blendall		J. Long
	R. Mortleman	15	E. G. Saunders
	Totals	57	51

(Continued from preceding column)

and two hangars were cleared to make room for 2000 beds.

released British prisoners of war on the May 7, 1900, Lloyd's entertained in a routine 1000-ton collier is needed. A first stage of their repatriation. She the Rooms at the Royal Exchange the sailed from Sydney in September last Naval Brigade—the men of H.M.S. Methil to Chatham/Portsmouth/ year for this purpose, the entire ship's Powerful—who had fought in the Devonport loading next week. Nothing company, together with nursing sisters | South African war with their famous is quoting on the West Coast. In the sible to prepare the vessel for her There were no doubt many people preunusual mission. Thirty-eight aircraft sent at vesterday's ceremony who Sweden for coke breeze, and next week that earlier naval occasion.

FREIGHT MARKETS

Miscellaneous Business

By Our Own Correspondent

THE BALTIC, Friday Operations in the chartering market have been on a fair scale, but in spite of that fact the number of unfilled orders is steadily growing. An active demand is still in evidence for vessels on time charter basis, and in some directions the tendency of rates is ton, vice-president of the National decidedly more favourable to owners. A large prompt motorship has been declared that America had nearly fixed for delivery Tyne for the trip out 60,000,000 tons of shipping, which was higher rate of 17s., and full figures are about three times more than she was also indicated for the South and East African rounds. Tonnage is required for Canadian and West Indies trading. your heads," Mr. Pennington said, The homeward and cross sea trades are hangs over ours too, or, maybe, I quiet, although a large number of orders continue to be quoted. In the observed an all-over fear which runs outward section coal exporters are showing a fair interest, and have taken ployer alike. The facts are that of a small Dutch ship for spot loading

A fair inquiry has been in evidence in the River Plate section, and further vessels are required for the near Continental ports. It is reported that a Mr. Richard Snedden, British ship- Greek ship has been fixed in Greece owners' delegate, attacked small ship- from the Plate to Greece at \$22 for ping countries which sent incomplete July-August, while \$30 is offering firm delegations to the conference. Saying to China. Brazilian charterers make that it hampered the I.L.O.'s work very little progress with their numerous

A telegram from our correspondent

Sub- (A.) G. E. Scott, R.N.V.R.; Sub-Lieut. If they cannot bring complete delegation to Santa Fe was 25 ft. 9 in. No ed the (A.) A. P. Booth, R.N.V.R.; Chief tions they should not come here to change is anticipated during the coming week. Business in the North American

department is still mainly confined to (Rosyth): Joiner D. W. Kendal (Barrow-in-Furness); Electrical Artificer Bernard Skett (Birmingham); delegate present.—Reuter. ing from New York/Charleston Range to Genoa/Savona at \$12 basis one port of discharge. Other coal orders are circulating from U.S. Atlantic ports and from Port Arthur, Texas, to one or two ports West Italy, while many orders are circulating for South American discharging ports, although little progress can be made with these pending the outcome of the negotiations regarding the seamen's dispute. Gulf sulphur The 96th annual meeting of the and Cuban sugar shippers have many Conditions in the various Indian and

After the Armistice, the Implacable ment, was ordered under the 1938 Hall to-day. Major R. H. Thornton, African trades show little change from returned to Sydney and was ordered to Navy estimates, and laid down at the chairman of the Chamber, in a comundertake trooping duties in the Govan shipyard of the Fairfield Ship- prehensive survey of the industrial charterers are still inquiring for a Pacific. This included the repatriation of prisoners-of-war released from Ltd. in February, 1939. In the months, adversely criticised the barley in bags to one or two places Japanese hands. They carried Dutch presence of the King and the First Government's Liverpool Cotton Market troops from Manila to Borneo, and Lord of the Admiralty (Mr. A. V. decision. Major THORNTON said that the Greece, and for the latter charterers

RIVER PLATE to GREECE. - Point RIVER PLATE to GREECE. — Point Clear, 4839 t.g., \$22 per t., heavy grain, July-Aug. (reported).

NEW YORK/CHARLESTON RANGE to GENOA/SAVONA.—Vittorio Veneto (ex Rio Gaulegauy), 6600 t., 10 p.c., \$12 per t., one port, \$12.50 two ports of discharge, coal, July.

TIME CHARTER.—Stanpark: 10,246 t., 17s. per t. d.w., delivery Tyne, redelivery Eastern Mediterranean, trip out June 22-24.

WALES to ST. VINCENT.—Dutch stmr., 3800 t., 25s, per t., coal, spot.

PROVINCIAL REPORTS

From Our Own Correspondents LIVERPOOL, Friday

good demand is maintained. although tonnage is rather sparingly available. A large volume of miscellaneous business awaits attention from North America. Interest in barley was shown from the Persian Gulf with a fixture reported to North Africa at 75s. for an 8000-ton steamer, with June readiness. Pyrites shippers paid \$6 from Huelva to Philadelphia for a June steamer of 4000 tons.

CARDIFF, Friday In the home coasting and near foreign trades demand is moderate, but quiet conditions rule for deep-sea directions, Fixture: -ST. VINCENT (ldg. Cardiff).-3800 t.,

SWANSEA, Friday There is not much expansion in chartering, as business in the foreign section is governed by the quantity of coal available for export, while coasting operations are affected by stemming

NEWCASTLE, Friday Baltic and Continental inquiry is fairly active, but the lack of cargoes keeps chartering on a small scale. The home coast prompt position is quiet owing to the searcity of stems. For late June there is a good general inquiry. The coaling ports, North Atlantic and Mediterranean trades are

GLASGOW, Friday Irish needs are fully satisfied up to It is just over 46 years since, on the week commencing June 24, when vessel of 2000 tons is wanted from 4.7 guns mounted for land operations. foreign section an order for 1000 tons is quoting from Grangemouth to recalled, from personal experience, a cargo of 2000 tons is quoting from Methil to Deumark for low grade fuel.

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POST-WAR SHIPPING

Problem of Consumption per Horsepower

SIR AMOS AYRE ON "DEMISE

More than 200 members and guests attended the luncheon of the Society of Consulting Marine Engineers and Ship Surveyors at the Connaught Rooms, London, yesterday. Mr. J. C.

was in the chair.

The toast of "The Shipping Industry" was proposed by Mr. Justice Willmer, one of his Majesty's High it was Shipping which made possible the good work of all other Services.

Proceeding, he said that he joined a shipbuilder, a ship-repairer, a ship-surveyor and every member of the industry. In that industry they had understood each other and had known operation during war, and he hoped they would carry this spirit into the involved in this dispute. This practice years of peace.

Ayre, president of the Institute of Marine Engineers, who during the war was Deputy Controller of Merchant Shipbuilding and Ropairs, and Director of Merchant Shipbuilding. Sir Amos Ayre said that the full story had not been told of the efforts during the war of British shipbuilders, shiphard at work building all kinds of war-ships from battleships to small naval craft, repairing warships and merchant ships and converting merchant ships. After 1940 the routeing of merchant ships on what was called the North-North Atlantic added bad weather damage to the work.

UNITED STATES SHIPS

To-day shipping was prosperous. Total British tonnage, however, Persons owing moneys to, or holding was 4.000,000 below that of or managing the property of, specified would be awful Pe 1939, and it if we were to stagnate for long with less than our pre-war shipping. The surplus of United States tonnage was a problem, and it might be a 20,000,000 ton surplus. The industry would have to face circumstances that were different from those immediately after the last war. The United States Merchant Shipping Act provided subsidies, and United States shipowners were supported by a country which strongly believed in private enterprise. To meet competition, we in this country must have the highest possible standards of efficiency, standards which were largely in the care of the Society.

Sir Amos referred to what he called 'the demise of coal." He said that this country's shipping could no longer rely on coal, and quoted the following percentages representing increases in bunker prices since 1939: Britain 130, Gibraltar 230, Algiers 240; and contrasted these with only 51 for Baltimore and 35 for Charleston in the

United States. The toast of "The Society" was proposed by Mr. Mungo Campbell, of Newcastle, who said that during the war surveyors adopted the tradition of the Senior Service and put the surveying telescope to the blind eye. But now the war was over the surveying telescope had to be transferred to the good eve and even for a microscope or an X-ray, for we had to build ships to carry crews and cargoes safely. We had to rise to new heights in designing new tonnage and relegate to the background the slogan First.' He urged boldness in moving with the times, and said risks must

he taken. In reply, Mr. J. C. KENNAUGH, president of the Society, said that engaged, with Radcliffe and Ray, and

turbo-electric and diesel-electric propulsion. Such developments made difficult their task of being able to inform shipowners as to the cost of operating a ship and seeking the elusive decimal in consumption per horsepower. They were the "Back Room Boys" of the industry.

All were engaged in preparing ships to fulfil the needs of peacetime trade. 10s. 0.76d. per cent. last week. spicuously absent. Owners were faced workers would put forth more effort the country would benefit, as the queues of ships waiting for repairs and overhaul could be cut down. The bloodstream of the country depended on ships to keep it circulating.

MERSEY SHIPYARD DISPUTE

Strikes Follow Dismissals

From Our Own Correspondent

LIVERPOOL, Friday

Dismissal of a joiner who was working on the 15,000-ton Shaw Savill vessel Corinthic, at the yard of Cammell Laird & Co., Ltd., Birkenhead, led to a serious development to-day when 1000 men were reported to be on strike in sympathy. Mr. W. J. Tudor, in a statement on behalf of the men, said the trouble arose when a joiner employed by the Mersey Insulation Company left the Corinthic at 11 40 a.m., after which he was discharged. Later in the day, Mr. Tudor Southern Deferred shed 1 to 20. South said, the shipwrights also came out in sympathy, and mass meetings were being arranged at which the situation would be considered.

To-day Messrs, Cammell Laird & Co. Wednesday at noon the joiners employed by the Mersey Insulation Com-Territorial unit and saw their pride pany left their work some time before the agreed stopping time, although aw passing in the river, he realised they had been warned that they must not do so. Two of these men were disship was. To-day it was apt to refer charged for this offence, and after dinner the other men came out in symwho co-operated with the men who ran pathy, including painters, shipwrights ships and the men who built and and labourers in the employ of the repaired them. Much was heard of the same firm. On Wednesday a joiner in the employ of Cammell Laird & Co., The shipping industry had long latd., was discharged for a similar had international co-operation—the offence and the joiners in Cammell brotherhood of the sea. A sailor was Lairds' came out in sympathy with this

> "This morning the shipwrights in the employ of the firm have come out in sympath, with the shipwrights in the employ of the Mersey Insulation Company. There are now about 1000 of ceasing work before the recognised stopping time has increased greatly during the war period and is a serious hindrance to output. It is in the interests of production that this pracice should cease. Cammell Laird & o., Ltd., posted a notice throughout the works, giving ample warning to all their employees that any workmen leaving work before the mutually agreed stopping time would be

TRADING WITH THE ENEMY

Alterations to Black List

A new Order came into force yesterday containing amendments to the Board of Trade "Black List" of traders abroad with whom it is unlawful to have dealings of any kind. or managing the property of, specified under statutory obligation to report Enemy Property. Copies of the Order The Trading with the Enemy (Specified Persons) (Amendment) (No. 16) Order, 1946 (S.R. & O. No. 824), are obtainable, price 1d. each, through any bookseller or newsagent, or direct from H.M. Stationery Office, Kingsway, London, W.C. 2.

Obituary

MR. J. MAUGHFLING

The death has occurred of Mr. J.

Mr. Maughfling had an active association with the Society of Motor Manufacturers and Traders since first Vehicle Committee 38 years ago. Other organisations in which he represented the company were the Association of British Motor Manufacturers from 1917; the British Engineers' Association, as a member of the Council from 1928 to 1944 and as vice-president from 1937 to 1944; the Australian Association of British Manufacturers, as a member of the British Council. Ho was also a member of the Institute of Chartered Accountants.

"SHIPMATES ASHORE"

In the B.B.C. "Shipmates Ashore" programme, broadcast to-day, Debroy Somers and his orchestra have been GO., LTD.

Bresident of the Society, said that engaged, with Maderine and May, and Cludes a further dividend received from members of the Society were faced hostess is Doris Hare, and girls from the Exportence Lexibilities.

AGENTS, SHIP. Lexibilities are somewhat easier but export shipmembers of the Society were faced hostess is Doris Hare, and girls from the Exportence Lexibilities.

Peter Waring as guest artists. The hostess is Doris Hare, and girls from the Exportence Lexibilities are somewhat easier but export shipmembers of the Society were faced hostess is Doris Hare, and girls from the Exportence Lexibilities.

Bunker stems for end of next week are arrangeable.

MONEY MARKET

Treasury Bill Result

The £150 million of three months Treasury bills offered at the Bank yesterday were allotted at an average rate of 10s. 1.14d. per cent., against But it was a period of suspicion and total amount applied for was uncertainty among many workers in £268,600,000, and tenders at £99 17s. 5d. the industry. The younger men for the bills to be dated Monday to lacked confidence and discipline and a Friday will receive about 38 per cent. sense of responsibility was con- and those above in full. Next week the maximum amount to be issued will be with the spiral of rising costs. If the £150 million, and the banks will be called upon to provide a maximum sum

> In Lombard Street overnight loans were freely offered at 1 per cent. The banks were fair buyers of August Treasury bills. Foreign exchange rates and silver prices were steady.

of £100 million under the Treasury

deposit receipts scheme.

STOCK EXCHANGE

Shipping Issues Easier

Interest on the Stock Exchange yesterday was again mainly centred in home industrial and copper mining shares, although closing prices of the latter were slightly under the best. Quiet buying of British Government stocks was in evidence, and prices were 1-16 to 7-16 up where changed, the larger movement being shown in Victory Bonds at 1183 ex drawings. Home railway Ordinary stocks closed below the best. Great Western at 57 and Midland American railway junior issues were firmer where changed.

Shipping issues were more active, but the tone was uncertain. Union-Castle declined another 1s. to 30s., Royal Mail issued the following statement: "On 6d. to 32s., and Jacobs a like amount to 49s. 6d. France, Fenwick were also 6d. down to 56s., but the Preference gained 1s. to 28s. Cunard receded 3d. to 33s., but Orient 61 per cent. Preference at 31s. 6d. and Reardon Smith at 31s. were each 6d, dearer New Zealand Preference were quoted 1 higher at 15.

A fair amount of business was arranged in shipbuilding, iron, coal and steel shares, but the tone was easier inclined. John Brown lost 3d. to 30s. 3d., but Samuel Williams rallied 3d. to 20s. 6d. Several issues were 3d. to 71d. weaker. Guest, Keen showing the larger movement at

Active buying of commercial and industrial issues was again in evidence Rolls-Royce advanced & to 63, Woolworth 1s. 6d. to 97s. 6d., Marks & Spencer 1s. to 85s., while smaller gains were shown in Associated Cement to 2s., British Celanese to 38s. 6d., Courtaulds to 58s. 6d., Dennis to 35s. 6d., General Electric to 107s., and London Brick to 96s. Cable and Wireless lost I to 107, the Preference ½ to 105½, and Leyland 1-16 to 51. Oils presented a dull appearance,

although Anglo-Iranian rallied 1-16 to and Ultramar 6d. to 84s. 6d. Royal Dutch were marked down 1 to 341 Burmah 1-16 to 3 25-32, Shell a like amount to 4 11-16, and Trinidad Leaseholds 1-32 to 5 29-32.

REPORTS AND DIVIDENDS

BRITISH INSULATED CALLEN-DER'S CABLES, LTD. — The directors, having obtained the necessary sanction from the Board of Trade, have decided that due to the delay caused by the abnormal work arising from the amalgamation of British Insulated Cables, Ltd., and Callender's Cable & Construction Company, Ltd., coinciding with transition from war to peace, the first accounts will be for the 18 months to Dec. 31, 1946. have declared an interim dividend on the ordinary stock of 4 per cent. annual dividend would require to be industrial fuels are fully regulated. at the rate of 6 2-3 per cent. This would mean 10 per cent, actual for the 18 months to Dec. 31, 1946, of which 4 per cent, has now been declared as an interim distribution.]

BRITISH MARITIME TRUST. LTD.-Interim dividend on the Ordinary shares of 3 per cent. actual, less tax, the same as for the two previous years.

NORTHERN ASSURANCE COM-PANY, LTD. A half-yearly dividend of 4s. 6d. per share, payable less tax on July 1, has been declared in respect of the 6 per cent. Participating Preference shares. The further dividend in respect of the year 1945 of 4s. 5.731d. per share will also be paid on the same date, less tax.

MARCONI'S WIRELESS TELE GRAPH COMPANY, LTD. Final dividend on Ordinary shares of 31 per cent, actual, and a special dividend of 32 per cent, actual, both less tax, and a special dividend on the Preference shares of 3 per cent. actual, less tax. The total dividends for the year on the Ordinary shares are 103 per cent, (7 per cent.), less tax, and on the Preference profit for 1945 was £336,630, and in-

Saturday, June 15, 1946

EXPORTERS

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Page 3

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COAL TRADE

Special Market Reports

From Our Own Correspondents CARDIFF

Foreign export inquiry is keenly sustained but operators have only restricted classes to draw upon for ship-ment and business is small. Monthly allocations of anthracite duff are steadily shipped, together with coke breeze and some of Government dumped coal, but almost the only oversea business in good qualities is to the bunkering depots. There is limited trade in anthracite from new opencast working with Canada.

SWANSEA

Increased difficulties with regard to supplies are hampering fresh trading for anthracites. Demand both for inland and export is persistently brisk. A good deal of interest again centres round medium-sized broken coals, and smaller makes receive closer attention. there being consistent inquiry for machine-made peas for Canada, values of which tend firmer. Ordinary billy duffs receive steady support because of the shortage of better qualities. On the steam side better locomotive large SHIP BROKERS & COAL EXPORTERS are almost entirely absorbed, with the result that lower classes are more

MERSEY

Best hards and cobbles for bunker account have been in reduced supply actual (9.6d. per £1 unit), less tax, owing to the Whitsuntide holidays. on account of the said 18 Washed steam mixture and washed months, payable July 12. [To thirds are well sought after, while maintain the same rate of distri-shippers have good business offered for bution on Ordinary stock as that paid export, if permits were granted. There in recent years by former British Insu- is no change in the coastwise position lated and Callender companies, total and house coal is in short supply. All

NEWCASTLE

Very firm conditions prevail under the shortage of all classes of fuel. Durham and Northumberland output is well up to average and, under a good tonnage supply, is being steadily cleared. There is a sustained inquiry for all classes over the later summer and autumn months, emphasis being on industrial classes. The bunker trade remains very active, ships' requirements locally making sustained demands on popular brands.

HULL

Collieries are still experiencing difficulty in dealing with priority demands. Public utility services and railways call for maximum deliveries. The export position is quiet through lack of supplies, while hunkering is a moderate market, with more inquiries

GLASGOW

Production this week is considered almost back to normal. Inland business is maintained on a fairly heavy shares 73 per cent., less tax. The net scale but consumers are asking for better class fuels. Lower grade fuels

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OF COAL"

Kennaugh, president of the Society,

Court Judges. Mr. Justice WILLMER said that although the members of the shipping industry might consider the legal profession to be merely parasitic there were useful parasites and he hoped the industry would regard him as such. It gave him great pleasure to be back among members of the industry, for he had grown up in it and he added, had cross-examined members of it. He paid tribute to the entire industry-owners, builders, repairers, surveyors, engineers and the Merchant Navy. In the coming months and years many gallons of ink would he expended on explaining how much was due to any particular branch of the Services, but no branch of any of the Services contributed on the same scale as the shipping industry. For

CLYDE CRAFTSMEN

the Army early in the war and when nvasion threatened in the spring of 1940 he went on duty to the River Clyde. When he saw the ships passing ip and down the Clyde he realised that all would be well so long as they continued. When he met craftsmen from shipyards on the Clyde serving in a in the ships they had built which they what a fine thing pride in craftsmanto that pride in the company of those need for international co-operation. a sailor all over the world, and so was man. something about international co-

The toast was replied to by Sir Amos repairers and engineers. At the beginning of the war the industry was

particulars to the Custodians

Maughfling, joint managing director of John I. Thornycroft & Co., Ltd. He was appointed secretary of the company in 1902, elected a director in 1921 and a joint managing director in

serving as a member of the Motor

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there are one or two points which I

think is right to bring to your notice. This great industry has been built up

under free enterprise and this com-

pany, when times were bad, arranged

for the construction of new tonnage.

Plans were laid and in 1934 an ambiti-

ous programme was put in hand. The

vessels constructed at that time were

fast cargo liners which H.M. Govern-

ment found of inestimable value in

most dangerous theatres of war where

constructed between 1934 and the out-

break of war, no fewer than nine were

lost. I submit that herein is one of

the great advantages of free enterprise.

It is not given to every man, or body

of men, to forecast the future correctly

and if the shipping policy of the coun-

try is to be settled by the majority vote

of a few men, however eminent, it is

quite possible that what proves later to

be the wrong policy will be adopted.

can be taken; not everyone will be

ideas will result in the creation of a

balanced industry capable of develop-

ment in any particular direction as cir-

SHIPPING INDUSTRY'S DUTY

This brings me to the last point

which I wish to make. During the war

it was necessary to operate under the

control of the Government, and the

only important factor was to have the

ships at the right place at the right

time irrespective of economic con-

siderations. In time of peace, the same

conditions do not exist. The shipping

industry believes in free enterprise

and also recognises its duty to the

continue to play its part whole-

heartedly in securing those invisible

exports which are to-day more impor-tant than ever. It will assist in

furthering the economy and industrial

welfare of this country and the

dominions, but to enable it to perform

this duty successfully, it should not be

Free enterprise can and will make a

substantial contribution towards world

The report and accounts were unani-

mously adopted and the recommended

dividends payable on that day were

The retiring directors, the Rt. Hon

ford, were re-elected, and the auditors,

Messrs. Moores Carson and Watson,

COMMODITIES

GRAIN

OILS AND OILSEEDS

LONDON (Baltic Exchange), Friday OILS.—LINSEED.—Raw £65. RAPE. —Crude £91. COTTON. — Crude £52 2s. 6d. CASTOR.—First £82; seconds £80. GROUNDNUT and SUNFLOWER. —Crude £56 10s. per ton. OILSEEDs.—For shipment. CASTOR-SEED.—Bombay £43 10s. per ton. Other oilseeds and groundnuts all unquoted.

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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.

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nation. If allowed to do so it will

cumstances may require.

transporting men and equipment in the

Dividend Increased to 20 Per Cent.

LORD ROTHERWICK'S STATEMENT The 56th annual general meeting of speed was essential. As an indication the Clan Line Steamers, Ltd., was held yesterday at 2, St. Mary Axe, London, vessels were employed I have to inform

E.C., The Rt. Hon. Lord Rotherwick you that out of a total of 13 vessels chairman of the company) presiding. The CHAIRMAN said: Before dealing with the ordinary business of the company, I should like to add my tribute to the officers and men of the Merchant Navy, and particularly of this company and its subsidiaries, who throughout the war discharged their duties according to the best traditions of the sea. and who in many cases were called upon to make the supreme sacrifice. It is with profound regret that I have to Free enterprise offers flexibility, risks record the deaths of 89 Europeans (masters, officers and ratings) and 509 right but the interplay of competitive Indian seamen during the war, who gave their lives in the country's cause. I wish on your behalf to express sincere

sympathy with the bereaved. Some idea of the gallantry and endurance which were shown is indicated by the fact that 44 of our seafaring staff received decorations, and a further 43 were specially mentioned and commended. I feel proud when I think that such men are associated with us in the company's service.

TRIBUTE TO STAFF

I have also to express my appreciation of the support of the Board of directors, management and staff of offices, workshop and docks, for without their loyal co-operation the efficiency of the organisation would have been seriously impaired.

You will have seen from the directors' report that Sir George Peat died in June last. The company, and shipping generally, has suffered a great loss, for his wide knowledge would have been of immense value in these difficult

A comprehensive statement was issued with the accounts, and I do not feel that I can usefully add anything thereto. I shall, of course, be pleased to deal with any questions which may

RESERVES AND DIVIDEND

It is proposed to increase the final Lord Rotherwick and Mr. Fred Beddividend on the Ordinary stock to 15 per cent., making a total of 20 per cent. for the year compared with 15 C.A., were reappointed. per cent. for each, of the last four years. Your directors feel justified in recommending this increase for it should be remembered that the Ordinary capital of the company was written down and hears no relation to the actual amount of capital employed in the business. To-day the general reserve stands at £1,000,000 and the balance of profit and loss account at £93,000. To this must be added the transfers which have been made out of profits to fleet replacement reserve amounting to £384,000, which with the Ordinary capital and capital redemption reserve gives a total of £2,184,500 and a rate of dividend of no more than 5½ per cent. on the written down Ordinary Capital. written down Ordinary capital and amounts which have been ploughed back into the business subsequent to the reorganisation of the company.

It is impossible to make any forecast with regard to future earnings, but the main consideration with regard to dividend policy must be to build up the strength of the company so that it may face any hazards which it is called upon to meet.

Since the close of the company's year a number of vessels have been released from requisition and are operating on owners' account, subject to direction by the Ministry of War Transport. It is expected that all but two vessels will be released during 1946. In the war period we have maintained our services as far as possible with the assistance of tonnage allocated to us by the Ministry. We look forward to re-establishing our trades and giving that personal service which is so much appreciated. Severe competition will have to be faced, and it will only be by maintaining a high standard of efficiency that we can hope to secure our share of the available

cargo. NATIONALISATION I do not wish to be controversial on the question of "nationalisation," but ton, delivered Middlesbrough area.

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	Alexandra Corinthian Alexandra Malta	He P
	Hebe Grimsby Empire Garston Stockholm Empire Gazelle, Jne 14	W F
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	Molino del Rey, Jne 14 Aruba	B
	Lake George, prev Jne 15 Aruba	
	CORYTON CLD Lake George, Jne 14 Texas City CORYTON SD	M E P
	White Oak, Jne 4 New York SOUTHEND Pd Down	F
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Matthew Sheehan
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Rio Grande
Plimston, Jne 12
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Jne .6 (in tow of
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W. W. Bruce, Jne 6
Philadelphia (in tow of PointCabrillo(tug))
(to lay up)

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(to lay up)

Lektor Garbo
Roald Amundsen

TEXAS CITY AR
Dolabella, Jne 12

HOUSTON
Highflyer, Jne 5
Antofagasta

Of PointCaprino(reg)
(to lay up)

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Frans van Mieris.—Scheveningen, Jne 13, due The Downs Jne 16, noon
Robert S. Lovett.—49 48 N, 00 44 W, Jne 12, 8 19 p.m.

St. Magnus (trawler).—Wick, Jne 11, 9 40 Zelo -62 32 N, 04 56 W, Jne 11, 9 20 p.m. CLEARED IN BALLAST

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

DURHAM, Br. 6260, Pilcher, New York, Vic. Dk., Birt, Potter & Hughes. FREY, Sw., 606, Lunderborg, Stockholm, via Hull, Surrey C. Dk., British & Northern Shipping Agency. HAUKEKJELL, No. 5782, Isaksen, Abadan, Purfleet, John I. Jacobs & Co. KRONPRINSEN, No. 5067, Johnsen, Hampton Roads, Surrey C. Dk., H. Clarkson & Co.

LAKE GEORGE, Am, 6107, Eldemine, Texas City, Coryton, Anglo-American Oil

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

NORDIA, Sw. 1063, Cedervall, Mont Louis (Canada) via Bristol Channel, Erith Oil Wks., Moxon, Salt & Co. ORION, Sw. 1162, Broneus, Ursviken via Immingham, Bowater's Wf. J. Carlbom

LONDON CUSTOM HOUSE

AR

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

June 14 2220 BERKELSTROOM, Du, 260, de
Mar, Amsterdam, Fennings' Wf., British
& Foreign Maritime Agencies.

2216 CITY OF LONDON, Br. 355,
Apthorp, Brussels, London Dk., Brussels
Steamship Co.

2219 CITY OF MADRAS, Br, 4270, Ricketts, Lourenco Marques, Beira, Durban, East London, Mossel Bay & Table Bay, Tilbury Dk., Montgomerie & Workman.

2213 DINARD, Br, 938, Light, Antwerp, Tilbury, Clemt.

2212 EMPIRE REST, Br. 375, Maybee, Antwerp, Tilbury, Clemt. 2211 EMPIRE SHELTER, Br. 369, Smith, Antwerp, Tilbury, Clemt.

2214 EMPIRE WINNIE (tug), Br, Fryer, Bremerhaven, Gravesend, Clemt. 2215 FALCON, Br, 433, Wethy, Antwerp, Butler's Wf., General Steam Navigation

> 2218 HAUKEFJELL, No, 5782, Isaksen, Abadan, Purfleet, John I. Jacobs & Co. 2209 LAKE GEORGE, Eldemire, Aruka, Coryton, Anglo-American Oil Co.

2222 LITTLE BIG HORN, Am, 6134, Gabrielsen, Philadelphia, Thames Haven. Anglo-American Oil Co.

2221 MANTOLA, Br, 5544, Feller, Beira. Zanzibar, Dar-es-Salaam, Tanga & Mom-basa, Royal A. Dk., Gray, Dawes & Co. 2224 MARSWORTH, Br, 188, Pearce, Rotterdam, Regent's Canal Dk., Grand Union (Shipping).

2208 REGENT HAWK, Br. 4644, Geyton, Trinidad, Thames Haven & Purfleet, Davies & Newman.

2210 SAPHIR, Be, 269, de la Ru Ostend, Tilbury, John Cockerill Line. 2217 SUTHERLAND, Br, 525, McClure, Naples, Leghorn, Genoa and Lisbon, London Dk., Currie Line.

2225 TITANIA, Sw. 409, Sjoklom, Kalmar, Malmo, Helsingborg & Rotter-dam, Willson's Wf., British & Northern Shipping Agency.

2223 WEST COASTER, Br. 155, Horsham, Sas van Ghent, Regent's Canal Dk., General Steam Navigation Co.

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

June 14 ALEXANDRIA via HAIFA, Hartland Point, Br., 2685, Dring, S.W. India Dk., Westcott & Laurance Line.

AMSTERDAM, Drake, Br. 175, Lickis, Butler's Wf., General Steam Navigation ANTWERP, Electro, Br. 447 Grossey, Tilbury Dk., Antwerp Steamship Co.

ANTWERP, Plover, Br. 166, Kelly, St. Katharine's Wf., General Steam Navigation Co.

ANTWERP & OSTEND, Saphir, Be, 269, de la Rue, Tilbury Dk., Erlebach & Co.

BOMBAY & KARACHI, Ocean Courier, Br. 4280, Cossar, Royal A. Dk., Gosman & Smith. CALCUTTA via DUNDEE & NEW YORK, City of Madras. Br. 3567, Butler, Tilbury, Montgomerie & Work-

DUBLIN, Ocean Coast, Br, 656, Hollman, London Dk., Coast Lines.

GOTHENBURG, Britannia, Sw. 2422, Walter, Millwall Dk., British & Northern Shipping Agency.

GOTHENBURG, Freja (aux.), Sw. 27, Petterson, Parish Loam Quarries Wf., Robin, Eggins & Co.

HAMBURG, City of Durban, Br. 3667, Freeman, Tilbury, Montgomerie & Workman. HJALTEYRI (Iceland), Atheltarn, Br. 568, Rattray, Thames Haven, Howard

Houlder & Partners.

ROTTERDAM, Empire Farnham, Br, 189, White, Ordnance Wf., Sidney Cater &

ROTTERDAM, Trompenburgh, Du. 176,

de Winter, Custom House Qy., London-Rotterdam Maritime Agency.

SAVANNAH, R. Ney McNeely, Am, 4362, Braithwaite, Royal A. Dk., W. H. Muller

TABLE BAY, PORT ELIZABETH, EAST LONDON, DURBAN, LOURENCO MARQUES & BEIRA, City of Lucknow, Br, 5953, Barclay, Royal A. Dk., Ellerman & Bucknall Steamship Co.

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

June 14 ATHELTARN, Br. 568, Rattray, Hjalteyri (Iceland), Thames Haven, Howard Houlder & Partners.

BRITANNIA, Sw. 2422, Walter, Gothenburg, Millwall Dk., British & Northern Shipping Agency.

CITY OF DURBAN, Br. 3667, Freeman, Hamburg, Tilbury, Montgomerie & Workman.

CITY OF KHIOS, Br, 3567, Butler, Cal-cutta via Dundee & New York, Tilbury, Montgomerie & Workman.

CITY OF LUCKNOW, Br. 5953, Barclay, Table Bay, Port Elizabeth, East London, Durban, Lourenco Marques & Beira, Royal A. Dk., Ellerman & Bucknall Steamship Co.

DRAKE, Br. 175, Lickis, Amsterdam, Butler's Wf., General Steam Navigation

ELECTRO, Br. 447, Grossey, Antwerp, Tilbury Dk., Antwerp Steamship Co.

EMPIRE FARNHAM, Br. 189, White, Rotterdam, Ordnance Wf., S. Cater & Co. FENJA (aux.), Sw. 227, Petterson, Gothenburg, Parish Loam Quarries Wf., Robin,

Eggins & Co., Ltd. HARTLAND POINT, Br. 2688, Dring, Alexandria via Haifa, S.W. India Dk., Westcott & Laurance Line.

OCEAN COAST, Br. 656, Hollman, Dublin, London Dk., Coast Lines.

OCEAN COURIER, Br. 4280, Bombay & Karachi, Royal A. Dk., Gosman & Smith.

PLOVER, Br, 166, Kelly, Antwerp, St. Katharine's Wf., General Steam Naviga-

tion Co. R. NEY MCNEELEY, Am, 4362, Braith-waite, Savannah, Royal A. Dk., W. H. Muller & Co.

SAPHIR, Be, 269, de la Rue, Antwerp & Ostend, Tilbury Dk., Erlebach & Co. TROMPENBURGH, Du. 176, de Winter, Rotterdam, Custom House Qy., London & Rotterdam Maritime Agency

(Continued at foot of preceding col.)

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and Shiprepairing, Floating Crane, etc.
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Telegrams—"Drydocking"

CONGO.—New York, June 14. — Portuguese steamer Congo had fire this morn Telegrams—" Drydocking "
Telephon—Aromouth 4221-5
Theology Founder 2347 Wapping Dr. Dock
After hours—Long Ashton 2292 Stoke Bishop 81652

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MARINE CASUALTIES

ANITA.—Santos, June 14.—Motor vessel Anita left here on June 12. (See issue of June 3.)

ARDENT.—London, June 14.—Norwegian steamer Ardent, which left Bowen on June 9 for Hongkong, radioed on June 13 that she was putting into Thursday Island for temporary repairs due to

ARIZONAN.—Antwerp, June 12.—American steamer Arizonan, from Vancouver, reports having experienced heavy weather after leaving that port. On Apr. 17 damage was sustained to the steering engine. The same day she arrived at Los Angeles, where repairs were effected. Further repairs were effected at Balboa and Cristobal.—
"Lloyd Anversois." (See issues of May 18 and 24.)

ASHBURTON.—See "Strike of Shipwrights on the Clyde" under Miscellaneous."

BIAFRA.—New York, June 13.—Steamer Biafra, collision with steamer CHARLES J. FOLGER in May: One plate renew and five fair, accommodation ladder renew, rails and deck planking repair, together with sundry damages. Approximate cost \$3700.—Salvage Association's Surveyors. (See issue of June 4.)

BRAVIK .- Soderhamn, June 10 .- Motor

vessel Bravik, of Stockholm, 130 tons gross, Stockholm for Hudiksvall with salt, grounded to-day on Norrfinskan, a shoal one mile east of Lilljungfrun Light. Half an hour later only the masts were visible above water. The crew of five was saved.—"Helsingborgs Dagblad." (See issue of June 13.)

BRITISH GLORY.—St. Catherine's Point,
June 14.—Motor tanker British Glory
(Abadan for Gothenburg and Helsingborg), stopped four miles off St.
Catherine's Point, and reports engine
breakdown. No assistance is required
and she expects to get under way any
minute.

June 14.—British motor tanker British Glory passed here at 715 a.m. to-day bound eastward.

CARRETA. — Dakar, June 13.— Panamanian steamer Carreta is detained here with propeller trouble, necessitating drydocking.

CASTILLO MONTIEL—New York, June 10.—Steamer Castillo Montiel, docked at Section 6 Breakwater, Erie Basin, had fire on board at 3 15 a.m. to-day in carpenter's shop; damage trifling. (See issue of June 11.)

CHARLES J. FOLGER .-- See Biafra.

DALWARNIC.

CHOCTAW.—See AFD-28 (floating dock)

Motor fishing vessel Columbia, from New York, is leaking badly in lat. 41 33 N., long. 68 26 W. Motor fishing vessel Mary took the crew of 10 men off and will stand by until morning.

ALWARNIC. — Montreal, June 13. — Steamer Dalwarnic: Fire confined to No. 3 hold; some damage by water in No. 4 lower hold. Fire extinguished by steam and water. Approximately 50 tons discharged at Rimouski. Sound or partially sound reloaded; only total loss cargo remained at Rimouski. Survey to be held at St. John's, Newfoundland.—Lloyd's Agent per Salvage Association. (See issue of June 13.)

EMPIRE CHIEF.—Falmouth, June 14.— British tank steamer Empire Chief left here to-day. (See issue of June 11.)

EMPIRE SEABANK .-- Antwerp, June 14.

FEE DES EAUX .- Penzance, June 14

left here yesterday for London, (See issue of June 13.)

French motor trawler Fee des Eaux, of St. Malo, Penzance for fishing grounds, returned here last evening with bottom end gone. Repairs in hand by local conjunction.

FERJO (aux.).—King's Lynn June 13.—Swedish auxiliary schooner Ferjo (from Gefle) when entering King's Lynn docks, struck the knuckle of the south side of the lock entrance with her starboard anchor, ripping some of the wooden fendering away; no apparent damage to vessel.

FYLINGDALE.—Plymouth, June 13.
Steamer Fylingdale arrived here on June 12 from Fowey. (See issue of June 13.)

British motor vesse.

local engineers.

- St. Catherine's Point

a leaky plate.

AFD-28 (floating dock).—New York, June 10.—United States naval tug CHOCTAW reported on June 8 that she was standing by two sections of floating dock AFD-28 in lat. 34 40 N., long. 69 52 W., but major portion has not been located. U.S.S. PC 582 relieved the CHOCTAW, yesterday and reports depth charges were not successful in breaking wall of dock. Search continues for major portion. (See issue of June 12.)

GENERAL JOHN POPE. — New York, June 14.—American steamer General John Pope has had slight fire.

INVERBANK.—See Nicolaos Michalos.

IVAN KONDRUP.—See Kyle Castle.

JACOB CHANDLER HARPER.—Istanbul, June 6.—Steamer Jacob Chandler Harper went aground at Kephez, Dardanelles, at about 6 a.m., on May 26, not as before reported. (See issue of May 28)

JAMES B. MILLER. - See Nicolaos

JOHN B. COWLE. — Cleveland, Ohio, June 13.—Steamer John B. Cowle has been docked and surveyed on account of striking Louisiana Street Bridge, Buffalo, on Nov. 13. Damage entails new rudder, three new propeller blades and renewal of sundry shell rivets. Estimated cost, including dockage, \$14.250. — Salvage Association's Surveyors.

JULIEN POYDRAS.—New York, June 13.—Master of steamer Julien Poydras (Bordeaux for New York) radioed yesterday: Boiler trouble, proceeding Bermuda, (Note, — Julien Poydras arrived at Bermuda on June 12.)

JUMBO.—New York, June 10.—Steamer ROCK SPRINGS VICTORY, docked at Pier 94, North River, broke from moorings at 1 a.m. to-day and before she could be secured drifted and damaged the Cornell Steamboat Co.'s tug JUMBO at Pier 92, North River. Steamer reported undamaged; tug has pilots house damaged. (See issue of June 11.)

KLOVERTRE.—Dakar, June 13. - Norwegian motor tanker Klovertre is detained here with propeller trouble, necessitating drydocking.

KRONPRINSESSAN MARGARETA.— Lisbon, June 10.—The fire among bales of cotton on board motor vessel Kron-prinsessan Margareta was probably due the to spontaneous combustion. Several hundred bales were damaged, but the damage was mostly caused by water.—
"Helsingborgs Dagblad." (See issue of June 13.)

June 14.—Motor vessel Kronprinsessan Margareta left here on June 12.

KURLAND. — Copenhagen, June 13. While undergoing repairs at Burmeister & Wain's shipyard Norwegian motor vessel Kurland had fire on board. Fire now under control.

KYLE CASTLE.—Copenhagen, June 13.

—While shifting berth in harbour,
British steamer Kyle Castle collided with
Danish steamer IVAN KONDRUP, lying alongside quay, causing damage to both vessels.

LARGO. — Blyth, June 14. — British steamer Largo left here yesterday for London. (See issue of June 13.)

M. & L. COASTER (aux.).-Rockland Me., June 9.—Venezuelan wooden auxiliary schooner M. & L. Coaster was on fire at anchor in Rockland Harbour last night; the crew of five escaped injury.—New York Maritime Associa-

New York, June 13.—
Auxiliary schooner M. & L. Coaster has proceeded (from Rockland, Me.) in tow for a Nova Scotian port.—Salvage Association's Surveyors. (See issue of May 21.)

MCALLISTER BROS. NO. 63 (lighter).
New York, June 13.—Lighter McAllister
Bros. No. 63, collision in June, surveyed
on behalf of steamer OCEAN ROVER:
Corner rake, 11 planks, 200 ft. of wearing pieces and decking renew, also seams
caulk, together with sundry damages.
Salvage Association's Surveyors.

Salvage Association's Surveyors,

MERILINTU (aux.).—Sundsvall, June 10.

—Finnish auxiliary schooner Merilintu,
450 tons gross, Kemi for Stockholm
with wooden goods, sprang a leak on the
evening of June 9 outside Bramo and
filled with water. Six men and the cook
took to the lifeboat and were picked
up by Bramo pilot-boat. Three men
remained on the schooner, which floated
on the cargo. A large pilot cutter from
Bramo took the vessel in tow last evening and they are expected to arrive
during the night.—"Helsingborgs Dagblad."

Motor vessel Duke of Athens, lost port anchor and chain on May 3 in St. Lawrence River: Halifax bills submitted and approved for \$4927. In our opinion no prospects of recovery of lost parts on "no cure no pay" basis.—Salvage Association's Surveyors. (See issue of May 14.) NICK STONER.—Needles, June 14. — Tug Salvonia, towing steamer Nick Stoner, passed here at 6 35 a.m. to-day and signalled: Bound Netley Anchor-age. (See issue of June 14.)

NICOLAOS MICHALOS .- Buenos Aires Apr. 16.—The master of the steamer Nicolaos Michalos reported that the vessel was lying at anchor in the roads off Ingeniero White on Mar. 21, with the steamer JAMES B. MILLER lying at anchor astern and the steamer UMBERLEIGH and the motor vessel UMBERLEIGH and the motor vessel INVERBANK lying at anchor ahead, during strong wind and current. At 12 40 p.m. the port anchor chain of the JAMES B. MILLER, which was manoeuvring, fouled the rudder of the Nicolaos Michalos. At 1 15 p.m. the UMBERLEIGH and INVERBANK were observed to collide, start dragging anchors and approach the Nicolaos Michalos, whose engines were worked in an endeavour to avoid collision, but her anchors started dragging and, being wedged between other vessels, had difficulty in manoeuvring. At 4 30 p.m. the Nicolaos Michalos grounded on bank of channel but refloated at 6 45 p.m. with Nicolaos Michalos grounded on bank of channel but refloated at 6 45 p.m. with assistance of tug. Survey was held on the Nicolaos Michalos in Ingeniero White Roads on Mar. 23. All bilges and tanks were sounded and found to be making no water. The rudder, stock and pintles were examined so far as possible and steering gear tested and all were found in good order. Certificate of seaworthiness was issued, but surveyor recommended further examination at next drydocking.

OCCIDENTAL VICTORY .- Copenhagen, June 13.—Steamer Occidental Victory refloated with assistance of Svitzer's salvage steamer and has been brought here. (See issue of June 14.)

OCEAN ROVER .- See McAllister Bros.

Garnes, Sagua for Boston with sugar, reported boiler trouble at 10 50 p.m. yesterday in lat. 41 30 N., long. 69 28 W. and requested assistance of tug later reported boilers dead—New York Maritime Association. (See issue of June 13.—Boston, June 9.—U.S. naval tug Cherokee took steamer Garnes in tow and anchored at 4 20 a.m. to-day at Fimi's Ledge. Vessel was picked up by three Boston tugs and passed in Deer Island Light at 9 15 a.m.—New York Maritime Association. WEEKLY CASUALTY RETURNS

Casualties reported at Lloyd's on Casualty Book between 5 p.m. on Thursday. June 6, 1946, and 5 p.m. on Friday. June 14, 1946 Year Tonnage Flag Built gross net Voyage and Casualty

June 7 William Bursley Aalsum Br 1945 1791 1023 Tyne for Phyaranta. Ashore. Du 1922 5418 3192 At Amsterdam, from Corral. Cargo on fire. June 11
Tamara
Sw 1931 6390 3834
Kronprinsessan
Kronprinsessan
Margareta
Br 1921 2394 1428
Ouebec for St. John's, NF. Fire in hold.
Am 1942 7373 4816
Gertrude Parker
Big Ben
Wilhelmina
Sw 1931 6390 3834
Gothenburg for Karachi. Ashore.
Buenos Aires & Santos for Stockholm. Cargo on fire.

Quebec for St. John's, NF. Fire in hold.
At Mobile. for China. Cargo on fire.

— Rammed, sunk.
Sama for Miami. On fire.
Wilhelmina
Du 1936 199 114
Hengelo & Terschelling for Umea. Ashore.

June 12 Sw 1916 130 65 Stockholm for Hudiksvall, Foundered.

June 13 Minsyr (s.v.) - Struck mine, sank; five of crew killed. June 14 Bishopdale Br 1937 8406 5007 Abadan for Cingapore. Ashore

ORVILLE HARDEN.—London, June 14.
—Motor tanker Orville Harden left Belfast Lough on June 12 for Caripito. (See issue of June 11.)

PETERSBURG VICTORY.—New York, June 10.—Steamer Petersburg Victory, which left Westport, Oreg., on June 1 for east coast of United States, has speed reduced on account of boiler trouble. (Note.—Petersburg Victory has since passed Balboa on June 12.)

PIPIT (yacht).—Aberdovey, June 14.—Yacht Pipit refloated and has been taken to Abersoch with only slight damage, Owner arranged terms for refloating. (Note.—The Salvage Association state that the Pipit sank at her morings at Abersoch.)

RIVERCREST.—Perth, W.A., June 13.—Steamer Rivercrest (at Fremantle, on voyage from Adelaide for Liverpool): Port boiler low furnace rivets strained due to the fact that the furnace from is apparently not a good fit in boiler end. Five rivets broken in halves and numerous rivets cracked on their batts in line with plate cracks in numerous places between rivets in circumferential direction, necessitating removing complete ring out of furnace front for 6 in. in fore and aft direction and welding and riveting new ring. Preserving parks cut out for inspection when vessel arrives home. Estimated cost £350; expected to complete repairs and sail Monday next, June 17.—Lloyd's Agent per Salvage Association.

ROBERT EUGENE.—Seattle, June 4.—Motor vessel Robert Eugene, bound to Anchorage with general cargo, was beached last Friday (May 31) at Lituya Brached Last Friday (May 31) at

Agent per Salvage Association.

ROBERT EUGENE.—Seattle, June 4.—
Motor vessel Robert Eugene, bound to
Anchorage with general cargo, was
beached last Friday (May 31) at Lituya
Bay, Alaska. Vessel reported submerged
completely at high tide yesterday;
bottom damaged and rudder gone. Crew
of six reached shore safely. Value of
vessel and cargo is reported to be
\$250,000.—New York Maritime Association. (See issue of June 5.)

ROCK SPRINGS VICTORY.—See Jumbo.

ROCK SPRINGS VICTORY.—See Jumbo. SAMUR. — Lisbon, June 14. — British steamer Samur has put in here with boiler trouble. (See issue of June 1.3.)

boiler trouble. (See issue of June 13.)

SCOTTISH PRINCE.—Colombo, June 14.

—British motor vessel Scottish Prince
put in here yesterday p.m. Master
reports vessel requires new lower idler
sprocket wheel complete with roller and
ball races for camshaft drive, which the
owners' agents have ordered from the
owners. (See issue of June 14.)

owners. (See issue of June 14.)

STAVELOT.—Antwerp, June 12.—Belgian motor vessel Stavelot, from New York. reports that while going astern during manoeuvres to leave that port she was caught by the ebb tide and grazed the starboard side aft of the steamer BARTLESVILLE VICTORY.—"Lloyd Appersois"

SUN YAT-SEN .- New Orleans, June —American steamer Sun Yat-Sen, fully loaded with corn for Yokohama, has sprung a leak and is now discharging part cargo. SYLVIA W. (keel).—Hull, June 13.

When carrying 100 tons of cement from Hull to Leeds, the keel barge Sylvia W. fouled the bottom of the River Hull and sank. When the Sylvia W. was being moved to her present position near North Bridge she suddenly heeled over and nearly dragged under tug Rover, escorting her. Sylvia W. is now safely settled in the mud near the wharf at the site of the old bridge, and to-day the skipper, with two assistants, was removing the sodden bags of cement to another barge.—"The Daily Mail," Hull. (See issue of June 13.)

EAKWOOD.—Cullercoats Radio, June

TEAKWOOD.—Cullercoats Radio, June 14.—Following received from tank steamer Teakwood (Tyne for Curacao) at 1 3 p.m., G.M.T.: Returning to harbour, dynamo crankshaft broken. (Note.—Teakwood has since put back to the Tyne on June 14.) UMBERLEIGH.—See Nicolaos Michalos.

UMBERLEIGH.—See Nicolaos Michalos.

WILHELMINA.—Kalmar, June 11—
Salvage steamer Herakles left here to-day to assist motor vessel Wilhelmina, ashore at Damman. (See issue of June 12.)

WILLIAM LYON PHELPS.—Havana, June 13.—Government station reports: Distress signals (from) steamer Wallace M. Tyler: Lost propeller 40 miles from Cape San Antonio; requests towing assistance. (Note:—In reply to inquiry a cable received from the New York Maritime Association dated New York Muritime Association dated New York Muritime Association dated New York Maritime Association dated New York Muritime Association dat

ZENA (yacht). — Hamilton, Bermuda, June 14.—Ketch Zena, Bermuda's entry in the coming 635 mile ocean yacht race from Newport, Rhode Island, to Ber-muda, has sunk in a storm between Bermuda, has sunk in a storm between Bermuda and New York, according to a message received here. All six survivors were rescued by the American steamer Joshua B. Lippincott, bound for Baltimore. The Zena left Bermuda on June 9 in order to take part in the race on June 29.—Reuter.

COUNTRY CRAFT SUNK NEAR MANGALORE

MANGALORE

Madras, May 10.—Following received from Port Officer, Mangalore, dated Apr. 27: Country craft, 142 tons, sunk and abandoned about nine miles off Baindur Bar; dangerous to Navigation.— Lloyd's Agent.

Madras, May 10.—Following received from Port Officer, Mangalore: Master of steamer Cossipore reports having passed a submerged country craft on May 5 in lat. 10 45 N., long, 75 44 30 E., drifting southwards. Foremast and boom are showing above water; dangerous to navigation. above water; dangerous to navigation.

WEATHER AND NAVIGATION

DERELICTS AND WRECKAGE

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Madras, May 10.—Following received from Port Officer, Mangalore, dated Apr. 27: Country craft, 142 tons, sunk and abandoned about nine miles off Baindur Bar; dangerous to navigation.

Madras, May 10.—Following received from Port Officer, Mangalore: Master of steamer Cossipore reports having passed submerged country craft on May 5 in lat. 10 45 N., long. 75 44 30 E., drifting southward. Foremast and boom are showing above water; dangerous to navigation.

New York, June 10.—Two sections of floating dock AFD-28 were located on June 8 in lat. 34 40 N., long. 69 52 W., but an attempt to sink it with depth charges on June 9 was unsuccessful. The major portion of the dock has not been located.

LIFERAFTS REPORTED

LIFERAFTS REPORTED Land's End Radio, June 13.-Following

received from master of American steamer Algonquin at 9 13 p.m., G.M.T.:

At 8 32 p.m. sighted partly submerged liferaft in position lat. 47 10 N., long. 11 20

At 9 p.m. sighted liferaft in position lat.

MISCELLANEOUS

STRIKE OF SHIPYARD WORKERS AT BIRKENHEAD

AT BIRKENHEAD

London, June 14.—Over 1000 workmen at the shipyards of Messrs. Cammell Laird & Co., Birkenhead, came out on strike today following the dismissal of three shop stewards. A trade union official, addressing a meeting of the strikers, said it was likely that 90 per cent. of the 10,000 workers at the Birkenhead yard would be on strike by to-morrow if a settlement was not reached. The dispute arose following trouble regarding canteen facilities and men leaving early.

STRIKE OF SHIPWRIGHTS ON THE

STRIKE OF SHIPWRIGHTS ON THE CLYDE
Glasgow, June 13.—An unofficial strike of shipwrights at the Leven shippard of William Denny & Bros., Ltd., Dumbarton, to-day led to the cancellation of the launch of the motor vessel ASHBURTON. The shipwrights turned out for work as usual this morning, but a dispute developed. The vessel will be launched as soon as possible after the men have returned.—LLOYD'S LIST Correspondent. THE STRIKE OF FISHERMEN AT

THE STRIKE OF FISHERMEN AT EAST ('OAST PORTS

London, June 14.—At North Shields the entire fleet of 31 trawlers and 310 men are now affected. It is believed that a vote will be taken at a mass meeting of the men on Monday (June 17) on a proposal to return to sea while negotiations are in progress.

THE WAR

ADMIRAL Y. S. WILLIAMS.—London, June 14.—American steamer Admiral Y, S. Williams, which was scuttled at Hongkong in December, 1941, was raised by the Japanese, renamed TATSUTAMA MARU and is now in AMBA ALAGI, - London, June

Italian steamer Amba Alagi, which was chartered by the Japanese in December, 1941, and renamed AOKI MARU, was sunk off Manila on Nov. 9, 1944.

AN SHING.—London, June 14.—Chinese steamer An Shing was acquired by the Japanese and renamed ANKO GO. Vessel was subsequently sunk in the Inland Sea on May 14, 1945.

ANALOCK.—London. June 14.—British BEIRA

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ANALOCK.—London, June 14.—British steamer Analock, which was seized by the Japanese at Yokohama on Dec. 8, 1941, was renamed ROZAN MARU and subsequently sunk at Manila on Sept. 22, 1944. ANKO GO.—See An Shing

ANLEE. — London, June 14.—Chinese steamer Anlee, which was sunk at Hongkong in December, 1941, was raised and renamed ANRI GO. Vessel was subsequently sunk off Moji on June 25, 1945.

ANRI GO.—See Anlee.

AOKI MARU .-- See Amba Alagi.

BEN IDRIS.—Edinburgh, June 13.—
Granton trawler Ben Idris was towed into Aberdeen harbour yesterday after having been blown out of the water by a having been blown out of the water by a mine explosion in the North Sea. When the explosion occurred the crew were thrown off their feet and water began pouring into the vessel, flooding the engine-room. When the vessel righted itself the crew manned the pumps and succeeded in averting the danger of flooding. The mine is believed to have been touched off by the vessel's nets. The only casualty was the cook of the Ben Idris, whose back was injured.—
"The Scotsman." (See issue of June 14.)

CAP CORSE. — Marseilles, June 3.—
French steamer Cap Corse will be entirely broken up by the middle of June. (Note.—Cap Corse was scuttled at Marseilles in August, 1944.)

CITTA DI AGRIGENTO.—Alexandria,

at Marseilles in August, 1944.)

CITTA DI AGRIGENTO.—Alexandria,
May 4.—Motor vessel Citta di Agrigento
arrived here on Apr. 27 in tow of tug
Marander. (Note.—Citta di Agrigento
was sunk at Mersa Matruh in July,
1942, and subsequently salved.)

DJEBEL DIRA.—Marseilles, June 3.— French steamer Djebel Dira will be re-floated in June (Note.—Djebel Dira was scuttled at Marseilles in August,

GENEROSO. — Marseilles, June 3.—No work has been carried out on the Swiss steamer Generoso and she is to be broken up. (Note.—Generoso sank at Marseilles after striking a mine.)

seilles after striking a mine.)

IMERETHIE II. — Marseilles, June 3.—
French steamer Imerethie II. will be partly broken up and partly refloated. (Note.—Imerethie II. was scuttled at Marseilles in August, 1944.)

RASA.—London, June 14.—British motor vessel Rasa, which was captured by the Japanese at Penang, has been recovered in Malaya.

ROZAN MARU.—See Analock.

TATSUTAMA MARU. - See Admiral Y. S. Williams.

NON-MARINE

CASUALTIES TO AIRCRAFT ACCIDENT AT CAIRO, EGYPT

At 9 p.m. sighted liferaft in position lat.
47 07 N., long, 11 30 W.
Land's End Radio, June 14.—Following received from master of American steamer Algonquin at 5 8 a.m.; At 4 55 a.m., in position lat, 46 17 N., long, 14 14 W.
passed floating liferaft.

ACTIBENT AT CAIRO, ENTYPT
(Cairo, June 13.—A new Languedoc 161, 36-seater air liner, with a full passenger load, inaugurating the French Air Lines service to Cairo, skidded 600 yards on the new runway at Cairo airport last night and was wrecked. Nobody was injured.—
"Taily Mail."

LLOYD'S LIST Sat., June 15, 1946

Page

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Relvina Leith
Goole
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Sanda, Jne 13 Glasgow
Faxfleet, Jne 13
Cragside, Jne 13
Cr Rudderman, Jne 13 Empire Peacemaker Fairplay One (tug)
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Camberwell Hartlepool
Boston Trader Blyth
Brockley Sunderland
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Matching Yewvalley Energie, Jne 13 Plymouth Poole

Kenia (tug), Jne 13
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Ben Johnson, Jne 13
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Jne 13 Sauth Empire Cricketer,
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Ialine Southampton
EXETER

SD

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Roma, Jne 14
PORT TALBOT
East Anglian, Jne 14
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St. Helier, Jne 13 Lady Sheila Empire Farjeon, Jne 14 Saint Eunan Aranmore PRAWLE POINT Pd W Wallroy PLYMOUTH Monkstone, Jne 12 Barry Energie, Jne 13 Soton Clara Monks Barry Clara Monks PLYMOUTH The President, Jue 12

Lady Sheila Par Monkstone, Jne 13 Barry PAR AR Fred Everard, Jne 13 Exeter FALMOUTH AR Empire Greta (tug), Jne 13 Southampton FALMOUTH SD Collin, Jne 13 Par Empire Homestead Bristol Channel Bristol Channel LLANELLY AR LIZARD Pd E Empire Pabian, Jne 13 for Plymouth

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Barry PORTREATH AR Islesman, Jne 13
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AVONMOUTH SD Stanley Force, Jne 12
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Brora, Jne 13 Glasgow
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NEWPORT SD
Empire Reaper, Jne 12
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Empire Farringay, Jne 14
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Bessie Ellen (aux)
Bamboo, Jne 14 Newry
Rivelin
Bampoo, Jne 14 Newry
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Bangor

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Ben Ellan Kindiesel Dublin
Ben Robinson Swansea
CARDIFF SD
Empire Runner, Jue 13
Eveleen, Jue
Margaret Lo Garston Belfast Portavogie Lady Stella Newport Rowan Severn Industry Aspen Net Avonmouth Annaghmore, Juc 14 Kimball Harlow
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Empire Coningsby
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Herbert W. Walker
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The report of the arrival of the Aranmore on Jne 13 was erroneous MUMBLES Pd In MUMBLES Pd In Harptree Combe, Jne 13 Mary Eliezer (aux)

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Ashfield, Jne 12 Dublin Stramore Belfast Swansea AR r. Jne 13 MANCHESTER SD Denbigh Coast, Jne 13 Glencullen, Jne 13 Dublin Kylebank, Jne 13 Lpool Corteen Belfast AR Wild Rose, Jne 14
Belfast

Bangor Belfast GARSTON Eveleen, Jne 13 Belfast Margaret Lockington Newry SD

for Regent's Canal Dk
traster Middlesbrough
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Wimbledon Tyne
Charles M., Jne 14
Brendonia Porthoustock
Yewtree Sunderland
John Charrington Blyth
Sir Jöseph Swan Barry
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Manchester

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Ine 12
Empire Jonquil Preston
Peveril, Jne 13
Castle Combe London
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Ayrshire Coast Glasgow
British Coast Londor
Empire Convoy Belfast
Ulster Coast Belfast The Lady Belle, Jne 13

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Swansea
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Sanda
Southampton
Lady Sheila
Par
Lady Sheila
Par

LARNE
Penstone
Appliance
Penmaenmawr
Empire Condicote
Southampton
Stepley Force

WUMBLES
Pd Out
Oranmore, Jne 13
Stepley Force

Freeman Hatch
Appliance
Penstone
Appliance
Penmaenmawr
Empire Condicote
Southampton
Southampton
Kentish Coast
Dublin
WARRENPOINT
Drev Jne 13 Glamorgan Coast
Belfast
FLEETWOOD
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Rowan, Jne 12

Helium, Jne 13
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Harrison
JOHN PERRING (sludge vessel), 1559,
Green's Dry No. 2, L.C.C.
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LARGS BAY, 14182, W. Dry Dk., Royal
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MANTOLA, 9065, 7 & 9 Sheds, Royal Albert,
Gray, Dawes & Co. JOHILLA, 4042, E Shed, West India, T. & J. ATHELTARN, of Thames Haven, Howard Harrison MANTOLA, 9065. 7 & 9 Sheds, Royal Albert. Gray, Dawes & Co. MARSWORTH. 366, D Qy.. Regent's Canal. Grand Union (Shipping) MAUNGANUI, 7527, 34 Shed, Tilbury, P. & O. S. N. Co. MERKLAND, 1375, 7 Shed, Tilbury, Currie Line
MOOLTAN, 20,952, 13 Shed, King George V.,
P. & O. S. N. Co.
MOONCREST, 5202, Station Yd., Surrey Commercial, Tatham, Bromage & Co.
NEW TEXAS, 6567, 12 Shed, King George V.,
Killick, Martin & Co.
NO. 19 (hopper), 436, Nelson Dry Dk.
OCEAN COAST, 1173, W. Dk., Ldn. Dk., Coast
Lines OCEAN COAST, 1173, W. DK., Jan. DK., Lines
OCEAN COURIER. 7178, 21 Shed, Royal
Albert, Gosman & Smith
OCEAN STRENGTH, 7173, N. Atl, Impt. Shed.
Surrey Commercial, Royal Mail Lines
OCEAN WAYFARER, 7178, B Shed, West
India, Thompson Steamshipping Co.
OTTERHOUND, 860, F Shed, South West
India, Harris & Dixon
PACIFIC ENTERPRISE, 6736, 22 & 24 Sheds.
Royal Albert, Canadian Pacific S.S.
PACIFIC SHIPPER, 6250, Green's Dry No. 1.
Furness, Withy & Co. 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. 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.

SHIPS IN PORT

Anna II., Jne 13
Glasson Dock
Empire Kyle Lancaster
Cragsman
Blackwater
Blackwater
Blackwater
Graylon Jne 14
Belfast
Lairdescrest
Ardrossan
Crewfill
Rollank
Brotter
Graylon
Brotter
Graylon
Grewfill
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SAMAKRON, 7219, F Qy., Victoria, Royal Mail Lines
SAMEARN, 7219, 13 Shed, Royal Albert, Houlder Bros. & Co.
SAMHOLT, 7219, D Shed, West India, Westcott & Laurance Line
SAMSOARING, 7210, 6 Shed, King George V., P. & O. S. N. Co.
SAPHIR, 638, 20 Shed, Tilbury, Erlebach & Co.
SIAHIRISTAN, 7309, M Shed, South-West India, F. C. Strick & Co.
SONTAY, 8917, 4 Shed, Royal Albert, Union Castle Mail Steamship Co.
STANREALM, 7062, Transit Shed W., Surrey Commercial, Furness, Withy & Co.
TARANAKI, 10,534, 25 & 27 Sheds, Royal Albert, Shaw Savill & Albion Co.
THEMISTOCILES, 11,231, 10 Shed, King George V., Shaw Savill & Albion Co.
TONGARIRO, 8720, 29 Shed, Royal Albert, J. B. Westray & Co.
UMTALI, 8135, E Qy., Victoria, Union-Castle Mail S. S. Co.
URLANA, 6834, 16 Shed, Royal Albert, Gray, Dawes & Co.
WACOSTA, 6165, B Qy., Victoria, Runciman (London)
WAIRANGI, 13,478, 14 Shed, Royal Albert

(London)
WAIRANGI, 13,478, 14 Shed, Royal Albert.
Shaw Savill & Albion Co.
WEST COASTER, 361, B Qy.. Regent's Canal. WOODLARK, 1501, 19 Shed, Tilbury, G. S. N. Co. YAMASKA PARK, 7151, 3 Shed, Victoria. Royal Mail Lines ZILOS. 1711, Trunsit Shed E. Surrey Commercial, C. Gee & Co.

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BAILEY FOSTER, Williams' Jty., Dagenham,
J. Hudson & Co.
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Edinburgh Shipping Co.
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DOMINENCE, Gravesend Reach
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G. S. N. Co.
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Stone, Temple Thomson & Clark

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Haven, Anglo-American Oil Co.

MARGRETHE, Mark Brown's Wf., Bermondsey, United Shipping Co.

MARSWORTH, at Hulk "Artemis," Gravesend, for Regent's Canal Dk., Grand
Union (Shipping)

MISTLEY, Thames Wf., Charlton, M. F.

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NORDIC QUEEN, Deadman's Bys., Deptford OLEV, off Free Trade Wi., Rateliff ORIOLE, G. S. N. Co.

(Continued on page 9)

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Silloth

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Silloth

ABERDEEN
Koolga, Jne 13
Newcastle
Thrift
Blyth
Mount Battock, Jne 14
Blyth
Blyth
David M.

St. Kenneth
Conne
London
Dover
Regfos
Fastwood, Jne 14
Sylvia Beale

C 8 ABERDEEN SD St. Magnus, Jne 13 Lerwick Empire Condover, Jne 14 Tyne DUNDER DUNDER CHARLES THE CAPITAL AR Capitol, Jne 13 London Ghent Corbridge London Wandle London London Largo, Jne 14 Empire Finance For Chelwood Largo, Jne 14 AR FLAMBORO HD Pd 8

KING'S LYNN AR Constance H., Jne 13 Salt. End Empire Wansbeck, Jne 13 Hk of Holland Sheringham Rotterdam St. Andrew Hook of Holland Sheringham St. Andrew Assurity, Jne 13 Hull ARWICH SD St. Andrew, Jne 13 Hook of Holland Empire Vera (tug) Chatham Summity, Jne 14 Dunston Dunston GT VARMOUTH RDS GT YARMOUTH RDS SD

Kyle Fisher, Jue 14 GT YARMOUTH RDS Pd N Brightside, Jne 14 Empire Farouche Empire Sportsman St Abbs Head, Inc 13 Cortachy

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horeham nt Suntrap, Jne 14 Empire Vera (tug)
Aberdeen London London Balmoral Queen Hore Hore London Lady Olga Hull Northwood Hull Northwood

14 Dieppe London Yarmouth Hamburg Antwerp ven Hamburg Hamburg Northdown (s.v.),

Hull Northwood Antwerp Hawkood ANTWERP ANTWERP ANTWERP ANTWERP ANTWERP ANTWERP ANTWERP SD With Morthdown (s.v.)

GOOLE SD Yorkbrook, Jne 14 Shoreham Gladonia Par Gladonia Shoreham
Gladonia
Par
IMMINGHAM
AR
Ubari, Jne 12 Ynnuiden
IMMINGHAM
SD
Ardgantock, Jne 12
Hamburg
Nathaniel Mathews,
Jne 13 Antwerp
GRIMSBY
AR
Broomlands, Jne 14
London
Lais
Thames
River Trent, Jne 14
LOWESTOFT
AR
Tillerman, Jne 13
LOWESTOFT
SD
Dron, Jne 12
Seaham
IPSWICH
SD
Dron, Jne 12
Seaham
IPSWICH
SD
Empire Fastness
Louen
ILais
Thames
GHENT
SD
Durward, Jne 11
Durdee
Cameo, Jne 12
Tyne
ROUEN
AR
River Fisher, Jne 14
ROUEN
SD
Lottinge, Jne 14
Hull

Empire Coast, Jne BRIGHTLINGSEA SD Empire Anglescy, Jnc 13 Sheerness HAMBURG AR Obsidian, Jne 12 Cowrie, Jne 14
River Trent (with tow)
Queensland

William H. Daniels
Yewmount Glasgow
HAMBURG SD
Company Rose, Jne 11

Dennis Rose, Jne 11

Avonmouth
Sherbrooke London
Sincerity, Jne 12 Goole
Empire Fairhaven HOOK OF HOLLAND Duke of York Harwich Empire Fairhaven
Hamburg
GOOLE
SD
Cambria (s.v.)

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DALEGARTH FORCE, 825, Gladstone 1, W. S. Kennauxh & Co. DEFENDER, 8258, Langton, T. J. Harrison DELANE, 6054, Alexandra 3, Lamport & Holt

DESTRIAN (ex Destro), 3553, Alexadra 1, Ellerman a Papayanni line DURANGO, 6986, Gladstone 2, Gracie, Beazley DURHAM COAST, 783, Trafalgar, Coast Lines ELDORITA, 201, Morpeth Branch, † T. Phelan

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EMPIRE GANNET, 5672, Canada, T. & J. EMPIRE LEECH, 363, Bromborough, A. EMPIRE MACDERMOTT, 7952. Alexandra 3. EMPIRE MACKENDRICK, 7933, Alexandra 2.

EMPIRE MARINER, 4957, Langton, Sive-EMPIRE PLOVER, 6109, Langton Dry 1, T. & EMPIRE REAPER, 332, Bramley-Moore, H. EMPIRE SEAMAN, 2905, for Manchester
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ESNEH, 1931. Brocklebank, Ellerman Lines EURYBATES, 6276, Vittoria.† A. Holt & Co. FORT CADOPTE, 7128. Huskisson 1, Cunard White Star FORT CHARNISAY, 7133, Langton, Lamport & Holt Line FORT CHURCHILL, 7129, Budston,† Anchor

JOSHUA THOMAS, 7176, Canada, Atlantic Transport Co.

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HARLAW, 1141, Newcastle Qy., Tyne-Tees Glasgow VICTOR, 435, Rothesay Dk., Clydebank VINETA, 256, Greenock

HARLAW, 1141, Newcastle Qy., Tyne-Tees Glasgow VICTOR, 435, Rothesay Dk., Clydebank VINETA, 256, Greenock Transport Co.
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KENTUCKY, 2136, Canada 3, N. Johansen & KHETI, 2734, Langton Branch, Moss Hutchison Line KILKENNY, 1320. Prince's, British Irish KYLECROFT, 863. Bramley-Moore, Monroe LADY GERTRUDE COCHRANE, 539, Wapping Bsn., I.C.I. LAGUNA, 6466, Huskisson, P. S. N. Co. LANCASHIRE COAST, 1104, Clarence Dry 1. Coast Lines LAPWING, 921, Toxteth, Moss, Hutchison LEDAAL, 3076. King's 1, Pollexfen & Co LOCHMONAR, 9412. Huskisson, Canadian

Co.
TID 163 (tug), 50, Lpool, T. Phelan & Co.
TID 163 (tug), 50, Lpool, T. Phelan & Co.
TID 163 (tug), 50, Lpool, T. Phelan & Co.
TID 163 (tug), 50, Lpool, T. Phelan & Co.
TRANSPORT & CO.
TR Line
TYNAN, 432, E. Waterloo, J. W. Fisher & Co.
ULSTER CASTLE, 1217, Canning, Coast Lines
ULSTER DUKE, 507, Prince's, Coast Lines
ULSTER PRINCE, 3791, Prince's, Belfast
S.S. Co.
VALEN, 991, Alexandra, Bahr, Behrend & Co.
VIRGINIA, 10,944, Bromborough Bys.

WATSON FERRIS, 1791, Prince's Half-tide. R. & D. Jones WELSH COAST, 646, Salisbury, Coast Lines WHIN, 466, E. Float, J. W. Fisher & Co.

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Vessel Tons Gross Dock Brokers
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BEN ELLAN, 270, Old, J. Darlington
BONAWE, 355, Stalbridge, Ross, Ryan & Co
(LANDEBOYE, 648, North, J. Darlington
COMBER, 513, Old, J. Darlington
CORAL QUEEN, 303, Stalbridge, A. Coker & EMPIRE PATRIOT, 2893, Stalbridge, Sive-wright, Bacon & Co. EMPIRE PUNCH, 321, North GANNET (yacht), Old MAKEDONIA, 7044, Stalbridge, R. & D. Jones RIVELIN, 365, Old, J. Darlington SIR JOHN R. WRIGHT (tug), 95, North STANFORD, 5969, Stalbridge, E. Nicholson THE LADY BELLE, 331, Old, Ross, Ryan &

TOPAZ, 577, North, W. Robertson WHEATCROP, 523, North

WHENTERD P. 522. North

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FORT CHRIGHILL. 129. Bushon, † achieve property of the part of the

Lines
TID 28 (tug), 50, Lpool, T. Phelan & Co.
TID 115, 50, Morpeth,† T. Phelan & Co.
TID 116 (tug), 50, Wallasey,† T. Phelan & Co.
TID 117 (tug), 50, Lpool, T. Phelan & Co.
TID 149 (tug), 60, Wallasey,† T. Phelan & Co.
TID 149 (tug), 50, Wallasey,† T. Phelan & Co.
TID 150 (tug), 50, Morpeth,† E. H. Mundy &
Co.

Co.

Co.

Lines

HUASCARAN, 6951, Prince's Pier, Greenock,
J. & J. Denholm
INISHTRAHUILL. 869. Meadowside Qy.
Partick
ROQUOIS, 8937, Rothesay Dk., Clydebank, A.
Weir & Go.
JAAK, 1369, Rothesay Dk., Clydebank, E. Von
Mehren & Co.
JARGOON, 691, Prince's Pier, Greenock,
J. & J. Denholm
INISHTRAHUILL. 869. Meadowside Qy.
Partick
ROQUOIS, 8937, Rothesay Dk., Clydebank, E. Von
Mehren & Co.
JARGOON, 691, Prince's Pier, Greenock,
J. & J. Denholm
INISHTRAHUILL. 869. Meadowside Qy.
Partick
ROQUOIS, 8937, Rothesay Dk., Clydebank, E. Von
Mehren & Co.
JARGOON, 691, Prince's Pier, Greenock,
J. & J. Denholm

LAIRDSBANK, 789, Broomielaw, Burns & Laird Lines
LAIRDSCHEST, 789, Broomielaw, Burns
Laird Lines
LAIRDSCHEST, 789, Broomielaw, Burns
Laird Lines
LAIRDSCHEST, 789, Broomielaw, Burns
LAIRDSCHEST, 789, Broomielaw, VIRGINIA. 10,944. Bromborougu Bys. Laird Lines
Brinings (Shipping)
WALTER RAU, 13,751, Brocklebank Dry.
H. Tyrer & Co.
WANDERER, 5079, Herculaneum. T. & J.
Laird Lines
LAIRDSFERRY, 697, Broomielaw, Burns & EMPIRE BILLIOW. 215, Newcastle Qy., W.
Mathwin & Son (Newcastle)
EMPIRE CONIFER, 1279, Dunston Staiths.
Tyne-Tees Steam Shipping Co.
EMPIRE CONIFER, 1279, Dunston Staiths.
Tyne-Tees Steam Shipping Co.
EMPIRE CONY, 997, Springwell Tr., Jarrow.

SAMDAK. 7219. Sheds 2/4, DK. 7, Goigh & Crostwaite SCOTTISH CO-OPERATOR, 513, Dry Dk. 1, J. Mack & Sons SPRINGCRAG, 332, Weston Marsh Lock. Clark & Grounds ST. CONAN, 403. Stanlow Lay-Bye. G. Wallsend Slipway. Cairns, Noble & Co. ACTIVITY. 9700, Palmers Dry Dk., Hebburn, Runcinuan Shipping Co. ACTIVITY. 9700, Palmers Dry Dk., Hebburn, Runcinuan Shipping Co. ACTIVITY. 9700, Palmers Dry Dk., Hebburn, Runcinuan Shipping Co. ACTIVITY. 9700, Palmers Dry Dk., Hebburn, Runcinuan Shipping Co. INVICTA. 4178. Naval Yd., Wallsend Slipway. Cairns, Noble & Co. ACTIVITY. 9700, Palmers Dry Dk., Hebburn, Runcinuan Shipping Co. INVICTA. 4178. Naval Yd., Wallsend Slipway. Cairns, Noble & Co. INVICTA. 4178. Nava AND SECTION OF THE STATE OF THE

Laird Lines
1.AIRDROSE. 1098, Broomielaw, Burns & Laird Lines
1.AIRDROSE. 1098, Broomielaw, Burns & Laird Lines
1.ANDAURA, 8000. Diesel Wf., Whiteinch, Colin Scott & Co.
1.ANDAURA, 8000. Diesel Wf., Whiteinch, C. S. N. Co.
1.ANDAURA, 8000. Diesel Wf., Whiteinch, C. S. N. Co.
1.ANDEMER (tug), 533, James Watt Dk., Greenock, J. & J. Denholm
1.DETIPIA, 13,595, Prince's, Donaldson Line
1.DCHSHIFL, 208, Clyde Place, D. MacBrayne
4. Co.
MANDAURA, 8303, Queen's, G. S. N. Co.
MANDAURA, 8304, Colins, McPhall
MARINE RAVEN, 11,757, King George V.
Shieldhall, W. B. Woolley & Co.
MAY, 257, Rothesay Dk., Clydebank
MELISSA, 520, Rothesay Dk., Clydebank
J. B. Couper
MONARCH (cable), Blog), Clyde Anchorage
MOUNTPARK, 6722, Prince's, J. & J. Denholm
MOYALLON, 232, Rothesay Dk., Clydebank
J. B. Couper
NEOTHAUMA, 8200, Great Harbour, Greenock, Gow Harrison & Co.
MARIER SCONTREAR, 1279, Bripping Co.
MPIRE CONY, 997, Springwas Disping Co.
MPIRE CONY, 997, Springwas Disping Co.
MPIRE CONY, 997, Springwas Disping Co.
MPIRE CONY, 997, Springwas Dr., clide & Blair
TrineTees Steam Shipping Co.
MPIRE CONY, 997, Springwas Dr., clide & Rairing Cony, Springwas Dr., clide & Blair Barter Cony, Willington Qv., Shields, Hull & Chicken
Marine Edwird Reversed Co.
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MANDALA, 300, Queen's, G. S. N. Co.
MANDALA, 300, Queen's, G. S. N. Co.
MARIER BOONACK, 733, Walker
EMPIRE CONY, 997, Springwas Triod.
Marine Edwird Reversed Rample
EMPIRE CONY, Grain Rever

HINDSHOLM, 1512, Shed 9, Die 3, Co.

JOLA, 209, Shed 2, Dk. 2, A. E. Bowen
LUCERNA, 6556, Dry Dk. Jetties, H. Watson
& Co.

MANCHESTER TRADER, 5671, Shed 6, Dk. 9,
Manchester Liners
MEDWAY COAST, 1014, Ellesmere Port.
Coast Lines
MURON, 465, Weaste Lay-bye, H. Watson &
Co.

PORT DE BOUC, 1743, Weaste Wf.. H. Watson
Son & Co.

PRESTATYN ROSE, 1151, Ellesmere Port,
R. Hughes & Co.

PRESTATYN ROSE, 1151, Ellesmere Port,
R. Hughes & Co.

HURDSHOLM, 1512, Shed 9, Die 3, Clydebank
VICTOR, 435, Rothesay Dk., Clydebank
WOIR'S BSn.,
Govan. T. L. Duff & Co.
WEARFIELD, 9795, Harland & Wolff's Bsn.,
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WELLPARK (new. Queen's, J. & J. Denholm
MCHINDSTAM, 5255, Swan, Hunter, & Wigham
Richardson's Yd., Wallsend, W. A. Souter
& Co.
HELICINA, 12,250, Swan, Hunter, & Wigham
Richardson's Yd., Wallsend, W. A. Souter
& Co.
HELICINA, 12,250, Swan, Hunter, & Wigham
Richardson's Yd., Wallsend, W. A. Souter
& Co.
HELICINA, 12,250, Swan, Hunter, & Wigham
Richardson's Yd., Wallsend, W. A. Souter
& Co.
HELICINA, 12,250, Swan, Hunter, & Wigham
Richardson's Yd., Wallsend, W. A. Souter
& Co.
HELICINA, 12,250, Swan, Hunter, & Wigham
Richardson's Yd., Wallsend, W. A. Souter
& Co.
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& Co.
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Richardson's Yd., Wallsend, W. A. Souter
& Co.
HELICINA, 12,250, Swan, Hunter, & Wigham
Richardson's Yd., Wallsend, W. A. Souter
& Co.
HELICINA, 12,

Muller & Co.
ROBRIX, Co-operative Wf., Gravesend
ROBRIX, Co-operative Wf., Gravesend
RAMWHARFE, United Shipping Co.
SAN ANDRES, Cargo Jty., Tilbury, A.
Howden & Co.
SAN ANDRES, Cargo Jty., Tilbury, A.
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Pacific S.S.
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Lines WANDLE, 1482. Jarrow Staiths. Stephenson Clarke, I.id.
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9

Vessel Tons Gross Dk. or Wf. Breker ACCRINGTON, 1678, Alexandra, Ellerman's Wilson Line ACTUALITY, 945. Albert, Oughtred & Harri-son ASSIDUITY, 350. Humber, Oughtred & Harri-ASSURITY, 164. Humber, Oughtred & BEBO, 196. Old Harbour, T. E. Kettlewell &

GOTTFRID, 1592, Victoria, W. Brown, Atkinson & Co.
HARROGATE, 1113, Victoria, Ellerman's Wilson Line
HELEN BIRCH, 159, Victoria, B.W. SteamHESPERIA, 5040, King George, McGregor,
Gow & Holland
HOPECROWN, 5180, King George, McGregor,
Gow & Holland
JAVANESE PRINCE, 3875, King George,
McGregor, Gow & Harrison
JERRY IRWIN, —, Albert,
KOWEL, 1896, Alexandra, T. E. Kettlewell & Son

LAKEVIEW PARK, 7157, King George, Lambert Bros. LUBLIN, 1409. Albert, McGregor. Gow & Holland MACCLESFIELD, 1049, Albert. Ellerman's Wilson Line
MELROSE ABBEY, 1924, King George, Ellerman's Wilson Line
MOLLOU, 158, Victoria, B. W. Steamship Tug & Lighter Co. MOORMYRTLE, 350 (net), Alexandra, Crarga

NEKRASOV. 1912. Victoria, Cutting & Co. ORTOLAN, 489. Humber. G. S. N. Co. SACRAMENTO, 7096. King George, Ellerman's Wilson Line SAGA, 919. Albert. Ellerman's Wilson Line SAGA, 919. King George, W. R. Johnson & Co. SAMPEP, 7219, Alexandra, Ellerman's Wilson

Line
SEA VALOUR, 1950. Alexandra, Atkinson & Prickett
SHELBRIT 2, 695, Salt End Oil Jty., W.
Moran & Co.
THAMESFIELD 9801, Salt-End Oil Jettles,
W. Brown, Atkinson & Co.

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Vessel Tone Gross Dk. or Wf. Broker ABA, 7938. Berth 108. Western, Union-Castle ABERDONIAN, 1648, Berth 15, Inner ALCANTARA, 22,209, Dry Dk. 7. Royal Mail ALMANZORA, 15,551, Dry Dk. 7, Royal Mail Lines
AMRA, 8314, Berth 108, Western, Escombe, McGrath & Co, ANDES, 25,689, Dry Dk. 6, Royal Mail Lines ARUNDEL CASTLE, 19,118, Berth 105, Western, Union-Castle Mail S.S. Co, ATTENDANT, 1016, Hamble, Hemsley Bell, Ltd.

AUTOCARRIER, 822, Berth 8. Outer

Ltd.
AUTOCARRIER, 822, Berth 8, Outer
BANKILLE, 339, Itchen, Dawson Bros.
BELNOR, 2871, Berth 26, Empress
BEN OLLIVER, 147
BRITTANY, 1445, Berth 9, Outer
CALDERGATE, 138, Hamble
CHANT 60, 404, Itchen
CRANMERE, 248, Borth 11, Inner
DEAL, 688, Dry Dk. 2, Southern Railway
DEXTEROUS (tug), Dry Dk. 1
DURBAN CASTLE, 17,388, Berth 104, Western
Union-Castle Mail 8.8. Co
EMPIRE ALDERNEY, 288, River
EMPIRE FLAMINIAN, 2763, Marchwood,
McGregor, Gow & Holland
EMPIRE FLAMINIAN, 2763, Marchwood,
McGregor, Gow & Holland
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McGregor, Gow & Holland
EMPIRE FURE, 1854, Berth 19, Inner, Wainwright, Bros. & Co...
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Blue Star Line itish Wisdom, Abadan, F. C. Strick & Co. (Purfleet)	Benj. Ackerley & Son. Lady Nelson, Halifax,
rbonia, Kotka, now due S. L. A., Ltd. (Surrey Com.).	Cunard White Star Maloja, Singapore, Escombe, McGrath & Co.
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E. H. Mundy & Co. prt Glenora, Melbourne, Anderson, Green & Co. prt Prudhomme, St. John (N.B.), Jne 17	Poltava, Stettin, E. Stock & Sons. Raranga, Lyttelton via Montevideo,
Lambert Bros. (Victoria).	Raranga, Lyttelton via Montevideo, Houlder Bros. & Co. Samuel McIntyre, Wilmington (N.C.), Charles Hill & Sons, San Wenceslao, Abadan,
resno Star, Buenos Aires, Jne 22 Blue Star Line. lenartney, Melbourne, Jne 16 Clen Line	San Wenceslao, Abadan, James & Hodder Sea Fisher, Barcelona, James & Hodder
Glen Line. leniffer, Singapore, Glen Line Glen Line receptor Hernosand	BRISTOL
raculus, Hernosand, now due E. Lloyd (Ridham). reen Gables Park, New Westminster, Jly 4	Consul Bratt, Skoghall, Whitwill, Cole & Co. Hervor Bratt, Gothenburg.
E. Lloyd (Ridham). reen Gables Park, New Westminster, Jly 4 Tatham, Bromage & Co. arpefjell, (Chicago & Quebec, Jly 1 Tatham, Bromage & Co. ighland Princess, Wellington via	Hervor Bratt, Gothenburg, Whitwill, Cole & Co. Irene, Baltic, Mark Whitwill & Son. Kirsta, Masnedsund.
Eddelite Hipoth Way as	Kirsta, Masnedsund. James & Hodder Marianne Bratt, Kristinehamn &
Royal Mail Lines is, Stockholm & Lulea, J. Carlbom & Co. (Bowater's Wf.).	Skoghall
priter, Sweden, J. Carlbom & Co. alev. Emden, H. Clarkson & Co. (Surrey Com.) Jne 28	Whitwill, Cole & Co. New York City, Norfolk. C. Hill & Sons Samgara, Port Pirie via Antwerp and Mersey,
Union Cactle Mail & & Co	Mark Whitwill & Son.
indat, Vizagapatam, end Jly P. Henderson & Co. ing Neptune, Three Rivers, Jne 16 Modd, Thomson & Co. afian, W.C. Africa via Hull, end Jne E. H. Mundy & Co. ombardy, Jamaica, Royal Mail Lines, Royal Mail Lines, Rivapore via Southaupton, Jne 29	Baron Murray, Wabana, Mordey, Son & Co.
Todd, Thomson & Co. afian, W.C. Africa via Hull, end Jne	Empire Flag, New York via Liverpool, Jones, Heard & Co. Fort Brandon, London,
ombardy, Jamaica, mid July Royal Mail Lines.	Houlder Bros. & Co. James Bennett Moore, New York v Dublin and Liverpool,
aloia, Singapore via Sonthampton, Jne 29 P. & O. S. N. Co. larkhor, Philadelphia, abt Jne 17 Cunard White Star. larvville Victory, Vancouver larvville Victory, Vancouver	W. Cory & Son (South). Markhor, Philadelphia via London and Avonmouth, e
Cunard White Star. Staryville Victory, Vancouver & West Indies, Jne 17	Jones, Heard & Co. Mooncrest, London, Dunn & Co. (Newport)
& West Indies, Birt, Potter & Hughes (Victoria) Jine 17 Jine 17 Lamport & Holt Line.	Pacific Exporter, Avonmouth, Houlder Bros. & Co. Sammex, Wellington via Antwerp,
Birk, Potter & Hughes (Victoria) Jemling, Buenos Aires, Jamport & Holt Line. Lission Park, Vancouver, Furness, Withy & Co. ephrite, Tyne. Edward Lloyd (Ritham)	Bethell, Gwyn & Co. Tijuca, Newcastle (NSW), via Antwerp,
ew Zealand Star. Port Chalmers, Jne 19	Bethell, Gwyn & Co.
Blue Star Line inella, Curacao, Jne 16 Davies & Newman (Thames Haven).	Fort Simpson. Melilla, Martyn, Martyn & Co. (Queen Alexandra)
iso, Trinidad. Jue 16 Davies & Newman (Thames Haven). orman Star, Buenos Aires, Blue Star Line	BARRY Delane, Liverpool,
Blue Star Line orthumberland, Auckland via Panama Jly 17	Rogers & Bright (South Wales). SWANSEA
J. B. Westray & Co. sbur, Lulea, J. Carlbom & Co. (Imperial Paper Mills).	British Cavalier, Abadan, Burgess & Co. British Lancer, Bandar Mashur,
(Imperial Paper Mills), swin, Sweden, T. Watson (Rochester).	British Lancer, Bandar Mashur, Burgess & Co.
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egn, Colombo, Gray, Dawes & Co. olaris, Sweden, T. Watson (Rochester). ort Adelaide, Melbourne, Port Line. ort Fairy, Geelong, Port Line. ort Fremantle, Launceston, Port Line Ort Fremantle, Launceston, Port Line	MERSEY
Port Line. ort Fairy, Geelong, Jne 20 Port Line.	Athel Line. Antilochus, Singapore.
	Antilochus, Singapore, A. Holt & Co. Beaverburn, Montreal, Canadian Pacific S.S.
ort Jackson, Sydney, Port Line rinceton Victory. San Francisco, Birt. Potter & Hughes. Anglitki, Wellington. Shaw Savill & Albion Co. Lippingham Grange, Buenos Aires, Houlder Bros. & Co. obert B. Forbes, Caibarien, United States Lines. Antwerp & Rotterdam, abt Jne 15 Tatham, Bromage & Co. Clears, Trinidad, Howard Tenens.	Bradburn, Brazil, P. S. N. Co.
angitiki, Wellington, Shaw Savill & Albion Co. Shaw Savill & Albion Co. Simplem Grange Ruenos Aires Jly 16	British Pride, Abadan, H. G. Crosthwaite & Co. (Dingle Oil Jty.)
Houlder Bros. & Co. obert B. Forbes, Caibarien, Jue 15	Chagres, New York via Manchester, United States Lines.
utenfjell, Great Lakes & Montreal via Antwerp & Rotterdam, abt Jne 15	City of Glasgow, Sydney, J. Dowie & Co. City of Hongkong, Rombay
Tatham, Bromage & Co. t. Clears, Trinidad, mid Jly Howard Tenens.	City of Hongkong, Bombay, Hall Line Clan Alpine, Mombasa via London,
t. Rosario, Buenos Aires, Jne 26 Howard Tenens, amnebra, Jamaica, early Jly Royal Mail Lines.	Elder Dempster Lines Clan Farquhar, Melbourne, Cayzer, Irvine & Co.
Royal Mail Lines. Royal Mail Lines. Royal Mail Lines.	Clan Macilwraith, Port Elizabeth via
amport, Calcutta, Jne 15	Cayzer, Irvine & Co. Clan Maciver, Mombasa, Cayzer, Irvine & Co.
Houlder Bros. & Co.	Colorado Springs Victory, Port Said,
an Roberto, Trinidad, Jne 25 Eagle Oil & Shipping Co. aappa Creek. Curacao. end Jne Anglo-American Oil Co. (Purfleet)	Cunard White Star. Empire Helmsdale, Las Palmas,
axon Star, Rio Gallegos, Jne 17	Yeoward Line. Empire Lady. River Plate, P. S. N. Co.
ea Owl, Vancouver & Cienfuegos, Jne 15 Birt, Potter & Hughes (Victoria) estrovetsk, Leningrad, Helsinki	Empire Might, Adelaide, Lamport & Holt Line.
L. W. Morland & Co. (Surrey Com.).	Empire Nile, Calcuta, J. Dowie & Co. Empire Pibroch, Buenos Aires,
drius, Sweden, Jne — T. Watson (Rochester). ttratheden, Bombay via Southampton, Jne 20 P. & O. S. N. Co. ducia. Gothenburg. Jne 18	Houlder Brog & Co
Suecia. Gothenburg. Jne 18 British & Northern Shipping	Athel Line. Empire Trumpet, Curacao, T. & J. Harrison
British & Northern Shipping Agency (Millwall). Famaroa, Wellington via Southampton, Jne 18 Shaw Savill & Albion Co. Fecumseh Park, Vancouver, abt Jne 17	Fort Camosun, Galle, T. & J. Brocklebank.
Fecumseh Park, Vancouver, abt Jne 17 Furness, Withy & Co. Pheseus, W.C. Africa, Jne 25 Killick, Martin & Co.	Fort Nipigon, Santos, Lamport & Holt Fort Ville Marie, Galle
Killick, Martin & Co. For, Gefle via Rochester, British & Northern Shipping Agency (Millwall).	J. Dowie & Co. Fra Berlanger, Napier,
forfing Jarl. Piraeus & Barcelona. Jue 16	Frank A. Vanderlip, Vancouver, San Francisco and Curacao
Nordenfjeldske S.S. Services. Projan Star, Wellington, Jly 6 Blue Star Line.	Fort Nipigon, Santos, Lamport & Holt Fort Ville Marie, Galle, J. Dowie & Co. Fra Berlanger, Napier, Cunard White Star. Frank A. Vanderlip, Vancouver, San Francisco and Curacao Gambian, W.C. Africa, H. Tyrer & Co. (Bromborough). Gaston Micard. Caen, R. & D. Jones (W. Floatt).
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Liberian, W.C. Africa, Jne 17 H. Tyrer & Co. (Bromborough).	E
Lycaon, Hongkong, Jly 4 A. Holt & Co.	
H. Tyrer & Co. (Bromborough). Lycaon, Hongkong, A. Holt & Co. Manretania, Port Said, Cunard White Star Monarch of Bermuda, Rangoon, Furness, Withy & Co. Ocean Wanderer, Vancouver & San Francisco Aug 4	
Monarch of Bermuda, Rangoon, Jne 17	App
Ocean Wanderer, Vancouver &	
Donaldson Bros. & Black	G
P. S. N. Co.	3.
Pardo, Brazil, mid Jly P. S. N. Co.	
Philosopher, Trinidad, Jne 17 T. & J. Harrison	010
Port Campbell, Lyttelton, Jly 24 Cunard White Star.	6/8,
Princesa, Buenos Aires, Jne 16 Houlder Bros & Co	Ni
Ocean Wanderer, Vancouver & Sun Francisco Aug 4 Donaldson Bros. & Black Paraguay, River Plate & Brazil, Jne 18 P. S. N. Co. Pardo, Brazil, Mid Jly P. S. N. Co. Philosopher, Trinidad, Jne 17 T. & J. Harrison Port Campbell, Lyttelton, Cunard White Star. Princesa, Buenos Aires, Jne 16 Houlder Bros. & Co. Queen of Bermuda, Takoradi via Furness, Withy & Co. Farbasel Semmes Mobile	_
Furness, Withy & Co. Raphael Semmes, Mobile, now due	GA
Anchor Line.	Sea
Runnymede Park, St. John (N.B.) via Hamburg abt Jne 20 Canadian Pacific 8.8.	
St. Elwyn, Santos, now due	
Canada S.S. Lines. Samanco, Valparaiso, mid Jly	App
Canadian Pacific S.S. St. Elwyn, Santos. Canada S.S. Lines. Samanco, Valparaiso, P. S. N. Co. Sambrake, Calcutta via Boulogne. Hall Line Samgara, Port Pirie via Antwerp, A. Holt & Co. Samlouis, Calcutta, Hall Line Samoa, Durban via Genoa & Barcelona mid Jly	Прр
Hall Line Samgara Port Pirie via Antwern mid Jly	-
A. Holt & Co.	RO
Hall Line	
Barcelona mid Jne	T
Samota, W.C. Africa_via Clyde, end Jne	
Elder Dempster Lines. Samtweed, Calcutta via Boulogne, Jly 2	
Hall Line. Samwash, Trinidad, Jne 16	M
T. & J. Harrison (Huskisson) Samyork, Port Kembla, Jly 6	
J. Dowie & Co. Sarpedon, Sydney. mid-Jne	
A. Holt & Co. Selector. West Indies. Jne 24	Н
T. & J. Harrison (Huskisson). Suncrest, Hamburg. Jne 19	
Japp, Hatch & Co. (Alexandra)	
Taos Victory, Hongkong, Jne 22 Atlantic Transport Co.	
Tarkwa, W.C. Africa, Jne 18 Elder Dempster Lines.	
Temple Arch, Houston, Jne 24	
Samoa, Durban via Genoa & Barcelona A. Holt & Co. Samota, W.C. Africa via Clyde, Elder Dempster Lines. Samtweed. Calcutta via Bonlogne, Hall Line. Samwash, Trinidad, Jne 16 T. & J. Harrison (Huskisson) Samyork, Port Kembla, Jly 6 A. Holt & Co. Sarpedon, Sydney, A. Holt & Co. Selector. West Indies, Jne 24 T. & J. Harrison (Huskisson). Suncrest, Hamburg, Japp, Hatch & Co. (Alexandra) Taos Victory, Hongkong, Alantic Transport Co. Tarkwa, W.C. Africa, Elder Dempster Lines. Temple Arch, Houston, T. & J. Harrison (Toxteth). Trader, Beira, dend fine. Taco, Famagnista, Moss Hutchison Line.	
Vasco, Famagusta, abt Jne 21 Moss Hutchison Line.	Gı
Moss Hutchison Line.	II O

Jne 22 Jne 17 Jne 16 mid Jne Jne 15 Jne 22 Jne 15 Jne 18 Jne 19 Jly 31 end Jne Jly 12 Jly 24 end Ine now due Jne 15 Jne 23 Jne 15 now due Jne 26 Jne 28 Jne 16 end Jne Jne 28 Jne 25 Worcestershire, Rangoon & Freetown, Worcestershire, Rangoon & Freetown, Bibby Bros. & Co.

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PRESTON Jne 15 Jne 17 Jne 15 Jne 16 arly Jly Jne -Jne 24 Jne 16 Jne 18 PRESTON Rudolf, Stockholm & Ursviken

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mid-Jne

Ine 28

Jne 1

now due

Jne 15-16

Bretagne, Oslo, P. H. Matthiessen & Co. (Tyne Commission Qv.). Chulmleigh, Vancouver, Gyda, Alexandria, Jly 4 Jupiter, Bergen,
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