

ROYAL MAIL TO SOUTH AMERICA

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

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

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. 51 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: Green: exhibiting a green group flashing light giving TWO flashes every 10 seconds.
The Green Can Unlighted Wreck Buoy which previously marked the wreck has been withdrawn.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, Secretary.
Trinity House, London, E.C. 3, 14th June, 1946.

NOTICE TO MARINERS (No. 10 of 1946)

SCOTLAND-ORKNEY
WRECK BUOY
Latitude 58 deg. 53 min. 54 sec. North
Longitude 2 deg. 53 min. 00 sec. West (approx.)
Northern Lighthouse Board, Edinburgh, 12th June, 1946.

NOTICE IS HEREBY GIVEN that a Wreck which lies in Inganess Bay has been marked by a Green Spherical Lighted Buoy having the word "WRECK" in 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 Heligoland Lighthouse and 043 deg. 400 feet from the Wreck.
By Order,
J. GLENCORSE WAKELIN, Secretary.

PROPOSAL TO CHANGE A SHIP'S NAME

WE, THE POOL SHIPPING COMPANY LIMITED, of Mainforth 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 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 Limited.
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 Whims, Sedgelyield, Stockton-on-Tees, this thirteenth day of June, 1946.
For and on behalf of
THE POOL SHIPPING CO. LTD.
SIR R. ROPNER & CO., LTD. (Managers), J. R. ROPNER, Director.

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

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

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	Moon Rises ... 22 19

The above times are B.S.T.

TO-DAY'S WEATHER

Meteorological Office Forecast
Advance forecast for the 18 hours ending midnight to-night:—

General Inference: A 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 32 (B):—

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

Where an assured requires cover only against S.R. & C.C. this cover may be granted in connection with an ocean voyage (excluding voyages to or from Egypt, Palestine, India or Dutch East Indies) at a minimum rate of 1-20th 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:—

	Per cent.
Egypt	H/C
Palestine	1-8th
India	1-16th
Dutch East Indies ...	H/C

irrespective of whether such cover is confined to land transit or is in conjunction with a voyage.
Note: The expression "India" does not embrace Ceylon.

STRIKE STOPS LAUNCH

Naming Ceremony Performed

From Our Own Correspondent
GLASGOW, Friday

An unofficial strike of shipwrights in the Leven shipyard of William Denny & Bros., Ltd., Dumbarton, yesterday, led to the cancellation of a launch for which a platform party had assembled, and prevented the Clyde from achieving the distinction of launching two vessels on the afternoon tide on two successive days. The vessel was named *Ashburton* by Mrs. Trinder, wife of Mr. O. G. Trinder, a partner of Trinder, Anderson & Co., London, managing owners of the Australind Steam Shipping Co., Ltd., for whose service the vessel is intended. After the naming ceremony had been carried out the company left the platform and adjourned for lunch, at which the toast of "Success to the *Ashburton* and her owners" was honoured.
The shipwrights turned out for work as usual yesterday morning, but a dispute developed. The vessel will be launched as soon as possible after the 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 ls. An additional charge of 2s. 6d. per three minutes is payable of calls from all places in Scotland, Northern Ireland and the Isle of Man.

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 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 time ago they had left the United 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 area. 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 quite different from what had been thought in England. At about the end of June the British Task Force went north and they had joined it. Subsequently the British Force joined the American Task Force and remained operating with it until the Armistice.

Describing the working method of the 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 screen of destroyers and other escorting craft, and depended upon the maintenance of a continuous air offensive. Both fighter sweeps and fighter protection of the remainder of the task force had to be provided, and Captain Hughes Hallett mentioned that this involved the flying of about 140 sorties a day—and the *Implacable* carried only 78 aircraft. No air opposition was encountered.

TROOPING IN PACIFIC

After the Armistice, the *Implacable* returned to Sydney and was ordered to undertake trooping duties in the Pacific. This included the repatriation of prisoners-of-war released from Japanese hands. They carried Dutch troops from Manila to Borneo, and brought Australians to Sydney. During the course of these duties, the *Implacable* passed through the Torres Strait, being the largest ship ever to do so, and sailed down inside the Great Barrier Reef—a record which, Captain Hughes Hallett added, he thought they would hold for some time.

Speaking of the silk ensign presented to the ship by the Committee of Lloyd's, Captain Hughes Hallett said that they had actually carried it during their last two Norwegian raids. After that it had been put away until the last operation against the Japanese—the July-August operation, they called it. He could not say it was battle-scarred, because the Japanese had never attacked them, but it was weather-scarred, and gave some idea of the air conditions under which the *Implacable's* air crews had been operating at that time.

When it had been suggested that a model of the ship should be presented to Lloyd's in return, they had been uncertain that it could be made worthy of Lloyd's. "But it came out better than we expected," Captain Hughes Hallett added, "and we have brought it along to show you. We want to make it very clear how much we appreciate all that you have done for us. We were the envy of every ship in the Pacific when it was known that we had been befriended by Lloyd's." In conclusion, Captain Hughes Hallett said that Lloyd's Agents, too, had been very helpful wherever they had been, those at Sydney, Melbourne and Vancouver having been particularly generous.
The model was then unveiled amid loud applause.

A CLOSE LINK

Accepting the model on behalf of the Committee, the CHAIRMAN OF LLOYD'S (Sir Eustace Pullybrook) said that this was a day when everyone was happy—one 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 a 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 that has started will grow closer and closer. We realise that men change,

and 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 reunion with *Implacable*" had been 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 entertained at lunch in the Captain's Room.

The model is a water-line model, constructed on a scale of one-sixteenth of an inch to a foot, and is accurate to very fine detail. Models of 19 aircraft are in position on the flight deck, these being Seaflies (Mk. XV.). Fireflies (night fighter version) and Avengers (heavy bombers). Of especially fine craftsmanship are the aircraft-lighter cranes and the masts of the W.T. 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 following officers and men being responsible for the work: Lieut. (A.) J. H. S. Pearce, R.N.V.R.; Sub-Lieut. (A.) G. E. Scott, R.N.V.R.; Sub-Lieut. (A.) A. P. Booth, R.N.V.R.; Chief Ordnance Artificer H. G. Mills (Rosyth); Chief Air Artificer Day; Petty Officer Air Mechanic Ware; Petty Officer (Painter) John Lindsay (Rosyth); Joiner D. W. Kendal (Barrow-in-Furness); Electrical Artificer Bernard Skett (Birmingham); Ordnance Artificer Leonard Medcraft (Coventry).

The model is enclosed in a glass case and bears a silver plaque upon which the following inscription is engraved: "H.M.S. *Implacable*. Adopted by Lloyd's, March, 1942. Presented by The Captain, Officers and Ship's Company of her First Commission, May 1944—June 1946. This model was made on board by the officers and ship's company."

The Fleet aircraft carrier H.M.S. *Implacable*, of 23,000 tons displacement, was ordered under the 1938 Navy estimates, and laid down at the Govan shipyard of the Fairfield Shipbuilding & Engineering Company, Ltd., in February, 1939. In the presence of the King and the First Lord of the Admiralty (Mr. A. V. Alexander), she was launched by the Queen on Dec. 10, 1942, although no news that her launch was to be a Royal one had been made public. With her sister ship, H.M.S. *Indefatigable*, built at Clydebank by John Brown & Co., Ltd., and launched two days earlier, the *Implacable* ranks among the largest and fastest aircraft carriers of the Fleet. Her propelling machinery consists of Parsons turbines, connected to four shafts through single reduction gearing, giving her a speed of 32 knots. She carries 16 4.5-in. dual purpose guns, as well as numerous smaller anti-aircraft weapons. She has a complement of about 2000.

NEW MESSING PLAN

A notable feature of the *Implacable* is that the traditional messing arrangements for the lower deck have been abandoned in favour of a system whereby the ship's company is served with meals in a communal dining-hall. By this means overcrowding is obviated, and it is possible to devote the mess spaces to recreational purposes.

Completed in 1944, H.M.S. *Implacable* went into service with the Home Fleet. One of her first operations was directed against the German battleship *Admiral Von Tirpitz*, which was located and photographed in Tromsø Fjord by the *Implacable's* aircraft. As a result of this achievement, the battleship was sunk on Nov. 12, 1944, after a successful attack by Lancasters of the R.A.F. Bomber Command with 12,000-lb. bombs. The *Implacable* also took part in a number 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 air installations on Kyushu. In July and August last year she was a unit of the British Carrier Task Force operating with the American Third Fleet in the final assault on Japan.

After the cessation of hostilities, the *Implacable* was commissioned to carry released British prisoners of war on the first stage of their repatriation. She sailed from Sydney in September last year for this purpose, the entire ship's company, together with nursing sisters and V.A.D.s, working as hard as possible to prepare the vessel for her unusual mission. Thirty-eight aircraft

(Continued at foot of next column)

U.S. SURPLUS SHIPS FREIGHT MARKETS

Seattle Conference Told of American Fears

MR. SNEDDEN ON SMALL COUNTRIES' VOTING INFLUENCE

SEATTLE, Friday
Addressing the I.L.O. Maritime Conference here on "This American Problem," Mr. Maitland S. Pennington, vice-president of the National Federation of American Shipping, declared that America had nearly 60,000,000 tons of shipping, which was about three times more than she was going to need.
"The sword that seems to hang over your heads," Mr. Pennington said, "hangs over ours too, or, maybe, I should say it is in our lap. I have observed an all-over fear which runs to the Government, worker and employer alike. The facts are that of 60,000,000 tons of American shipping the most optimistic estimates of future use by American shipowners never exceeded 20,000,000. Other estimates fall far below that figure."

Mr. RICHARD SNEDDEN, British shipowners' delegate, attacked small shipping countries which sent incomplete delegations to the conference, saying that it hampered the I.L.O.'s work. Mr. Snedden added: "Under the constitution every country has an equal vote. That is a principle of national sovereignty. You have six countries here whose total tonnage is less than the ship I arrived in (the *Queen Mary*). It is nothing short of a scandal. If they cannot bring complete delegations they should not come here to influence our voting."
The Argentine workers' delegate was granted permission to listen and speak in the conference committee but not to vote, as there is no Argentine employers' delegate present.—Reuter.

LIVERPOOL COTTON MARKET DECISION

Some Adverse Criticism

From Our Own Correspondent

LIVERPOOL, Friday
The 96th annual meeting of the Incorporated Chamber of Commerce at Liverpool was held at Liverpool Town Hall to-day. Major R. H. Thornton, chairman of the Chamber, in a comprehensive survey of the industrial and commercial activity of the past 12 months, adversely criticised the Government's Liverpool Cotton Market Decision.

Major THORNTON said that the Chamber of Commerce remained of opinion that the Government's decision was not in the best interest of a nation so widely dependent on international commercial goodwill. Moreover, he said, bulk buying, though it might look attractive when it was started, led inevitably to bulk selling, and where primary products were concerned the bulk seller must ultimately win, for the 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 confusion among merchants, and frustration and indecision among innumerable young men leaving the Forces who should be eagerly choosing their civil careers. Since Major Thornton was an adherent of no political party, he might be acquitted of partisanship if he suggested that the whole incident was a classic example of how not to govern, or at least how not to govern well.

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 follows:—

LLOYD'S BOWLING CLUB	EDMONTON BOWLING CLUB
E. Blendall	H. Slater
H. F. Hafford	C. Watson
A. V. Slade	A. Sanders
J. S. Addison	G. Bridgen
J. Burgess	20
E. Day	W. Streeter
S. Savidge	J. Aupers
J. Weir	J. Ramsbotham
A. Gilbert	G. Newman
J. Huke	J. Williams
R. Blendall	H. Newland
R. Mortleman	J. Long
	E. G. Saunders
Totals	15
	51

(Continued from preceding column)

were flown from the vessel at sea, and two hangars were cleared to make room for 2000 beds.

It is just over 46 years since, on May 7, 1900, Lloyd's entertained in the Rooms at the Royal Exchange the Naval Brigade—the men of H.M.S. *Powerful*—who had fought in the South African war with their famous 4.7 guns mounted for land operations. There were no doubt many people present at yesterday's ceremony who recalled, from personal experience, that earlier naval occasion.

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 decidedly more favourable to owners. A large prompt motorship has been fixed for delivery Tyne for the trip out to the Eastern Mediterranean at the higher rate of 17s., and full figures are also indicated for the South and East African rounds. Tonnage is required for Canadian and West Indies trading. The homeward and cross sea trades are quiet, although a large number of orders continue to be quoted. In the outward section coal exporters are showing a fair interest, and have taken a small Dutch ship for spot loading from Wales to St. Vincent at 25s.

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 Greek ship has been fixed in Greece from the Plate to Greece at \$22 for July-August, while \$30 is offering firm to China. Brazilian charterers make very little progress with their numerous inquiries.

DEPTH OF WATER IN THE PLATE

A telegram from our correspondent at Buenos Aires, dated June 12, states that the depth of water in the shallowest part of the channel leading to Santa Fe was 25 ft. 9 in. No change is anticipated during the coming week.

Business in the North American department is still mainly confined to the carriage of wheat and other foodstuffs for account of the authorities. A medium sized Italian owned vessel has been chartered for coal for July loading 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 and Cuban sugar shippers have many unfilled orders.

Conditions in the various Indian and African trades show little change from those recently ruling. Persian Gulf charterers are still inquiring for a vessel of 6500 tons maximum for barley in bags to one or two places Greece and for a vessel of 8000 tons 10 per cent. for petroleum coke also to Greece, and for the latter charterers would be prepared to entertain offers up to \$14 for July 18 lay days.

FIXTURES

RIVER PLATE TO GREECE.—*Point Clear*, 4839 G.T., \$22 per t., heavy grain, July-Aug., (reported).
NEW YORK/CHARLESTON RANGE TO GENOA/SAVONA.—*Vittorio Veneto* (ex *Rio Gauleguy*), 6600 t., 10 p.c., \$12 per t., one port, \$12.50 two ports of discharge, coal, July.
TIME CHARTER.—*Stanzparl*, 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
A good demand 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 Huayla 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 (ddg. Cardiff).—3800 t., 25s., June 18.

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 difficulties.

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 scarcity of stems. For late June there is a good general inquiry. The coaling ports, North Atlantic and Mediterranean trades are idle.

GLASGOW, Friday

Irish needs are fully satisfied up to the week commencing June 24, when a routine 1000-ton collier is needed. A vessel of 2000 tons is wanted from Methil to Chatham/Portsmouth/Devonport loading next week. Nothing is quoting on the West Coast. In the foreign section an order for 1000 tons is quoting from Grangemouth to Sweden for coke breeze, and next week a cargo of 2000 tons is quoting from Methil to Denmark for low grade fuel.

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POST-WAR SHIPPING

Problem of Consumption per Horsepower

SIR AMOS AYRE ON "DEMISE OF COAL"

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. Kennaugh, president of the Society, was in the chair.

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

CLYDE CRAFTSMEN

Proceeding, he said that he joined the Army early in the war and when invasion threatened in the spring of 1940 he went on duty to the River Clyde. When he saw the ships passing up 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 Territorial unit and saw their pride in the ships they had built which they saw passing in the river, he realised what a fine thing pride in craftsmanship was. To-day it was apt to refer to that pride in the company of those who co-operated with the men who ran ships and the men who built and repaired them. Much was heard of the need for international co-operation. The shipping industry had long had international co-operation—the brotherhood of the sea. A sailor was a sailor all over the world, and so was 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 something about international co-operation during war, and he hoped they would carry this spirit into the years of peace.

The toast was replied to by Sir Amos Ayre, president of the Institute of Marine Engineers, who during the war was Deputy Controller of Merchant Shipbuilding and Repairs, 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, ship-repairers and engineers. At the beginning of the war the industry was hard at work building all kinds of warships from battleships to small naval craft, repairing warships and merchant ships and converting merchant ships. After 1940 the routing 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, was 4,000,000 below that of 1939, and it would be awful 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. MCGO 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 eye and even for a microscope or good eye, for we had to build ships to carry crews and cargoes safely. We had to rise to new heights in designing new tonnage and legate to the background the slogan "Safety First." He urged boldness in moving with the times, and said risks must be taken.

In reply, Mr. J. C. KENNAUGH, president of the Society, said that members of the Society were faced with increasing technical problems brought by new developments such as

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. But it was a period of suspicion and uncertainty among many workers in the industry. The younger men lacked confidence and discipline and a sense of responsibility was conspicuously absent. Owners were faced with the spiral of rising costs. If the 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 *Corinthia*, 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 *Corinthia* at 11.40 a.m., after which he was discharged. Later in the day, Mr. Tudor 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. issued the following statement: "On Wednesday at noon the joiners employed by the Mersey Insulation Company left their work some time before the agreed stopping time, although they had been warned that they must not do so. Two of these men were discharged for this offence, and after dinner the other men came out in sympathy, including painters, shipwrights and labourers in the employ of the same firm. On Wednesday a joiner in the employ of Cammell Laird & Co., Ltd., was discharged for a similar offence and the joiners in Cammell Lairds' came out in sympathy with this man."

"This morning the shipwrights in the employ of the firm have come out in sympathy with the shipwrights in the employ of the Mersey Insulation Company. There are now about 1000 of Cammell Laird & Co.'s men involved in this dispute. This practice 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 practice should cease. Cammell Laird & Co., 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 dismissed."

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. Persons owing moneys to, or holding or managing the property of, specified persons are reminded that they are under statutory obligation to report particulars to the Custodians of 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. 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 1943.

Mr. Maughfling had an active association with the Society of Motor Manufacturers and Traders since first serving as a member of the Motor 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. He 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 engaged, with Radcliffe and Ray, and Peter Waring as guest artists. The hostess is Doris Hare, and girls from the A.T.S. will be present as guests.

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 10s. 0.76d. per cent. last week. The total amount applied for was £268,600,000, and tenders at £99 17s. 5d. for the bills to be dated Monday to Friday will receive about 38 per cent. and those above in full. Next week the maximum amount to be issued will be £150 million, and the banks will be called upon to provide a maximum sum of £100 million under the Treasury deposit receipts scheme.

In Lombard Street overnight loans were freely offered at 3 per cent. The banks were fair buyers of August Treasury bills. Foreign exchange rates and silver prices were steady.

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 118 1/2 ex drawings. Home railway Ordinary stocks closed below the best. Great Western at 57 and Midland at 27 1/2 were each 1/2 down, while Southern Deferred shed 1/2 to 20. South 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 6d. to 32s., and Jacobs a like amount to 49s. 6d. Fenwick were also 6d. down to 56s., but the Preference gained 1s. to 28s. Cunard receded 3d. to 33s., but Orient 6 1/2 per cent. Preference at 31s. 6d. and Reardon Smith at 31s. were each 6d. dearer. New Zealand Preference were quoted 1 higher at 15s.

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 7 1/2d. weaker. Guest. Keen showing the larger movement at 40s. 7 1/2d.

Active buying of commercial and industrial issues was again in evidence. Rolls-Royce advanced 1/2 to 62. Woolworth 1s. 6d. to 97s. 6d., Marks & Spencer 1s. to 85s., while smaller gains were shown in Associated Cement to 72s., 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 1 to 107, the Preference 1/2 to 105 1/2, and Leyland 1-16 to 52.

Oils presented a dull appearance, although Anglo-Iranian rallied 1-16 to 5 and Ultramar 6d. to 84s. 6d. Royal Dutch were marked down 1/2 to 34 1/2. 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 CALLENDER'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 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. They have declared an interim dividend on the ordinary stock of 4 per cent. actual (9.6d. per £1 unit), less tax, on account of the said 18 months, payable July 12. [To maintain the same rate of distribution on Ordinary stock as that paid in recent years by former British Insulated and Callender companies, total annual dividend would require to be 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 COMPANY, 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 TELEGRAPH COMPANY, LTD. — Final dividend on Ordinary shares of 3 1/2 per cent. actual, and a special dividend of 3 1/2 per cent. actual, both less tax, and a special dividend on the Preference shares of 1/2 per cent. actual, less tax. The total dividends for the year on the Ordinary shares are 10 1/2 per cent. (7 per cent.), less tax, and on the Preference shares 7 1/2 per cent., less tax. The net profit for 1945 was £336,630, and includes a further dividend received from Cable and Wireless, Ltd., of £76,649, as against £210,381 for 1944. The meeting will be held on June 24.

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THE 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 shipment 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 overseas 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 are almost entirely absorbed, with the result that lower classes are more active.

MERSEY

Best hards and cobbles for bunker account have been in reduced supply owing to the Whitsuntide holidays. Washed steam mixture and washed thirds are well sought after, while shippers have good business offered for export, if permits were granted. There is no change in the coastwise position and house coal is in short supply. All industrial fuels are fully regulated.

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 bunkering is a moderate market, with more inquiries circulating.

GLASGOW

Production this week is considered almost back to normal. Inland business is maintained on a fairly heavy scale but consumers are asking for better class fuels. Lower grade fuels are somewhat easier but export shipments are lifting good quantities. Bunker stems for end of next week are arrangeable

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LORD ROTHERWICK'S STATEMENT

The 56th annual general meeting of the Clan Line Steamers, Ltd., was held yesterday at 2, St. Mary Axe, London, E.C.4. The Rt. Hon. Lord Rotherwick (chairman of the company) presiding.

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 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 times.

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 be raised.

RESERVES AND DIVIDEND

It is proposed to increase the final dividend on the Ordinary stock to 15 per cent., making a total of 20 per cent. for the year compared with 15 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 bears no relation to the actual amount of capital employed in the business.

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.

NATIONALISATION

I do not wish to be controversial on the question of "nationalisation," but

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 considerations. In time of peace, the same conditions do not exist.

COMMODITIES

GRAIN
LONDON (Baltic Exchange), Friday
WHEAT.—To-day's offerings were on a small scale and confined to Manitoba grades at the scheduled rates.

IMMINGHAM
CHARLES W. HEWSON
Butcher and Ship Chandler
Bonded and Free Store Merchant

LEITH
BUCHAN & JOHNSTON LTD
Ship Store Merchants
BONDED & FREE STORES

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DECK, ENGINE AND CABIN STORES
Registered Office and Works: LEITH

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ORIENT SUPPLY CO. (PORT SAID)
HENRY RISGALLA & SONS
Ships Chandlers and Manufacturers' Agents

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OAKLEY & WATLING
Soho Place, Soho Square
FRUIT, VEGETABLES, POTATOES

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FRESH FRUIT AND VEGETABLES
POTATOES

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FLAG MAKERS,
SHIP CHANDLERS &
RIGGERS' SUPPLIES

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ROBB, MOORE & NEILL LTD.
SHIP STORE MERCHANTS AND SHIP CHANDLERS

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SONS & CO., LTD.
Shipping Butchers

GLASGOW
THOMAS M. CALLENDER
(JOHN P. COCHRANE & SON)
Shipping Butchers, Potato and

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YARMOUTH STORES, LTD.
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GENERAL OUTFITTERS

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H. BUCHANAN & CO., LTD.
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NEWTON BROS. & HOLIDAY LTD.
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SHIPS' STORES AND PROVISION
MERCHANTS

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Established over 50 years.
Butcher and Ship Chandler

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Ship Store Merchants
BONDED & FREE STORES

LEITH
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GENERAL SHIPCHANDLERS
DECK AND ENGINE ROOM STORES

LIVERPOOL
WATTS, FINCHAM (1932) LTD.
DECK, ENGINE AND CABIN STORES
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HENRY RISGALLA & SONS
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CHARLES W. HEWSON
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SHIPPING BUTCHERS

NEWPORT (Mon.)
G. W. ELLIOTT & SON
(Proprietor: J. A. DOBSON)
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Bonded and Ship Store Merchants

SOUTHAMPTON
TROOPSHIP CANTEEN SUPPLIES
OCEAN TRADING CO.
40, ORCHARD LANE, SOUTHAMPTON

SOUTHAMPTON
MASH & MURRELL LTD.
FRESH FRUIT AND VEGETABLES
POTATOES

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THOMAS RUTHERFORD
(Late JOHN SMALL)
SHIPPING BUTCHER

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L. & G. TULLOCH & CO.
SHIP STORE MERCHANTS

TYRRELL & SONS
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SHIP STORE MERCHANTS AND
SAILMAKERS

TYNESIDE
BELL & DUNN, Limited
Ship Chandlers

TYNESIDE
GEO. W. THACKER, LTD.
SHIPPING PURVEYORS

TYNESIDE
PETERSON BROS.
Shipping Butchers and Potato Merchants

TYNESIDE
I. CLEMMETSEN, LTD.,
SHIP STORE MERCHANTS,

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JOHN COWIE & CO. LTD.
Wholesale Meat Purveyors
and Potato Merchants

TYNESIDE
JOHN ANDERSON
Wholesale Shipping Butcher & Potato Merchant

TYNESIDE
P. SCOTT & CO., LTD.
SHIP CHANDLERS, PROVISION & BONDED

TYNESIDE
SMITH & SON (Shipping Butchers) LTD.
SHIPPING BUTCHERS

UNITED KINGDOM

1	2
GRAVESEND AR Beekelstroom, June 13 Amsterdam for Penning's Wf Haukefjell Abadan Sutherland for Purfleet for London Dock City of Madras Beira for Tilbury Dock Saphir, June 14 Ostend for Tilbury Dock Modasa Antwerp for Northfleet Philomel, June 14 Grangemouth Titania, June 14 Malmo via Rotterdam for Wilson's Wharf Regent Hawk, June 14 Thames Haven for Purfleet	EXETER AR Pax L., June 14 Blyth TEIGNMOUTH AR Nautic, June 13 TEIGNMOUTH SD Tessy (aux), June 12 Solvesborg PRAWLE POINT Pd E Field, June 13 George H. Dern, June 14 Argentinean Reeler Kmicic Eufantia Victory Spautenburg Victory Steens Mountain One of Svenska Lloyd's steamers PRAWLE POINT Pd W Quaker Hill, June 13 British Tradition Germa, June 14 PLYMOUTH AR Atlantic (yt), May 29 Victoria (Nigeria) Fylingdale, June 12 PLYMOUTH SD Atlantic (yt), June 3 Henri Barbusse, June 11 Leningrad PAR AR Westlaan, June 12 Penzance FALMOUTH AR British Tradition, June 14 London Actinia Casablanca Samodoro, June 13 Bona FALMOUTH SD Empire Chief, June 14 Empire Chief, June 14 Glasgow LIZARD Pd E Stuyvesant, June 14 for Plymouth Europa, June 14 LIZARD Pd W June 13 British Supremacy Poltava (Ru) Tyne (lug) Westlaan for Runcorn Matchless Empire Chief, June 14 PENZANCE AR Pee des Baux (titr), June 13 (put back) GUERNSEY AR Libelle, June 11 Dieppe HARTLAND Pt Pd In Spero, June 14 BRISTOL AR Dagmar Bratt, June 14 Gothenburg BRISTOL SD Harris, June 13 Barry SHARNPS AR Stephanos S., June 13 Harve CARDIFF AR Star of Cairo, June 14 Ghent CARDIFF SD Dorcasia, June 14 Honston BARRY IS Pd Up Radmanso, June 14 for Newport BARRY IS Pd Down The report of the passing of the Clam on June 7 was erroneous Norton, June 13 Heilrid for Barry MUMBLES Anch Asnag, June 14 before reported MUMBLES Pd Out Sardis, June 3 EASTHAM SD Halvard Bratt, June 13 Gothenburg Justin Doane Liverpool Graigddn Halifax Telfat Rouen McClellan Creek Venezuela Neritina, June 14 Curacao STANLOW SD Neritina, June 14 Curacao WESTON POINT AR Sumatra, June 13 Tropport MANCHESTER AR Baltara, June 13 Gdynia Ann St John (NB) Port de Bouc Rouen MANCHESTER SD Justin Doane, June 13 Liverpool Halvard Bratt, June 13 Gothenburg Manchester City, June 14 Montreal GARSTON SD Strijd, June 14 Castletown LIVERPOOL AR Medina Victory, June 13 Naples Justin Doane, June 13 Manchester Halvard Bratt Manchester Valen Clyde Emanuel Horsens Columbia, June 14 Trondheim for Man- chester Beaverford Glasgow Empire Abercorn Sydney Chantilly Curacao Jesse G. Cotting, June 14 Bilbao for Manchester Empire Seaman Chatham (NB) for Manchester LIVERPOOL SD Duranda, June 14 Avenmonth CLYDE ANCHORAGE SD Esso Saranac, June 14 SD GLASGOW Valen, June 13 Liverpool Essex Tail of Bank Esso Saranac, June 14 Curacao Nick Stoner for Netley anchorage North tow of tug Salyonia NEEDLES Pd W Westend Park, June 13 SOUTHAMPTON AR Azerbaijani, June 13 Buenos Aires SOUTHAMPTON SD Nautic, June 12 Teignth Lady Rodney Halifax Santa Paula Havre Westend Park, June 13 Botwood FAWLEY AR Fort Lane, June 12 Puerto de Cruz

3	4
DUNNET HEAD Pd W Irone, June 14 Irish Larch KIRKWALL AR John J. Crittenden, June 12 Baltimore Loenn, June 13 N York KIRKWALL SD John J. Crittenden, June 12 Danzig Loenn, June 13 Bergen ABERDEEN AR Omberg, June 13 Kotka ST ABB'S HEAD Pd N Ancylus, June 13 TYNE AR Astrea, June 14 Bergen Bretagne Oslo Teakwood (put back) TYNE SD Gudrun, June 13 Oslo (not for London as be- fore reported) Scottish Heather Teakwood, June 14 Curacao HARTLEPOOL SD Empire Rodig, June 12 Canada FLAMBORO HD Pd N June 13 Empire Kinsman (pres) SPURN HEAD Pd In Flora, June 13 Virginia Saga, June 14 British Sincerity Vega, June 14 SPURN HEAD Pd Out Empire Halberd, June 13 Ioannis Frangos Hasting Verba Pipiri, June 14 Flora HULL SD Empire Halberd, June 13 Cuxhaven GOOLE AR Bernard V., June 13 Hull Antwerp GOOLE SD Verba, June 13 Par IMMINGHAM AR Imperial Valley, June 13 Imperial St John (NB) IMMINGHAM SD Rosmarie, June 12 Stockholm Brattfors, June 13 Gothenburg GRIMSBY AR A. P. Bernstorff, June 13 Esbjerg GRIMSBY SD Tyr, June 12 Esbjerg Bergonhus Copenhagen KINGS LYNN AR Oscar, June 13 Kotka GT YARMOUTH RDS Pd S Algarve, June 14 IPSWICH SD Rihjori, June 13 Middlesbrough HARWICH AR Oranje Nassau, June 13 Rotterdam Batavier II. Rotterdam BRIGHTLINGSEA SD Meowu, June 13 Harwich ARCTIC SEA TO USHANT ADVENT BAY AR Linea, May 31 (not on May 29 as before reported) KOPERVIK AR Brattg, June 7 Boulogne Stettin Vaksdal Rogin, June 8 Odda Kerth Murmannsk Karhula Danzig Pollux (No) Focamp Diana (1359 gross) Hannburg Fido, June 9 Emden Hulda Thorden Christiansund KOPERVIK SD Brattg, June 7 Aalesund Syl Murmannsk Fylla Copenhagen Rogin, June 8 Danzig Kerth Murmannsk Karhula Danzig Pollux (No) Focamp Diana (1359 gross) Trondheim Fido, June 9 Bodo Hulda Thorden Leningrad SANDNAES AR Bravo L., June 6 Lisbon STAVANGER AR Topdalsjord, June 7 Oslo Emden Huevra STAVANGER SD Topdalsjord, June 8 Bergen Sandnaes CHRISTIANSAND AR Raftund, June 11 Gothenburg Unitas (Du), June 10 Oslo Uddvalva Siak, June 11 Thausvill Chr. Th. Bore Sandefjord Bera CHRISTIANSAND SD Magdalena, Nov 6 Hannburg Unitas (Du), June 11 Groningen Finland Sisak Chr. Th. Bore Norrnesundby HORTEN AR Pan, June 9 Rotterdam OSLO Ek, June 8 Tyrne Ornefjell, June 9 Mntreal Mormacmon New York Tommeliten Maine (Da), June 10 New York Bretagne Para Antwerp OSLO SD Nandi, June 11 Emden Bomma Moss Maine (Da) Copenhagen GOTHENBURG AR Trykon, June 11 Stockholm Ariston Griper Gdynia Consul Bratt Theseus (Du) Amsterdam Iberia, June 12 Lpool Straxas Rotterdam	

5	6
MALVA , June 10 Sweden Jaederen Nord Archangel (4867) Leningrad Tinguska (Ru) (1800) Russia (for orders) Asia, June 12 Copenhagen KIEL AR Geziuna, June 12 Limfjord Twee Gebroeders Gothenburg Ejjo Kaap Falga Stockholm Grey Comly Montreal Imamo Helsinki Bess (No), June 14 ANTWERP SD Waterland Glasgow Anus Montreal Irish Ash Stockholm Little Big Horn Cork Modasa London Saturnus Karlstad Majrid Trelleborg J. C. Jacobsen Middelfart Katholm Copenhagen Alice Marvel GHEENT AR Cameo, June 10 Swansea Karen (No) Laurent Meus, June 11 Port Arthur GHEENT SD Karen (No), June 12 Emden BOULOGNE AR Sanlossie, June 12 Calcutta TREPURT AR Voorwaarts, June 9 Rotterdam TREPURT SD Voorwaarts, June 11 Rimeorn HAYRE SD Port Lyautey, June 11 Berville Neerlandia (tr) Rouen ROUEN AR Japos, June 14 Danzig Lieutenant Lancelot London Robert F. Broussard Havre Ima Ezra Cornell Havre BREST TO CARAMINAL POINT ST NAZAIRE SD Jean Ribant, June 12 Nantes NANTES SD The report of the sailing of the Jean Ribant on June 12 was erroneous BLAYE AR John P. Mitchell, June 9 Philadelphia BORDEAUX AR Crane, June 11 London BILBAO SD Cisneros, June 13 Barcelona SANTANDER SD Glanhyd, June 13 CORUNNA SD Ria de Vigo, June 13 Buenos Aires FINISTERRE PD Guinean, June 9 for Freetown Congonim, June 10 Stanja Phonix Kuniasan, June 12 for Liverpool OPORTO SD Springhaven, June 11 Lisbon LISBON AR Madeireuse, June 11 Monte Amboto Ze Manuel Villa Real Samur, June 13 Lagos (put in) LISBON CLD Stogeborg, June 12 Oporto Hjortholm Marseilles LISBON SD Coiteiro, June 11 Pomaron Kronprinsessa Margareta, June 12 Gothenburg Monte Amboto, June 13 Buenos Aires SETUBAL AR Costeira Terceiro, June 11 Lisbon Bayonne SETUBAL SD Tagus, June 11 Lisbon MEDITERRANEAN SEA Including Black Sea and Sea of Azov GIBRALTAR AR John B. Lennon, June 13 Marseilles Torrance Hills Greenland Doris (2768) Arantilla Roga Samalness, June 14 Montreal Pato Portopi, June 14 Marseilles GIBRALTAR SD Rogi, June 13 Dakar Stancourt, June 13 Pepl Duque de Caxias Rio Janeiro Doris (2768) Grangemth Arantilla Pisereis	

7	8
YMUIDEN SD Roelf (Du) (ex Bart), June 6 Bordeaux FLUSHING AR Rolf, June 9 Nordahl Grieg, June 11 Aruba FLUSHING SD Baden, June 8 Oslo Bonn Stavanger Vesta Tromso Alf Emden Ardennia, June 9 Laponia Rolf, June 11 Copenhagen Clara Clausen Gapein Dieppe ANTWERP AR Leonidas N. Condyllis, June 13 Neocouha Malmalund Aert van der Neer New Orleans Hada Rolf Jarl London Nordahl Grieg Aruba Grey Comly Montreal Imamo Helsinki Bess (No), June 14 ANTWERP SD Waterland Anus Irish Ash Little Big Horn Modasa Saturnus Majrid J. C. Jacobsen Middelfart Katholm Alice Marvel GHEENT AR Cameo, June 10 Swansea Karen (No) Laurent Meus, June 11 Port Arthur GHEENT SD Karen (No), June 12 Emden BOULOGNE AR Sanlossie, June 12 Calcutta TREPURT AR Voorwaarts, June 9 Rotterdam TREPURT SD Voorwaarts, June 11 Rimeorn HAYRE SD Port Lyautey, June 11 Berville Neerlandia (tr) Rouen ROUEN AR Japos, June 14 Danzig Lieutenant Lancelot London Robert F. Broussard Havre Ima Ezra Cornell Havre BREST TO CARAMINAL POINT ST NAZAIRE SD Jean Ribant, June 12 Nantes NANTES SD The report of the sailing of the Jean Ribant on June 12 was erroneous BLAYE AR John P. Mitchell, June 9 Philadelphia BORDEAUX AR Crane, June 11 London BILBAO SD Cisneros, June 13 Barcelona SANTANDER SD Glanhyd, June 13 CORUNNA SD Ria de Vigo, June 13 Buenos Aires FINISTERRE PD Guinean, June 9 for Freetown Congonim, June 10 Stanja Phonix Kuniasan, June 12 for Liverpool OPORTO SD Springhaven, June 11 Lisbon LISBON AR Madeireuse, June 11 Monte Amboto Ze Manuel Villa Real Samur, June 13 Lagos (put in) LISBON CLD Stogeborg, June 12 Oporto Hjortholm Marseilles LISBON SD Coiteiro, June 11 Pomaron Kronprinsessa Margareta, June 12 Gothenburg Monte Amboto, June 13 Buenos Aires SETUBAL AR Costeira Terceiro, June 11 Lisbon Bayonne SETUBAL SD Tagus, June 11 Lisbon MEDITERRANEAN SEA Including Black Sea and Sea of Azov GIBRALTAR AR John B. Lennon, June 13 Marseilles Torrance Hills Greenland Doris (2768) Arantilla Roga Samalness, June 14 Montreal Pato Portopi, June 14 Marseilles GIBRALTAR SD Rogi, June 13 Dakar Stancourt, June 13 Pepl Duque de Caxias Rio Janeiro Doris (2768) Grangemth Arantilla Pisereis	

9	10
GIBRALTAR Pd E Prometheus, June 13 Empire Anna, June 13 for Almeria FLUSHING AR Hobart Victory Ocean Vista Hoogh Silverstar, June 14 John Hathorn Morris Sigman Samalness Wilson B. Keene GIBRALTAR Pd W Tindofjoll, June 13 Calanda, June 13 Colorado Springs Victory for Liverpool Corfu Tintern Abbey British Patience, June 14 Castillo la Mota for Aviles Miralleres Semiole (5922) Tamaroa Thomas Clyde Solstad Vasco (1526) ALMERIA AR Zuiderburgh, June 12 Immingham BARCELONA AR Villa de Madrid, June 12 Ebros Eolo BARCELONA SD Castillo Villafranca, June 12 Las Palmas Torin POST VENDRES SD Gouverneur General Lepine, June 10 ST LOUIS, Rhone AR Thimble Eye, June 6 Slax Octane, June 8 Port de Bouc Solstad Dinara Marcel Jean, June 9 Follonica Cens Sandsgaard, June 11 Oran ST LOUIS, Rhone SD Josephine Le Bourne, June 9 Algers Octane Port de Bouc MARSEILLES AR Medea, June 8 Bona Gardmor, June 9 Oran Sidi Aissa Bona William Wilkins Genoa Frederic A. Biers Sate Sidi Brahim, June 10 Oran Cap Taf-nel Algers Octane La Mede Campana, June 11 Algers MARSEILLES SD Ville d'Oran, June 8 Algers Lieutenant de la Tour Algers Grand Quevilly Algers Schiaffino, June 9 Oran Gouverneur General Chazy Tunis Val de la Haye Ajaccio Myken Ajaccio Ville d'Ajaccio, June 10 Ajaccio Empire Scott, June 13 Table Bay Transilvania Constantza Oscar Chappell, June 14 New Orleans SAVONA SD John L. Elliott, June 12 Philadelphia LECHORN SD Stephen A. Douglas, May 30 Norfolk NAPLES AR Bantria, June 7 Trieste Benny Skon, June 8 Montreal A. Th. Jonasson, June 9 Alexandria Grants Pass, June 10 Roxbury Hill Galveston Campidoglio Cagliari NAPLES SD Ceil N. Bean, June 6 Bagnoli Fantoff Trapani Thomas H. Barry, June 8 New York Charlestown, June 9 Trinidad Duque de Caxias Rio Janeiro Sestriere, June 10 Port Said Fort Brule, June 10 Piraeus MALTA AR June 13 Princess Kathleen TRIESTE SD Volunteer, June 14 Piraeus DUBROVNIK 2 AR Port Grouard, June 12 Durban PIRAEUS SD Castor, June 12 Ankara, June 7 Trabzon Sunt Zonguldak Sagaland Thomas Pollock Poli Agios Vlasios, June 14 Savona Henry Middleton Odessa Aniva (ferry) Plymouth ISTANBUL SD Francuessa, June 13 Genoa Irene S. Embiricos Marseilles Thomas Pollock, June 14 Hampton Roads Agios Vlasios Zonguldak Henry Middleton Marseilles Aniva (ferry) Odessa IZMIR AR Excutor, June 7 Istanbul Kades Istanbul KIOS SD Agios Vlasios, June 13 Zonguldak FAMAGUSTA AR Tripolitania, June 13 FAMAGUSTA SD Tripolitania, June 13 TRIPOLI, Lebanon AR Triop Nakasley, June 8 HAIFA AR Amal, June 3 Istanbul Samblade, June 13 Genoa Norek, June 14 Antwerp Peter C. Gallagher (tug) Tripolitania HAIFA SD High Park, June 13 Jaffa Esportor Sanblado, June 14 Pt Said PORT SAID AR Sloterdijk, June 13 Rotterdam Natanio, June 14 Amsterdam Sestriere Kosta Agong Rotterdam Toumair Antwerp PORT SAID SD Taos Victory, June 13 Liverpool Trader, June 14 Lpool SUEZ AR Crista, June 13 Shanghai Circussia Bombay Illiria, June 14 Abadan Oregon Trail Abadan Port Jupiter Ras Tanura Hongkong Menesthus Singapore Clan Alpine Bona	

11	12
SUEZ SD Rizwani, June 13 Khosrou Spartan Sambay Singapore Sambay Hongkong Sameta, June 14 Tanzha Abadan Vancover City ALEXANDRIA AR Camboinbas, June 13 Sao Francisco Empire Gain, June 14 Haifa ALEXANDRIA SD Pomelo, June 13 Genoa Toumair Port Said Sunderholm Haifa Stuhurn Jaffa Fembronk, June 14 Haifa Cape Elizabeth Port Said Dunnottar Castle Toulon Haifa Lea Mariner LA COULETTE SD Lac Tchad, June 12 Bizerta TUNIS AR Aghia Thalassini, June 13 Marseilles TUNIS SD Tunisino, June 12 Portici BONA AR Ocean Rider, June 13 BONA SD Vildflug, June 12 Marseilles Bernicia Gothenburg Fort Wallace, June 13 Birkenhead Erna, June 14 Sete PHILIPVILLE SD Ottinge, June 13 Melilla ALGIERS AR Oasis, June 14 Rouen ALGIERS SD Rideau Park, June 13 Quebec Bona ORAN AR Orni, June 14 Glasgow ORAN SD Egypte, June 13 Boulogne CEUTA SD Monte Navajo, June 13 Buenos Aires AFRICA West, South & East CASABLANCA AR Fort St. Regis, June 41 (to load for Newport) SAFFI SD Benjamin II. Grierson, May 22 Yokohama MADEIRA AR Nova Lisboa, June 13 Leixoes MADEIRA SD Belgian Fisherman, June 12 Antwerp Cabo Verde, June 13 Lisbon LAS PALMAS AR Samota, June 13 Lagos Paraguay Buos Aires LAS PALMAS SD Paraguay, June 13 Liverpool LECHORN SD Stephen A. Douglas, May 30 Norfolk NAPLES AR Bantria, June 7 Trieste Benny Skon, June 8 Montreal A. Th. Jonasson, June 9 Alexandria Grants Pass, June 10 Roxbury Hill Galveston Campidoglio Cagliari NAPLES SD Ceil N. Bean, June 6 Bagnoli Fantoff Trapani Thomas H. Barry, June 8 New York Charlestown, June 9 Trinidad Duque de Caxias Rio Janeiro Sestriere, June 10 Port Said Fort Brule, June 10 Piraeus MALTA AR June 13 Princess Kathleen TRIESTE SD Volunteer, June 14 Piraeus DUBROVNIK 2 AR Port Grouard, June 12 Durban PIRAEUS SD Castor, June 12 Ankara, June 7 Trabzon Sunt Zonguldak Sagaland Thomas Pollock Poli Agios Vlasios, June 14 Savona Henry Middleton Odessa Aniva (ferry) Plymouth ISTANBUL SD Francuessa, June 13 Genoa Irene S. Embiricos Marseilles Thomas Pollock, June 14 Hampton Roads Agios Vlasios Zonguldak Henry Middleton Marseilles Aniva (ferry) Odessa IZMIR AR Excutor, June 7 Istanbul Kades Istanbul KIOS SD Agios Vlasios, June 13 Zonguldak FAMAGUSTA AR Tripolitania, June 13 FAMAGUSTA SD Tripolitania, June 13 TRIPOLI, Lebanon AR Triop Nakasley, June 8 HAIFA AR Amal, June 3 Istanbul Samblade, June 13 Genoa Norek, June 14 Antwerp Peter C. Gallagher (tug) Tripolitania HAIFA SD High Park, June 13 Jaffa Esportor Sanblado, June 14 Pt Said PORT SAID AR Sloterdijk, June 13 Rotterdam Natanio, June 14 Amsterdam Sestriere Kosta Agong Rotterdam Toumair Antwerp PORT SAID SD Taos Victory, June 13 Liverpool Trader, June 14 Lpool SUEZ AR Crista, June 13 Shanghai Circussia Bombay Illiria, June 14 Abadan Oregon Trail Abadan Port Jupiter Ras Tanura Hongkong Menesthus Singapore Clan Alpine Bona	

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R. WHITELOCK, Chairman.
ARTHUR G. EVERETT, Vice-Chairman
J. STANLEY TODD, General Manager

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(Continued on page 6)

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MARINE CASUALTIES

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.)

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 Bown on June 9 for Hongkong, radioed on June 13 that she was putting into Thursday Island for temporary repairs due to a leaky plate.

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."

BARTLESVILLE VICTORY.—See Stavolot.

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

BRIVIK.—Soderhamn, June 10.—Motor vessel Bravik, of Stockholm, 130 tons gross, Stockholm for Hudiksvall with salt, grounded to-day on Norrskan, 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. St. Catherine's Point, June 14.—British motor tanker British Glory passed here at 7 15 a.m. to-day bound eastward.

CARRETA.—Dakar, June 13.—Panama 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.

CHOCTAW.—See AFD-28 (floating dock).

COLUMBIA.—New York, June 10.—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.

CONGO.—New York, June 14.—Portuguese steamer Congo had fire this morning.

DALWARNIC.—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.)

DUKE OF ATHENS.—Halifax, June 13.—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.)

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

EMPIRE SEABANK.—Antwerp, June 14.—British motor vessel Empire Seabank left here yesterday for London. (See issue of June 13.)

FEE DES EAUX.—Penzance, June 14.—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 engineers.

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.

FYLLINGDALE.—Plymouth, June 13.—Steamer Fyllingdale arrived here on June 12 from Powey. (See issue of June 13.)

GARNES.—Boston, June 8.—Steamer 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.)

King Cherokee took steamer Garnes in tow and anchored at 4 20 a.m. to-day at Finn'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.

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 Michalos.

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.)

KLOVRETT.—Dakar, June 13.—Norwegian motor tanker Klovrette is detained here with propeller trouble, necessitating drydocking.

KRONPRINCESSAN MARGARETA.—Lisbon, June 10.—The fire among bales of cotton on board motor vessel Kronprincessan Margareta was probably due 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 Kronprincessan 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 aground at anchor in Rockland Harbour last night; the crew of five escaped injury.—New York Maritime Association.

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 renewed, also seams caulk, together with sundry damages.—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."

NICK STONER.—Needles, June 14.—Tug Salvia, towing steamer Nick Stoner, passed here at 6 35 a.m. to-day and signalled: Bound Netley Anchorage. (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 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 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. No. 63 (lighter).

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

Table with columns: Name, Year, Tonnage, Flag, Built gross net, Voyage and Casualty. Includes entries for William Bursley, Tamara, Kronsprincessan Margareta, Dalwarnic, Fairisle, Gertrude Parker, Brig Ben, Wilhelmina, Bravik, Minsy, and Bishopdale.

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).—Aberdeevy, 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 moorings 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 front is apparently not a good fit in boiler end. Five rivets broken in halves and numerous rivets cracked on their bolts 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 parts cut out for inspection when vessel arrives home. Estimated cost £250; 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 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.

SAMUR.—Lisbon, June 14.—British steamer Samur has put in here with 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.)

STAVOLOT.—Antwerp, June 12.—Belgian motor vessel Stavolot, 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 Anversois."

SUN YAT-SAN.—New Orleans, June 14.—American steamer Sun Yat-San, 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.)

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.

WILHELMINA.—Kalmars, June 11.—Salvage steamer Herakles left here to-day to assist motor vessel Wilhelmina, ashore at Damman. (See issue of June 13.)

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, June 14, states that the steamer Wallace M. Tyler was one of the vessels proceeding to assist the steamer William Lyon Phelps. (See issue of June 14.)

New York, June 14.—American steamer William Lyon Phelps reported last night: In no danger, cause of accident unknown. Rudder still in place, will await arrival of tug Willet. All ships proceeding to assist ordered to proceed destinations.

ZENA (yacht).—Hamilton, Bermuda, June 14.—Ketch Zena, Bermuda's entry in the coming 635 mile ocean yacht race from Newport, Rhode Island, to 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 (RAFT SUNK NEAR 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.—Lloyd's Agent.

WEATHER AND NAVIGATION

DERELICTS AND WRECKAGE
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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.—Lloyd's Agent.

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
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 W. 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. 40 17 N., long. 14 14 W., passed floating liferaft.

MINES REPORTED

North Foreland Radio, June 12.—Steamer Aert van der Neer reported a mine at 7 35 p.m., G.M.T., to-day in position 2 miles east of NF 2 buoy (lat. 51 19 24 N., long. 02 03 E.).

Niton Radio, June 12.—Mines have been reported to-day as follows: At 9 22 a.m., G.M.T., by steamer Isle of Guernsey in position lat. 50 12 05 N., long. 00 45 E.

At 10 15 a.m., G.M.T., by motor tanker British Supremacy in position 142 degs. 9 1/2 miles from St. Catherine's Point.

At 11 25 a.m., G.M.T., by steamer Grey County in position 159 deg. 11 miles from St. Catherine's Lighthouse.

At 5 p.m., G.M.T., by steamer Geddington Court in position 206 deg. 10 miles from St. Catherine's Point.

At 8 19 p.m., G.M.T., by steamer Robert S. Lovell in position 4.4 miles 133 deg. from Kansas bell buoy (lat. 49 48 N., long. 00 40 W.).

Seaforth Radio, June 13.—Following received from steamer Charles H. Herty at 11 50 a.m., G.M.T.: Sighted mine at 11 30 a.m., G.M.T., in position lat. 52 07 N., long. 06 17 W., 200 yards on port beam.

Portpatrick Radio, June 12.—Following received from steamer Abner Nash at 8 25 a.m., G.M.T.: Passed floating mine 2000 yards west of lat. 55 21 24 N., long. 06 48 15 W., at 8 15 a.m., G.M.T.

Wick Radio, June 11.—Following received from steamer Zelo, via trawler St. Magnus, at 9 40 p.m., G.M.T.: Passed floating mine at 9 20 p.m., G.M.T., in position lat. 62 32 N., long. 04 56 W.

MISCELLANEOUS

STRIKE OF SHIPYARD WORKERS AT BIRKENHEAD
London, June 14.—Over 1000 workmen at the shipyards of Messrs. Cammell Laird & Co., Birkenhead, came out on strike to-day 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 CLYDE
Glasgow, June 13.—An unofficial strike of shipwrights at the Leven shipyard 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 EAST COAST 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 Allied service.

AMBA ALAGI.—London, June 14.—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 Indian Sea on May 14, 1945.

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 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 manœuvred 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, 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 salvaged.)

DJEBEL DIRA.—Marseilles, June 3.—French steamer Djebel Dira will be refloated in June. (Note.—Djebel Dira was scuttled at Marseilles in August, 1944.)

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.)

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.

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COASTWISE & HOME TRADE MOVEMENTS

Main table containing shipping schedules and movements, organized into columns C.1 through C.10. Each column lists ship names, destinations, and dates.

LONDON---IN DOCK

Table listing ships in dock at London, including ship names, agents, and arrival dates.

LONDON-IN DRY DOCK

Table listing ships in dry dock at London, including ship names and agents.

LONDON---IN THE RIVER

Table listing ships in the river at London, including ship names and agents.

Table listing various shipping agents and their services, including names like 'HARRISON', 'GREEN'S DRY DOCK', and 'KENTWOOD'.

Table listing shipping agents and their services, including names like 'KING'S LYNN', 'HARWICH', and 'YARWORTH'.

BRITISH COAST LINES SEAWAYS COAST LINES ORGANISATION. Includes a logo of a ship and text describing the organization and its services.

SHIPS IN PORT

LONDON IN THE RIVER—Cont. from p. 8

ORION, Bowater's W.L. Northfleet, J. Carlbom & Co. PETERBOROUGH TRADER PHLOMEL PLOVER, St. Katharine's W.L. Tower Bridge...

MERSEY—IN PORT

Docks are at Liverpool unless otherwise shown

ALCA, 372, King's I. Yeoward Bros. ALCHYMIST, 382, Bromborough, Caleb Brett & Son...

CLYDE IN PORT

DOCKS ARE AT GLASGOW UNLESS OTHERWISE STATED VESSEL TONS GROSS DOCK OR WHARF BROKER...

TYNE IN PORT

VESSEL TONS GROSS DOCK OR BTH. BROKER AASE MÆRSK, 6184, Wallsend Slipway...

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HELVICINA, 12,250, Swan, Hunter, & Wigham Richardson's Yd., Wallsend, W. A. Souter & Co...

HULL—IN PORT

Fessel Tons Gross Dk. or W/L Broker ACCORINGTON, 1678, Alexandra, Ellerman's Wilson Line...

CLYDE IN PORT

Docks are at Glasgow unless otherwise stated VESSEL TONS GROSS DOCK OR WHARF BROKER...

GARSTON—IN PORT

Vessel Tons Gross Dock Brokers BAMBOO, 360, Stratford, J. Darlington BEN BILAN, 270, Old, J. Darlington...

MANCHESTER—IN PORT

Vessel Tons Gross Dk. or W/L Broker ALBERT PARK, 7146, Shed 1, Dk. 9, Manchester Lines...

SUNDERLAND—IN PORT

Vessel Tons Gross Dk. or W/L Broker AFTERGLOW, 936, Austin's Dry, J. Westoll Ltd...

SOUTHAMPTON—IN PORT

Vessel Tons Gross Dk. or W/L Broker ABA, 7938, Berth 108, Western, Union-Castle Mail S.S. Co...

SOUTHAMPTON—IN PORT

Vessel Tons Gross Dk. or W/L Broker ABERDONIAN, 1648, Berth 15, Inner ACCORDANCE, 259, Towd Quay, Dawson Bros...

SOUTHAMPTON—IN PORT

Vessel Tons Gross Dk. or W/L Broker ALMANZORA, 15,551, Dry, Dk. 7, Royal Mail Lines...

SHIPS IN PORT

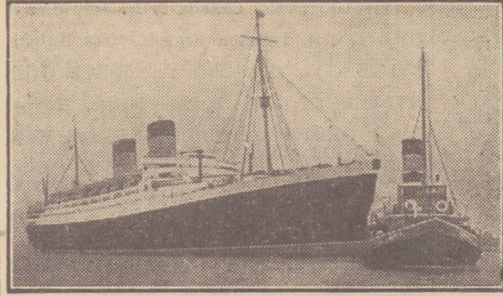
Table listing ships in port at Southampton, including ship names, agents, and destinations.

VESSELS EXPECTED AT UNITED KINGDOM PORTS

Showing Vessel, Voyage, Probable Date, Broker and Berth

Main shipping schedule table with columns for ship name, origin, arrival date, broker, and berth.

FOR ALL LONDON RIVER AND COASTAL TOWAGE "SUN" TUGS



Large fleet of powerful tugs, fitted with fire-monitors and powerful pumps for fire, salvage, and oil bunkering.

W. H. J. ALEXANDER, Ltd., Wapping, London, E. 1. Telephone service between Thames Tug Stations and Coast.

BRITISH & CONTINENTAL STEAMSHIP CO., LTD. Amsterdam, Rotterdam, N. France, Antwerp, Ghent, Etc.

CURRIE LINE MEDITERRANEAN AND PENINSULAR SERVICES. LONDON TO LISBON; LONDON TO MARSEILLES, GENOA, LECORNA NAPLES AND SICILY.

DENMARK LEITH TO COPENHAGEN; FINLAND Joint Service with Finland Steamship Co. Ltd.

RED SEA AND EAST AFRICA CLAN LINE, ELLERMAN LINE, HARRISON LINE JOINT SERVICE.

SVEA LINE Sailings from LONDON to HELSINGBORG and MALMO.

BOOTH LINE To North Brazil & Iquitos. PARA, MANAO, IQUITOS, LETICIA, MARANHAM, BEARA & PARNAYBA.

GELLATLY, HANKEY & CO., LTD. Despatch Steamers from GLASGOW and BIRKENHEAD for STRAITS and FAR EAST.

HOULDER BROTHERS & CO., LTD. SHIP OWNERS. Ship, Insurance, Loading and Passenger Brokers.

CAIRN-THOMSON LINE (CAIRN LINE OF STEAMSHIPS, LTD.) REGULAR SERVICES, EAST COAST U.K. TO AND FROM CANADA.

NEWPORT IN PORT

Table listing ships in port at Newport, including ship names, agents, and destinations.

CARDIFF-IN PORT

Table listing ships in port at Cardiff, including ship names, agents, and destinations.

SWEDISH LLOYD SERVICES London, Newcastle, Leith, Liverpool and Manchester.

NEW YORK WILSON LINE HULL LISBON, PIREUS AND NEAR EAST.

WILLIAM WATKINS, LTD. Established 1833. SEA AND RIVER TOWAGE.

ELLIOTT STEAM TUG CO. LIMITED. POWERFUL GOING TUGS. Dredging Plant & Speciality.

GASELEE & SON, Ltd. Established 1879. Towage Thames and Medway.

ROBINSON & CROSTHWAITE Managers—Tees Towing Co. Ltd. TOW ANYTHING ANYWHERE.

MIDDLESBROUGH-ON-TEES LARGE FLEET OF TUGS OF ALL CLASSES.

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RISDON BEAZLEY Ltd. SALVAGE & TOWAGE. PUMPS, COMPRESSORS, DIVERS & EQUIPMENT.

SHIPBROKERS ROTTERDAM. SOETERMEER, FEKKES' CARCADOORSKANTOOR N.V.

BOWRING BROTHERS, LIMITED (Established 1811). LLOYD'S AGENTS.

ST. JOHN'S (Newfoundland) BOWRING BROTHERS, LIMITED. LLOYD'S AGENTS.