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NETS
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P & O
AND
BRITISH INDIA
FREIGHT & PASSENGER SERVICES

P. & O. SAILINGS

FAR EAST

	Closing M'bro	Closing London (K.G.V. Dk.)
TREWIDDEN ...	—	Dec. 3

Hongkong, Shanghai
Calling Genoa to load for Far East Ports

AMMLA		Dec. 10

Penang, Port Swettenham, Hong Kong, Shanghai

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

BRITISH INDIA SAILINGS
PORT SUDAN, ADEN and EAST AFRICAN PORTS

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

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PASSENGER OFFICES:
14, Cockspur Street, S.W.1 (WHitehall 4444)
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NEW ZEALAND LINE

Vessel	Closing for cargo in Antwerp 170 Antwerp Dock		Closing for cargo in London R.A. Dock (Shed 25)
RAKAIA ..	Dec 7	...	Dec 19

Wellington, Auckland

ORARI	Dec 14	...	Jan 6

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All vessels may call at any ports on or off the route, and all sailings are subject to change, deviation or cancellation with or without notice.

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NEW ZEALAND

All enquiries to—
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Telephone—Avenue 4232 (15 lines)

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STEAMER ... ... — — — — — London
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CEYLON & INDIA

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CARGO & PASSENGER
SERVICES

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HALL LINE : CITY LINE
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MARMAGAO & MALABAR COAST
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GLASGOW to BOSTON
MANCHESTER to LOS ANGELES, SAN FRANCISCO, VICTORIA, B.C. VANCOUVER, B.C., NEW WESTMINSTER and SEATTLE

JOHNSTON LINE
From LIVERPOOL

	Closing Swansea	Closing L'pool
STEAMER	—	—

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

	Closing M'bro	Antw'p	London
†SAMWYE	—	Dec 1	Dec 12

†For Port Said, Singapore, Hong Kong and Shanghai.
London loading berth: K.G.V. Dock

Cargo can only be accepted by arrangement through the Company's Brokers.

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CHANNEL ISLANDS
STEAMER ... Closing for Cargo Nov
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NORTH FRENCH PORTS
STEAMER ... ... Closing for Cargo Nov.
Loading Berth: E. Toxteth Dock

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THE
SOUTH AMERICAN SAINT LINE
REGULAR SERVICE
From Hull and Antwerp to
ARGENTINE & BRAZILS

	Closing Hull	Antwerp
FORT FRONTENAC	Dec 6	—
ST. CLEARS	End Dec	Early Jan

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Cunard White Star
UNITED STATES
AND
CANADA

SOUTHAMPTON to NEW YORK

QUEEN ELIZABETH	... ...	Dec. 7
QUEEN ELIZABETH	... ...	Dec. 27

LIVERPOOL to NEW YORK
Receiving Cargo

VASCONIA (via Belfast)	...	Nov. 19 to Dec. 3
MONTREAL CITY ...	...	Dec. 4 to Dec. 10
FORT CADOTTE (via Belfast)		Dec. 16 to Dec. 21

Loading Berth: Huskisson Dock

LIVERPOOL to HALIFAX, N.S.
Receiving Cargo
CAVINA ... ... Dec. 4 to Dec. 12
Loading Berth: Huskisson Dock

LONDON to NEW YORK
Receiving Cargo
FORT MIAMI .. ... Dec. 2 to Dec. 5
Loading Berth - D Shed, Victoria Dock

LONDON to HALIFAX, N.S.
Receiving Cargo
FORT SPOKANE ... ... Nov. 26 to Nov. 28
Loading Berth: 7 Shed, King George V Dock

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EXPRESS LINER SERVICES
WEST INDIES
and SPANISH MAIN
SOUTH AFRICA
AUSTRALIA
BRAZIL & ARGENTINA

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GELLATLY HANKEY & Co., Ltd., LONDON
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P·S·N·C·
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CUBA, *COLOMBIA, †ECUADOR, PERU & CHILE
m.v. SAMANCO (* omits) **Receiving:**

For Valparaiso, Chanaral, Arica, Callao	Nov. 18 to 25
For Guayaquil, La Libertad	Nov. 18 to 26
For Havana	Nov. 18 to 27

Loading Berth: No. 1, North Canada Dock, Liverpool, provided with full haulage facilities.
m.v. SALAVERRY († omits) **Receiving:**
(Liberty to call at Spanish Port (s))

For Talcahuano, Valparaiso, Antofagasta, Mollendo, Callao, Lobitos	Dec. 3 to 9
For Buenaventura	Dec. 4 to 10
For Havana	Dec. 9 to 12

Loading Berth to be announced later.

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SERVICES from
UNITED KINGDOM & NEW YORK
to
AUSTRALIA & NEW ZEALAND

For further information apply to—
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REGULAR FREQUENT FREIGHT SERVICE
TO
NEW YORK
& BOSTON

From LONDON Receiving Cargo

*PAUL BUNYAN	Nov 28—Dec 4
*STEAMER	Dec 12—Dec 18

Loading Berth: No. 22 Shed, Royal Albert Dock

From LIVERPOOL

§†HALTON R. CAREY ...	Nov 25—Dec 2
§†FERDINANDO GORGES	Dec 6—Dec 12

Loading Berth—N.E. No. 2 Gladstone Dock

From GLASGOW

*BARNARD VICTORY ...	Nov 25—Nov 30
*STEAMER	Dec 16—Dec 20

Loading Berth: 79, Plantation Quay

From SOUTHAMPTON

*‖AMERICA	Dec 11—Dec 13
*JOHN ERICSSON	Dec 16—Dec 18

Loading Berth: 105 Western Dock

From HULL
*STEAMER .. .. To be announced
Loading Berth: King George Dock

From BELFAST

§HALTON R. CAREY... ...	Nov 25—Dec 3
§FERDINANDO GORGES ...	Dec 9—Dec 13

Loading Berth: No. 3 Dufferin Dock

From MANCHESTER

§¶†HALTON R. CAREY ...	Nov 18—Nov 28
§¶†FERDINANDO GORGES ...	Dec 2—Dec 7

Loading Berth—2 Shed 9 Dock Salford

From DUBLIN
§‡¶†FERDINANDO GORGES Nov 21—Nov 27
Loading Berth: N. Wall Ext. Alex. Dk.
*New York only §Boston and New York
†Via Belfast ‖Via Cobh ¶Via Liverpool
‡Via Manchester.

Also from BRISTOL CHANNEL, and EAST COAST PORTS

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AMERICAN TRAVELER	... from Havre Dec 7
STEAMER ...	from Bordeaux Dec 13
†LOUIS HENNEPIN ...	from Antwerp Dec 4
†§LOUIS HENNEPIN	from Rotterdam Dec 2
†DURANGO VICTORY	from Rotterdam Dec 13
†*§LOUIS HENNEPIN	... from Bremen Dec 1

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Agents at ALL Principal Ports.

BEN LINE STEAMERS LTD.
TO
FAR EAST

Steamer		M'bro	Hull	London
*BENREOCH ..	..	27 Nov	—	7 Dec
†SAMUR ..	..	—	7 Dec	14 Dec
‡BENRINNES ..		—	—	31 Dec

*Port Said, Suez, Penang, Port Swettenham, and Hong Kong. †Port Said, Suez, Penang, Port Swettenham, Singapore, Hong Kong, and Shanghai. ‡Port Said, Suez, Penang, Port Swettenham, Singapore, Hong Kong, and possibly Shanghai.
London Loading Berth: K.G.V. Dock.
Port Said and Suez cargo only accepted when taken off the respective registers.
Cargo should not be despatched to Docks without reference to Brokers.
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NORTON LINE
REGULAR SERVICE
PORTUGAL-BELGIUM-FRANCE
and vice-versa

	Ldg. Antwerp	Portugal
ANDONI	Nov. 29	Dec. 12
COXWOLD	Dec. 12	Nov. 28

*Calls Rouen if inducement.
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Branch Office—1, Australia House, Strand, W.C. Telephone—TEM. 2258.
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BLUE FUNNEL LINE
GLASGOW, BIRKENHEAD AND SWANSEA
FAR EAST AND JAVA

SHIP	Closing for Cargo Sw'sea	Gl'gow	B'head	Accepts Cargo for
MENELAUS	—	—	Nov. 20	Port Said, Penang, Hongkong, Shanghai
SAMAVON	—	Nov. 19	—	Singapore, Hong Kong, Shanghai
NELEUS	—	Nov. 19	Nov. 28	Jeddah, Port Swettenham, *Batavia, *Balik Papan
PRIAM	—	—	Nov. 28	Port Said, Hong Kong, Shanghai

* From Glasgow only.
Before dispatch of goods Shippers must apply to—
ALFRED HOLT & CO., Liverpool.
McGREGOR, GOW & HOLLAND, LTD., London
or
BURGESS & CO., LTD. } Swansea.
T. H. COUCH, LTD. }
JONES, HEARD & CO., LTD., Newport.
ROXBURGH, COLIN SCOTT, Glasgow.

AUSTRALIA
AND
NEW ZEALAND
From MANCHESTER and From LIVERPOOL

			Closing for Weight	Closing for Measurement
AUCKLAND, WELLINGTON, LYTTELTON, DUNEDIN, NEW PLYMOUTH	DURHAM	...	DEC. 17	DEC. 18
FREMANTLE, ADELAIDE, MELBOURNE, SYDNEY, BRISBANE	TEKOA	... ...	NOV. 27	NOV 28

All dates and sailings are subject to change, substitution or cancellation with or without notice.
Particulars of passenger service on application.
MARWOOD & ROBERTSON
LIVERPOOL & MANCHESTER
JAMES DOWIE & CO.
LIVERPOOL

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fast regular weekly services on through Bills of Lading via New York to
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AND
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BEAVERDELL ... Dec. 9 to Dec. 14
Loading berth: Berth E, Victoria Dock
BEAVERGLEN ... Dec. 16 to Dec. 20
(Subject to change)
Loading berth to be announced

Liverpool—West Saint John, N.B.
RECEIVING CARGO
BEAVERBURN ... Nov. 28 to Dec. 4
BEAVERFORD ... Dec. 11 to Dec. 18
Loading berth: North No. 1, Gladstone Dock

Antwerp—West Saint John, N.B.
RECEIVING CARGO
STEAMER ... ... To be announced

For information, communicate with
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ROYAL MAIL TO SOUTH AMERICA

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From Liverpool

s.s. LOCH RYAN	Rio de Janeiro, Santos, Montevideo & Buenos Aires	Late Nov.
m.v. PARDO	Rio de Janeiro, Santos, Rio Grande	Mid Dec.
s.s. TWEED	Montevideo & Buenos Aires	Mid Dec.
m.v. DESEADO	Rio de Janeiro, Montevideo & Buenos Aires	2nd-half Dec

From London

s.s. EMPIRE PROME	Bahia, Rio de Janeiro & Rio Grande	Early Dec.

From Newport (Mon.)

s.s. EMPIRE PROME	Bahia, Rio de Janeiro & Rio Grande	Late Nov.

N.B.—Cargo is accepted with transhipment at Rio Grande for Porto Alegre, and at Buenos Aires for Rosario.

WEST INDIES

From London

s.s. SAMBRIAN	Bermuda, Nassau & Kingston (Jamaica)	1st-half Dec

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From London

v. PACIFIC SHIPPER	La Guaira, Curacao, Barranquilla, Cristobal, Los Angeles Harbour, San Francisco, Victoria & Vancouver, B.C.	1st-half Dec.

N.B.—Cargo is accepted with transhipment at Curacao for Maracaibo, and at Cristobal for Limon, Panama City, Balboa, Punta Arenas (Costa Rica), Corinto, Amapala, Acajutla, La Union, La Libertad, San Jose de Guatemala, Champerico and Tumaco.

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(ELECTRIC MEGAPHONE)

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WRITE ARDENTE GUILDFORD

OFFICIAL NOTICES

PRIZE COURTS

IN THE HIGH COURT OF JUSTICE, PROBATE, DIVORCE AND ADMIRALTY DIVISION

Take notice that a WRIT has been issued and served in an ACTION which has been instituted in the PRIZE COURT, namely, in The High Court of Justice, Probate, Divorce and Admiralty Division, by His Majesty's Procurator General, against the Owners and Parties interested in the SHIP specified below.

November 22nd, 1946.

Writ No.

S.S. "LEBA" Vessel only 2271

Appearances to the above Writ should be entered in 30 days from the date specified.

L. F. C. DARBY,
Registrar.

Registry of the Prize Court,
Royal Courts of Justice.

NOTICE TO MARINERS

[No. 139 of 1946]

SOUTH COAST OF ENGLAND

RE-ESTABLISHMENT OF ROYAL SOVEREIGN LIGHT VESSEL
Latitude 50 deg. 43 min. N.
Longitude 00 deg. 27 min. E.
(approximately)

In accordance with Notice to Mariners No. 127, dated 16th October, 1946, the ROYAL SOVEREIGN LIGHT VESSEL which was discontinued during the war has now been re-established in the position and with the characteristics given below:—

Position: Beachy Head Lighthouse bearing 280 deg. distant 7.85 miles.

HULL: Red: "ROYAL SOVEREIGN" in white letters on sides.

MAST: Light Tower amidships.

LIGHT: ONE White flash every 20 seconds, thus:—

Flash	1.2 seconds
Eclipse	18.8 seconds
Total period	20.0 seconds

FOG SIGNAL: DIAPHONE: giving TWO blasts of 3.0 seconds duration each every 60 seconds, thus:—

Blast	3.0 seconds
Silent	2.0 seconds
Blast	3.0 seconds
Silent	52.0 seconds
Total period	60.0 seconds

By Order,
R. H. G. THOMSON,
Secretary.

Trinity House,
London, E.C.
25th November, 1946.

SHIPPING AT CANTON

Our Hongkong correspondent writes: Shipping facilities at Canton have been resumed, although the port is at present used only by Chinese vessels and a small number of foreign coastal vessels.

LLOYD'S LIST
AND
SHIPPING GAZETTE
(Established 1734)

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

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

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

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

WEDNESDAY, NOVEMBER 27, 1946

High Water, London Bridge ...	03 26	15 51
High Water, Liverpool	00 49	13 05
Sun Rises ... 07 38	Sun Sets ...	15 56
Moon Rises ... 11 15	Moon Sets ...	18 28

The above times are G.M.T.

TO-DAY'S WEATHER

Meteorological Office Forecast

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

General Inference: A depression between Shetland and Norway is moving away North East. A weak ridge of high pressure is spreading over the British Isles and will be followed by another depression now centred to the West of Ireland which is moving East. Rain followed by showers will spread East over England, Wales and Ireland. In Scotland there will be rain at times with snow or sleet on high ground. It will be cold in Scotland and will become rather cold in the South.

Further Outlook: Cold Northerly winds with showers, especially in the North East.

EFFECT OF AMERICAN COAL STRIKE

500 U.S. Ships Likely to be Idle

NEW YORK, Tuesday

About 500 United States ships, used for the export of soft coal from America, are likely to be thrown idle as a result of the United States coal strike, the third such holdup the coal shipping companies have had to face this year.

Operators of some 400 ships on charter from the Government will face a two-week loss if their vessels are in port awaiting cargo, since the United States Maritime Commission demands a 15-day notice before charters can be cancelled. It is not clear how many of the charters will be cancelled. Most ship operators are apparently waiting to see what comes of Government efforts to restrain John L. Lewis, the miners' strike leader. November coal allocations for the export market called for a minimum of 290 shiploads, or about 2,500,000 tons, with an additional allocation of 75 shiploads, which would bring the total to about 2,750,000 tons.

The actual effect of the coal strike on shipping movement, said Mr. G. E. Helmbold, managing director of ship operations for the Maritime Commission, was demonstrated in April and May, when the miners were on strike. In March, 258 coal cargoes were exported. In April, when the strike occurred, exports dropped to 101 shiploads and to 41 in May. Although the miners returned to work in May, it was not until July that exports returned to normal. Mr. Helmbold estimated that the coal strike would leave 25,000 workers in the shipping industry idle.—British United Press.

VEHICULAR FERRY TO THE CONTINENT

Service Now Operating

The transport ferry service between this country and the near Continental ports organised by the Continental Line (Frank Bustard & Sons, Ltd.) is now making steady progress. As originally announced in LLOYD'S LIST of Sept. 2, the company has acquired three L.S.T.'s (landing ship, tanks), the *Empire Baltic*, *Empire Cedric* and *Empire Celtic*, and services are being run between Tilbury and Antwerp, Rotterdam and Hamburg. Until the end of this year the company is fully committed with Government traffic between Tilbury and Hamburg, but in the New Year it is hoped to run a weekly service with one ship between Tilbury and Hamburg and a similar service with a second ship between Tilbury and Rotterdam/Antwerp. The third ship will be available for supplementing these services when required, and will also be available for other services if necessary. It is expected shortly to develop a direct lorry service with fruit and vegetables from the producing farms in Holland and Belgium to Covent Garden.

AUSTRALIAN MIGRANT TRAFFIC

Shipping Lines Can Make "Surprise" Suggestions

LAUNCH OF S.S. & A. LINER

From Our Own Correspondent

BELFAST, Tuesday

Second of the four first-class passenger and cargo liners ordered by Shaw Savill & Albion Company, Ltd., since the end of the war, as part of their reconstruction programme, the *Athenic* was launched at the Belfast yard of Harland & Wolff, Ltd., to-day, by Mrs. Beasley, wife of Mr. J. A. Beasley, High Commissioner for Australia. Speaking at a luncheon, following the launch, Mr. Basil Sanderson, managing director of the shipowners, announced that the shipping companies interested could make suggestions for dealing with the Australian migrant traffic, which would "considerably surprise" the High Commissioner.

Mr. BASIL SANDERSON said he had seen certain remarks in the Press from Canberra to the effect that it might be the desire of the Australian Government to start its own shipping company in order to handle the enormous migrant traffic which Australia wanted to introduce. "It would be improper for me or any shipowner to give advice to the Government and I do not propose to do so, but I can say that the shipping lines in the trade have had an idea from the High Commissioner of the requirements of Australia by way of migrant traffic, and we have been putting our heads together. If we are called into conference I think the High Commissioner will be considerably surprised at the suggestions we have to put forward." Mr. Sanderson added that suggestions could only be put forward on an economic basis, but they should go some distance to meet the needs indicated to them.

NEED FOR FIRM PRICES

On shipbuilding costs, Mr. Sanderson said that the three ships ordered in 1933 cost a million, and the same amount only produced two ships five years later. Now over £1,000,000 would be required to replace the *Athenic* alone, apart from her additional passenger accommodation. Until such time as British shipyards could once again give firm prices to shipowners he believed that full efficiency and economy could not exist in the shipyards.

Sir FREDERICK REBBECK, who was in the chair, interjected: "I heartily agree."

It was an amazing fallacy, Mr. SANDERSON continued, that it took a war to raise the standard of living. The truth was now coming out that more could not be taken out of industry than was put into it, and that unless Britain could produce goods in open competition with other countries they could not maintain a standard of living such as they had known in the past 30 years.

Proposing success to the *Athenic* and the Shaw Savill Company, Sir FREDERICK REBBECK said they were one of the great pioneering companies and from what he had heard their pioneering was not over. He referred to the company's long association with Harland & Wolff, Ltd., and particularly to the orders placed in 1933 which had helped them to recover from the depression in the industry.

The toast of Australia was proposed by the Prime Minister of Northern Ireland, Sir Basil Brooke, and responded to by the High Commissioner, Mr. J. A. Beasley. Mrs. Beasley was presented with a brooch on behalf of Harland & Wolff, Ltd. Sir Frederick Rebbeck's health was drunk on the call of Mr. Frank Charlton, director of Shaw Savill & Albion Company.

The *Athenic*, which has a gross tonnage of 15,000, has an overall length of 561 ft., breadth moulded of 71 ft. and depth to shelter deck of 43 ft. 4½ in. She has four decks, with poop, bridge and forecastle, and six holds, five of which are insulated, her total refrigerated cargo capacity being 529,000 cu. ft., and in addition she can carry 4000 tons of general cargo. Accommodation is provided for about 80 passengers in single and two-bed cabins, while her public rooms include a lounge, smoke-room, dining saloon, verandah and children's room. She will be propelled by twin screws, each driven by three geared turbines taking steam from two Yarrow oil-fired water-tube boilers working at 425 lb. pressure, giving the vessel a normal service speed of 17 knots. The *Athenic* will enter service in May, 1947.

COASTING CEMENT FREIGHTS RAISED

The Chamber of Shipping have issued a revised schedule of freight rates for cement from the Thames or Medway for the home coasting ports in replacement of those which have been in force since August last year. The new schedule of rates, which came into operation on Monday, shows an increase of a few pence compared with those previously ruling.

Hickie, Borman & Woods, Ltd., London, state that they have been informed that shipliners at British Columbian ports have been awarded an increase in wages of 18 cents per hour by the National Labour Board with effect from Nov. 21 last.

A 44-HOUR WEEK

Engineering Employers' Concession

The conference between engineering employers and unions to consider the latter's claim for a shorter working week was continued in London yesterday after being adjourned from Nov. 6. Agreement was reached on the introduction of a 44-hour week in the New Year. At present a 47-hour week is in force. The following statement was issued by the Engineering and Allied Employers' National Federation last night:

"A further conference took place to-day at Broadway House between representatives of the Engineering and Allied Employers' National Federation and the national Engineering Joint Trades Movement. As a result it was jointly agreed to recommend to the constituent bodies that an effective working week of 44 hours should be introduced in the industry in the New Year.

In general the 44-hour week will be worked on five days, but provision will be made in special cases for a 5½-day week where it is a matter of working in conjunction with other industries. In consideration of the reduction of hours it was agreed that the national bonus to adult male workers would be increased and paid for the reduced hours."

HUMBER CONSERVANCY

Radar Navigation Aid Proposal

From Our Own Correspondent

HULL, Tuesday

A report made to the Humber Conservancy Board at their meeting at Hull to-day stated that the Marine Committee had discussed the possibilities of experimenting with a new shore-based radar aid to marine navigation which, it was understood, could be obtained on loan from the Admiralty. The Secretary was instructed to approach the Admiralty.

The Pilotage Committee reported that the Chamber of Shipping had given notice of objection to proposed by-laws to increase Goole rates from 33⅓ per cent. above pre-war to 60 per cent. After discussion the committee intimated they could see no reason to depart from their views. The off-duty scheme for Humber and Goole pilots, which has been in operation for six months, was stated to have been reviewed, together with a request by pilots for the cancellation of stand-by days.

The committee recommended that no change be made, but the scheme be extended until March, subject to pilots agreeing to hold themselves available for duty if required on the third and fourth days of each four-day leave period, and to it being understood the scheme might be suspended at any time if it caused strain or disorganisation, or if exceptional circumstances arose. The board confirmed the recommendation.

INTERNATIONAL WHALING

Russia to Sign Agreement

WASHINGTON, Tuesday

Russia will sign the International Whaling Agreement of 1937 and the Protocols of 1938 and 1945, according to the spokesman for the International Whaling Conference in Washington. The spokesman said that the chief Russian delegate, Sergei Bogdanov, made this announcement when he took his place at the Conference yesterday after his arrival from Moscow.

The statement, the spokesman added, created a sensation among the Conference delegates, as it may presage Russia's entry into Antarctic whaling, and would mean Russia having a share of the yearly allocation of blue whale units. One of the British delegates immediately cabled the news of the Russian decision to the Foreign Office in London. What Russia will have to do now, the spokesman stated, is notify the British Foreign Office, which holds the whaling documents, that she has agreed to adhere to them.—B.U.P.

THE SCOTIA ENGINE WORKS AT SUNDERLAND

Messrs. Austin's Acquisition

The Scotia Engine Works at Sunderland, of Richardsons, Westgarth & Co., Ltd., have been purchased by S. P. Austin & Son, Ltd., Sunderland. The Scotia Engine Works are situated on the south bank of the river a little below Messrs. Austin's Wear Dock Yard, and Messrs. Austin have had first option on the works for a number of years. Our Sunderland correspondent comments on the purchase in his weekly shipyard report in to-day's Shipbuilding and Engineering Section.

RETIREMENT OF MR. W. J. WILLIAMS

After 47 years' service with the Union-Castle Line, Mr. W. J. Williams, head of the stores department, is to retire on Saturday. Mr. Williams joined the company on Jan. 1, 1900, and, after a year at the Blackwall office, he was transferred to the head office. In 1926 he was appointed chief assistant to the head of the stores department, and in 1934 became head of the department upon the death of Mr. W. F. Hackney. He will be succeeded by Mr. T. Myatt, his chief assistant, whose association with the company is only one year less than that of Mr. Williams.

EX-GERMAN TONNAGE

List of Vessels Offered for Sale or Charter

As announced in yesterday's LLOYD'S LIST, a third Invitation to Tender for Government tonnage has been issued by the Stationery Office (price 9d.). Forty-two ex German ships are offered for purchase or charter, and 17 are for sale only. The vessels offered are given below:—

FOR SALE OR CHARTER

Cargo Liners

Name Built Tons d.w. Speed Remarks

Empire Kent (ex *Lerante*); 1939; 7200; 14; not condemned in prize.
Empire Garry (ex *Treuenfels*); 1928; 12,563; 13½; not condemned in prize.
Empire Wye (ex *Esmeralda*); 1944; 9330; 14; condemned in prize.

Tankers

Empire Tayanax (ex *Hydra*); 1940; 15,000; 12; not condemned in prize.
Empire Tagralia (ex *Max Albrecht*); 1929; 8800; 12; not condemned in prize.
Empire Taginda (ex *Rudolf Albrecht*); 1922; 5737; 10½; condemned in prize.
Empire Tigity (ex *Gohren*); 1944; 600; 9; condemned in prize.
Empire Tigaven (ex *Algol*); 1937; 1560; 9; not condemned in prize.

Cargo Vessels

Empire Ganymede (ex *Adamsturm*); 1944; 3192; 10; condemned in prize.
Empire Contamar (ex *Heimat*); 1939; 360; 7; not condemned in prize. Sailing ship converted to steamship.
Empire Witham (ex *Aeolus*); 1943; 3200; 10; not condemned in prize. Oil burner.
Empire Calder (ex *Akka*); 1923; 4810; 10; not condemned in prize.
Empire Conference (ex *Aletta Noot*); 1945; 3200; 10; condemned in prize.
Empire Taff (ex *Apollo*); 1927; 4340; 10½; condemned in prize.
Empire Gaffer (ex *Betzdorf*); 1945; 3200; 10; condemned in prize.
Empire Gallant (ex *Celia*); 1943; 3192; 10; not condemned in prize.
Empire Carron (ex *Claus Rickmers*); 1924; 8170; 12; not condemned in prize.
Empire Consent (ex *Eichberg*); 1944; 3200; 10.
Empire Fraser (ex *Weserbruck*); 1945; 3200; 10; oil burner; not condemned in prize.
Empire Concession (ex *Ernst Brockelmann*); 1927; 3010; 10; condemned in prize.
Empire Gallop (ex *Fangturm*); 1944; 3200; 10; condemned in prize.
Empire Galbraith (ex *Hendrik Fisser 5*); 1944; 3192; 10; not condemned in prize.
Empire Garrison (ex *Kalliope*); 1944; 3200; 10; condemned in prize. Partly fitted to carry cattle.
Empire Eden (ex *Kattenturn*); 1944; 3197; 10; condemned in prize.
Empire Nairn; 1944; 3200; 10; oil burner; not condemned in prize.
Empire Farrar (ex *Michael Ferdinand*); 1944; 3200; 10; oil burner; not condemned in prize.
Empire Garland (ex *Njong*); 1944; 3192; 10; condemned in prize.
Empire Colne (ex *Peter Rickmers*); 1945; 3200; 10; oil burner; not condemned in prize.
Empire Ure (ex *Rheinland*); 1920; 4200; 9; condemned in prize.
Empire Wensum (ex *Robert Sauber*); 1910; 3800; 10; condemned in prize.
Empire Thames (ex *Kalamai*); 1920; 9500; 11½; condemned in prize.
Empire Galena (ex *Weserstroom*); 1944; 3200; 10; condemned in prize.
Empire Congo (ex *Bernhard Schulte*); 1923; 1700; 8; condemned in prize.
Empire Constancy (ex *Dollart*); 1912; 825; 8½; condemned in prize.
Empire Cononley (ex *Dorothea Weber*); 1922; 260; not condemned in prize.
Empire Congerstone (ex *Ermland*); 1920; 1480; 8; condemned in prize.
Empire Condorrat (ex *Gunther Russ*); 1921; 1550; not condemned in prize.
Empire Condee (ex *Hermann Lithmeyer*); 1938; 315; 7; not condemned in prize.
Empire Conquest (ex *Hubert Schroder*); 1918; 2200; 8; condemned in prize.
Empire Conderton (ex *Lena Fisser*); 1912; 2100; 8; condemned in prize.
Empire Constructor (ex *Pinnau*); 1922; 2000; 9½; condemned in prize.
Empire Condor (ex *Quersee*); 1926; 1600; 9; condemned in prize.

FOR SALE ONLY.

Cargo Liners

Denmark; 1920; 11,450; 14½; laid up in Gareloch. Not condemned in prize. Requires conversion.
Rotenfels; 1927; 11,740; 12; at Immingham. Not condemned in prize. Requires repairs.

Tankers

Empire Tigness (ex *Georg*); 1943; 550; 9; laid up at Southampton. Condemned in prize.
Empire Tegaya (ex *Thalatta*); 1921; 4896; 10; condemned in prize. Laid up at Falmouth. Requires repairs.
Empire Tegambia (ex *Hermann Andersen*); 1936; 1590; 9½; not condemned in prize. Laid up at Liverpool.

Cargo Vessels

Empire Game (ex *Brunhilde*); 1943; 3200; 10; at Hull. Requires repairs. Not condemned in prize.
Empire Gallery (ex *Weserburg*); 1944; 3200; 10; condemned in prize. At Penarth damaged.
Empire Conforth (ex *Erna*); 1922; 1366; 9; at Hull. Not condemned in prize.
Empire Conlea (ex *Gunther Hartmann*); 1939; 350; 7; at Hull. Not condemned in prize.
Empire Contay (ex *Malmo*); 1918; 981 gr.; at Hull. Not condemned in prize.
Empire Continent (ex *Sylt*); 1908; 1000; 9; condemned in prize.
Empire Confal (ex *Timandra*); 1912; 1300; 9; at Hull. Not condemned in prize.
Empire Concave (ex *Titania*); 1912; 1320; 9; at Hull. Not condemned in prize.
Empire Cony (ex *Wilhelm Russ*); 1921; 1550; 9; in Tyne. Condemned in prize.
Empire Conaron (ex *Leba*); 1922; 2300; 8½; at Hull. Not condemned in prize.
Empire Condart (ex *Stadt Glucksburg*); 1943; 500; 9; not condemned in prize. Requires repairs.

Tanker and Cable Ship

Neptun; 1927; 7250 gr.; condemned in prize. Laid up in Holy Loch.

SHIP ADOPTION SOCIETY

Princess Elizabeth Visits Exhibition

Princess Elizabeth yesterday paid a special visit to the exhibition of the work of the British Ship Adoption Society in the Merchants' Hall of the Baltic Exchange. She was received by Mr. R. A. Butler (president of the Society), Lord Rotherwick (chairman), Sir W. Norman Vernon (chairman of the Baltic Exchange), and Mr. H. C. Brewer (vice-chairman of the Baltic Exchange). Presentations were made by Captain W. H. Coombs on behalf of masters, officers and men serving in adopted ships, and by the senior prefect of the County Secondary School for Girls, Morden, Surrey. The mementoes took the form of embossed leather book carriers inscribed with the initials of Princess Elizabeth and Princess Margaret Rose, and were the work of the crafts mistress and pupils of the Morden School, which has adopted the motorship *British Princess*.

FREIGHT MARKETS

Most Trades Quiet

By Our Own Correspondent

THE BALTIC, Tuesday

There is no falling off in the demand, but in most directions business is difficult to arrange. The uncertainty regarding the labour position in the United States is no doubt causing some misgiving, and until the outlook becomes clearer many operators are disinclined to enter into fresh commitments. On time charter basis several inquiries are circulating, and business has been concluded for a South African round at $4.25 and one Far Eastern round at 25 cents less.

In the River Plate section there is an inquiry for a prompt good measurement vessel for barley and oats to Antwerp or Genoa, while there are prospects of business being concluded to Eire and Sweden.

Quiet conditions are ruling in the North American department. Further tonnage might be worked for grain from Eastern Canada, with full loading options, to the U.K./Cont., with the option of Middle and Far Eastern discharging ports. Chartering for coal is in abeyance. Orders are circulating for sulphur from the Gulf to Santos and the French Mediterranean, while it is understood that tonnage is offering for a full cargo to South Africa at $13. Tonnage is reported to be available for grain from the North Pacific to the U.K./Cont. at $2 under the W.S.A. rate.

January tonnage is wanted for copra from the Philippines to Antwerp. A February steamer is wanted for scrap iron from Melbourne to Chile, and offers of December-January space are invited from Singapore to Buenos Aires. There are inquiries for rice from Saigon to Shanghai, with 45s. indicated for large vessels and 47s. 6d. for smaller sizes. Further space is wanted for the Calcutta coal trade. A large British steamer has been taken for phosphate for December loading from Casablanca to Cape Town at 37s. 6d., while tonnage has been taken up for cork from Lisbon and Sines to the United States. A small ship has been done for phosphate from Sfax to Piraeus. December tonnage has been fixed for fruit from South Spain to the United Kingdom or Continent on lump sum basis, while it is reported that 114s. per 100 cu. ft. has been paid for a similar cargo to the Continent and 120s. to this country. A handy sized motor ship has been chartered for cement from Antwerp to Rio Janeiro at 47s. 6d. f.i.o., and slightly more is reported to have been conceded for another vessel, while January tonnage is wanted from the Thames.

FIXTURES

GALVESTON to ANTWERP.—Stmr., 9000 t., $10.50 f.i.o., sulphur, Dec.
CASABLANCA to CAPE TOWN.—British stmr., 8000/8600 t., 37s. 6d. per ton, phosphate, Dec.
LISBON and SINES to WILMINGTON/DELAWARE.—Stmr., 490,000 cu. ft. bale, $20, Dec. 1-15.
SOUTH SPAIN to U.K. or CONT.—Stmr., 73,000 cu. ft. bale, lump sum £5000, fruit, Dec.
ANTWERP to RIO JANEIRO.—*Norse Lady* (m.s.), 5000 t., 47s. 6d. per ton, f.i.o., cement, ppt.
NARVIK to YMUIDEN.—Russian stmr., about 3000 t., 23s. 6d. per ton, iron ore, Nov. 25-Dec. 5.
OXELOSUND to YMUIDEN.—Norwegian stmr., 8000 t., 18s. per ton, iron ore, Dec. 1-10.
TIME CHARTER.—*Hellenic*, 11,500 t. d.w., $4 per t. d.w., delivery and redelivery Cont., one Far Eastern round, Dec. (recently).
TIME CHARTER.—*Tricape*, ex *Elm Park*, 10,400 t. d.w., $4.25 per t. d.w., delivery U.K., redelivery U.K./Cont., one South African round, Nov.

PROVINCIAL REPORTS

From Our Own Correspondents

LIVERPOOL, Tuesday

The market holds numerous orders, but chartering is limited. The freer availability of American shipping gives easiness to the position from Canada and South America.

CARDIFF, Tuesday

About the only deep-sea foreign business offering is for Malta and Halifax. In the nearer trades Rouen is quoting and home coasting demand is steadily maintained.

SWANSEA, Tuesday

Demand in the foreign trades shows no expansion, as the shortage of coals is still very pronounced.

NEWCASTLE, Tuesday

The North European, Continental, Atlantic and Mediterranean position is stagnant as no coal cargoes are obtainable.

GLASGOW, Tuesday

There is no improvement in the supply of tonnage, coasting craft still being exceptionally scarce. Ships are wanted in all sections, and there is a very considerable demand from the West Coast to Dublin, and from the East Coast to the South. The Control Commission continue to quote coal and coke from Rotterdam, Emden to the usual destinations.

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MONEY MARKET

Inadequate Credit Supplies

In Lombard Street yesterday credit supplies proved insufficient to meet requirements, due to calling in by one of the larger banks, and assistance proved necessary. Subsequently the position became rather easier, but there was no plethora of funds. The turnover in the discount market was small, buying of January Treasury bills being limited. Among the foreign exchanges a slight reduction to 8.08-8.13 occurred in the Philippines rate. Silver prices were steady.

STOCK EXCHANGE

Shipping Shares Irregular

A dull tone characterised most sections of the Stock Exchange yesterday, although there was a revival of buying of South African gold-mining shares. British Government stocks suffered from the absence of support, and closed 1-16 to 3-16 down where changed, the 3 per cent. Funding showing the larger change at 108⅝. Movements among home railway Ordinary stocks were confined to losses of ¼ in North Eastern Preferred to 6⅞ and Southern Deferred to 23⅜.

Decidedly quieter conditions prevailed in the shipping share market, and the tone was uncertain. British India 5½ per cent. Preference were quoted 4 higher at 144⅛ and Orient 6 per cent. Preference 1¼ to 16¾, while Indo-China Deferred advanced ¼ to 14¼. P. & O. Preferred rose 2 to 142½, but the Deferred reacted another 1s. to 43s. King gained another 6d. to 60s., but Reardon Smith lost 6d. to 38s., and falls of 3d. were shown in Coast to 20s. 9d. and Cunard to 39s. 9d.

Business in commercial and industrial issues was on a smaller scale, and with few exceptions price changes were in the downward direction. An easier tendency developed in the oil share market. Trinidad Leaseholds being particularly weak at 5⅞.

REPORTS AND DIVIDENDS

WESTLAND AIRCRAFT, LTD.—After providing for depreciation and taxation, the profit for the year ended June 30 amounted to £44,960 (£41,468), and £30,310 (£25,046) was brought forward, making £75,270 (£66,514). The directors have added £10,000 (same) to general reserve, and £10,000 (same) to general contingency provisions. A dividend of 5 per cent. per annum, free of tax (4 per cent.), is recommended, leaving to be carried forward £35,270. The balance sheet totals at £1,130,416 (£2,282,922).

CROSSLEY BROTHERS, LTD. — Interim dividend of 4 per cent. actual, less tax, on the Deferred Ordinary shares. No interim dividend was paid for the previous year, but 12½ per cent. was paid for the year.

COMMODITIES

GRAIN

LONDON (Baltic Exchange), Tuesday
WHEAT.—Only small offers were made to the Ministry to-day of Canadian Manitobas at the scheduled rates. Quotations: No. 1 Northern Manitoba Nov. shipment from St. Lawrence 171½c., No. 2 grade 168½c., and No. 3 grade 166½c. per bushel, f.o.b. Australian Nov.-Dec. shipment in bulk 77s. 6d. quoted, per 480 lb., f.o.b.
MAIZE—Argentine continued unoffered.

OILS AND OILSEEDS

LONDON (Baltic Exchange), Tuesday
OILS.—LINSEED.—Raw £135. RAPE.—Crude £91. COTTON.—Crude £52 2s. 6d. CASTOR.—Firsts £110, seconds £108. GROUNDNUT and SUNFLOWER.—Crude £56 10s. per ton.
ROSIN.—American grades F to M 47s., WG 48s. 6d., WW 52s. 6d. per cwt.
OILSEEDS.—For shipment. CASTORSEED.—Bombay £47 per ton. Other oilseeds and groundnuts all unquoted.

FOREIGN PRODUCE

LONDON (Mincing Lane), Tuesday
SPICES. — CLOVES.—Zanzibar spot 10½d. per lb. sellers; Dec.-Jan. 9d. per lb. sellers c.i.f. MACE.—West Indian pale spot 7s. 9d. per lb. quoted. PIMENTO.—Spot 1s. 1d. per lb. sellers. CHILLIES.—Mombasa spot 165s. sellers per cwt., c.i.f. Nov.-Dec. 145s. quoted.
JUTE.—Dundee Daisee 2/3 Nov.-Dec. £80 sellers, cracks Nov.-Dec. £86 paid, prices per ton c. & f. Dundee.
SHELLAC.—Open market steady on the basis 360s. sellers per cwt. ex warehouse for F.O.T.N. Pure.
RUBBER.—Dull. No. 1 ribbed smoked sheet c.i.f. Continental basis ports Nov.-Dec. shipment quoted at 13d. sellers. C.i.f. basis ports Jan.-Feb. shipment was quoted at 13d. sellers and Jan.-Mar. 13d. buyers. Godown Dec.-Jan. and Jan.-Mar. 42 Straits cents buyers, and Jan.-June 42 Straits cents nominal. No. 1 ribbed smoked sheet Settlement House terms remained unchanged at 13½d. nominal value for Apr.-June shipment, and 13½d. for July-Sept.

METALS

LONDON (Metal Exchange), Tuesday
TIN.—The Directorate of Non-Ferrous Metals supplies tin of 99 per cent. to under 99.75 per cent. at £380 10s. per ton, delivered works; export £380 10s. per ton f.o.b. United Kingdom.
TINPLATES. — Home delivery 34s. 11.56d., basis IC 14 by 20 f.o.t. makers' works; export 38s. 6d. to 42s. basis f.o.b. South Wales.
COPPER.—Electrolytic and wire bars £98 per ton delivered.
COPPER SULPHATE.—98-100 per cent. £37 10s. per ton (less 2 per cent.) in 2 cwt. bags (free) f.o.b.
ALUMINIUM.—Ingots and bars for home delivery £72 15s. per ton delivered.
ANTIMONY.—English 99 per cent. £125 and crude 70 per cent. £105 per ton delivered.
TUNGSTEN ORE.—Prices range from 67s. to 72s. per unit c.i.f.
PLATINUM.—Refined, steady at £18 per troy ounce.
NICKEL.—For home delivery £190 to £195 per ton, according to quantity.
PIG-IRON.—No. 3 Cleveland 169s. 3d. per ton delivered, Middlesbrough area.

Company Meeting

PRINCE LINE

Benefits of Modernisation

SIR ERNEST MURRANT ON FUTURE PLANS

The annual general meeting of Prince Line, Ltd., was held yesterday in London.

Sir ERNEST H. MURRANT, K.C.M.G., M.B.E., the chairman, in the course of his speech, said: The report and accounts for the year ended June 30 last reveal the achievements during a period in which for rather more than nine months the fleet operated under requisition by his Majesty's Government. At varying dates subsequent to March the ships were redelivered to us as they completed current voyages or current employment, but in fact the last ships to be released only came back into our service in August this year, i.e. after the close of the financial year. It will be recalled that the basis of requisition, broadly, was a monthly payment of hire which was intended to yield 5 per cent. interest and 5 per cent. depreciation, and it is of interest to find that, in the case of your company, the rates of hire were so finely calculated that over the six-year period the actual average return has been within a decimal point of those figures. Some ships were unfortunate in the nature of the employment allotted to them: others were unfortunate in incurring heavy repair bills, but the newer ships have compensated for the others, and the combined results, averaged over the six years of requisition, have worked out right.

The figures before you to-day reflect the benefits derived from the modernisation of our fleet. During the past year some of our older ships were disposed of, being either uneconomical or unsuited to our post-war requirements, and as the result, our present fleet consists of 10 vessels with an average age of only six years. The book value of the fleet, including also payments made on account of an additional ship under construction, is £613,346. That may be said to be the starting point of our post-war operations.

NEED FOR MORE SHIPS

We shall undoubtedly require more ships for our various services, and we shall endeavour to acquire them, or build them, with prudent care. For that purpose we have immediately available approximately £2,000,000 of investments, and if, after acquiring the new ships which we must have, there should be any fall in values, we have the fleet replacement account of £800,000 wherefrom we can make provision for exceptional depreciation. If there is anything to be learnt from history we should not overlook that within a very short period after the 1914-18 war we were faced with a situation in which shipbuilding prices remained on a high level, but the market value of ships fell heavily, and it is as well to be prepared for similar eventualities in the years to come. In a nutshell, an investment of £2,000,000 in new ships could, if necessary, immediately be written down in our books by 40 per cent. by applying the fleet replacement account for that purpose.

The profit and loss account will, I am sure, be viewed with satisfaction in the circumstances. The improvement compared with the previous year is due in the main to the elimination of uneconomical units, to the successful operation of what is practically a new fleet, and to the gradual return to ordinary commercial operations as distinct from requisition. We have, in fact, operated a great many more ships than we own; some we have operated on charter; some we have managed for the Minister of Transport and some we have berthed on our various trade routes. In brief, the year's operations have resulted in a credit balance of £385,969, and from this we have applied £125,000 for depreciation and insurance reserves, and we propose that the modest amount of £66,164 9s. be applied in paying to our shareholders a dividend of 7 per cent., less tax, plus a bonus of 3 per cent., less tax, viz., shareholders will receive a net amount equivalent to about one-sixth of the earned profit.

RESUMPTION OF SERVICES

As regards our various services, we are doing our best gradually to resume our activities. We have been able to resume sailings from the United States to South America, to South Africa and to the Far East. In addition, we have, in association with the Houlder Line, established a service between Canada and South America, for which purpose ships have been acquired and chartered from the Canadian Government. Our trade to the Eastern Mediterranean has been, and remains, very active, and in order to make the most economical use of the available ships the lines concerned in that trade have agreed to pool their shipping resources, by which means shippers are assured of the best possible service without wasteful overlapping.

We believe that our right policy should be to keep our fleet as modern and efficient as possible, to add to it when favourable opportunities occur in order to maintain our trades and our organisation in full strength, and in the meantime to conserve our resources until more stable conditions can be foreseen. It would, however, be a mistake to assume that the past can be a complete guide to the future, and we should be flexible in our ideas and fluid in our financial policy.

The report and accounts were unanimously adopted.

LAW REPORTS

COURT OF APPEAL

Monday, Nov. 25, 1946

ACCIDENT ON BOARD SHIP
VAUGHAN v. SIR R. ROPNER & CO., LTD.

Before Lord Justice SCOTT, Lord Justice ASQUITH and Mr. Justice VAISEY

This was an appeal by William Vaughan, Ashfield Street, Liverpool, from the dismissal by Mr. Justice Sellers, at Liverpool Assizes, of his claim against Sir R. Ropner & Co., Ltd., Stockton-on-Tees, for damages for being injured on board the *Empire Sunbeam* on June 26, 1945.

The judgment appealed against was reported in LLOYD'S LIST of Apr. 8, 1946.

Mr. E. Wooll, K.C., and Mr. E. P. Wallis-Jones (instructed by Messrs. Isadore Goldman & Son, agents for Messrs. Silverman & Livermore, Liverpool) appeared for the appellant; Mr. W. Clothier, K.C., and Mr. J. S. B. Lloyd (instructed by Messrs. Botterell & Roche, agents for Messrs. Weightman, Pedder & Co., Liverpool) represented the respondents.

Vaughan was a fireman on board the ship, and he complained that while he was standing at the bottom of the stokehold ventilator shaft waiting for a supply of drinking water to be sent down to the stokehold, someone dropped a large glass jar down the shaft. The jar broke and pieces struck Vaughan and injured his head, arms and shoulders.

Mr. E. WOOLL, K.C., for Vaughan, said that the jar fell because the rope used to let it down broke. Mr. Justice Sellers had found that the accident was due to a temporary failure to keep the hoist in order, and this was a casual act of negligence on the part of the engineers for which the shipowners were not responsible. This was the negligence of Vaughan's fellow servants and therefore the defence of "common employment" succeeded.

Counsel contended that the shipowners were bound to provide a safe and proper plant and system for supplying the stokehold hands with water; that failure to do this for a week was not a mere casual act of negligence; and that there was no evidence to support the judge's finding that the shipowners had supplied suitable materials for conveying water to the stokehold, and that replacements were available.

The hearing was adjourned.

Tuesday, Nov. 26, 1946

Mr. CLOTHIER said no doubt the expedient of letting down the water in a glass jar by means of a knotted rope was foolhardy in the extreme, but it was, he argued, a casual act of negligence on the part of the man who did it. There was, he contended, no negligence or breach of duty by the shipowners, who, he suggested, had done all that was required of them by properly providing a tap from which cool drinking water could be obtained at the top of the stokehold ladder to which all those in the stokehold had access.

Even if the shipowners were obliged to provide drinking water in the stokehold, which he did not admit, they were not to blame because a water can which had been in use had developed a leak, and a canvas bucket made by the bosun had just given out. There still remained the "growler" in the stokehold, and the "growler," which was universal in merchant ships, was used after the accident. The use of the glass jar was quite unauthorised and clearly wrong.

Judgment was reserved.

ADMIRALTY DIVISION

[IN PRIZE]

Monday, Nov. 25, 1946

APPLICATIONS FOR CONDEMNATION OF SHIPS

Before the PRESIDENT
(Lord Merriman)

His Lordship continued the hearing of applications for condemnation of a series of 61 German ships.

The previous proceedings were reported in LLOYD'S LIST of Nov. 26.

S.S. "Helga L. M. Russ" and Other Vessels

Mr. J. H. LAZARUS was for the Crown in the following cases, in which condemnation orders were made:—

S.S. *Helga L. M. Russ*, of 1708 tons, built in 1926 at Rostock and registered at Hamburg.

S.S. *General San Martin*, 11,250 tons, built in 1922 and registered at Hamburg.

M.S. *Kamerun*, built in 1938, of 5042 tons, registered Hamburg, and of German ownership.

S.S. *Neumark*, 7851 tons, built in 1930 at Kiel, port of registry Hamburg.

The PRESIDENT said the ship was under repair and he would make an order for her delivery to the Crown, subject to the payment of such dues as were outstanding.

His Lordship made the same order in the case of the S.S. *Ludwig*, 1064 tons, built in 1921, of Hamburg registry. There had been, he said, no requisition and delivery to the Crown would be ordered subject to the payment of the Marshal's expenses for warehousing, ship-keeping, &c., as in the case of the *Norderney*.

The case of the M.S. *Huascaran* was adjourned for an undertaking to be given for the Marshal's expenses.

The President recalled that in the case of the *Norderney*, where the vessel had not been requisitioned and there was an order for condemnation to be enforced either by sale or delivery to the Crown, it was provided that the Marshal's expenses should be paid. There had been a requisition in the case of the *Huascaran* and an order for delivery to the Crown could not be made until there was an undertaking that the Marshal's expenses would be met. This matter must stand over until an undertaking was provided. It must be definitely given. The undertaking must be clearly expressed on behalf of the Crown when the ship was condemned. The President added that the Marshal could not close his account in connection with any ship unless and until his expenses were provided for.

His Lordship condemned:—

S.S. *Antonio Delfino*, 13,589 tons, built in 1922 at Hamburg, which was seized at Kiel.

M.S. *Liselotte Essberger*, tanker of 1592 tons, built in 1935 at Hamburg, and Hamburg registry.

S.S. *Palmyra*, built 1940.

M.S. *Ulanga*, 6859 tons, built 1940.

S.S. *Titania*, 920 tons, built 1912, registered Hamburg.

M.S. "Dorothea Weber" and Other Vessels

Mr. CHRISTOPHER SHAWCROSS appeared for the Crown to ask for condemnation in the following cases, and the orders asked for were made by his Lordship.

M.S. *Dorothea Weber*, 190 tons, an auxiliary sailing vessel, built in 1922, and registered at Hamburg. She was seized at London.

M.S. *Anna*, 633 tons, built in 1939. Of German nationality, she was seized at Methil, ex Christiansand. She is a merchant vessel.

M.S. *Levante*, 4769 tons, built at Emden in 1939, and seized at Oslo, ex Hamburg. She was trading between Hamburg and Oslo. His Lordship also condemned German Government stores, consisting of ropes, diesel engines and other goods which were found on board.

M.S. *Trave*, 307 tons, built in 1939. She was seized at Kiel, and was registered at Lubeck.

M.S. *Norden*, 231 tons, built in 1935 and registered at Lubeck. She was seized at Kiel.

M.S. *Salzburg*, 4876 tons, built in 1939 and registered at Hamburg. She was said to be worth about £250,000, and was taken at Kiel. In this case his LORDSHIP ordered that the condemnation order be not drawn up until satisfactory arrangements had been made with reference to an outstanding balance due to the Admiralty Marshal. An order was made for the condemnation of the proceeds of sale of a motor launch which was carried on the *Salzburg* as cargo.

S.S. *Akka*, 2646 tons, built in 1924 and registered at Bremen. She was taken at Emden.

M.S. *Angelburg*, 3069 tons, built in 1938, registered at Hamburg. She was captured at Wilhelmshaven.

S.S. *Kersten Miles*, 4971 tons, built in 1922. She was registered at Hamburg and was seized at Portsmouth.

M.S. *Hermann Andersen*, tanker of 1171 tons, registered at Hamburg. She was built at Lubeck in 1936, and was seized at Methil, ex Oslo.

Condemnation was asked by Mr. T. G. ROCHE of the following nine vessels:—

M.S. *Hydra*, tanker of 10,000 tons.

S.S. *Dr. Heinrich Wiegand*, 1421 tons, built in 1938 at Oslo. Mr. Roche said that in this case there were no ship's papers, but it had been ascertained from Lloyd's Register that her port of registry was Bremen.

The PRESIDENT observed that a United States captain had made an affidavit to the effect that the vessel was burnt out during siege operations. She had been seized by the United States Navy and her papers were destroyed by fire.

S.S. *Erna*, 865 tons, registered at Hamburg and built in 1922. Taken into Hull.

S.S. *Malmo*, 1000 tons, built at Hamburg in 1918 and registered at Hamburg. Taken into Hull.

S.S. *Timandra*, 948 tons, built at Hamburg in 1912 and registered at Hamburg. Taken into Hull.

S.S. *Brunhilde*, 1923 tons, built in 1913. Registered at Hamburg. Taken into Hull.

M.S. *Heimat*, 240 tons, built in 1935, home port Hamburg. Taken into Hull.

M.S. *Gunther Hartmann*, 250 tons, built in 1935. Registry originally Lubeck, now Hamburg. Taken into Hull.

M.S. *Hermann Litmeyer*, 209 tons, built 1938. Taken into Hull.

All these nine vessels were condemned.

When Mr. Roche asked for the condemnation of the s.s. *Peter Rickmers*, he

(*Continued on page 4, column 3*)

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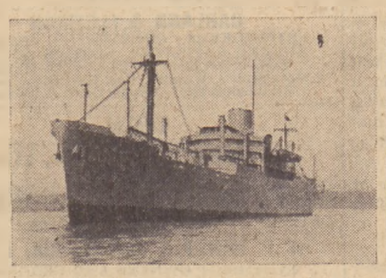
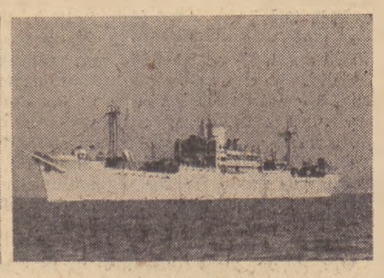

T.S.M.V. "GLENARTNEY," built for the Glen Line Ltd., London, 1940.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DUNDEE

Present Position of the Jute Industry

By Our Special Correspondent

Although an encouraging number of new industries have been brought to Tayside recently, the well-being of the Port of Dundee still depends very largely on jute, so not unnaturally the present position in India is being watched very carefully. On account of the food shortage a move is on foot to encourage the peasant farmers of Bengal to grow food instead of jute. The cost of rice has risen so much that until the recent lifting of the export price control the peasant did not get enough for his raw jute to keep himself alive. The removal of the control was followed by a steep increase in raw jute prices, and this will soon be reflected in the cost of finished jute goods throughout the world.

There seems little doubt that the demand for jute will continue despite the stiffening price, and the question everybody connected with the trade would like to be able to answer is the effect this will have on sowings of the 1947 crop. It may encourage peasants to forget about food planting and seek the better remuneration offered by jute. The sowing season (February-April) is still a long way off, and with India engaged in a bitter internal struggle, no one is willing to risk a forecast at the moment.

1946 Jute Crop

The 1946 crop, which is being disposed of under a control system operated by the Indian Government, should be just sufficient to keep the industry going until the new crop comes on the market; there are no reserves, unfortunately. An earlier crisis was averted by the 1940 crop, which was the largest ever gathered. Along with the yields of intervening years it helped to meet the heavy demands of the war period, but all surpluses have now been swallowed up.

New industries are not getting into their stride as quickly as was hoped, and it will be some time before they can make much impression on the seaborne trade of the port. Factories making plastics and what is known as expanded rubber have gone into production, and cash registers, coal-cutting machines and several other items of Dundee manufacture should be on the market shortly. The ultimate aim of the American sponsors of the cash register firm is to supply their European customers from Dundee. A large factory has been built on an 80-acre site at Camperdown, on the north-western outskirts, and local labour is being trained.

Expanding Firms

Established firms manufacturing electrical transformers and preserves are shortly to move into larger premises on the north-eastern perimeter of the town. A jute firm has acquired the eight-acre site of Lilybank Foundry, now in course of demolition, for a spinning factory. General engineering was started in the foundry more than a century ago, and marine engineering in 1882. The Caledon Shipbuilding & Engineering Company, Ltd., after a 40 years' tenancy, sold it about 10 years ago to a scrap merchant. In the harbour area itself an engineering and brass-finishing firm is moving into larger premises and a light metal firm is coming in.

Unitas (Dundee), Ltd., who began a yacht and small craft repair business at Stannergate a few months ago, are extending their activities. They are building aluminium deckhouses for small vessels, and have completed plans for lining fish holds with aluminium. They have contracted to build two 32-ft. fishing boats for Iceland. As agents for the Director of Small Craft Disposal they have brought a large yacht and several launches and motor fishing vessels to the harbour while buyers are being found for them.

Port Improvements

While the general trade of the port has been far from brisk recently, the Harbour authorities take the view this is merely a passing phase, and plans are being pushed ahead for improved wharfage. Borings have been almost completed at Western Wharf, where a modern jetty with steel piling and reinforced concrete decking is visualised in place of the existing wooden structure. When the scheme bears fruit, larger transit sheds and modern cargo handling facilities, which have proved an outstanding success at the neighbouring King George V. Wharf, will be possible.

The nature of all future developments on the waterfront will be based on experience gained from a scale tidal model of the estuary from Perth to the North Sea, now in course of construction in a shed at the Eastern Wharf. The model, probably the most ambitious of its kind in the country, will be ready next year. It will be possible to compute a year's tides in two or three days.

Services with Continental and Scandinavian ports have been resumed by two cargo liner firms. The Gibson-Rankine Line (agents Messrs. P. S. Nicoll & Co.) are giving frequent sailings to Dutch and Belgian ports. This fleet suffered heavily during the war, and the familiar black-funnelled steamers have been replaced by new motorships like the *Crichtoun*, *Durward*, *Bucklaw* and *Quentin*. The Scandinavian trade has not been very brisk, but Angbats Aktieb. Ferm (agents Messrs. Andrew Leitch & Co.), who have operated a service from Gothenburg for more than 50 years, have given sailings as cargo offered with their motorships *Ferm* and *Fryken*.

Dundonians bade farewell to the port's best-known ship a few weeks ago, when the Falkland Islands Company's *Lafonia* sailed for Port Stanley. Built as the Dundee, Perth & London Shipping Company's *Perth*, this vessel plied for 20 years between Tay and Thames, and carried many thousands of holiday-makers. The passenger service, in common with those between other Scottish ports and London, has been suspended.

M.S. "Lunan"

The Dundee, Perth & London Shipping Company's new cargo motorship, *Lunan* (1023 tons gross), built at Aberdeen, ran trials in the North Sea the same day as the 31-year-old *Lafonia* showed her paces to her new owners after conversion from coal to oil. The *Lunan's* excellent crew accommodation attracted a good deal of attention—every man has a cabin to himself with radiator heating, bunkside reading lamp, wardrobe, cupboard, &c.

The export of whinstone chips as road metal to the London area was a flourishing trade at Dundee and Newburgh (Fife) before the war. The market still exists, but owing to heavy local demands on the quarries shipments have been only a few hundred tons from Newburgh, and nil from Dundee. The daily output of 800 tons from the large modern quarry at Cunmont, near Dundee, is being absorbed by housing schemes in the city itself. A slackening off in demand is expected during the winter, when light restricts working hours and bad weather upsets roadmaking. Any surplus which accrues during this period will be used to restart the export trade.

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LAW REPORTS

(Continued from page 3, column 5)

explained that there were no ship's papers. The vessel was building at Lubeck at the time Germany fell, and she was brought over by the British authorities, finished here, and then seized.

The PRESIDENT said he expected some more information about her. He had to be sure she was not being built for a neutral owner. A six months period had not expired and the writ was only served on Oct. 12 last. The case must stand over until more information was forthcoming, and it was shown that the vessel was being built for a German or the German State. The rule was, where there was no "mess brief" (tonnage certificate) to wait six months, and that delay must happen in this case.

The President, as the Court rose, addressing Mr. Roche, said: You will be interested to hear that of the 60 vessels condemned as prize to-day, the valuation of 35 alone is three and a half million pounds.

The hearing of the Court was adjourned to Tuesday.

Tuesday, Nov. 26, 1946

APPLICATIONS FOR CONDEMNATION OF CARGOES

The President first dealt with part cargoes in 64 vessels under what has become known as the "Dutch Settlement," by which generally three-quarters is released to the Committee and 25 per cent. condemned as prize.

Mr. J. V. Nesbitt (instructed by the Treasury Solicitor) appeared for the Procurator-General: Mr. S. Knox Cunningham (instructed by Messrs. Middleton, Lewis & Clarke) represented the Netherlands Shipping and Trading Committee, Ltd.

Mr. NESBITT said cargoes from the following vessels were in the settlement: *Alpherat, Amstelland, Euterpe, Fauna, Gaasterkerk, Garoet, Indrapoera, Jonge Willem, Juno, Kota Agoeng, Kota Inten, Leerdam, Maasdam, Mars, Merope, Alwaki, Colombia, Grootekerk, Jagersfontein, Kota Baroe, Laertes, Activ, Afrika, Alaska, Alfredo Oriani, Asaka Maru, Asphalion, Azuma Maru, Black Condor, Black Eagle, Black Falcon, Black Gull, Black Hawk, Black Heron, Black Osprey, Black Tern, Burdwan, Calchas, Cap Norte, Christiansborg, Chrobry, Danmark, Giovanni Boccaccio, Gitano, Glenearn, Glengarry, Hawnby, Helenus, Henry Stanley, Heranger, Hokkai Maru, Indier, Kuwi, Kyusyu Maru, Leander, Luso, Macedonier, Memnon, Mr. Linthorst Homan, Mostun* and *Maaskerk*.

Mr. Nesbitt recalled that the date of the Dutch Settlement was Dec. 7, 1945. The cases fell into three groups. They came before the Court under an agreement, and both parties asked the Court to make consent orders. There was difference between the groups, insofar as freight was allowed, or agreed or had been paid on shipment and there were arrangements for the payment of expenses and the Marshal's costs.

Mr. S. KNOX CUNNINGHAM said that, for the Netherlands Shipping and Trading Committee, he joined their request with that of the Procurator-General that his Lordship would sanction the settlement.

His LORDSHIP said he did so, as he had done in the cases of the *Alcyone* and the *Aurora*.

Mr. J. H. LAZARUS, Procurator-General, recalled the case of the motor vessel *Huascaran*, which was before the Court yesterday. He said there was then a question whether the expenses incurred by the Admiralty Marshal had been provided for. He was happy to be able to say now that the Procurator-General was consenting to an order of condemnation, in which the payment of the Marshal's expenses would be undertaken. This covered all such expenses as might have been incurred by the Marshal.

The PRESIDENT said under those conditions the order would be made, and he would add that the same thing would apply in the future without his having to say anything about it. If by chance in any other case the same thing applied, the order would be drawn automatically in the Registry in that form without any necessity to mention it specially.

Part Cargo ex S.S. "Persier" and Other Ships

Mr. E. W. ROSKILL (instructed by the Treasury Solicitor) appeared for the Procurator-General in claims concerning part cargo in three ships, the s.s. *Persier*, s.s. *Carlier* and m.s. *Mar del Plata*. In each case the goods concerned were 125 bags of coffee, which were seized at Weymouth in October, 1939. They were consigned to the present claimants, Camille Pelgrims et Fils, of Antwerp. A proposal for a compromise had been reached, and, subject to the Court's sanction, the net proceeds of sale—less amounts recoverable by the shipowners, the Marshal's expenses and the appropriate port dues—would be divided, one-quarter to be condemned as prize, and three-quarters released to the solicitors for the claimants.

Mr. DONALDSON, for the claimants, supported the application, and his LORDSHIP made the order in each case as suggested.

Part Cargo ex "Zuiderkerk"

Appearing for the Crown, Mr. IFOR B. LLOYD (instructed by the Treasury Solicitor) asked for condemnation of several items of cargo from the s.s. *Zuiderkerk*, a Dutch ship, which left Hongkong in July, 1939, for London, Amsterdam, Rotterdam and Hamburg. She was seized in October, 1939. The first item was a bale of sample mats, which had been sold for 17s. 3d. They were said to be similar to other Chinese mats which had been condemned in April, 1941. They were consigned to Berlin.

His LORDSHIP condemned the proceeds of sale.

His Lordship also condemned the proceeds of sale of 336 bales of wool which, it had been feared, were totally destroyed in an enemy raid in December, 1940, but were salved and sold for £12 8s. 5d. They were originally consigned to Hamburg. A similar order was made in respect of 30 bales of seagrass, consigned to Bremen, and sold for £14 1s. 9d. Twenty cases of peppermint oil, consigned from a firm in Kobe to a company in Berlin, were also condemned, as was a bale of cottonwaste—an oddment concerning which there were no ship's papers, but which had been lying unclaimed for five and a half years.

Mr. D. A. SCOTT CAIRNS asked for the condemnation of the proceeds of 2000 bags of wolfram ore in the Dutch steamer *Grootekerk* on the ground that the goods were absolute contraband with enemy destination. The ship was from Hongkong to European ports, and the goods were shipped to Hamburg on order.

The PRESIDENT said they were condemned, together with 200 dried hides taken from the steamer *Helder*, which were also contraband, with enemy destination. The *Helder* was sailing from Peru to Hamburg and other European ports. The goods were seized at Liverpool, and the German destination was demonstrated.

Part Cargo ex S.S. "Uhenfels"

On behalf of three Danish merchanting companies, Mr. A. J. HODGSON (instructed by Messrs. Ince, Roscoe, Wilson & Griggs) moved for the Court to exercise its discretion and rescind or vary a decree made on July 26, 1945, condemning quantities of oil cake which were seized on the *Uhenfels*, a German ship. Mr. Hodgson said the ground of the motion was that, by reason of *force majeur*, it was impossible in the circumstances for the claimants to appear before the Court in 1945 and produce the documents supporting their claim to the goods, showing that they were of innocent ownership. The goods were shipped from Bombay in August, 1939, in the *Uhenfels* and were consigned to Hamburg, "in transit for Northern ports, to be declared eight days prior to the vessel's arrival in Hamburg." The ground of condemnation was that the vessel was German, carrying conditional contraband goods to Hamburg, and the goods were prima facie enemy property. The vessel was seized off the West Coast of Africa in October, 1939, and was taken into Freetown. Proceedings were started in the Prize Court at Freetown in December, 1939, and claims were put in by the present claimants. But the proceedings were transferred to London, and before the claimants could collect the necessary documents Hitler had invaded Denmark, and from that time nothing could be done until Europe was free.

Lord MERRIMAN said he could see every conceivable reason for exercising the bounty of the Crown, but there would be considerable difficulty in reversing the decree of the Court. However innocent the destination of the goods was intended to be, the moment the ship arrived at Hamburg the goods became enemy property.

Mr. WILFRID PRICE (instructed by the Treasury Solicitor) said the Crown were not opposing the motion, which was to set aside the decree. The case would then be reheard for a decision to be made whether the proceeds of sale should be handed to the claimants.

The PRESIDENT said he was seriously troubled at being asked to say the goods were not condemnable when clearly they were.

Mr. PRICE suggested that it did not follow as a matter of course that, if the goods had gone to Hamburg they would have been seized by the German Government. At that time they were not at war with Denmark, and might have let the goods go on in order to please the Danes. The bounty of the Crown was not exercised where there was a claim to goods, and the proper proceedings were by way of a claim.

Mr. HODGSON pointed out that where goods were marked on the bill of lading as "in transit" to another port, the ordinary commercial practice was to treat them as not being imported goods. They were put into bonded stores, not as a matter of import, but for export on the footing that they had not been imported into the country at all.

The PRESIDENT said he was impressed by the suggestion put forward by Mr. Price. It was possible that if the goods had been taken by the German Government it really would have been a matter of confiscation, and the goods would not become the property of the Reich as a right by virtue of a decree. It all turned on whether they were imported.

His Lordship said he had come to the conclusion that it was proper to deal with the matter formally, rather than as a question of the exercise of the bounty of the Crown, which, in any case, was not a matter for him. The Procurator-General took the view that wherever a claim was possible, the matter should be dealt with formally, by way of claim and order of the Court. The question, it seemed to him, was whether the present applicants could have a claim. He was a little doubtful at first, because the facts seemed to create a difficulty. But it had been pointed out, and he appreciated the force of the argument, that everything turned on whether the German Government would have considered that the goods—which quite plainly were shipped to a neutral country and were in transit to northern ports, which included Danish ports—were "imported" into Germany, and were therefore liable to seizure. It was plain that there would be an arguable claim to put forward on that point. That being so, and it being stated after investigation by the Procurator-General that the claim had merits, he had come to the conclusion that he ought to exercise the discretion that he had and to reverse the decree, on the ground that to allow the condemnation to stand might create a substantial injustice. It seemed to him that the claimants had moved the Court with all proper expedition. In the circumstances he was prepared not only to rescind the decree, but to order the release forthwith of the proceeds, subject to the incorporation of terms which would safeguard the Marshal and others interested in the proceeds.

[A full report of the judgment will appear in "Lloyd's Reports of Prize Cases."

CLAIM TO FREIGHT EARNED BEFORE ENTRY INTO THE WAR

The PRESIDENT then dealt with the claim of Mr. J. C. Burleigh, controller of the London branch of Nippon Yusen Kaisya, to the freight on part cargoes taken from the Japanese steamer *Sado Maru*. The cargoes were taken out of the ship and the ship allowed to proceed at a time before Japan became belligerent.

Mr. A. J. Hodgson (instructed by Messrs. Simmons & Simmons) appeared for Mr. Burleigh and Mr. J. V. Nesbitt (instructed by the Treasury Solicitor) represented the Procurator-General, who asked for condemnation of the freight on behalf of the Crown.

Mr. NESBITT explained that freight would have been payable to the Japanese shipowners had Japan remained neutral and out of the war. The present claim was by the controller of the London branch of a Japanese company, and the Crown, in resisting it, said since Japan had become

(Continued on page 13, column 4)

DOCK PILFERAGE WARNING

From Our Own Correspondent

LIVERPOOL, Tuesday

The Liverpool Stipendiary, Mr. G. GLYNN BLACKLEDGE, at Liverpool City Magistrates' Court to-day, said: "We are getting dangerously near the situation where dockers who steal will go to prison for a first offence. The dockers take no heed of the repeated warnings published in the Press. It is one of the surest grounds for prosperity for the docks to be free from thieves. There is, after all, some difference between a port in the Persian Gulf, where people may not be very honest, and the port of Liverpool, and dockers here are expected to contribute something towards the high reputation of the port in order to secure the faith and confidence of the trader."

RECENT WILLS

Sir William Isherwood, 2nd Baronet, of Boiling Common Cottage, Felpham, Sussex, and 17, Devonshire Close, W. 1, formerly of Bickley, Kent, and Eastcote, Middlesex, naval architect, chairman and managing director of Sir Joseph W. Isherwood & Co., Ltd., an underwriting member of Lloyd's, a member of the Institution of Naval Architects and of the North-East Coast Institution of Engineers and Shipbuilders, who died on May 29, aged 48 years, left £109,948 gross, with net personalty £102,684.

Captain Joseph Errett, O.B.E., of 1, Alexandra Terrace, Coolgreavy Road, Arklow, Co. Wicklow, master mariner, who died on June 11 last, left estate in England and Eire valued at £3378.

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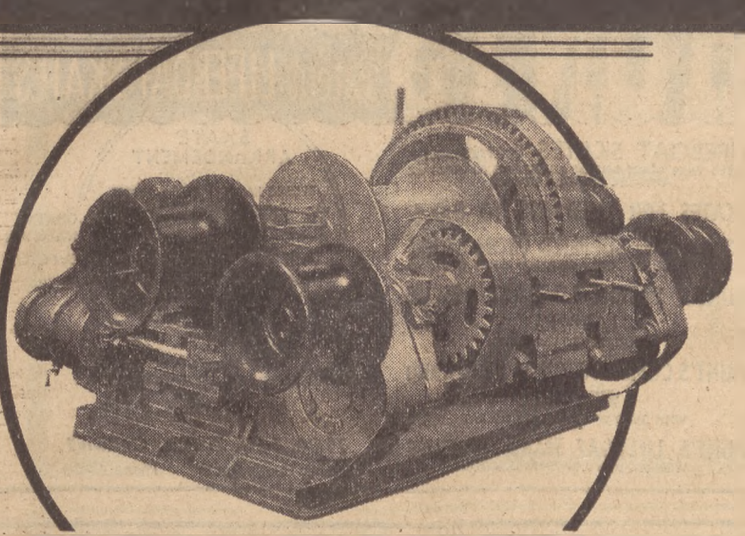

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MARINE PROPULSION

Application of the Reheat Steam Cycle

THE C.P.R. "BEAVER" CLASS SHIPS

Mr. A. W. Davis, chief engine designer to the Fairfield Shipbuilding & Engineering Company, Ltd., has read a paper before the North-East Coast Institution of Engineers and Shipbuilders entitled "The Application of the Reheat Steam Cycle to Marine Propulsion With Special Reference to the C.P.R. 'Beaver' Class Turbo-Electric Cargo Liners." The author discussed the features which led to the development of the unorthodox machinery installed in the new Canadian Pacific cargo vessels Beaverdell, Beaverglen, Beaverlake *and* Beavercove, *and comparisons were made with other and more usual types of machinery which were considered but not adopted. Particulars of service performance taken from the second vessel, the* Beaverglen, *during a voyage to and from Canada made by the author in August-September last were given in detail and in conclusion new developments were referred to which might permit of higher efficiencies being achieved in future on the basis of the success obtained with the vessels under review. An abstract of the paper is given below.*

In the never ceasing quest for increased efficiency, unorthodox designs periodically make their appearance in all branches of engineering, but in the marine field, where so much depends upon reliability, the departure of any new design from established practice is not usually radical. When a pronounced breakaway is made, the performance of the new machinery in service becomes a matter of wide interest and it is proposed, in the presentation of this paper, to satisfy, so far as possible, the interest aroused in these circumstances by the high-pressure turbo-electric machinery of the new "Beaver" class cargo liners built to the order of the Canadian Pacific Railway Company, Montreal, for North Atlantic Service.

It can be stated without further preamble that the machinery, as finally conceived, designed and installed, has fully justified in technical performance the aspirations of the designers and while it is perhaps early to be dogmatic regarding the reliability and durability of the plant in service, the evidence accumulated from the first two vessels is wholly favourable. The author recently had the opportunity of making a voyage in the second vessel, the *Beaverglen*, and the performance "down below" gave no indication that the design, however new in its conception, was in any way immature.

In the adoption of the reheat steam cycle, advantage was taken of experience gained in land power-plant practice, and it is of particular interest to members of this Institution that a most instructive paper, presented to them nearly 13 years ago by Messrs. Bottomley, Corlett and Piercy ("The possibilities of applying improvements effected in modern land power plant to ship propelling machinery," vol. 50, p. 137) advocated this line of development and stressed the economies that might be achieved by following such a course. In regard to the design of boiler plant there was, however, no such guiding star, and the unconventional manner in which this problem was solved adds, in no small degree, to the interest attaching to the post-war "Beaver" fleet. In the matter of the transmission there is scope for further economy and an indication will be given of the lines upon which development is progressing, so that the advantages of the steam installation adopted for these vessels may, in future, be realised to greater effect.

Choice of Design

In its fundamental aspect the design of the vessel as a whole was affected by the fact that, owing to the circumstances prevailing at the time, it was necessary that the hull should be of the standard 15-knot design approved by the Admiralty, having dimensions 465 ft. b.p. by 64 ft. by 29 ft. 9¾ in. draught, 17,180 tons displacement, and having a C_m value of .987. This determined the adoption of a single screw and thereby eliminated a variety of further projects which were under consideration in association with twin screws. The power of 9000 s.h.p. necessary to give the speed under which the vessels were to operate was about 10 per cent. less for a single screw than for twin screws and, with the adoption of turbine machinery, a gain in thermal efficiency of 4-6 per cent. was to be expected due to size effect but, despite these facts, the advantages of twin screws, both in relation to manoeuvrability and the relative simplicity with which the requirements for propulsion in the event of mechanical failure are naturally satisfied, could not be sacrificed without careful consideration of the circumstances under which a vessel of such size was to operate.

In the detailed selection of the type of turbine machinery to be adopted, more than formal attention was paid to four common requisites, namely, durability, economy, reliability and simplicity. Dealing with these points in order, it should be noted that a prominent factor affecting the owners' choice was that a number of their previous vessels had suffered from severe cylinder erosion in all stages taking wet steam and, as a result, it was considered desirable that wetness of the exhaust steam should be kept to a minimum. The limitations of a direct cycle are obvious in this connection and, therefore, attention was concentrated on the employment of reheating of the steam at an intermediate stage.

It was seen that the major difficulties would be associated with the control of reheat when manoeuvring and the multiplicity of pipe connections that would be involved by any standard arrangement of boilers, and it became clear that, with such a system, the claims of reliability and simplicity could only be met by a fairly drastic abandonment of established practice in a number of directions. Substantial simplification was attainable if a single boiler was to be acceptable, but this was only contemplated if it became possible to provide an alternative means of propulsion in the event of derangement of the main boiler-turbine unit. Also, with such an arrangement, the boiler would require to have a degree of reliability comparable with that of the turbine.

The conception was novel, but it has to be conceded that the continued seaworthiness of any single-screw diesel vessel is hardly less dependent upon the mechanical reliability of individual component parts, regardless of the fact that no special provision is made in such cases for emergency alternative propulsion. At all events, the scheme was sufficiently attractive to pursue and moreover it was decided that a multi-boiler arrangement was going to prove too ponderous in the matter of connections for gas reheat to be justifiable.

The question of astern propulsion became the prominent difficulty. Could the reheater be satisfactorily thermally isolated so that it would not suffer damage without steam circulation when the machinery was put astern? Obviously it would be impracticable to employ the unit for astern steam using conventional geared turbines. The reheater might be of the separately fired type or be arranged with isolating damper control, but, whichever scheme was employed, rapid operation of burners or dampers would be necessary on receipt of an astern order and, even if this drawback could be tolerated, the heat emitted from refractory material in the region of the reheater might well be sufficient to cause damage after shutting off steam.

Another difficulty lay in the great increase in the output of main-boiler steam which would be required to enable a normal astern power of, say, 65 per cent. of the ahead power to be developed on account of the fact that the astern steam would not be reheated and the heat from the total supply of fuel would require to be absorbed by the economiser, generating and superheating elements alone.

Moreover, another factor associated with astern running that caused some uneasiness was the effect of temperature variation on the l.p. turbine which would be considerably greater in degree than with direct cycle operation. The problem was examined from every angle and the conclusions arrived at merely varied in their degree of pessimism. Since that time, information has been published of

(*Continued on page 6, col. 3*)

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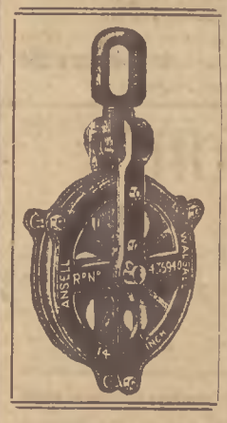

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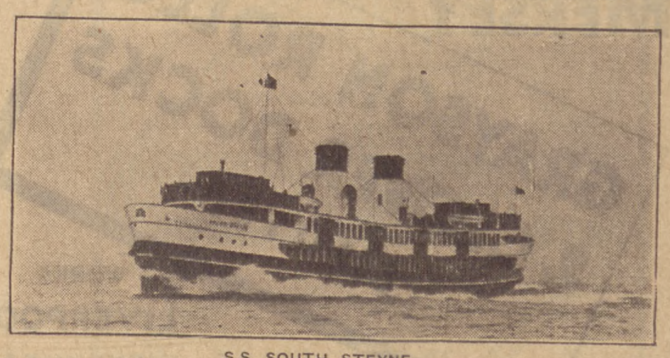

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MARINE PROPULSION

(Continued from page 5, column 4)

experience gained with gas reheating in the American vessel *Examiner*, and it is gathered that the plant has not been immune from troubles arising from temperature effects.

The ultimate conclusion determined by the evidence then available was one that the author considers will prevail with ever greater insistence in these days of high steam temperatures, whether reheat be employed or not, namely, that the turbines should be of non-reversible design with reversible transmission. Certain alternatives have made their appearance in the way of reversible transmission recently, but for this power the only practicable possibility at the time the design was in hand lay in electrical drive. The obvious question aroused by this proposal was whether the losses in the transmission would absorb the advantage of reheating so far as efficiency was concerned. The position was very carefully examined and it became apparent that such a balancing out of gain by loss would undoubtedly occur, the position being somewhat alleviated by the fact that the actual turbines for electric drive could be made rather more efficient than for direct cycle geared drive, because of the absence of losses associated with astern blading.

Main Boiler

In detail the single water-tube boiler as fitted is of the modernised Johnson type, generating steam at 850 lb./sq. in. and superheating in a Melesco convection type superheater to 850 deg. F. The reheating stage of the cycle is arranged to take place between the h.p. turbine exhaust and the l.p. turbine receiver, the steam temperature being again raised to 850 deg. F. in a Melesco convection type reheater.

In principle the main boiler is, so far as the generating elements are concerned, in general conformity with the well-known Johnson design, except in that the number of rows of tubes has been reduced to four per side. The superheater is arranged in the boiler casing at the port side of the steam drum, the flow of gas across the tubes being in the vertical direction. The reheater is similarly arranged on the starboard side of the steam drum, the gases from the two sides converging to pass through an economiser arranged above the boiler proper and subsequently through an air heater of the Ljungstrom type.

Dampers are provided to by-pass the superheater, economiser and air-heater for lighting up and also for the regulation of superheat and feed-water temperature. In addition, a large damper is provided in the duct forming the outlet from the reheater so as to provide a means for controlling the reheat temperature by affecting the distribution of gas flow across the two sides of the boiler. Single induced and forced draught fans are installed to provide for a balanced draught system.

Auxiliary Boiler

An auxiliary boiler of the Howden-Johnson type is installed, providing saturated steam at 100 lb./sq. in. for gland steam, oil-fuel heating, domestic services and make-up feed which may be led to either the secondary of the two-stage feed heaters or directly to the main condenser.

Great importance is attached to the elimination of contaminated water in the main-feed system and the auxiliary boiler is, therefore, arranged to operate as a fresh-water evaporator but without the complication involved by the adoption of any such actual unit.

Main Turbines

The main turbines are of Messrs. C. A. Parson's impulse reaction type, the h.p. turbine having a single two-row impulse wheel followed by reaction stages and the l.p. turbine operating on the all reaction principle. The two turbines are arranged in tandem to drive a turbo-alternator developing full power at 3450 r.p.m.

The high-pressure rotor is made from a single forging bored through from end to end for examination purposes. The low-pressure rotor is made from a hollow forged drum, integral with the shaft at one end and closed at the other by a flanged forging extended to form the second bearing. The walls of the drum are comparable in thickness with the metal of the surrounding cylinder, so that both the rotor and cylinder respond to temperature changes at a similar rate and the working clearances are, therefore, not materially altered by differential expansion.

With the exception of the last 11 stages in the low-pressure turbine all the reaction blading is of end-tightened construction. The end-tightened blading and most of the radial clearance blading is of segmental type, but the longer blades towards the exhaust end of the low-pressure turbine are rolled integrally with their roots. The blading material throughout is stainless iron, the blades at the exhaust end of the low-pressure rotor being fitted with shields of tungsten steel brazed along the leading edges to prevent erosion by water particles.

The control of the speed of the turbines is effected by a regulator valve arranged in a chest on the steam line adjacent to the h.p. turbine, this valve being operated by high-pressure oil supplied from a pump running in tandem with the working forced-lubrication pump, the pressure on a pilot piston being regulated by a governor which in turn is co-ordinated in its action with the main control hand-wheel, the arrangement being such that while the turbine stop valve is open the turbine speed never falls below 20 per cent. of its full power revolutions even when power is shut off. Overspeeding of the turbines brings about a change of oil pressure which causes the run-away stop valve, arranged in the same chest as the regulator, to shut.

The speed-control mechanism may be described in rather greater detail as follows: To increase the speed of the ship the main control wheel is turned in a clockwise direction which operates the sleeve of the speed-control gear. This increases the port area and causes a reduction in the pilot-oil pressure, thus lowering the pilot piston and with it the relay plunger. This admits power oil underneath the piston and the lift of the governor valve increases. This action continues until the plunger is restored to its original position when the supply of power oil is cut off and a new position of the mechanism is established. Conversely, to reduce the speed, the main-control handwheel is turned in an anti-clockwise direction, thus reducing the port area in the sleeve and raising the pilot-oil pressure. This raises the pilot-piston and the relay plunger, and allows oil to drain from beneath the power-piston. The governor valve then starts to close and the action continues until the plunger is restored to its original position, when the opening to drain is cut off and a new position of the mechanism again established.

In the event of the load being suddenly reduced due to any cause, such as the propeller leaving the water momentarily, the machine will speed up, but the hydraulic governor will limit the rise in speed by increasing the pilot pressure and so closing the governor valve. When speed is restored to normal the valve will automatically return to its original position.

Main Alternator

The main alternator is arranged for the generation of 3-phase current at 3000 volts which is supplied through a twin group of cables to a 64 pole synchronous motor arranged to develop the full power of 9000 b.h.p. at 108 r.p.m. The alternator is rated at 7000 kw., 1.0 power factor, and is a two-pole machine giving a frequency of 57 cycles per second. This non-standard frequency and voltage was chosen to give the highest speed for the turbine while retaining a reasonable design of motor rotor.

The alternator stator consists of a mild-steel casing which carries the core and windings and also forms part of the ventilation system. The core is built up from thin laminations of electrical steel and has slots punched in the laminations in which windings preformed from copper strip are placed. The rotor is machined from a solid steel forging. Milled in the periphery to carry the winding are slots which are subsequently closed by means of wedges. The end portion of the rotor windings are covered by non-magnetic steel retaining rings. The windings are connected to two slip rings into which direct current is fed to provide the necessary excitation. Under normal running conditions the excitation of the rotor is at approximately 100 volts, this being obtained from the ship's 220 volts d.c. supply. The reduction of the voltage is effected by either one of two boosters connected in series with the rotor windings.

Service Results

The details of performance which follow were obtained on the third eastward voyage of the *Beaverglen* from Montreal to London, for which particular preparations had been made in order to ensure the greatest possible accuracy in the recording of data. Power was registered continuously by a calibrated integrating wattmeter specially installed for the voyage, the values so obtained being corrected for motor efficiency in accordance with the results of efficiency tests carried out at the makers' works. As a check a Siemens-Ford torsionmeter was also fitted for the occasion, and the results obtained by the two methods tallied closely, although greater consistency was shown by the wattmeter readings in relation to water consumption, no doubt on account of its integrating characteristics.

Water flow was recorded by a Kent meter which had been calibrated immediately prior to the voyage. Oil consumption was read over 12-hourly periods from settling tanks fitted with large-scale "Pneumercators." Readings of CO_2 were established by a Mono recorder. Principal steam pressures and temperatures were registered by newly calibrated gauges and thermometers, while thermographs recording superheated and reheated steam temperatures bore constant witness as to the stability of conditions during the voyage. Distances recorded by log were found to be true to within half per cent. as checked by observation in mid-ocean clear of currents.

The eastbound voyage was chosen for the official records, since it is in this direction that the vessels sail at load draught. The particular voyage under review took place in the early part of September when weather conditions should have been at their best, although in fact a rough sea was encountered for two days, but not of

(Continued on page 7, column 3)

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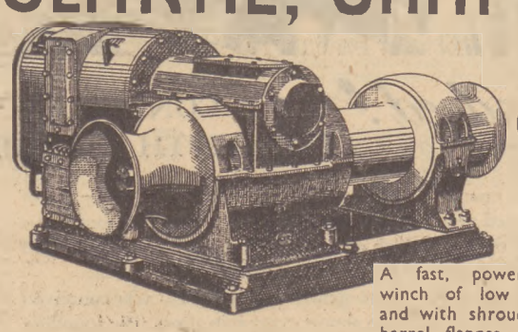
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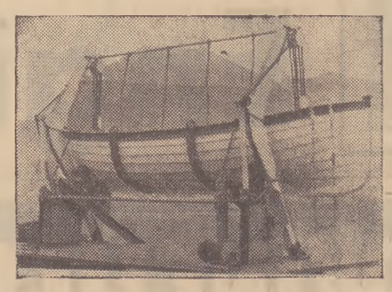
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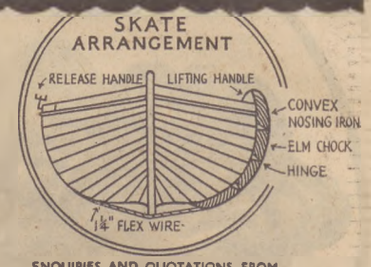

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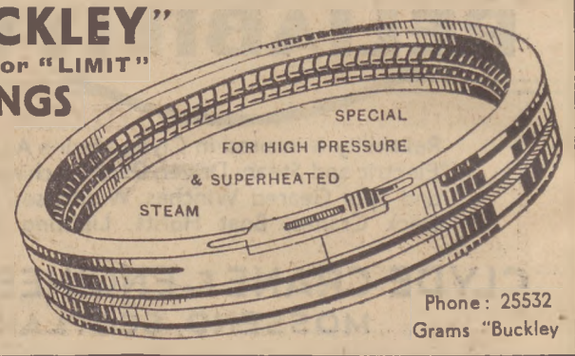

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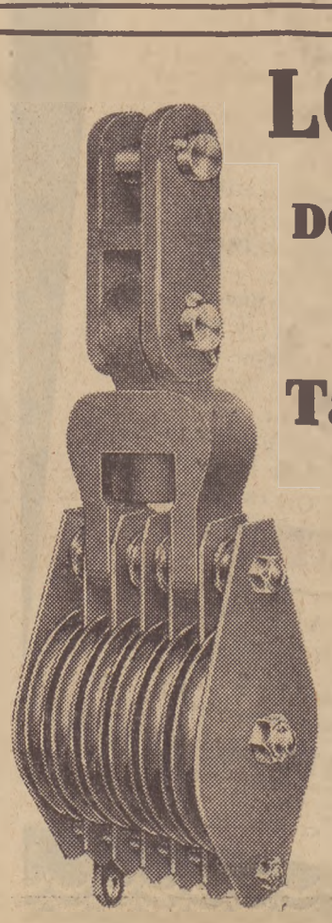
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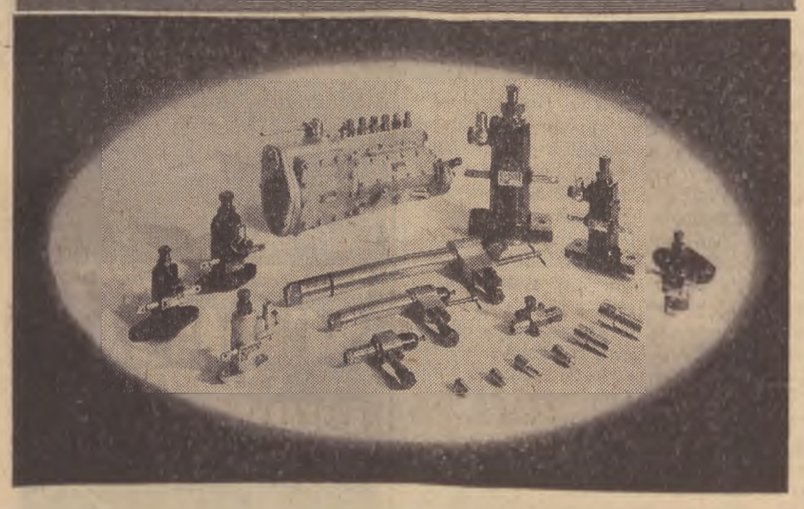

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*Wm. Gray & Co., Ltd., West Hartlepool	Two cargo strs.	3400 d.w.	Steam Wm. Gray & Co.	Mr. Chr. Ostberg, Oslo, for Red. Vindeggen and Red. Besseggen
Naval Dockyard, Brest	Liner	abt 18,000 gross	—	Compagnie Générale Transatlantique, Paris
Soc. des Ateliers et Chantiers de France, Dunkirk	Liner	abt 18,000 gross	—	Compagnie Générale Transatlantique, Paris
Yarrows, Ltd., Victoria, B.C.	Four light-vessels	—	—	French Government
Canadian - Vickers, Ltd., Montreal	Four m./ships	abt 4450 gross	Diesel Harland & Wolff, Ltd., Finnieston	French Government
Caledon Shipbuilding & Engineering Co., Ltd., Dundee	Pass./cargo liner	5700 gross	Scott - Doxford oil engines Caledon Shipbuilding & Engineering Co., Ltd.	Alexandria Navigation Co., S.A.E., Alexandria, Egypt
†Harland & Wolff, Ltd., Govan	Motor tanker	9000 d.w.	Harland-B. & W. diesel Harland & Wolff, Ltd.	Anglo - Saxon Petroleum Co., Ltd., London

*Additional details † Order placed in September but not previously reported

MARINE PROPULSION

(*Continued from page 6, column 4*)

such severity as to call for a reduction in power, and the stability of operation in the engine-room was not upset, the propeller revolutions falling by not more than 1.5 for the same power output.

The time taken for the voyage from leaving Father Point to arrival at Dungeness was 162.5 hours, the distance via the Strait of Belle Isle being 2686 miles, giving an average speed of 16.53 knots. Allowing the machinery 10 hours to settle down after leaving, readings were then taken at four-hourly intervals, and the consistency of the principal records so obtained during the voyage is illustrated by the fact that the water-consumption rate per s.h.p. did not vary by more than ±1 per cent. and the fuel consumption rate by ±1½ per cent., the latter being over 12-hour periods. The maximum variation in the mean power developed over each four hours was ±1 per cent.

As a further check on the consistency of the records the readings obtained during the first 70 hours were averaged and compared with corresponding values obtained for the second 70-hour period. When corrections were applied to compensate for minor variations in temperatures, the water and fuel consumption rates were found to agree within ¼ per cent.

In further support of the accuracy of determination of the results it should be recorded that on the basis of the flow diagram as calculated from the watermeter readings, the turbine nozzle efficiency is found to be 97.0 per cent., which agrees with the performance anticipated; also, from the aspect of boiler efficiency, the recorded water and fuel consumptions when compared with the CO_2 readings and funnel gas temperature give a reasonable radiation loss, thereby providing a cross check on both sets of consumption records. The average power developed on the voyage was 9010 s.h.p., which tallies closely with the designed power of 9000 s.h.p. The designed vacuum of 29.0 in. was maintained with only small variation.

Johnson Boiler

The efficiency of the Johnson Reheat Boiler unit is about 0.5 per cent. less than was anticipated, and this has been due to a somewhat greater radiation loss than had been allowed for. This shortcoming could be readily overcome in subsequent boilers built to this design by increasing the insulation of the outer casings. A great merit of the boiler lies in the facility with which the tubes can be kept clean, there being no deep banks to foment difficulties so well known in the operation of boilers. A steam calorimeter was fitted during the trials of the *Beaverglen* and the wetness fraction of the saturated steam was no greater than ½ per cent.

Some difficulty was experienced at first with feathering from the safety valves in the case of each of the vessels, but this difficulty has now been overcome. When manoeuvring, it has been found expedient to close the reheater balance damper and open the superheater by-pass damper in order to prevent a rise in superheat and reheat temperatures, and by so doing it is possible to restrict the steam temperatures under such circumstances to about 700 deg. F. No occasion for overhaul has yet arisen, but when the time comes it is felt that the good accessibility to all tubes will be a matter of satisfaction to those associated with the work, especially those of wide experience with present-day designs.

Future Development

With the adoption of high steam temperatures, especially with reheat, the need of uni-directional turbines and reversible transmission has already been stressed. Electric drive as evidenced by the new "Beaver" class represents an attractive method of making this provision, but it suffers the disadvantages of high capital outlay and low transmission efficiency. The need for a simple alternative has also been felt by those employed on the development of the gas turbine for marine propulsion on which a similar

(*Continued in next column*)

THE SHARE MARKET

Active and Firmer

Extremely active conditions have been experienced in the market for shipbuilding, iron, coal and steel shares during the past week, and prices have registered substantial improvements, in spite of some profit taking. Beardmore Ordinary and Preference were each 6d. higher at 29s. 9d. and 26s. 6d. respectively, while John Brown rose 3d. and Cammell Laird 1s. Doxford advanced as much as 5-16, Harland & Wolff 1s., Hawthorn, Leslie a similar amount, Richardsons, Westgarth 4½d., and Swan, Hunter 3s. 3d. Thornycroft Ordinary and Preferred were each 2s. 6d. dearer at 82s. 6d. and 41s. 3d. respectively, and Vickers Cumulative Preference 1s. 9d. to 39s., but the Ordinary were 6d. easier.

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11/9	8/6	Cammell Laird Ord	14/0, 14/7½, 14/2¼
26/3	21/6	Colvilles Ord	26/1½, 25/9
27/6	21/3	Colvilles Pref	28/0
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56/0	43/1	Dorman, Long Pref Ord	48/3, 48/9
81/10½	61/3	Doxford (Wm.) Ord	5 9/32, 5⅛
43/6	34/6	Guest Keen Ord	45/4½, 45/6, 45/1½, 45/3
40/9	29/4	Guest Keen 1st Pref	44/0, 45/3
34/0	28/0	Hadfields Ord	25/6, 26/0
23/1½	15/4	Harlnd & Wolff Ord	27/10½, 28/0, 27/6
22/0	17/1	Harlnd & Wolff 4½% Cum Pf	25/1½, 24/9
40/0	32/6	Hawth Leslie Ord (10/0 pd)	42/0, 41/4½
66/0	55/3	Lambert Bros Ord	87/0, 86/0
24/4	19/9	Powell Duffryn Ord	25/9, 25/10½, 25/6
23/10	19/9	Powell Duffryn Pref	23/10½, 24/4½,
7/6¾	5/6	Richardsons, Wstgrth Ord	12/0¾, 12/1½, 11/9
57/6	41/9	Swan, Hunter Ord	63/6, 63/3
20/6	16/3	Vickers Ord ...	28/10½, 29/4½, 29/0
25/0	22/9	Vickers Prefce	27/4½,
43/6	32/6	Ward (Thos)	50/0, 49/4½
23/10	22/3	Ward (Thos) 1st Pref	26/9
91/3	78/1½	Whitehe'd Iron	98/1½, 97/6, 98/9

(*Continued from preceding column*)

problem is encountered. As a consequence various investigations are being carried out in respect of the possibilities presented by reversible geared drive.

In principle the design comprises, in association with each turbine, a double-reduction articulated gear train for ahead drive and a single-reduction train for astern running, a separate astern pinion meshing direct with the main wheel. Selection of the direction of the drive is obtained by flooding either one of two hydraulic-clutch members situated between the primary and secondary gears, and arranged to transmit the drive from a quill shaft either to a primary pinion through the bore of which the quill shaft leads or, alternatively, to the astern pinion with which it is coaxially aligned. The clutches are designed to ensure a high standard of manoeuvrability and are so arranged that the associated turbine may run at idling speed when no power is being transmitted to the propeller shaft. Control of speed and power would be arranged through a governor mechanism as with electric transmission and the hand-operated turbine stop valve would remain full open when steaming.

In order to obviate the loss associated with the slip of the hydraulic clutch when under way at sea and also so as to minimise wear and tear on these elements, provision is made for locking the ahead drive through a small toothed isolating coupling arranged at the forward end of the gear case. A synchronous device is incorpated to facilitate engagement which would only be carried out with the turbine idling and the propeller shaft trailing. Disengagement of clutches from both turbines would be carried out at any time by operation of a single lever, thereby satisfying requirements for manoeuvring in emergency.

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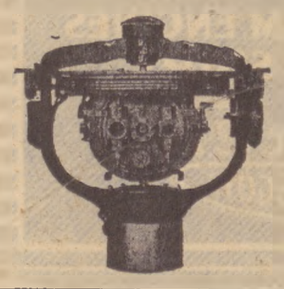

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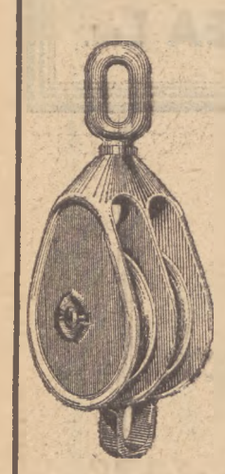

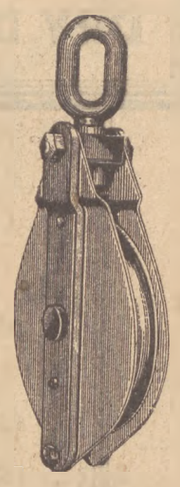

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Round the Shipyards

Survey of Work and Prospects

By Our Own Correspondents

THE CLYDE

More Work for Local Firms

GLASGOW, Tuesday

The past week has seen the announcement of further orders for local firms, and it is understood that other new contracts are at an advanced stage of negotiation. The orders reported have come to Harland & Wolff, Ltd., who are to build the propelling machinery for four vessels ordered in Canada by the French Government. In addition to work for the French Government, the Blue Star Line, Ltd., and the British Tanker Company, Ltd., the firm holds an order for a tanker of about 9000 tons d.w. for the Anglo-Saxon Petroleum Company, Ltd., this not having been previously revealed. Firms in both the upper and lower reaches of the river are concerned in the discussions for new work.

The shortage of materials continues to be the principal difficulty in the shipyards, and it can be traced back, cumulatively, to a shortage of labour in the coal, steel, and other supplying industries. Even in shipbuilding and engineering there is, of course, a scarcity of skilled craftsmen in certain trades, but in the circumstances of material shortage this is less pronounced than it otherwise would be. Steel for hull construction is none too plentiful, but the "bottlenecks" are chiefly felt on the engineering side, where electrical equipment (which depends to an important extent on still castings), pipes and various other fittings are slow in delivery. Paint is likewise difficult to obtain in adequate quantity.

A favourable development during the week was the agreement between the employers and the pattern-makers, which avoids the strike action threatened by the latter. At the time of writing details of the settlement have not been reported, but according to some indications the terms are not considered adequate locally. From the standpoint of production, however, it is satisfactory that an agreement has been reached to extend as far as practically possible the system of payment by results.

The *Matina*, built by Alexander Stephen & Sons, Ltd., for Elders & Fyffes, Ltd., carried out trials during the week. In dry dock at Elderslie before going on trials was the *Cape Rodney*, built by Lithgows, Ltd., and engined by David Rowan & Co., Ltd., for the Lyle Shipping Company, Ltd. She was one of 23 vessels handled for repair, overhaul, &c., by Barclay, Curle & Co., Ltd., four of which were drydocked. Reconditioning and overhaul on the *Pilar de Larrinaga* and *Cameronia* by Alexander Stephen & Sons, Ltd., is nearing completion, and the firm are still engaged on the *Canton*, *Empire Windrush*, *Orari*, *Tarantia* and *Winnipegosis Park*. The first-named was involved in an unusual canting operation. To enable repair workers to tackle the other side of the ship under the cranes the vessel, which is without power, was towed from Meadowside to King George V. Dock, there canted, and then towed up-river again.

D. & W. Henderson, Ltd., were engaged on 14 vessels, two being in dry dock, and Harland & Wolff, Ltd., also had a number of vessels in hand. The Greenock Dockyard Company, Ltd., continued reconversion operations on the *Clan Brodie* in the James Watt Dock.

BELFAST

Two Launches This Week

BELFAST, Tuesday

To-day's launch of the *Athenic* at Belfast continues an association between the Shaw Savill & Albion Company, Ltd., and Harland & Wolff, Ltd., that goes back over half a century, and recalls such well-known ships as the *Ceramic*, *Akaroa*, *Mataroa* and *Otira*. More recently the Belfast shipyards have built for these owners a fine series of fast refrigerated motorships which might be termed the "W" class. First of these, coming after lean times in the industry, were the *Waiwera* and *Waipawa* in 1931, followed by the *Waimarama* and *Waiotira* just before the war, in which all but the *Waipawa* were casualties. In 1941 Messrs. Harland & Wolff also launched the *Empire Hope*, another fast refrigerated cargo vessel which Shaw Savill managed until she also was lost through enemy action. The *Empire Grace* was another ship of the same class from Belfast managed by the company, and she has now been bought from the Ministry of Transport and renamed *Wairangi*. Last in the series was the new *Waiwera*, launched in 1943 to replace the former ship.

The *Athenic*, unlike the "W" class, is powered by turbines, but she has over half a million cubic feet of refrigerated capacity and about 200,000 cubic feet of general cargo space, as well as accommodation for over 50 passengers, so that she compares generally with some of the early ships. When originally placed the ship was to have more limited passenger-carrying capacity, but the plans have since been revised and she is similar to the *Corinthic*, recently launched at Birkenhead.

To-morrow the Queen's Island will have a further launch, the *Loch Avon* (9200 tons gross), a partly refrigerated turbine cargo liner for the Royal Mail Lines, Ltd. The naming ceremony is being performed by Mrs. Barber, wife of Mr. C. C. Barber, managing director of Royal Mail Lines. This is a sister ship of the *Loch Garth*, launched at Belfast in September. Both ships are intended for the North Pacific service carried on in conjunction with the Holland-America Line, for which two cargo liners are also on order with Harland & Wolff, Ltd.

Latest arrival for reconditioning is the *Erin* (5841 tons gross), of the Morant Steamship Company, Ltd. (Elders & Fyffes, Ltd., managers), one of the last vessels built by Workman, Clark (1928), Ltd., at Belfast. The *Erin* is taking the place at the fitting-out wharves of the *Eros*, a Harland & Wolff-built sister ship, which is just completing an overhaul begun in August. The Norwegian oil tanker *Beaumont* (5702 tons gross) has also been taken in hand for repairs.

The new working week proposals are still the subject of much discussion. Reaction of the shop stewards of the Amalgamated Transport and General Workers' Union representing shipyard trades has been to welcome the offer to abolish work on Saturday but to resist any attempt to increase the number of hours worked on the five days to give a 45-hour week.

THE TEES

"Restrictive Practices Must Go"

MIDDLESBROUGH, Tuesday

Official appeals for increased production have been circulated throughout the shipyards on the North-East Coast. These exhortations are addressed to shipyard executives and the permanent staffs as well as to the workers, and are cordially endorsed by the employers. Especially welcome is Sir Stafford Cripps' pronouncement that "all restrictive practices must go." Whether these restrictive practices, which have the sanction of time-honoured observance, will be lightly abandoned by the unions is another matter. Obstructionism may not be readily overcome. Many of the workers, not all of whom are to be classed as irresponsibles, have yet to realise the fundamental truth of the remark of the President of the Board of Trade that "the one and only safeguard against unemployment is expansion of output." To this end big capital expenditures are projected by local shipbuilders, but the co-operation of the workers is essential if the full fruits of this enterprise are to be reaped. Absenteeism must be reduced, ca'canny and go-slow methods discarded. In short, every man must give a fair day's work for a fair day's pay. Otherwise many will have no work at all.

One swallow does not make a summer, but Tees-side furnishes one outstanding example of a craftsman's devotion to duty. As long ago as the year 1932, Mr. William John Wetherall, a caulker, with the Furness Shipbuilding Co., Ltd., Haverton Hill, retired at the age of 70 from active service. He was one of the first to respond to Mr. Bevin's urgent call to aged shipyard workers to return to their former avocation for the duration of the war. Since that time Wetherall has worked continuously in all weathers and ranks as one of the best time keepers in the yard. Now at the advanced age of 84 he has retired for the second time, honoured by his employers and respected by his old work-mates.

The first of two single-screw colliers which Smith's Dock Company, Ltd., are building at their South Bank yard to the order of the French Government was launched on the Tees on Saturday afternoon. The vessel, which has a deadweight capacity of 5040 metric tons, will be managed by the Union Industrielle et Maritime, whose managing director, M. Fougere, was present at the launching ceremony.

THE MERSEY

Work in the Repair Yards

BIRKENHEAD, Tuesday

Ship-repair work maintains its priority on Merseyside and orders continue to come in. Grayson, Rollo & Clover Docks, Ltd., are busy on a variety of work. In dry dock this firm has nine vessels under repair, and 30 vessels receiving general repairs afloat. Harland & Wolff, Ltd., have two big reconversion contracts still in hand, the *Llandovery Castle* and the *Empire McAndrew*. The firm has also repair work in hand on about 20 other vessels.

The decision of the executive of the Confederation of Shipbuilding and Engineering Unions to make an application to the Shipbuilding Employers' Federation for a 42½-hour working week, thus eliminating Saturday work, is likely to be warmly supported by the workers on Merseyside in the shipbuilding and ship-repairing industries. The question of the 40-hour working week has been considered by the local committee of the Confederation, but in view of the Government's statement on this question it was decided to leave the matter to the executive without any recommendation from the district.

The last reduction in the working week in these industries was in 1919, when the working week was reduced from 53 to 47 hours. The unions consider that having the increased labour-saving machinery brought into use since 1919 makes the present application long overdue.

THE TYNE

Unions' Claim for Shorter Working Week

JARROW, Tuesday

Any supposition that the shipbuilding and engineering trade unions would not, under present conditions and in response to the Government's call for increased production, press their claim for a 40-hour week, has been dispelled by the recent decision taken by the Confederation of Shipbuilding and Engineering Unions. Several months ago the employers turned down the application to reduce working hours to 40 without any reduction in wages, objecting that such a claim was not opportune in the present difficult times. There is no reason to believe that the employers have changed their attitude so that if the unions persist in their claim the question will have to be thrashed out as will that of the guaranteed week.

Production and more production is the plea of the Government to everyone in industry and shipbuilding firms are trying to satisfy both customers for new ships and owners placing contracts for repair. They have a difficult task, however, and delays are frequent as the result of slow deliveries of materials. It is also said that the human factor is at fault and that the production rate is not so good as it was. The trade union leaders maintain that production will not suffer by a reduction of work-

(Continued on page 9, column 3)

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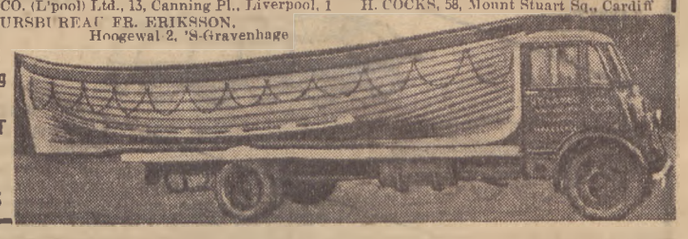

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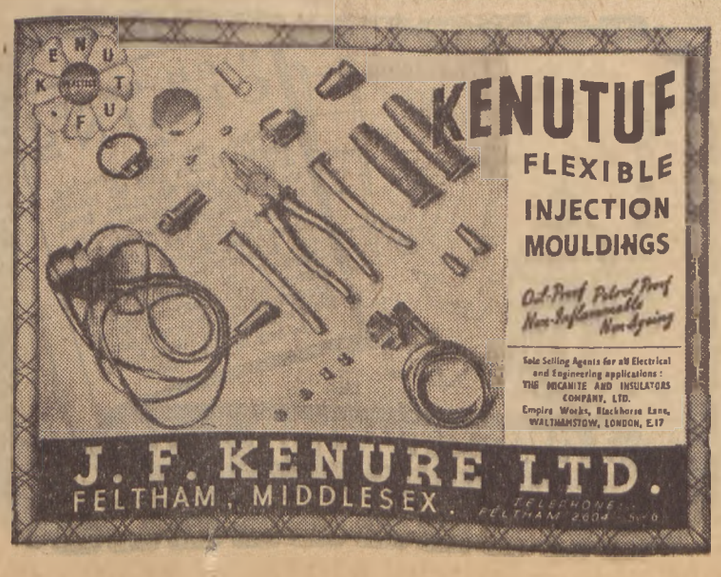

ROUND THE SHIPYARDS

(*Continued from page 8, column 5*)

ing hours, but that is only supposition on their part and it is a vital point on which the employers require an assurance.

Another aspect of the question is the important one of costs. At the moment shipbuilders are almost helpless in the matter, and they regret that costs are still beyond the limit to which many owners of trading vessels are prepared to go. One well-known Tyneside shipowning company has decided to maintain its policy of doing without new tonnage, asserting that costs are about two-and-a-half times what they were in the 1936-37 period. Employers will have to consider what effect a reduction in working hours will have on costs of production.

Despite difficulties and delays output from the Tyne yards is still in advance of that of last year. The margin is small, a matter of approximately 8000 tons gross, but it is hoped to end the year with better figures than in 1945. Up to the present 13 fewer vessels have been launched this year than in the same period last year.

The biggest vessel undergoing reconversion on the Tyne is the liner *Strathaird*, which has now left the Palmers Hebburn Company's graving dock and returned to the naval yard of Vickers-Armstrongs, Ltd. There is still a great deal of work to be done in the vessel. John Readhead & Sons, Ltd., South Shields, have launched a cargo vessel for F. C. Strick & Co., Ltd. She was named *Tabaristan*, and is one of three 10,000-ton cargo steamers having accommodation for 12 passengers. The *Nigaristan*, the first of them, will soon be ready for sea trials.

THE WEAR

Purchase of the Scotia Engine Works

SUNDERLAND, Tuesday

An important development in the Wear shipbuilding industry is reported this week—the purchase by S. P. Austin & Son, Ltd., of the Scotia Engine Works of Richardsons, Westgarth & Co., Ltd., a little lower down the river from Messrs. Austin's shipbuilding and ship-repairing works. Messrs. Austin have had a first option on the Scotia works for several years past. The quay will be particularly useful to them in extending their facilities for fitting out new vessels and for repair work. The compressor house and part of the engine works buildings will be taken over for the same purpose, and the remainder of the buildings are being let to another Sunderland firm, Steel & Co., Ltd., of the Crown Works, Pallion (on the site of what was formerly the Wear—or Egis—shipyard).

Messrs. Austin will take possession of the quay and premises on Dec. 15. The Scotia Engine Works were opened in 1886 by the late Sir William Allan, who took them over from Messrs. Carr, Fowles & Co. Some 20 or more years ago the works were amalgamated with those of Messrs. Richardsons, Westgarth & Co., and used by them for subsidiary work rather than the building of new engines. A few months ago, it will be remembered, Wm. Doxford & Sons, Ltd., acquired the engine works and quay of John Dickinson & Sons, Ltd., and Joseph L. Thompson & Sons, Ltd., took over the neighbouring shipyard of John Crown & Sons, Ltd.

A notable visitor to the Deptford shipyard of Sir James Laing & Sons, Ltd., last week was Dr. Cyril Garbett, Archbishop of York. The Archbishop was entertained at lunch by the directors, and visited the shipbuilding exhibition at the Art Gallery.

SOUTH WALES

"St. Julien" Repairs Completed

CARDIFF, Tuesday

The complete reconditioning of the G.W.R. passenger steamer *St. Julien* has now been completed by the Penarth Pontoon, Slipway & Ship Repairing Company, Ltd. She has carried out trials and is now ready to resume service on the Channel Islands run. During the war she was a hospital ship, and in the D-Day operations her hull was damaged extensively by a mine. At a reception in the vessel Mr. L. SHARP, marine superintendent engineer of the G.W.R., said that despite austerity and enormous technical difficulties a job had been completed which would be a monument to the artisans of Penarth and the ingenuity and enthusiasm of the contractors. Mr. James M. Morton, manager of the Penarth Pontoon Company, responded. Captain REED, marine superintendent, G.W.R., said although the ship was 20 years old, and despite her war service, she was finer now than ever. Mr. J. W. Duncan, chairman of the repairing company, also spoke, and members of the Penarth Council wished the ship *bon voyage*.

Ship repair work throughout the channel has been well maintained, and all labour has been steadily employed. The Mountstuart Dry Docks, Ltd., and associated companies at Cardiff, Barry, Newport and Avonmouth, again had their docks well occupied besides a large amount of work outside. The *Catrine* remained in dry dock with heavy damage, the *Aletta* with heavy damage and overhaul, the *Monkleigh*, *Houston City*, *Penhale*, *Nicania*, *Empire Coppice*, *Ninna Lau*, and *Wansford* for overhaul. The *Ocean Angel* was drydocked for overhaul repairs, and also the *King Robert*.

C. H. Bailey, Ltd., were busy at Cardiff, Barry and Newport on 50 vessels in drydock and outside. On the blocks at Cardiff were the *Fylingdale*, *Jacinta*, *Sandale*, *Garth* and *Crackshot*, at Barry the *Poznan* and *Joffre Rose*, and at Newport the *William H. Daniels*, *St. Andrew* and *Lapland*. The Penarth Pontoon, Slipway & Ship Repairing Company, Ltd., still had the *Tyndall* on the pontoon and six others in hand afloat.

The *Fort Vermillion* and tug *Benson* remained in dry dock for the Prince of Wales Dry Dock Company, Swansea, Ltd., and they also placed the *Empire Prowess* and the trawler *Rugby* on the blocks. Two trawlers were still in for the Port Talbot Dry Dock Company, Ltd.

THE FORTH

Repair Work Diminishing

LEITH, Tuesday

At a recent meeting of the Leith Chamber of Commerce, Mr. Henry Robb, chairman of Henry Robb, Ltd., commenting on the adverse effect of a shrinkage of dock traffic at Leith, mentioned that the prospects for shipbuilding were good at present, but that the outlook for ship-repairing was not so bright. So far as new constructions are concerned, Messrs. Robb's yards are working at full pressure and have sufficient work in hand for a considerable time to come, but in their ship-repairing section there was a further diminution of work last week, and this applies to other local ship-repairing firms as well. The contraction of repair work is, no doubt, accounted for by the gradual completion of the large number of trawlers which were assigned to Leith for reconversion to peacetime requirements and to the poor trading conditions at present obtaining in the port and the consequent lack of repair contracts.

Henry Robb, Ltd., completed the extensive overhaul of the whale catcher *Empire Unitas VIII*. last week, but continued with the long-term alterations and damage repair contract on the ex-German vessel *Gaarden*. They also carried out minor general repairs on a number of local traders. Menzies & Co., Ltd., had no fresh contracts to report last week, but they continued with fairly extensive repairs on five vessels, including the conversion of the *Sir Lancelot* to a fishery cruiser, and they also carried out repairs on dredging plant belonging to Kalis & Co., Ltd. Geo. Brown & Sons (Leith), Ltd., continued to be fairly well employed on trawler reconversion work and with general repairs on a number of small craft.

THE TAY

"Modjokerto" to Run Trials Soon

DUNDEE, Tuesday

The Caledon Shipbuilding & Engineering Company, Ltd., hope to send the Rotterdamsche Lloyd motor liner *Modjokerto* (10,200 tons) on trials during the next few days. There will be only one more launch this year, the *Beachy* (Clyde Shipping Company, Ltd.), on Dec. 24. These owners have been good friends of the Caledon yard. The *Beachy* and a sister ship which has yet to be laid down are the 31st and 32nd vessels built to the Clyde Company's order, and they have recently acquired from the Aberdeen, Newcastle & Hull Steam Co., Ltd., the 1170-ton *Aboyne*, launched from the yard in 1937. She is to be renamed *Arklow*.

The first Egyptian order to be placed on the Tay has been placed by the Alexandria Navigation Company, S.A.E., with the Caledon Company, and is for a passenger and cargo motor liner of 5700 tons gross. Scott-Doxford oil engines will be installed at Dundee.

The Caledon repair department have completed several contracts, but they still have the *Iceland* (conversion from coal to oil) and the *Fairy House* (equipping as a sand dredger) alongside and the steam hopper *J. Hannay Thompson* in dock. The departure of the submarine *Thorough* after a refit extending over the best part of a year ends a lengthy association with the underwater service. Among the first ships tackled in the early months of the war were the famous Polish submarines *Orzel* and *Wilk*, which escaped from the Baltic. French (including two notable vessels, *Rubis* and *Minerve*), Netherlands, Norwegian, and many British submarines later passed through Caledon hands.

The *Sixaola*, the fifth of nine refrigerated cargo vessels being built for the United Fruit Company, Boston, Mass., has been launched at the Bethlehem Shipyard at Sparrows Point, Maryland. The vessel has a cargo capacity of 197,000 cubic feet and accommodation for 12 first-class passengers.

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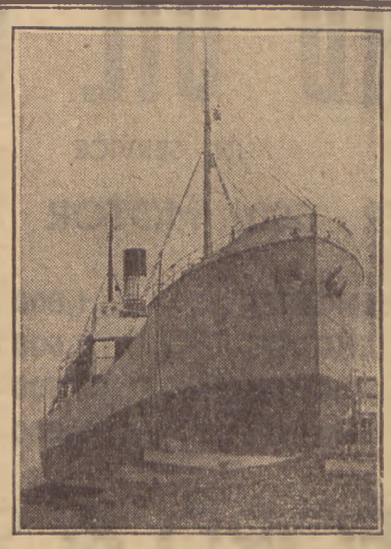

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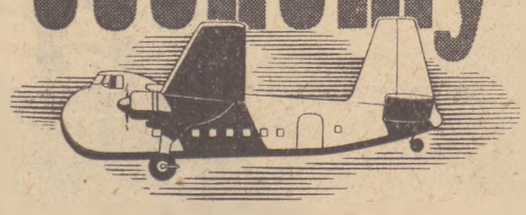

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SHIPBUILDING FOR EXPORT

Sir Wilfrid Ayre's Broadcast to South America

Sir Wilfrid Ayre, chairman of the Burntisland Shipbuilding Company, Ltd., recently made a broadcast to the shipowning countries of South America under the title "The World Comes to Britain for New Ships." An abstract of the broadcast is given below.

The building of ships is one of the oldest industries in the world. From the earliest moment when man was able to think for himself he saw the necessity of having to cross the seas which separated him from his fellow creatures. British shipbuilding, as might be expected in a country which is sea girt, and which lives by its sea trading, has roots which go far back into the country's history. From those far off days of Elizabethan galleons and China tea clippers, onward through the years of progress to the present giant ocean liners *Queen Mary* and *Queen Elizabeth*, the development of British shipbuilding can be traced.

I do not exaggerate when I say that British shipbuilding is one of the most highly developed industries. Centuries of building have provided it with a vast storehouse of experience and an attraction for a career which few of our ship-minded youngsters succeed in resisting. It had to be. For, in normal times, the British shipbuilding industry carries the responsibility for maintaining, at a high level of efficiency, the world's largest merchant marine. In addition to that it builds ships of every description for many of the other merchant marines in the world. British shipbuilding is a sort of universal provider in this respect. Nothing is too big or too small; nothing too difficult or too novel. History shows that it has, in fact, in the past taught most other nations how to design and build their ships. It may interest you to know that there are now over 3½ million tons of new shipping under construction throughout the world. Of these, our British shipyards are building more than half. In fact the world is coming to Great Britain to build its post-war merchant fleet. South American nations, I am glad to say, are well to the fore in this respect.

Work for 20 Countries

The technicians and craftsmen in our shipyards are constructing new, fine, fast modern ships for 20 different countries outside Great Britain, including even those like Denmark, Holland and Sweden, which ordinarily are important shipbuilding and shipping nations themselves. Just now, our shipyards are building for Argentina, Brazil and Chile ships to carry coastwise and oceanwide the varied yet important produce of those countries. For Belgium we are constructing cargo ships and fishing trawlers; for Denmark coal and timber carriers; for France and Portugal passenger ships, cargo liners and fishing vessels are on the stocks; for Holland the same. As for Iceland, always an important fishing community, practically the whole of her post-war trawl fishing fleet will come from British shipyards. Norway, one of Britain's regular customers, has placed orders for a large number of cargo liners, tankers and medium sized general purpose type vessels. Egypt, Nigeria and South Africa have ordered cargo vessels and fishing trawlers, while India, Eire, Switzerland, Poland and China and Panama also have cargo and passenger ships building in our shipyards. In few instances are these ships building to the same pattern. This, surely, is an example where the wide versatility of British shipbuilding is evident.

It might be thought that our shipyards are too busy attending to our own needs to look to those of our friends oversea. Nothing is further from the truth, if only for the fundamental reason that the building of ships for oversea is vital to our export trade. We are ready now to provide accommodation in our shipyards to construct any kind of ship that may be required by our oversea friends. The variety of requirements for our own merchant marine places us in an enviable position internationally to deal with the varied needs of others.

Differing National Requirements

I doubt if any British shipbuilder has ever been seriously attracted to the idea of constructing several dozen ships to the same size, design and type of machinery and then, merely by altering, say, the profile of the superstructure or funnel, attempting to sell them to two or three nations. There is a very practical reason against this. No two ports or harbours in the world offer the same facilities to itinerant shipping. The arrangement of loading and discharging berths, cranage and depth of water alongside varies considerably. A number of ports are badly equipped in respect of cargo handling facilities. The ships designed to trade to them must therefore have special gear for lifting the produce they carry over the side. Again, some ports are the focal point for their country's principal produce . . . Meat, for example. Facilities must be available for quick transit from store to ship. You cannot carry meat in a ship unless she is fully refrigerated; the meat would otherwise go bad on the voyage. Again, few meat ships are alike in general design excepting possibly those owned by one company. The same with coal, grain and other bulk cargoes. Some ports have facilities which even obviate the use of cargo handling equipment on the ship. But at other ports every winch and derrick has to be brought into use if time is to be saved.

You will see, therefore, that as long as British shipbuilders prefer to build quality ships it is impossible to standardise. Standardisation stultifies initiative and the satisfying joy of creative originality and, further, the attainment of that high standard of craftsmanship for which British-built ships are renowned. British ships, like British suits of clothes, are tailor-made. They are reliable. Their quality is guaranteed. You should know that in Britain to-day every class of ship is under construction. Each differs very materially from pre-war designs; they are new and they are attractive from every viewpoint. They embody every modern feature that has been proved worth while through the science of ship design. Each new development receives the closest of attention by our research engineers who, incidentally, have not been idle during the terrible war years.

Our research organisations are an integral part of the industry; they are also unique. They have in them the best shipbuilding brains in the country. Their job is to examine the potentialities of new ideas, to search for new developments, to test and prove their technical and commercial value to achieve yet greater efficiency for British shipbuilding. We seek to build always better ships that in the hard and exacting conditions of sea service will uphold the reputation that has been earned, and deserved, for British ship craftsmanship over the years. In proportion to what we have suffered as a nation through war, our progress in shipbuilding research and development, I make bold to say, has reached to a level that transcends every other shipbuilding nation.

Under the auspices of the Worshipful Company of Shipwrights, one of the London City Guilds, there is to be held in London from Jan. 28 to Feb. 8, 1947, a Shipbuilding and Marine Engineering Exhibition in which will be featured models of the vast range of the modern products of British shipyards. Practically every British shipbuilding and marine engineering firm are exhibiting models, many of them working models. Seldom, if ever, will there have been gathered together in one place a more striking visual proof of the potentialities of British shipbuilding and marine engineering to supply the varying needs of the maritime nations of the world. It will provide a unique opportunity of which we hope the widest possible advantage will be taken by representatives from all countries to see what the British shipbuilding industry can provide.

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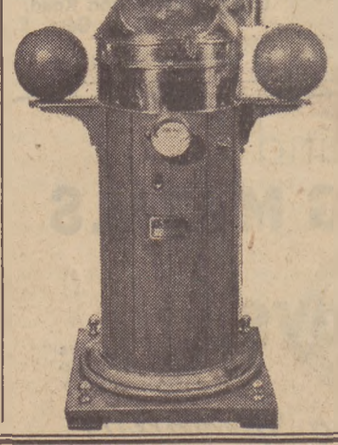

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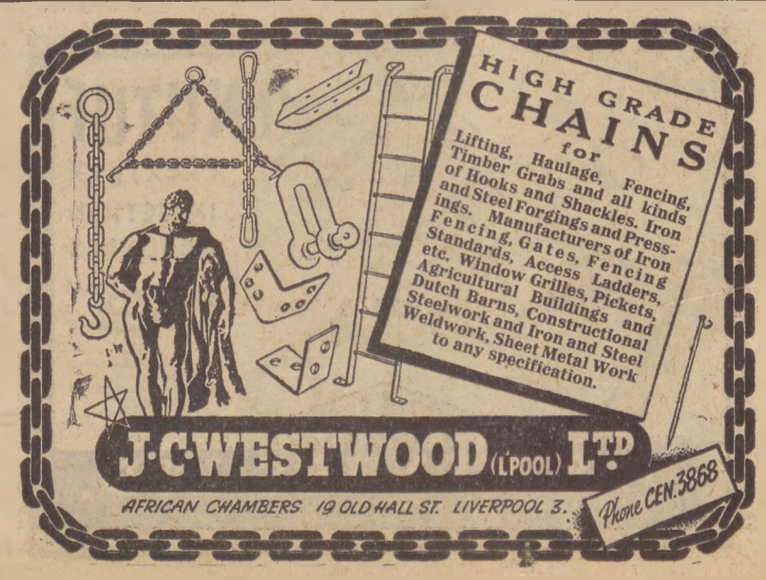

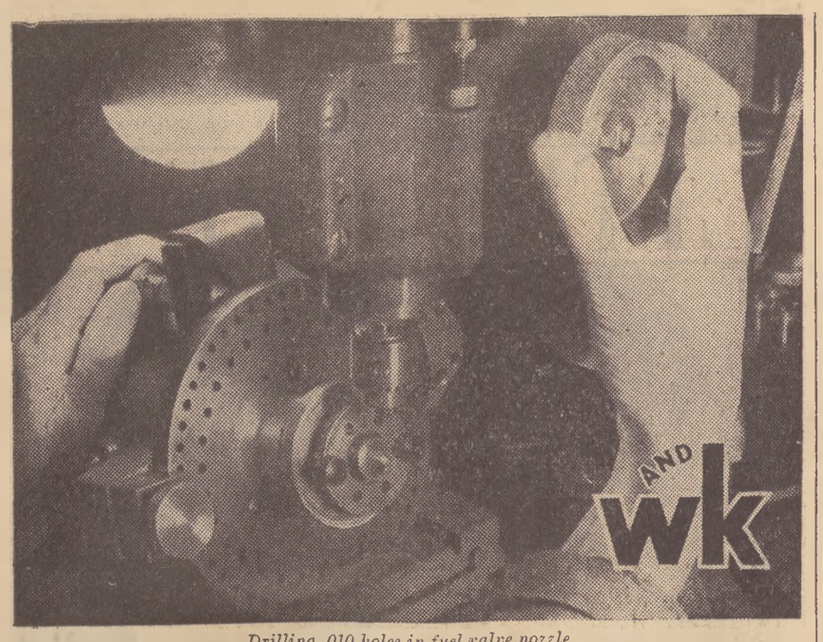

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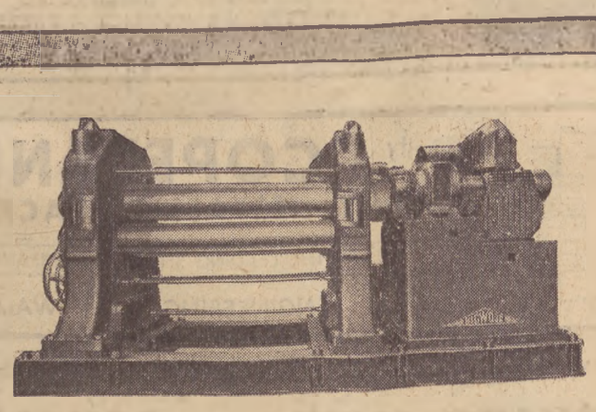

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ELECTRICITY AND THE SHIP

The Necessity for Efficient Servicing

By OUR SPECIAL CORRESPONDENT

As the use of electricity on board ship continues to increase, the marine electrical firm is moving out of the status of a mere sub-contractor. Events of the war have proved that marine electrical firms were in fact able to produce and deliver propulsion machinery in quantities which could not be approached by any other type of concern. Particularly this is true of the United States of America. One of the results of there being so many electrically-propelled ships afloat, and ships in which electricity is used to a major extent, is a realisation on the part of the big electrical machinery contractors, at any rate, that servicing is a necessary adjunct to their commercial progress.

Smaller concerns making steam generator sets have always had a close relationship with the shipping industry, simply because 90 per cent. of their work has been concerned with the equipping of ships. Such has not always been the case with the larger firms. Indeed, until fairly recently many big companies regarded their marine side as a kind of Cinderella. The happenings of the war must surely have dispelled any ideas of this nature.

The subject-matter of this article is inspired by a recent happening in the Port of New York. The 10,000-ton collier *Jason* sank in New York Bay after colliding with another collier. She is a self-unloading ship with an electrically operated boom which handles the coal over the side from hoppers at the bottom of the coal hold. The *Jason* and one or two similar colliers occupy a position, so far as New York power stations are concerned, somewhat similar to that of the Thames flat iron colliers. The going out of service of ships of this kind would seriously affect a city's light and power supply.

After her collision the *Jason* settled down by the bow, and salt water entering through a large hole in her side damaged most of the electrical equipment on board. Miles of cable in the conveyor system were ruined and the windings on a dozen motors were useless. Indicating instruments were also rendered unserviceable. The best delivery promises for new equipment on a commercial basis in the open market ranged from a fortnight to 26 weeks.

A Quick Refit

The General Electric Company, of Schenectady, has a complete service organisation, keeping large stocks of standard material available at various ports. It is therefore interesting to place on record that 27 days after their service engineers first visited the sunken collier, her entire conveyor system was refitted with rewound motors, new cables and instruments, and a rebuilt control panel. Before the ship dry-docked her conveyor motors were out and being rewound locally. Batteries of resistances were dried with infra-red lamps. Such items as 600 volt sump pump motor controllers were completely rebuilt, all coils, relays, breakers and wiring being renewed.

Though the *Jason* and her sister ship *Achilles* were originally old steam-propelled colliers with Scotch boilers and reciprocating engines on twin screws, and when built depended upon shore appliances for discharge, they are at the present time highly mechanised, in fact they are electric in every sense of the word. The modernisation which is taking place in the United States coastwise coal trade is on all fours with that now going on in the British Isles.

The belt system is fairly conventional in practice, and is a sea-going adaptation of that employed in so many ships on the Great Lakes. The bottom of the holds are built hopper-wise in W-sections. Belts run fore and aft under the peak of the W, and after dropping on the belt the coal is then transferred to another conveyor, where it is taken to the long arm and discharged over the side. This arm or boom is 162 ft. in length, which is a fair proportion of the 536-ft. overall length of the ship herself. The arm is pivoted at the tail end and suspended at a point about two-thirds of its length from the supports by a series of cables fastened to the head of an A-frame. It can be swung 113 deg. to either side, and topped at an angle of 20 deg. to the deck.

Power for the whole of the unloading system is supplied by a 500-kw. turbo-generator installed on the second deck abaft the machinery space. It is a low-pressure turbine because it takes steam from the ship's ordinary Scotch boiler plant, and operates at 185 lb. per sq. in. unsuperheated. By means of a speed control on the turbine the frequency of the generator can be varied from 45 to 66 cycles. The normal voltage is 480 volts at 66 cycles. Because the conveyor speed is directly proportional to the frequency, the speed can be varied according to the type of cargo, using a low speed for coal, which is of a brittle nature. In addition, there are two 75 kw. generators in the same compartment, these supply D.C. at 125 volts for lighting and other auxiliary purposes.

Control Stations

The main control stations for the unloading system are at the port and starboard side of the A-frame. A control compartment for the hold conveyors is at the forward end of them, overlooking the cross conveyors and the pan conveyor. From these positions the operators control all switches in the adjacent panel room, and by flashing signals to the men in the fore and aft tunnel in the hold they indicate which hoppers have to be unloaded, and thus control the trim of the vessel. If the load on the conveyors is too heavy, the lights operate automatically until the situation is improved. The conveyors can also be stopped by means of an overhead pull cord which runs the full length of both tunnels, and it is impossible to start the conveyors as long as the cord is held down. In case of emergency, the entire electrical system can be brought to a stop in three seconds.

The conversion of the *Jason* and *Achilles* early in the war was a most ingenious piece of work, and it points the way to the increasing use of electricity in ships of this kind, ships which are completely self contained. At the same time it should be remembered that a conversion such as that mentioned in this article brings many difficulties in its train, one of which is the fact that the men operating the machinery, unless fully trained, may easily damage it.

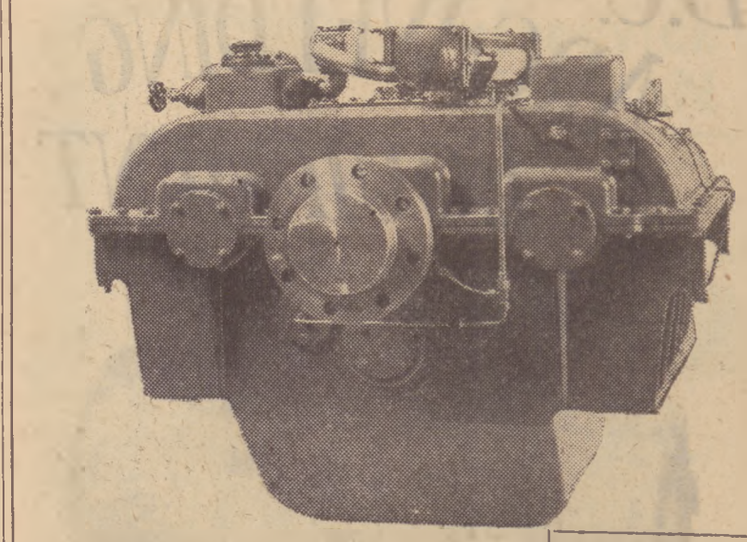
It is only reasonable, therefore, that the marine electrical industry should be able to provide complete servicing—in this particular case they seem to have done so very rapidly. It is upon the servicing of novel equipment that the reputation of a ship of this type rests. A good or bad reputation frequently makes or mars further contracts. It must also be said that service undoubtedly gives a feeling of confidence to the operator.

IRON AND STEEL

Shortage of Semis

A Middlesbrough correspondent telegraphed yesterday regarding the Tees iron and steel market:—

Iron and steel producing plants are operating at as high a pressure as conditions permit and orders in hand assure great activity at the works for the first half of next year. Purchasers, though extensively bought, are keen to negotiate for further supplies, but makers of many commodities are unable to keep pace with delivery obligations. Pig iron distribution is not unsatisfactory, though consumers of some descriptions would readily accept larger quantities than they are receiving. Users of high phosphorus qualities are now entirely dependent on supplies from other producing areas, and the increasing quantities of Midland iron coming to hand almost cover actual needs. Hematite makers are able to provide tonnage on a scale that deals adequately with home requirements, while basic iron production is promptly absorbed by the needs of makers' consuming plants. The shortage of semi-finished steel is arousing anxiety and fear that operations at rerolling mills will have to be much curtailed now that imports from the United States cannot be looked for. The demand for finished steel far exceeds supply.



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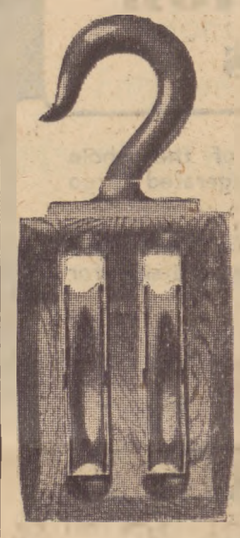

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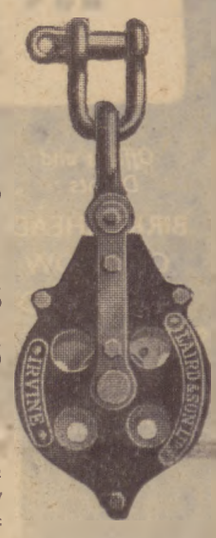

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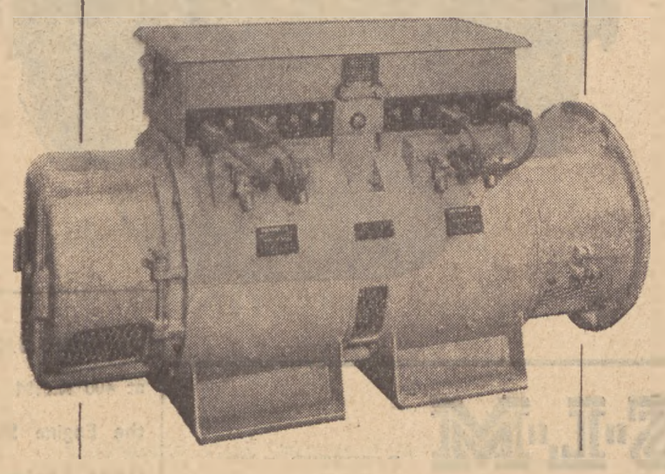

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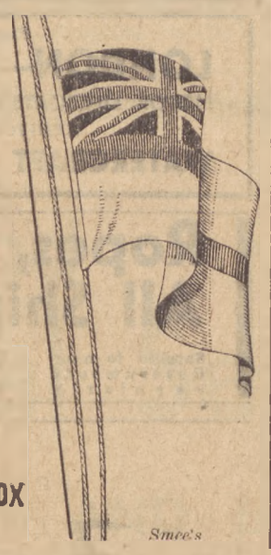

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THE STANDARDISATION OF TUGS

Outboard Propulsion

By Our Special Correspondent

The standardisation of tug hulls, as well as of the machinery which drives them, has long been the ambition of those who feel that small ships of all kinds can easily be produced in considerable numbers. The standardisation of such ships as motor-driven tugs did prove not only a possibility but a necessity during the war years. The Americans showed what could be done in this respect in the hundreds of small vessels of about 80 ft. in length, with a direct drive diesel, which they brought over to British ports just before "D Day." They took tug production technique a stage further in divorcing the propeller and its driving unit from the tug and making it portable.

The Murray Tregurtha unit was used with considerable success for the propulsion of the famous Rhino units intended to be used as ferries between the lowered ramp of L.S.T.s and the beach. One Rhino barge, formed of naval landing pontoon equipment, was able to discharge one L.S.T.

Murray Tregurtha Unit

The Murray Tregurtha unit consisted, in simple terms, of a long oblong box in which the propulsion unit of internal combustion type was housed. At the after end of this box was a joint; attached to the joint was a long tapering arm, at the end of which was a three-bladed propeller, a skeg fin and two horizontal fins of similar shape and size. By means of suitable adjusting gear, the angle of the arm to the water could be made to correspond with the draught of the craft to which the propulsion unit was attached. Eventually, as that unit beached or came into very shallow water, the propeller arm could be raised vertically above the deck. It suffered from a certain obvious disadvantage, however, in that the nearer the arm approached the horizontal, the less was the propulsive efficiency of the unit. It resembled the Voith Schneider propeller, in being a propeller and rudder in one, though this was achieved by different means.

At the forward end of the power box on the port side was an arm extending from the box, to which was attached a conventional type of steering wheel. Though movement of the steering wheel to port or to starboard did not turn a rudder, it actuated gear which was capable of turning the propeller arm on its axis through a circle of 360 degrees. By this device the thrust of the propeller could be directed at any desired angle.

The whole gear worked admirably, the machinery was reliable and everything was flexible. It was constructed mainly in connection with the naval landing pontoon equipment and could be fitted to any combination of these square steel boxes. Small units were made which served as tugs. On the other hand, the largest of all barges was self-propelled by the same means. The propulsion unit could be lifted from barge to tug or tug to barge, as required.

Although built essentially for wartime duties, it was obvious that such a device could be employed usefully in times of peace. Tropical rivers were a peacetime sales target for the makers. It was suggested that dumb barges employed for the carriage of rubber and other tropical material could well be mechanised by these means. The propulsion unit, having taken one barge to its destination, could then be lifted to another barge waiting to be loaded and quickly bolted into position.

The latest news of the development of this large size outboard propeller (for that is what it is) is in its application to what is known as a "Duoform all steel tow boat." In Canadian waters, for example, it is considered suitable for towing log booms in shallow and restricted waters, and at the same time is suitable for harbour, lake or river operation.

Contrary to the original tugs which were nothing more or less than oblong steel boxes trimming by the stern, due to the extra weight of the engines, the Duoform has certain of the attributes of a ship. It is "formed" forward, has a deep keel, a bilge and a marked absence of deadwood aft. The bilge sweeps down in a circle which merges with the bow to a fairly full form amidships, above the keel, and then up in a graceful curve aft., where it joins the stern.

The intriguing part of the design is that the oblong-shaped tug body is slotted on the centre line. The arm of the outboard motor itself when vertical and in full propulsive trim hangs down at about one third of the length of the hull from the stern. There is also an arrangement whereby the apparatus can be lifted up and lie flush with the deck.

In fully lowered position the bottom of the skeg is about 4 ft. below the bottom of the keel. It would seem that those responsible for the operation of the tug will have to accustom themselves to this fact, being constantly ready to adjust the depth of the skeg as necessary, according to operational conditions.

The Power Box

The power box itself is on the deck of the tug, placed fore and aft. The steering wheel has been moved away from the forward end of the box on the port side to about mid-length above the power box, thus giving a clear field of vision to the helmsman-cum-engineer, allowing for a kind of small wheelhouse to be erected as necessary.

The forward end of the deck of the tug is carried out square and there are four large towing knees welded to the deck of the type commonly employed on the Western Rivers. The forward ends of these knees are reinforced with wood. Suitable bulwarks are fitted all round the tug. An average size tug has a 165 h.p. unit. This can be removed as necessary, and so an enterprising owner is able to operate a fleet of tug hulls of this kind with more propulsion units than tugs, so that no tug need ever be laid up for engine overhaul or breakdown, the spare unit being placed in position as required.

This particular type of propulsion has not yet been introduced into our country, though there is no reason why it should not find a ready sale here. It is one of the many unique wartime developments which would appear to have a solid use in times of peace. In a tug with suitable hull form it should be adaptable to a wide variety of rivers, and for use in fish docks, for example, where small tugs are needed to tow coal barges and move trawlers from berth to berth. Many of these are now due for replacement and diesels are being considered for propulsion.

FOREMAN SHIPWRIGHT'S RETIREMENT

From Our Own Correspondent

JARROW, Tuesday

At the end of the year Mr. James Matthews, of Jarrow, will retire from the position of head foreman shipwright to the Mercantile Dry Dock Company, Ltd., Jarrow. Mr. Matthews has 46 years' service with the Mercantile Dry Dock Company.

The cargo motorship *Vika II.*, the second of two built at Ekensbergs Varv, Stockholm, for the Skanska Cement A/B., has been launched. She is of about 1750 tons d.w. and her propelling machinery consists of a Polar diesel engine developing 960 h.p. at 250 r.p.m.

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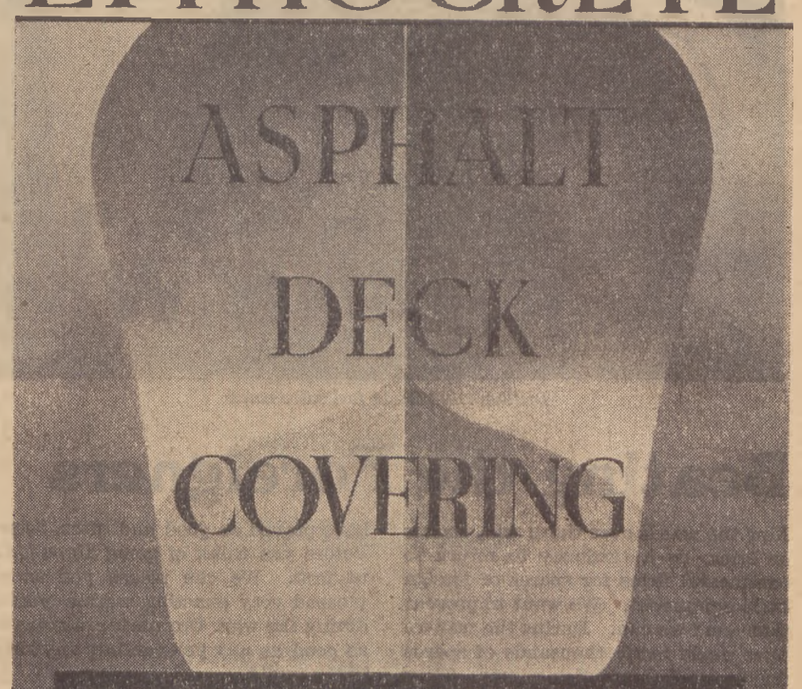

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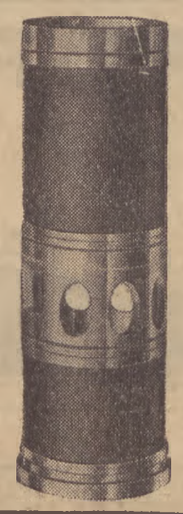

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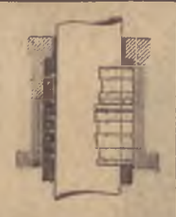

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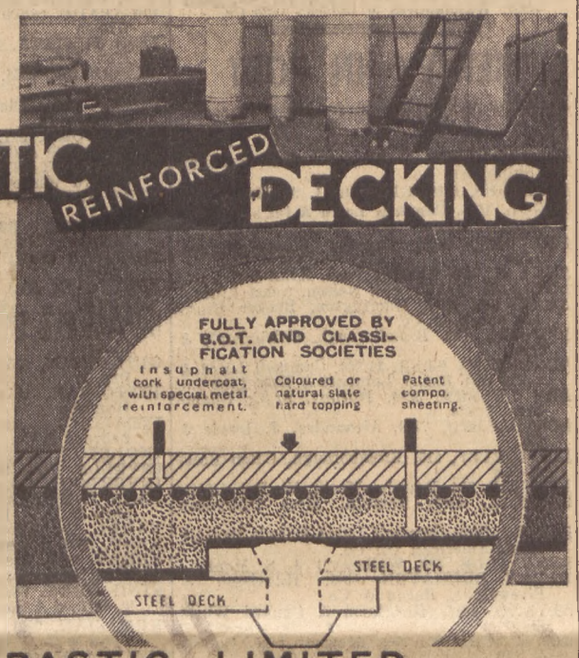

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TRAMPS' WARTIME DUTIES

Sunderland Ships to the Fore

Sir L. ANDREW COMMON, of Newcastle, who was Director of Ship Management at the Ministry of War Transport during the war, spoke of the part played by tramp shipping when he addressed a meeting at Sunderland in connection with the town's 600 years of shipbuilding. It was for the tramp type of ship, he said, that Sunderland shipyards were so justly famous, and it was fortunate that Sunderland shipbuilding reached its remarkable peak in the years of the recent war when the country's need was greatest.

Early in the war it was decided that ships should be loaded to a deeper draught than that which had previously been thought desirable. He was glad to say that he knew of no case where a ship was lost because of that change. So adequate were the margins of strength imposed by Lloyd's Register and by British Corporation practice that ships were able to bear the extra strain put upon them.

Tanks Welded to Decks

As the war developed, cargoes became more difficult and of greater weight. In the early days of the war 10-ton tanks were shipped; later they found themselves shipping 30-ton tanks, and towards the end of the war people were talking of 70-ton tanks. The shipping of these heavyweights presented problems, and many of the more bulky of the tanks had to be welded to the decks for their transport across the Atlantic in mid-winter. Moreover, at the time this was done ships had to proceed in convoy along a prescribed route. Their masters could neither deviate to dodge the weather nor hove to in the dangerous seas. They had to slog their way through. To maintain station in convoy, sailing light or in ballast, was a problem all its own. Ships had to be supplied with 1000 to 2000 tons of rubble to get them down in the water, and he was told there was a boulevard in New York built of the stuff transported in this way. To discharge these heavyweight cargoes such as tanks, shipbuilders had to provide heavier derricks. Without these the Russians could never have discharged many of the things we sent them, and the same applied to South East Asia.

The arming of merchantmen proceeded side by side with these measures, and armaments became so many and various that the crew could no longer man them, and service men had to be accommodated on board. It must have seemed a revolutionary experiment when merchant ships came to carry aeroplanes of their own, launched by a rocket from the fore deck of the ship. A Sunderland built ship was the first to be chosen for this experiment. Merchant ships were turned into aircraft carriers and at the same time they carried cargoes. The experiment was entirely successful and was the means of ending the menace of the Fokker-Wulfe enemy plane from the air above the oceans. It was a Wear-built ship which was the first to be adapted for carrying a helicopter used for spotting submarines at sea. Throughout Sunderland ships were in the forefront of the battle.

THE "NEVERITA" TESTS

Report of Admiralty Ship Welding Committee

The report of the Admiralty Ship Welding Committee on the hogging and sagging tests carried out on the all-welded motor tanker *Neverita* has now been published as Report No. R. 1 by the Stationery Office (price 7s. 6d. net). The report sets out in detail a description of the experiment, the methods used in determining the strains and deformations, and the results obtained. The main purpose of the experiment was to study the stresses set up on a cross-section of the vessel, near amidships, by known changes in longitudinal bending movement, and to observe the deflections of the ship's girder under these changes. As a complement to the work described in the report, the Committee propose to carry out a similar experiment on a tanker of identical form and similar structural arrangement, but in which a large proportion of the structure is riveted. The present volume makes a most important contribution to welded shipbuilding research.

[A paper on this subject was read before the Institution of Naval Architects by Mr. R. B. Shepheard and Mr. James Turnbull, chairman and vice-chairman respectively of the Admiralty Ship Welding Sub-Committee, and an abstract of their paper and of the discussion which followed it appeared in LLOYD'S LIST of May 29, 1946.]

Mr. George Sigsworth, foreman blacksmith with Brigham & Cowan, Ltd., South Shields, has retired after 53 years' work on the Tyne. Mr. Sigsworth, who had been foreman blacksmith for 32 years, has been presented with a wallet of notes, fountain pen and a table lamp, and his wife with a shopping bag and a cakestand. The presentation was made by Mr. J. Philips, shipyard manager, in the shipyard canteen.

LAW REPORTS

(*Continued from page 4, column 6*)

an enemy the freight which would otherwise have been payable was now condemnable. This involved a new point in respect of freight condemnation.

The PRESIDENT: While admitting that if Japan had remained neutral compensation in lieu of freight would have been payable in respect of those cargoes, whether they were condemned or released, you submit that because Japan subsequently became a belligerent the freight, being still nationally in this country, is liable to condemnation, as would the ship herself be if she herself had not in fact proceeded on her voyage before Japan became belligerent?

Mr. NESBITT said his first point was that inasmuch as this country became at war with Japan this compensation in lieu of freight to which the Japanese owners would have been entitled was liable to condemnation and could not be recovered by anyone. That problem of the fate of the freight was the main problem of the case. He had a second point—that if the Court was against him on the first contention, and the Crown was not entitled to have this freight condemned, then this claim to compensation in lieu of freight was not an asset of the London branch of this company or its controller, the claimant, and therefore was not recoverable by anybody. Mr. Nesbitt submitted the freight was rightly condemnable to the Crown. When the President mentioned the Japanese case of the *Glenroy*, in which he gave judgment, Mr. Nesbitt said the controller in that case first entered a three-fold appearance—first, for the Japanese company; secondly, for himself, and, thirdly, for the London branch of the company. The President held that the controller was not entitled to appear for the Japanese company and it was decided that the controller of the London branch in that particular case might appear in the Prize Court as controller.

Mr. HODGSON explained that the controller in the present case was acting for the Board of Trade to get in the assets and pay the British creditors. He had to get the assets of that of which he was in control and, if in doubt, in the ordinary way he would apply to the Court of Chancery, but as this was a prize matter he felt he had no choice but to come to the Prize Court to apply for directions.

Mr. NESBITT said the amount of this freight was £2267 3s. 10d. Nine of 10 consignments removed from the ship were for Hamburg, the tenth to Rotterdam from Kobe. Of the proceeds of 400 bags of fatty acids, there had been release by consent of the Procurator-General.

The PRESIDENT: But other consignments have been condemned.

Mr. NESBITT said that where a ship or goods of a neutral, or freight, had been seized or was under detention, if that neutral entered the war, he (Counsel) had to maintain that all these three types of property were by that token condemnable. The principle, in that completeness, had not been before the Court before. Had the *Sado Maru* been under detention when Japan entered the war she would have been condemnable and so would have been any freight payable to her.

The hearing was adjourned to Wednesday.

IMPERIAL WAR MUSEUM

Again Open to the Public

About one-third of the Imperial War Museum, Lambeth Road, London, S.E., has now been put into a state of repair sufficient to permit it again being used, and it will be open to the public as from to-day. The galleries now open display an exhibition devoted entirely to the war of 1939-45, though a few exhibits of the war of 1914-18 are retained to show the development between the two wars.

Exhibits in the first gallery include a German "one-man" submarine; an Italian "human torpedo" similar to those used in the attacks on the battleships *Queen Elizabeth* and *Valiant* in Alexandria harbour; models, diagrams and photographs illustrating the specialised armoured equipment devised for the invasion of Europe; maps, models, diagrams and photographs illustrating the laying of "Pluto"; and models of 17 types of landing craft and ships. In the second gallery there are many exhibits relating to aerial warfare, together with models of the Thames Estuary anti-aircraft forts; a model of a Thames barge converted for use as a landing craft in the invasion of Normandy, and various enemy relics.

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CARDIFF SHIPPING COMPANY, LTD.—Capital £1000. Ship owners and managers, managers of shipping property, &c. The directors are: Messrs. Thos. Whitney and Frank C. Crocker. 45, The Exchange, Bute Docks, Cardiff.

SHIPS IN PORT

LONDON—IN DOCK

Vessel — Tons Gross — Station — Dock — Brokers

ADVISER, 6348, L Shed, South West India, T. & J. Harrison
AKAROA, 15,130, 5 Shed, King George V., Shaw Savill & Albion Co.
ALBION STAR, 7946, Canal Shed, Victoria, Blue Star Line
BAILEY FOSTER, 1791, London Graving Dk., West India, Currie Line
BANFF PARK, 7133, Transit Shed W., Surrey Commercial, Hogarth, Sons & Co.
BARON GRAHAM, 3242, Canada Yd. S., Surrey Commercial, Hogarth, Sons & Co.
BARON NAPIER, 3659, Station Yd., Surrey Commercial, Hogarth, Sons & Co.
BARONESA, 8663, 5 Shed, Royal Albert, Houlder Bros. & Co.
BEAVERLAKE, 9824, 1 Shed, Victoria, Canadian Pacific S.S.
BELOS, 1283, 6 & 7 Whses., Millwall, British & Northern Shipping Agency
BELVINA, 1226, W. Dk., Ldn. Dk., London Scottish Lines
BOTHNIA, 755, T & T2 Whses., Millwall, British & Northern Shipping Agency
BRISBANE STAR, 11,076, C Qy., Victoria, Anderson, Green & Co.
BRITTANY, 4950, F Shed, Victoria, Royal Mail Lines
BULLFINCH, 433, D Qy., Regent's Canal, G. S. N. Co.
CAMBRIAN COAST, 762, I Impt., East India, Coast Lines
CARSLOGIE, 3786, Canada Yd. N., Surrey Commercial, T. P. Rose Richards (London)
CEFN-Y-BRYN, 5164, Dry Dk., Millwall, Capper, Alexander & Co.
CELEBES, 9250, 5 Shed, Tilbury, Keller, Bryant & Co.
CHALLENGE (tug), 212, Thames Dry No. 2
CHITRAL, 15,346, 32 Shed, Tilbury, P. & O. S. N. Co.
CITY OF AGRA, 6361, Tilbury Dry, Montgomerie & Workman
CITY OF CHESTER, 8520, 20 Shed, Royal Albert, Union-Castle Mail S.S. Co.
CITY OF MADRAS, 8582, 16 & 18 Sheds, Royal Albert, Ellerman & Bucknall S.S. Co.
CLAN MACGILLIVRAY, 6464, N Shed, South West India, Houston Line (London)
CLAN MACINNES, 4672, 7 Shed, Tilbury, Cayzer, Irvine & Co.
CLAN MACKINLAY (ex Empire Fawley), 7393, 16 Shed, Tilbury, Cayzer, Irvine & Co.
COLON, 1803, W. Dk., Ldn. Dk., MacAndrews & Co.
CORNWALL, 10,605, 4 Shed, Royal Albert, J. B. Westray & Co.
CORONA, 1569, Transit Shed E, Surrey Commercial, C. Gee & Co.
CRANE, 785, W. Dk., Ldn. Dk., G. S. N. Co.
DRAKE, 531, W. Dk., Ldn. Dk., G. S. N. Co.
DRAKENSBERG CASTLE, 9904, 27 & 29 Sheds, Royal Albert, Union-Castle Mail S.S. Co.
EDDYSTONE, 1452, W. Dk., Ldn. Dk., Clyde Shipping Co.
ELKANAH CROWELL, 1791, Albion Yd., Surrey Commercial, W. Cory & Son
EMPIRE BALTIC, 4157, 26 Shed, Tilbury, F. Bustard & Sons
EMPIRE CELTIC, 4290, 26 Shed, Tilbury, F. Bustard & Sons
EMPIRE CONSEQUENCE, 1998, H Shed, West India, Shipping & Coal Co.
EMPIRE CONSISTENCE, 1771, D Whse., Millwall, United Shipping Co.
EMPIRE EDDYSTONE, 7318, Canada Dk. Bys., Surrey Commercial, R. S. Dalgliesh
EMPIRE GALBRAITH, 1923, P Whse., Millwall, United Shipping Co.
EMPIRE INDUS, 5155, F Shed, South-West India, Lambert Bros.
EMPIRE LEECH, 363, 1 Shed, Tilbury, G. A. Tom & Co.
EMPIRE LIFEGUARD, 1333, Dry Dk., Tilbury, Southern Railway
EMPIRE NEWFOUNDLAND, 3539, 12 Shed, Tilbury, Anderson, Green & Co.
EMPIRE OUSE, 4833, 22 Shed, Tilbury, Cayzer, Irvine & Co.
EMPIRE REST, 1327, 28 Shed, Royal Albert, Ellerman & Bucknall S.S. Co.
EMPIRE SEABROOK, 518, 20 Shed, Tilbury, Erlebach & Co.
EMPIRE SEAGREEN, 518, F Qy., Regent's Canal, Instone Lines
EMPIRE SHELTER, 1336, S Qy., Export, East India, Ellerman & Bucknall S.S. Co.
EMPIRE SUCCESS, 6009, Eastern Dry, Royal Albert, Union-Castle Mail S.S. Co.
EMPIRE TAGINDA, 3846, J Shed, South West India, Harris & Dixon
EMPIRE TROOPER, 14,106, 3 Shed, Tilbury, Gray, Dawes & Co.
FELSPAR, 798, W Dk., Ldn. Dk., Clyde Shipping Co.
FENDRIS, 1018, W. Dk., Ldn. Dk., Coverley, Westray, Walbaum & Tosetti
FLIMSTON, 4674, Station Yd., Surrey Commercial, R. S. Dalgliesh
FORT BUFFALO, 7133, —, King George V., E. H. Mundy & Co.
FORT REMY, 7128, Northern Lay-bye, Surrey Commercial, R. S. Dalgliesh
FORT SIMPSON, 7133, North Atlantic Import Shed, Surrey Commercial, Furness, Withy & Co.
FORT SPOKANE, 7218, 7 Shed, King George V., Cunard White Star
GANANDOC, 1924, Union Dry
GOLDEN EAGLE, 793, 2 Shed, Tilbury, G. S. N. Co. (Clemt)
HICKORY DALE, 3834, 13 Shed, Royal Albert, P. & O. S. N. Co.
HIGHLAND BRIGADE, 14,134, 13 Shed, King George V., Royal Mail Lines
HIGHLAND PRINCESS, 14,133, 4 Shed, King George V., Royal Mail Lines
HIGHLAND QUEEN, 1043, Blackwall Bsn., West India, British Channel Traders
HIRONDELLE, 893, 18 Shed, Tilbury, G. S. N. Co. (Clemt)
HONDSRUG, 227, B Qy., Regent's Canal, Purvis Shipping Co.
HUGIN, 1302, R Whse., Millwall, British & Northern Shipping Agency
INNISSHANNON, 268, Nelson Dry, G. A. Tom & Co.
KALLADA, 6607, 21 Shed, Royal Albert, P. & O. S. N. Co.
KHETI, 2734, Mark Lane Bys., Millwall, Westcott & Laurance Line
KILWORTH, 791, A Qy., Regent's Canal, Grand Union (Shipping)
LARGS BAY, 14,182, 25 & 27 Sheds, Royal Albert, Shaw Savill & Albion Co.
LINDA CLAUSEN, 1082, Z Shed, Victoria, Kaye, Son & Co
LOMBARDY, 3379, 3 Shed, Victoria, Royal Mail Lines
LUNAN, 1018, Canary Wf., West India, Dundee, Perth & London Shipping Co.
MACGREGOR LAIRD, 4992, 14 Shed, King George V., Killick, Martin & Co.
MANTOLA, 9065, E Qy., Victoria, Gray, Dawes & Co.
MARJATA, 6652, 7 & 9 Sheds, Royal Albert, P. & O. S. N. Co.
MARKHOR, 7917, 33 Shed, Tilbury, A. Howden & Co.
MARSWORTH, 366, C Qy., Regent's Canal, Grand Union (Shipping)
MARGOL, 1169, Albion Yd., Surrey Commercial, S. L. A., Ltd.
MOHAWK PARK, 7163, Green's Dry No. 1, Eggar, Forrester & Verner
NAPIER STAR (ex Ionic Star), 7166, B Qy., Victoria, Blue Star Line
NEPTUN, 1574, A Qy., Regent's Canal, S. L. A., Ltd.
OCEAN VICEROY, 7174, 14 Shed, Royal Albert, Union-Castle Mail S.S. Co.
OTRANTO, 20,026, 13 & 14 Sheds, Tilbury, Anderson, Green & Co.
PACIFIC SHIPPER, 6260, 3 Shed, Royal Albert Union-Castle Mail S.S. Co.
PALANA (ex Sussex), 11,063, 10 Shed, King George V., P. & O. S. N. Co.
PALERMO, 2797, O Shed, South West India, Westcott & Laurance Line
PALESTINIAN PRINCE, 1965, A Shed, West India, Prince Line
PEGU, 7838, D Shed, West India, P. Henderson & Co.
PHILOMEL, 2122, C Shed, West India, G. S. N. Co.
PORT JACKSON, 9687, Dry Dk., King George V., Port Line
PORT MELBOURNE, 9142, 3a Shed, Royal Albert, Port Line
RIMUTAKA, 8295, 33 Shed, Royal Albert, J. B. Westray & Co.
ROLF JARL, 1917, K Shed, South-West India, Nordenfjeldske S.S. Services
ROYAL EAGLE, 1538, W. Dry, Royal Albert, G. S. N. Co.
ST. CLEARS, 4312, Thames Dry No. 1, Howard Tenens
SAKARA, 2743, N. Qy. Bsn., East India, G. S. N. Co.
SAMARKAND, 7219, Transit Shed E., Surrey Commercial, Blue Star Line
SAMBAY, 7219, 11 Shed, King George V., Glen Line
SAMBRIAN, 7219, 12 Shed, King George V., Killick, Martin & Co.
SAMEARN, 7219, 1 & 2 Sheds, Victoria, Houlder Bros. & Co.
SAMEVERON, 7219, K Whse., Millwall, F. C. Strick & Co.
SAMFAITHFUL, 7210, Greenland Dk. Bys., Surrey Commercial, J. A. Finzi, Layman & Co.
SAMLEA, 7210, Brunswick Yd. Shed, Surrey Commercial, Galbraith, Pembroke & Co.
SAMOUSE, 7219, 15 & 17 Sheds, Royal Albert, Cunard White Star
SAMSETTE, 7219, 26 Shed, Royal Albert, Donaldson Bros. & Black
SANDENBURGH, 1914, C & D Sheds, West India, W. H. Muller & Co.
SEINE, 179, B Qy., Regent's Canal, Grand Union (Shipping)
STANLEY PARK, 7145, 17 & 19 Sheds, Royal Albert, Union-Castle Mail S.S. Co.
STOURGATE, 115, Thames Dry No. 2
SUECIA, 4216, G Whse., Millwall, British & Northern Shipping Agency
SVANHOLM, 1321, D 2 Whse., Millwall, United Shipping Co.
TREWIDDEN, 7273, 9 Shed, King George V., P. & O. S. N. Co.
TRICAPE, 7136, Empire Mills, Victoria, E. Bigland & Co.
VANCOUVER CITY, 7261, 2 Dolphin, Millwall, Sir W. R. Smith & Sons
VICTORIA PEAK, 6035, N.W. Dry, Tilbury, Lambert Bros.
WINDSOR QUEEN, 1033, Nelson Dry, British Channel Traders

LONDON—IN THE RIVER

Vessel — Station — Broker

ACTIVITY, Everard's Wf., Greenhithe, F. T. Everard & Sons
AGILITY, Everard's Jty., Greenhithe, F. T. Everard & Sons
ALPHEUS, Stevenage Wf., Fulham, Instone Lines
AMSTELSTROOM, Fennings' Wf., London Bridge, British & Foreign Maritime Agencies
ANNUITY, Everard's By., Greenhithe, F. T. Everard & Sons
APRICITY, Everard's Wf., Greenhithe, F. T. Everard & Sons
ARAK, Tower Stairs Tr., Board Import
ARNEWOOD, Upper Tr., W. Woolwich, Milner, Thomas & Co.
BALTANNIC, Chamberlain's Wf., Bermondsey, United Baltic Corporation
BALTIC, Metropolitan Wf., Stepney
BARRA HEAD, White's Jty., Swanscombe, M. A. R. Milton & Co.
BAUTA, for Union Dry Dk., Tatham, Bromage & Co.
BETTY HINDLEY, Deadman's Dk., Deptford, Stephenson Clarke, Ltd.
BIRDWOOD, Lower Tr., Erith, Stephenson Clarke, Ltd.
BRASILIEN, Mark Brown's Wf., Bermondsey, United Shipping Co.
CHAPULTEPEC, off Thames Haven, Anglo-American Oil Co.
CHEMAWA, Davies & Newman
CHURRUCA, for Ldn. Dk., MacAndrews & Co.
COLDHARBOUR, Power Station, Barking, Coastwise Colliers
COLLINGBOURNE, Lower Tr., Charlton, Coastwise Colliers
COLNBROOK, Coastwise Colliers
CORCREST, Royal Albert Dk. Hsts., W. Cory & Son
CORDALE, off W. Thurrock, W. Cory & Son
CORFEN, Kent Portland Cement Works, W. Thurrock, W. Cory & Son
CORFERRY, Lower Tr., Charlton, W. Cory & Son
CORFOSS, Middle Tr., Erith, W. Cory & Sons
CORMEAD, Upper Tr., W. Woolwich, W. Cory & Son
CORMORANT, Carron Wf., Wapping, G. S. N. Co.
COVALT, W. France, Fenwick & Co.
DALEWOOD, Phoenix Wf., E. Greenwich, W. France, Fenwick & Co.
DALGOMA, Upper By., Gravesend, Gray Dawes & Co.
DORRIEN ROSE, Butler's Wf., Bermondsey
DOVEDALE H.
EASTWOOD, Lower Tr., W. Woolwich, W. France, Fenwick & Co.
EGERO, Long Reach Tr., Galbraith, Pembroke & Co.
ELECTRO, St. George's Wf., Deptford, Antwerp S.S. Co.
EMERALD QUEEN, British Channel Islands Shipping Co.
EMPIRE FARRIER, No. 1 Charlton Barge Roads
EMPIRE FARRINGDON, No. 1 Charlton Barge Roads, H. Maclaine & Co.
EMPIRE HALLADALE, for Tilbury Dk., Anchor Line
EMPIRE SEAFORTH, Imperial Wf., Gravesend,
EMPIRE SEASILVER, Purfleet Saw Mills, British Channel Islands Shipping Co.
EMPIRE SPINNEY, G. S. N. Co.'s Yd., Deptford, G. S. N. Co.
EMPIRE VILLAGER, anchored Long Reach
ERNA, Long's Wf., Woolwich, Freight Express
ETHLYENE, Cokemart, Ltd.
FAUVETTE, Irongate Wf., Tower Bridge, G. S. N. Co.
FLAMMA, Cokemart, Ltd.
FORELAND, Jurgen's Jty., Purfleet, Shipping & Coal Co.
GARESFIELD,
GASLIGHT, Cokemart, Ltd.
GREENFINCH, Butler's Wf., Bermondsey, G. S. N. Co.
HELMWOOD, Littlebrook Power Station, Dartford, W. France, Fenwick & Co.
HUDSON BAY, Williams' Jty., Dagenham, J. Hudson & Co.
JANS, for Ldn. Dk., Transport Exchange Co.
JOHN EVELYN, Victualling Yd., Deptford
JOHN HOLT, Alpha Cement Works, Cliffe E. Bigland & Co.
KING EDGAR Bellamy's Wf., Rotherhithe, Dodd, Thompson & Co.
LACKLAN, off Coryton, Anglo-American Oil Co.
LADY OLGA, off West India Dk. Tr., Millwall, Cokemart, Ltd.
LATIA, off Shell Haven, Davies & Newman
LEWES CASTLE
LOCHEE, Dundee, Perth & London Shipping Co.
MALLARD, Victoria Wf., Limehouse, G. S. N. Co.
MARGRETHE, Cotton's Wf., Bermondsey, United Shipping Co.
MAX STINSKY (tug)
MIERVALDIS, R. S. Dalgliesh
NEW TEXAS, Bevan's Wf., Northfleet, Killick, Martin & Co.
NIVERNAIS, Colonial Wf., Wapping, G. T. Symons & Co.
NORDIC QUEEN, Deptford Wf., British Channel Traders
NORTHUMBRIAN COAST, Bell Wf. Tr., Shadwell, Tyne-Tees Steam Shipping Co.
NOVIAN COAST, Free Trade Wf., Ratcliff, Tyne-Tees Steam Shipping Co.
ORANJEPOLDER, Custom House Qy., W. H. Muller & Co.
PALMSTON, Tuff's Wf., Woolwich, Purvis Shipping Co.
PERSIAN COAST, Free Trade Wf., Ratcliff, Tyne-Tees Steam Shipping Co.
PICARDY, Upper East Lane Tr., Bermondsey, G. S. N. Co.
PRESTATYN ROSE, Blyth's Wf., Limehouse, T. Creelman & Co.
PRINSES JULIANA, Brentford Dk., Freight Express
RENE PAUL, for Anglo-Continental Wf., Silvertown, L. Dens & Co.
ROGATE, Lower Tr., Erith, Stephenson Clarke, Ltd.
RUTENFJELL, Willson's Wf., Bermondsey, Tatham, Bromage & Co.
SAGACITY, Middleton's Wf., Wapping, F. T. Everard & Sons
SAMUEL VERY, Tunnel Portland Cement Works, W. Thurrock, Temple Thomson & Clark
SIR DAVID, Deptford Power Station, Cokemart, Ltd.
SUMMITY, Butler's Wf., Bermondsey, F. T. Everard & Sons
SUPREMITY, Symon's Wf., Bermondsey, F.T. Everard & Sons
SUTHERLAND, Mark Brown's Wf., Bermondsey, Currie Line
SWALLOW, St. George's Wf., Deptford, W. H. Muller & Co
SWIFT,
TERN, Stowage Wf., Deptford Creek, G. S. N. Co.
THEMSTON, Lovell's Wf., E. Greenwich, Instone Lines
TRENTWOOD, Wouldham's Wf., Grays, G. A. Tom & Co.
ULSTER DUCHESS, for Ldn. Dk., British Channel Islands Shipping Co.
USKPORT, J. Constantine & Sons
VIC 51, Victualling Yd., Deptford
WESTLAAN, Fennings' Wf., London Bridge, British & Foreign Maritime Agencies
WIMBLEDON, off West India Dk. Tr., Millwall, Wandsworth & District Gas Co.

MERSEY—IN PORT

Docks are at Liverpool unless otherwise shown † indicates Birkenhead

Vessel — Tons Gross — Dk. or Wf. — Broker

AFRICAN SHELL, 403, Alfred,† Brinings (Shipping)
ALCINOUS, 6189 Gladstone 1, A. Holt & Co.
ALGOL, 1566, Cammell Laird & Co.'s Dry 2,† Monroe Bros.
ALMADEN, 2539, Canada, Moss-Hutchison Line
ANNA II., 478, Alfred,† Ross, Ryan & Co.
ANGLIAN COAST, 594, Nelson, Coast Lines
ARAKAKA, 2814, Harrington, Booker Bros., McConnell & Co.
ARDUITY, 959, Bromborough, Caleb Brett & Son
ARGENTINA STAR, 11,200, Cammell Laird & Co.'s Wet Bsn.,† Lamport & Holt Line
ARY LENSEN, 3214, Hornby, S. C. Chambers & Co.
AUSTRALIND, 7214, Alexandra, J. Dowie & Co.
AUTHORITY, 616, Bromborough, Caleb Brett & Son
AXINITE, 724, Bramley-Moore, W. Robertson
BACTRIA, 2407, Toxteth, Moss Hutchison Line
BALTIC, 8805, Cammell Laird & Co.'s Dry 6,† Anglo-American Oil Co.
BANKVILLE, 339, Wallasey,† J. S. Monks
BARON BELHAVEN, 6591, Huskisson 3, Sivewright, Bacon & Co.
BAYANO, 6815, Huskisson 3, Cunard White Star
BEN-MY-CHREE, 2586, Morpeth,† T. Orford & Son
BIRKER FORCE, 958, Coburg, W. S. Kennaugh & Co.
BOLHAM, 158, Alfred,† J. S. Jones
BONIFACE, 4928, Canada 2, Booth S.S. Co.
BRITISH BARON, 8500, Cammell Laird & Co.'s Wet Bsn.,†
BROOMFIELD, 657, Albert, W. A. Savage
BUG, 505, Alfred,† Ross, Ryan & Co.
C.W.S. PROGRESS, 967, Toxteth, Co-operative Wholesale Society
CARNALEA, 619, Lpool
CARRICKMORE, 581, Bramley-Moore, J. W. Fisher & Co.
CARROWDORE, 656, Salthouse, A. Guinness, Son & Co.
CELTIC STAR, 7045, Hornby, Furness, Withy & Co.
CITY OF DURBAN, 5945, Sandon, Hall Line
CITY OF DUNKIRK, 5861, W Float,† Hall Line
CITY OF EDINBURGH, 8036, Cammell Laird & Co.'s Dry 7,† Hall Line
CITY OF HEREFORD, 5101, E. Float,† Hall Line
CITY OF HONGKONG, 9606, Herculaneum Dry 4, Hall Line
CITY OF KHARTOUM, 9955, Huskisson, Hall Line
CITY OF NORWICH, 6726, Huskisson, Hall Line
CLAN COLQUHOUN, 7914, Sandon, Cayzer, Irvine & Co.
CLAN MACBEAN, 5000, E. Float,† Cayzer, Irvine & Co.
CLARA MONKS, 577, Egerton†, J. S. Monks
CONISTER, 411, Queen's, T. Orford & Son
CORINTHIC, 15,000, Cammell Laird & Co.'s Wet Bsn.,† Gracie Beazley & Co.
CORRALES, 5363, King's 1, Yeoward Bros.
CRAGSMAN, 377, E. Float,† Ross, Ryan & Co.
CUSTODIAN, 5881, Grayson, Rollo & Clover's Dry 5,† T. & J. Harrison
DALEGARTH FORCE, 825, Morpeth,† W. S. Kennaugh & Co.
DEFOE, 8462, Alexandra 3, Lamport & Holt Line
DROMORE, 4096, Grayson, Rollo & Clover's Dry 1,† Furness, Withy & Co.
E. HAYWARD, 444, Canning Dry 2, W. A. Savage
EL GALLO, 8032, Cammell Laird & Co.'s Wet Bsn.,† C. T. Bowring & Co.
EMPIRE BOUNTY, 8128, Bidston,† Brinings (Shipping)
EMPIRE BYNG, 7832, Bidston,† C. T. Bowring & Co.
EMPIRE CHAMOIS, 6684, E. Float,† Moss, Hutchison Line
EMPIRE CONCRETE, 1696, Harrington, Wilson, Son & Co.
EMPIRE DEBEN, 11,635, Alexandra 1, Elder Dempster Lines
EMPIRE KENT, 4769, Alexandra 3, Furness, Withy & Co.
EMPIRE MACANDREW, 7952, Alexandra 2, J. Dowie & Co.
EMPIRE MACRAE, 8252, Alexandra, J. Dowie & Co.
EMPIRE MANDALAY, 7086, King's 1, J. Dowie & Co.
EMPIRE SYBIL (tug), 276, Birkenhead, Mersey Docks & Harbour Board
EMPIRE TAFF, 2296, Queen's 2, MacAndrews & Co.
EMPIRE TEGAMBIA (ex Herman Andersen), 1156, Victoria, Houlder Bros. & Co.
EMPIRE WAVENEY, 16,754, Canada Tongue, Cunard White Star
EMPRESS OF SCOTLAND, 26,032, Gladstone 1, Canadian Pacific SS.
ESCAPADE (yacht), —, Wallasey,† E. N. Groom
ESSO JUNIATA, 813, Dingle Oil Jty., Shell Mex, Ltd.
EXPLORER, 6235, Langton Dry 1, T. & J. Harrison
FINA, 1383, Clarence Dry 1, Sivewright, Bacon & Co.
FIRETHORN, 321, Trafalgar Branch, W. S. Kennaugh & Co.
FORT ALEXANDRIA, 7127, Huskisson 1, Cunard White Star
FORT ASH, 7131, Canada, Houlder Bros. & Co.
FREDERICK BANTING, 7219, Hornby, Ellerman Lines
FREEMAN HATCH, 1793, Carriers', R. & D. Jones
FREETOWN, 5853, Queen's 1, Elder Dempster Lines
FULANI, 5372, Toxteth, Elder Dempster Lines
GLAMORGAN COAST, 879, Trafalgar, Coast Lines
GUIDESMAN, 233, Grayson, Rollo & Clover's Dry 3†
HISTORIAN, 5074, Herculaneum, T. & J. Harrison
INDAUCHU, 3126, Huskisson 3, Bahr, Behrend & Co.
INGLETON, 7203, E. Float,† E. Nicholson
INVELLA, 5026, Hornby, Toft & Co.
INVERPOOL, 680, Gladstone, Shell Mex, Ltd.
JOHN J. MCGRAW, 7219, Alexandra 1, Lamport & Holt Line
KARRI, 354, Lpool
KENT, 8697, Langton, J. Dowie & Co.
KERRY, 1411, Trafalgar Branch, Coast Lines
KILLARNEY, 2082, Trafalgar Branch
KING ORRY, 2600, Prince's Landing Stage, T. Orford & Son
KUMASIAN, 7221, Herculaneum Dry 2, H. Tyrer & Co.
KYLEBANK, 969, Trafalgar, Monroe Bros. & Co.
LADY OF MANN, 3104, Morpeth,† T. Orford & Son
LAGARTO, 5072, Alexandra, P. S. N. Co.

(Continued on page 20)

LAUNCHES

The following details of vessels launched have been received. All are constructed of steel unless otherwise stated.

Date	Vessel	Flag	Tons Gross	Builders	Shipyard	Owners
Aug 24	**Antonietta C.** (Yd. No. 11) (motor tank)	It	194	Cantieri Navale Felszegi	Trieste	Giacomo Costa.
Oct 18	**Anscomb** (Yd. No. 6) (motor car ferry) (2 sc.)	Br	400	Western Bridge & Steel Fabricators, Ltd.	Nelson, B.C.	Department of Public Works, Canadian Government.
Nov 9	**Esperance** (motor vedette)	Fr	—	——	St Malo	Soc. Cooperative des Vedettes de Locmiquelic.
Nov 9	**Raoul Simon** (motor tank)	Fr	2500†	Chantier de Normandie	Grand Quevilly	French Government.
Nov 12	**Cardrona** (Yd. No. 473) (motor)	Br	1490	Grangemouth Dockyard Co., Ltd.	Grangemouth	G. Gibson & Co., Ltd.
Nov 15	**Jane** (Yard No. 64) (motor tank)	No	290	Pusnæs Stoberi & mek. Verksted	Arendal	Wilhelm Neumann.
Nov 16	**Bâle** (motor tug) (3sc.)	Ss	—	"De Unie" Shipyard	Nr. Groningen	For Swiss owners.
Nov 17	**Uppland** (destroyer)	Sw	—	Navy Yard	Karlskrona	Swedish Navy.
Nov 19	**Motor fishing vessel**	Sw	—	Holms Skeppsvarv	Raa	Aron Bernardsson.
Nov 21	**Bataan** (motor)	No	9000†	A/S Akers mek. Verksted	Oslo	Fred Olsen & Co.
Nov 21	**Morbihan** (Yard No. 1344) (motor)	Fr	4450	Harland & Wolff, Ltd.	Govan	French Government (Managers: Cie. Delmas-Vielieux).
Nov 21	**Tabaristan** (Yard No. 553)	Br	7050	John Readhead & Sons, Ltd.	South Shields	Frank C. Strick & Co., Ltd.
Prev Nov 22	**Motor trawler**	Fr	—	Ateliers et Chantiers de la Loire	Nantes	——
Nov 23	**Capitaine Jean Fougere**	Fr	5040†	Smith's Dock Co., Ltd.	South Bank-on-Tees	French Government (Managers: Union Industrielle et Maritime, Ste. Francaise d'Armement).
Nov 25	**Ellidi** (trawler)	Ic	—	Cochrane & Sons, Ltd.	Selby	Icelandic Government.
Nov 26	**Athenic** (2 sc.)	Br	15,000	Harland & Wolff, Ltd.	Belfast	Shaw Savill & Albion Co., Ltd.

† Deadweight

Smoke Wavy Navy

Pure Navy Cut of Pre-War quality

2 OZ. AIRTIGHT TIN . . . 5/9

1 OZ. FOILED PACKET . 2/10½

Also ready rubbed

GODFREY PHILLIPS LTD. MANUFACTURERS AND GUARANTORS

LLOYD'S SHIPPING INTELLIGENCE

OVERSEA MOVEMENTS: Latest Reports

UNITED KINGDOM

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GRAVESEND AR
Nov 25
Churruca Palamos for London Dock
Suecia Gothenburg for Millwall Dock
Jans Amsterdam for London Dock
Corona Hull for Surrey Com. Dock
Hondsrug Rotterdam for Regent Canal Dk
Empire Halladale, Nov 26 Cuxhaven for Tilbury Dock
Bauta, Nov 26 Reykjavik for Union Dry Dock
John Holt, Nov 26 Liverpool for Cliffe

GRAVESEND SD
Greenland, Nov 25
Polkerris Dieppe
Skiensfjord
Banaderos, Nov 26 Teneriffe
Rattler New York
Fritz S. Immingham
Cairnavon
Maria (aux) Rotterdam
Wea, Nov 26 Groningen
Empire Fowey, Nov 26 Firth of Forth (escorted by Salvonia (tug) and Empire Aid (tug))
Ottinge
Vida, Nov 26
Rancher Beira
Macao (ex Sanda) Haifa

THAMES HAVEN SD
Chicaca, Nov 22

SHELL HAVEN AR
Latia, Nov 26 Curacao

CORYTON AR
Lacklan, Nov 25-26 Abadan

SOUTHEND Pd Up
Hugin, Nov 25
Rene Paul, Nov 26

SOUTHEND Pd Down
Fort Orange, Nov 25
Cairnavon, Nov 26

SHEERNESS SD
Presto, Nov 25 Rochester

RIDHAM DOCK SD
Maria Gorthon, Nov 23 Tyne

MARGATE RDS SD
Angeja, Nov 26

THE DOWNS Anch
Theodore Foster, Nov 26

THE DOWNS SD
Thomas W. Hyde, Nov 25
Angus McDonald
General S. D. Sturgis
Elgin Victory, Nov 26
Theodore Foster
Confid
Vestria
Delaware, Nov 26
Marianne Bratt
General Brusiloff
Herma Gorthon
Samtroy
Fort Rupert
Durango Victory

DOVER Pd E
Regent Panther, Nov 25
Charles J. Colden
Henry S. Lane
Westerly Victory
Golden Eagle

DOVER Pd W
Fort Albany, Nov 26
Polkerris
Rattler
Angusburn

DUNGENESS Pd E
Kirsta, Nov 25
Hegra
Ponto
San Andres
Regent Tiger, Nov 26
Temple Bar, Nov 26
Mijdrecht (Du)

DUNGENESS Pd W
Congostroom, Nov 25
Ton S.
Petter
Samvannah, Nov 26
Skiensfjord
Vulcanus
Banaderos, Nov 26
Ocean Vestal
Ivan Gorthon
Alcyone
Gironde for Valencia
Silja

BEACHY HEAD Pd W
Hawkinge, Nov 25
Danby
Baron Elcho
Highland Chieftain
Samwye, Nov 26
Nordkyn
Diana V.

SPITHEAD Pd In
Suncrest, Nov 26

SPITHEAD Pd Out
Marine Marlin, Nov 25
Stefanos S., Nov 26

ST CATH'S PT Pd E
Oise (pres), Nov 26

ST CATH'S PT Pd W
Rimac (pres), Nov 25

SOUTHAMPTON AR
Orontes, Nov 26 Mombasa
Tridale, Nov 26 London

SOUTHAMPTON SD
Monarch of Bermuda, Nov 26 London

FAWLEY AR
Esso Balboa, Nov 26 Puerto la Cruz

TEIGNMOUTH SD
Nezo, Nov 26 Amsdam

TOR BAY Sheltering
Vittorio Veneto, Nov 26

TOR BAY SD
Caritas I., Nov 26 (after sheltering)
Sparta, Nov 26

DARTMOUTH AR
Skoghaug, Nov 25 Tyne

PRAWLE POINT Pd E
Crackshot, Nov 25
James Lykes, Nov 26
Cantigny (pres)
Fort Miami

PRAWLE POINT Pd W
Helder, Nov 25
Devils Lake Victory
Fullerton Hills
Meredith Victory
Dominion Monarch
Jersey City, Nov 26
Samhain
Michael James Monohan

PLYMOUTH AR
Samuel V. Shreve, Nov 24 Baltic
Wilja Newcastle
(last two vessels sheltering)
Eemstroom Amsterdam

FALMOUTH AR
Poolzee (tug), Nov 25
Atair, Nov 25
(in tow of tug Zwarte Zee)

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Palma, Nov 25
Amsterdam for Liverpool (for shelter)
Njord Bastia for Amsterdam (for shelter)
Zarembo, Nov 26 New York

FALMOUTH SD
O. B. Sorensen, Nov 26 Curacao
Palma Liverpool
Corncrake Bordeaux
Zwarte Zee (tug)

LIZARD Pd E
Thomas Bulfinch, Nov 25 for Cherbourg
Joseph H. Martin, Nov 26 for London
John T. Holt
Zarembo for Falmouth

LIZARD Pd W
John Barton Payne, Nov 25 for Hampton Roads
Boryslaw
Zwarte Zee (tug), Nov 26
Coulgorm for Avonmth
Trevilian, Nov 26
Corncrake
Palma

ST IVES BAY SD
Nordborg, Nov 26 (after sheltering)

HAYLE AR
Triton, Nov 24 Kilkeel

LUNDY IS Sheltering
Justin Doane, Nov 25

CLOVELLY ROADS SD
Olwe, Nov 25 (after sheltering)

AVONMOUTH AR
Mahana, Nov 25 Dunedin
Falsterbohus, Nov 26 Abadan

AVONMOUTH SD
Magnolia State, Nov 25 Bremen

BRISTOL SD
Skarv, Nov 25 Newport
Busiris Dublin

SHARPNESS AR
Blairdevon, Nov 26 Alholmen

NEWPORT AR
Ingaro, Nov 25 Oxelosund
Skarv Bristol

CARDIFF AR
Lapponia, Nov 26 Mantyluoto

BARRY AR
Min Jen, Nov 25 (put back)

BARRY SD
Fort Sturgeon, Nov 26 Galveston

PORT TALBOT AR
Ella, Nov 25 Santander

SWANSEA AR
Begonia, Nov 26 Botwood

SWANSEA SD
Navarchos Koundouriotis, Nov 26 N York

MUMBLES Pd Out
Navarchos Koundouriotis, Nov 26

MILFORD HAVEN SD
Zuidland, Nov 26 Swansea
Tillamook Swansea

FISHGUARD SD
Ravens Point, Nov 26

EASTHAM AR
Manchester City, Nov 26 Montreal

EASTHAM SD
Menapia, Nov 26 Leixoes
Winter Hill Abadan
El Gallo Birkenhead
Manchester Division, Nov 26 Norfolk

ELLESMERE PT AR
Cara, Nov 26 Gothenbrg

STANLOW SD
Winter Hill, Nov 26 Abadan
El Gallo Birkenhead

INCE SD
Menapia, Nov 26 Leixoes

IRLAM AR
Barrgrove, Nov 26 Partington

MANCHESTER AR
Nov 24-25
Fort Augustus
Glaisdale, Nov 25 Raumo

GARSTON SD
Tetela, Nov 26 Swansea
Serula Teneriffe

LIVERPOOL AR
Arduity, Nov 25 Iceland
City of Durban, Nov 26 Bombay
African Shell (put back) Teneriffe
Corrales Stanlow
El Gallo
Almaden, Nov 26 (put back)
Samfeugh West Africa
Fort Ash, Nov 26 Buenos Aires
Indauchu, Nov 26 Caibarien
Santander Valparaiso
City of Khartoum Antwerp

LIVERPOOL SD
Scythia, Nov 25 Bombay
Meroe, Nov 26 Piraeus
Empire Salmonpool Kotka
Essex Trader Takoradi
Empire Camel Copenhagen
Durham Newport
Hoosier State, Nov 26 Norfolk

BARROW AR
Kengis, Nov 26 Narvik

BARROW SD
Sampenn, Nov 26 Pepel

RAMSEY Sheltering
Ria de El Ferrol, Nov 25

CLYDE ANCHORAGE SD
Egidia, Nov 23
Banan
San Wenceslao
Matina
Sullys Hill (before reported sailed Nov 22)
War Pindari, Nov 25
Baron Ruthven, Nov 26

TAIL OF BANK Pd Out
Fort Frontenac, Nov 26

GLASGOW AR
Marine Raven, Nov 25 Gdansk
Barnard Victory New York
Demodocus, Nov 26 Bunbury
Samlossie Calcutta
Britamer Curacao

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GLASGOW SD
Matina, Nov 23

OLD KILPATRICK AR
Santiago, Nov 25 Abadan

BELFAST AR
Durban Castle, Nov 25 Southampton

BELFAST SD
Inishowen Head, Nov 24 Dublin

DUBLIN AR
Orestes, Nov 25 Rdam
Busiris, Nov 26

DUBLIN SD
Penestin, Nov 26 Havre
Borneo Swansea

ROSSLARE AR
Kora, Nov 25 Tyne

QUEENSTOWN AR
America, Nov 25 Havre and Southampton

QUEENSTOWN Anch
Irish Spruce, Nov 24 (weatherbound)

QUEENSTOWN SD
America, Nov 25 N York

CORK SD
Irish Spruce, Nov 24 Bona via Cardiff

DUNNET HEAD Pd E
Bassano, Nov 26

DUNNET HEAD Pd W
Nov 25
Empire Ganymede

DUNDEE SD
Fryken, Nov 23 Middlesbrough

METHIL SD
Monita, Nov 26 Grangemouth

GRANGEMOUTH AR
Duiveland, Nov 26 Leith
Monita Methil
Ek Drammen

GRANGEMOUTH SD
Oksywie, Nov 25 Holland

LEITH AR
Gothland, Nov 26 Copenhagen

LEITH SD
Wilhelmina, Nov 25 Rotterdam
Duiveland, Nov 26 Grangemouth
Prins Bernhard Grangemouth
Skarnes Skien

BLYTH SD
Andre Thome, Nov 25 Rouen
Zijpe, Nov 26 Rochester
Gaasterland London

TYNE AR
Aslaug, Nov 25 Haifa
Rosedale Park Hamburg
Nandi Hamburg
Loke, Nov 26 Archangel
Frey, Nov 26 Hull

TYNE SD
Audacia, Nov 25 Lndn
Fell (aux) Iceland
Amastra, Nov 26 Curacao
Alk, Nov 26 Middlesbro

HARTLEPOOL SD
Jura, Nov 26 Leith

MIDDLESBRO AR
Samgaudie, Nov 26 London
Lark Hamburg
Eban, Nov 25 Leer
Empire Beatrice Pepel

MIDDLESBRO SD
Radmanso, Nov 26 Casablanca

FLAMBORO HD Pd S
Reykjafoss, Nov 26
Deneb, Nov 26

SPURN HEAD Pd In
Karesuando, Nov 25
Orneborg, Nov 26
Paulus Hook
Asa Eldridge
Regin, Nov 26
Kimball Harlow
Greenland

SPURN HEAD Pd Out
Hebe, Nov 25
Empire Halberd
Consuelo, Nov 26
Horsa
Vesta
Lestris
Hebe
Noord Stad
Red Bank
Akenside

HULL AR
Saturnus, Nov 25 Karlstad
Mado Kings Lynn
Empire Cutlass Cuxhaven
Samos, Nov 26 Las Palmas
Fort Slave Bona
Empire Rapier Cuxhavn
Empire Garrison Finland
Progres Kings Lynn

HULL SD
Empire Rapier, Nov 23 Cuxhaven
Empire Halberd, Nov 25 Cuxhaven
Frey Shields
Virgo London
Consuelo, Nov 26 Sydney (NS)
Vesta Kings Lynn
Horsa Reykjavik

GOOLE AR
Rother, Nov 26 Copenhagen

IMMINGHAM AR
Akenside, Nov 24 Rochester
Hjalmar Wessel Sarpsborg
Lestris, Nov 25 London
Egton Three Rivers
Hebe Amsterdam
Karen Molde

IMMINGHAM SD
Samhain, Nov 23 Buenos Aires
Lisbeth Alexandria

GRIMSBY SD
Hebe, Nov 25 Copnhagn

BOSTON, Lincs AR
Hilda, Nov 25 Middelharnis
H.A.S.T. 3 Rotterdam

BOSTON, Lincs SD
Rapid, Nov 26

KING'S LYNN AR
Twin, Nov 25 Middlesbro
Zeemeeuw, Nov 26 Rotterdam

GT YARMOUTH RDS SD
Da Costa, Nov 26

GT YARMOUTH RDS Pd N
Liberty, Nov 26

GT YARMOUTH SD
Plon (Ge), Nov 26
Badzo

LOWESTOFT SD
Sachsen (trlr) (Ge), Nov 24 (fishing grounds)

IPSWICH AR
Fort Bedford, Nov 24 London
Hebe Nobel, Nov 25 Tees

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HARWICH AR
Kronprins Frederik, Nov 24 Esbjerg
Nijenburgh, Nov 25 Rotterdam

BRIGHTLINGSEA SD
Vida, Nov 24 London

ARCTIC SEA TO ESBJERG

HAMMERFEST SD
Tellus, Nov 21 Kirkenes

NARVIK AR
Kiruna, Nov 23 Ghent

NARVIK SD
Deneb, Nov 20 Tromso
Raunala, Nov 25 Baltimore
Dragnes Gdansk
Finse Gdansk
Suorva Antwerp

OPLO SD
Vesta, Nov 21 Velsen

LAUSNES AR
Pollux, Nov 21

TRONDHEIM SD
Nordstjernen, Nov 21 Kirkenes

AALESUND SD
Vard, Nov 18 Wesermunde

BERGEN AR
Ornefjell, Nov 21 Canada
Stavangerfjord Oslo
Cygnus, Nov 22 London
Varg Emden
Vestmanrod Hamburg
Vela Trondheim

BERGEN SD
Nyholm, Nov 20 Oslo
Vard Germany
Stavangerfjord, Nov 21 New York
Gun, Nov 22 Rostock via Sagvaag
Columba Trondheim
Ornefjell, Nov 23 Kristiansand (S)

LARVIK AR
Vega (aux), Nov 20 Oslo
Inge (aux), Nov 21 Oslo

OSLO SD
Sameland, Nov 22
Heien, Nov 23

UDDEVALLA AR
Marcia (aux), Nov 16 Rostock

UDDEVALLA SD
Marcia (aux), Nov 19 Varberg
Selma Thorden, Nov 23

SPESSHULT AR
Mercurius, Nov 21 Mariestad

VARBERG AR
Gran, Nov 19 Gthenbrg
Marcia (aux), Nov 20 Uddevalla

VARBERG SD
Gran, Nov 20 Gthenburg

HALMSTAD AR
Lecko, Nov 16 Bungenas
Othello, Nov 17 Gothenburg

HALMSTAD SD
Lecko, Nov 16 Ystad
Othello, Nov 21 Karlskrona
Salerno, Nov 23

KARLSHAMN AR
Prinses Margriet, Nov 22 Masnedsund
Veli Ragnar Riga
Hjelmaren Copenhagen
Waija, Nov 23 Rostock

KARLSHAMN SD
Veli Ragnar, Nov 22 Rostock
Waija, Nov 23 Liepaja

KALMAR AR
Zwerver (aux), abt Nov 9 Brahestad
Zwaantiena (aux), abt Nov 21 Walkom

KALMAR SD
Zwerver (aux), Nov 13 Vilvorde

OSKARSHAMN AR
Musko, Nov 20 Middlesbro (for repairs)

STOCKHOLM AR
Iris (Fi), Nov 19

SODERHAMN AR
Dagmar Bratt, Nov 21 Gefle
Kattegatt, Nov 22 Gefle

SODERHAMN SD
Gundborg Segrell, Nov 21 Gdansk/Gdynia via Lulea
Storo, Nov 22 Grangemouth

SUNDSVALL AR
Bohus (558), Nov 22 Gefle
Snofrid Kyllej

SUNDSVALL SD
Syd, Nov 22 Poland
Jenny (Sw) Caen via Stockholm
Bohus (558) Antwerp via Skelleftea
Dagfrid, Nov 23 Poland
Snofrid Antwerp via Hernosand

HERNOSAND AR
Birkaland, Nov 22 Stockholm
William Homan, Nov 23 Port Talbot

DOMSJO SD
Annie Johnson, Nov 22 Gothenburg

ORNSKOLDSVIK AR
Annie Johnson, Nov 21 Hernosand
Gouwe Mo
Johan Jeansson Gdansk
Wicklow Head Mo
Tidaholm, Nov 22 Sikea

ORNSKOLDSVIK SD
C. A. Banck, Nov 22 Zaandam
Ransdorp Amsterdam
Annie Johnson Buenos Aires via Gothenburg

HOLMSUND SD
Ragna Gorthon, Nov 23 Ridham Dk

PITEA SD
Vika I., Nov 17 Slite
Allan, Nov 20 Sikea
Linge, Nov 22 Amstrdam

LOVHOLMEN SD
Vestanvik, Nov 20 Sandvik

KALIX AR
Coulmore, Nov 9 Tyne
Vibeke Christensen, Nov 18 Manchester

KALIX SD
Inez, Nov 2 Gdansk
Transic, Nov 14 Amsterdam
Lucy Borchard, Nov 16 London
Vibeke Christensen, Nov 21 Manchester

KEMI AR
Oswin, Nov 19 Stockholm

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KEMI SD
Zeeland (1552), Nov 19 Rotterdam
Tigre, Nov 21 Lourenco Marques via Jacobstad

TOPPILA SD
Utklippan II., Nov 23 Grimsby

RAUMO AR
Baltara, Nov 21

MARIEHAMN AR
Viking (s.v.), Nov 21 Vasa (put in) (stress of weather)
Hulda Thorden Mantyluoto

MARIEHAMN SD
Alesha Popovith, Holland

ABO AR
Alseha Popovith, Nov 17 Tallinn

ABO SD
Equator, Nov 15 Helsinki
Silja Jersey
Empire Islander, Nov 17 Sharpness
Sigborg, Nov 18 Helsinki

HELSINKI AR
Equator, Nov 16 Abo
Anniston Victory, Nov 18 Newport News
Arna, Nov 19 Savannah
Zilos, Nov 20
Consul Bratt, Nov 21 Gothenburg
Baltraffic, Nov 21
Norma, Nov 22

HELSINKI SD
Maud Thorden, Nov 22 Liinahamari
Fennia Kotka
Sigborg, Nov 22 Vesteras

TOLKIS SD
Hebe, Nov 20 Copenhgn

KOTKA AR
Wanda, Nov 18

KOTKA SD
Zorro, Nov 19 Copenhgn
Najaden, Nov 22 Copenhagen
Empire Galena, Nov 22 Hull

LENINGRAD SD
Akademik Komarov, Nov 24 Liverpool

GDANSK SD
Paul de Rousiers, Nov 20 Nantes
Marchport, Nov 23 Montreal

GDYNIA AR
Empire Garland, Nov 22 London

GDYNIA SD
Kyloe, Nov 22 Finland

LUBECK AR
Glanowen, Nov 19 Hamburg
Falken (Sw), Nov 20 Trelleborg

LUBECK SD
Aune H., Nov 20 Abo

KIEL SD
Clunepark, Nov 22 Cardiff

KIEL CANAL PD
Empire Conference, Nov 25 for London

ELSINORE Pd N
Dago, Nov 26
British Commodore

ELSINORE Pd S
Balduin, Nov 25
Nellie
Rikke Skou
Jutlandia
William Brewster
Abraham Lincoln, Nov 26

AABENRAA AR
Glanrhyd, Nov 23 Swansea

AALBORG AR
General Ruge, Nov 22 Rotterdam
Orion (Da) Saffi
Nancy Lau Skive
Res-Nova Borga
Thyra (568), Nov 23 Aarhus

AALBORG SD
Java, Nov 22 Hamburg
Dina Wal (aux) Nov 23 Copenhagen
Thyra (568) London

NORRESUNDBY AR
Lica Mærsk, Nov 22 Saffi

RIVER ELBE TO USHANT

HAMBURG AR
Maj (aux), Nov 22 Hango
Lavoro Thames Haven

HAMBURG SD
Nandi, Nov 22 Emden
Veni Emden
Activ Bergen
Grenen Holtenau
Bes Emden

CUXHAVEN AR
Empire Halladale, Nov 23 London
Empire Rapier, Nov 24 Hull

CUXHAVEN SD
Empire Rapier, Nov 24 Hull
Empire Halladale Lndn

CUXHAVEN PD
Lionel, Nov 22
Erica
Maria
Tyr
Cyril
Hada
Thor
Hernodia
Beking (Ph)
Narwal
Phoenix (Du) for Groningen
Svea
Clunepark for Cardiff
Immo Ragnar for Antwerp
Veni for Emden
Activ for Bergen
Grenen
Bes for Emden

BREMERHAVEN AR
General M. L. Hersey, Nov 24 New York
Charles A. Stafford New York

BREMERHAVEN SD
Davidson Victory, Nov 19 Hamburg

FARGE SD
Trevilian, Nov 24 Galveston

BREMEN SD
Kyska, Nov 19 N York
Lawrence J. Brengel, Nov 20 Nordenham & Bremerhaven
Mahlon Pitney, Nov 24 Gdansk

NORDENHAM AR
Sisto, Nov 24 Archangel

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EMDEN AR
Nov 25
Francis C. Harrington

EMDEN SD
Thor, Nov 22 Kolding
Capricornus Graasten

LEER AR
The report of the arrival of the Thor and Capricornus on Nov 22 was erroneous

DELFZYL AR
Phoenix, Nov 23 Karlstad

DELFZYL SD
Arak, Nov 23 London
Tempo Dublin & Cork

TERSCHELLING Sheltering
Pax I., Nov 25 Karlshamn for Terschelling)

HARLINGEN AR
Nottingham, Nov 21 Goole

HARLINGEN SD
Nottingham, Nov 23 Goole
Vulcanus Alexandria

YMUIDEN AR
Deo Duce, Nov 26
Stuijvesant Paramaribo
Joseph Stanton Baltimore
Vliestroom Hull
Strijd Antwerp

YMUIDEN SD
Martha, Nov 25 Delfzyl
Winsum, Nov 26 Dakar
Kuwi Rotterdam
Voorwaarts Par
Magnhild Esbjerg

HOOK OF HOLLAND AR
Oranje Nassau, Nov 24 Harwich

PERNIS AR
Dovrefjell, Nov 24 Aruba
Gudrun Nordenham
Edera (25) Casablanca

ROTTERDAM AR
Alcor, Nov 23 B Aires
Yaka New York
Gruno London
Orpheus Amsterdam
Baltic Helsinki
Stad Haarlem, Nov 24 Amsterdam
Nassauhaven Antwerp
Export London
Risacua Casablanca
Ittersum Antwerp
Brimanger Havre (not on Nov 25 as before reported)
Toulouse, Nov 25 Antwerp
Bonn Oslo

ROTTERDAM SD
Dante, Nov 23 Bagnoli
Union Victory N York
Fantoft Emden
Helder Algiers
Jan Lisbon
Oise Paris
Tromp Hamburg
Joshua Slocum Landskrona
Colytto Antwerp and New York
Stephen W. Kearny, Nov 24 Norfolk (f.o.)
Streefkerk Antwerp and Calcutta
Kong Haakon VII. Antwerp & Calcutta
Nyanza Savona
Inga Stockholm
H.A.S.T. Boston (Lincs)
Hondsrug London
Meredith Victory New York
Zeemeeuw, Nov 25 London

DORDRECHT SD
Biervliet, Nov 23 Emden
Solglint Kolding

MIDDELHARNIS SD
Hilda, Nov 24 Boston (Lincs)

FLUSHING PD
Malmland, Nov 22 for Narvik
Heilo for Bergen
Sophie for Korsor
Carl Clausen for Aarhus
Rolf for Antwerp
LT. 787 (tug) for Antwerp

ANTWERP AR
Ammla, Nov 25 Leith
Bowness Park New York
Ocean Viscount Sydney
Gorjistan Busreh
Nicolaou Maria Puerto Padre
Portugal Tel Aviv
Lydia M. San Francisco
Hellevoetsluis
Blommersdijk New Orleans
Weltevreden VII.
John Gorrie New York
Ferroland Narvik
West Linn Victory New York

ANTWERP SD
Actief (aux), Nov 25 Copenhagen
Taurus King's Lynn
Dina Keadby
Zaanstroom Reykjavik
Hasewint Hull
Strijd Zwartsluis
Alcyone Cork
Rene Paul London
Breendonk Alexandria
Hel Gdynia
Mercur Aabenraa
Weltevreden, Nov 26 Rotterdam
Colytto New York

ANTWERP Pd Out
Zwerver (aux), Nov 25 for London

GHENT AR
Eriksborg, Nov 24 Oulu

GHENT SD
Wallonia, Nov 23 Gothenburg

DUNKIRK AR
Audaz, Nov 21 Antwerp

BOULOGNE AR
Siwa, Nov 21 Rotterdam

BOULOGNE SD
Siwa, Nov 23 Lisbon

FECAMP AR
Cap Fagnet (trlr), Nov 13 Newfoundland

HAVRE AR
Sue Lykes, Nov 24 Houston
Gadsden Baltimore
Gefion Port Isabel
Frank P. Walsh New Westminster
St. Yves, Nov 25
Marine Marlin, Nov 26 New York

HAVRE SD
Ernie Pyle, Nov 23 Gdynia
Neptun, Nov 24 London
Goncalo Velho Oporto
C.I.P. Haifa
Falcon, Nov 26 London
Cecil N. Bean Rouen
St. Yves Ouistreham

ROUEN AR
Oise, Nov 26 Rdam
Cecil N. Bean Havre

ROUEN SD
Port de Bouc, Nov 25 Manchester
Katwijk Lisbon
Spetsae, Nov 26 N York
Edmund Fanning New York

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CAEN AR
Nibe, Nov 21 for Gdansk

CHERBOURG AR
Oregon, Nov 18 for New York via St Pierre

CHERBOURG SD
Pechelbronn, Nov 19 Mediterranean

USHANT PD
Skogaland, Nov 19

BREST TO CARAMINAL POINT

ST NAZAIRE AR
Franche Comte, Nov 19 Nantes

NANTES In Port
L'Orage (trlr), Nov 23 (repairing)

LA PALLICE AR
Ile de Re, Sep 17 Bordeaux

CHARENTE SD
Busiris, Nov 22 Bristol and Liverpool

BORDEAUX SD
Marrakech, Nov 22 Casablanca

BAYONNE AR
Pollux, Nov 13 Lisbon

PASAJES AR
Tunisia, Nov 20 Umea

BILBAO AR
Campero, Nov 24 Aruba
Ninna Lau Cardiff

BILBAO SD
Poeta Arolas, Nov 23 Gijon

RIVADESELLA SD
Ponto, Nov 20 Ymuiden

CORUNNA AR
Cementos Rezola No. 2, Nov 23 (for shelter)
Romeu, Nov 24 Bilbao (for shelter)
Sac 9°, Nov 25 Almeria (for shelter)

CORUNNA SD
Romeu, Nov 24 Villagarcia
Rola, Nov 25 Vigo
Tercio San Miguel Huelva
Cementos Rezola No. 2 Vigo

LISBON AR
Staxton, Nov 23 Rotterdam
Tungsha, Nov 25 Sydney

LISBON SD
Brajara, Nov 25 Galveston
Trianon Beira
Jackstar New York
Cabo de Buena Esperanza, Nov 26 Buenos Aires

SEVILLE AR
prev Nov 22
Castillo Daroca

MEDITERRANEAN SEA Including Black Sea and Sea of Azov

GIBRALTAR AR
Freden, Nov 25 Hernosand
Gaucho (yacht)
Harry Kirby, Nov 26 Baltimore
City of Carlisle Beira

GIBRALTAR SD
Andes, Nov 25 Malta
Oxfordshire Hamburg
Ines Corrado Casablanca
Ernesto Venice
Rosina, Nov 25 Leixoes
Miguel de Larrinaga Hamburg
Industria (818) Barcelona
Freden Marseilles
Nachman Syrkin Savona

GIBRALTAR Pd E
Loralo Taft, Nov 25 for Marseilles
Selandia for Genoa
Villa de Madrid
Benjamin H. Bristow, Nov 26 for Genoa
Pacific Victory
Plymouth Victory
Trykon for Persian Gulf
John Sharp Williams
Rafael R. Rivera

GIBRALTAR Pd W
Duala, Nov 25 for Dakar
Josiah Tattnall for Philadelphia
Medie II., for Casablanca
William R. Lewis for Hampton Roads
Antonino Stazzera (It), Nov 26 for Saffi
Malakand
Cabo Quintres, Nov 26 for Ceuta
Cilurnum for Seville
Hendrik for Liverpool
Wave Emperor for Portsmouth

MALAGA AR
Ivernia, Nov 24 Gefle
Hispania Savona

MALAGA SD
Ivernia, Nov 24 Carthagena
Astur Lisbon

ALMERIA SD
Nerma Lau, Nov 25 Dublin

AGUILAS SD
Photinia, Nov 24

GANDIA AR
Carlo Viola, Nov 23

VALENCIA AR
Nov 23
Alessandro (325)
Luicia Viola, Nov 24
Maria M.

VALENCIA SD
Nerma Lau, Nov 23 Almeria
Vera (289) Genoa
Santa Ana (171), Nov 24 Genoa

BARCELONA AR
Campeche, Nov 23

BARCELONA SD
Ciudad de Sevilla, Nov 23 Las Palmas
Arenzanella Genoa
Monte Iciar, Nov 24 San Feliu
Ria de Ares Antwerp

ST LOUIS, Rhone AR
Betty, Nov 23 Sete

ST LOUIS, Rhone SD
Procida, Nov 22 Marseilles

MARSEILLES AR
Hastings, Nov 22 Port Said
Procida St Louis (Rhone)
Ulla Izmir
Tombouctou Algiers
Gabian La Mede
Banfora, Nov 26 Pointe Noire

MARSEILLES SD
Gabian, Nov 22 La Mede
Oasis Algiers
Fred Scamaroni Ajaccio
Rossia, Nov 26 Odessa

(Continued on page 16)

SITUATIONS VACANT

CHIEF ENGINEER, fully certificated, age not exceeding 40 years, required for Diesel vessels coastwise trade. Must have had experience with Firm building Diesel engines in a suitable capacity, and minimum eight years' sea experience in diesel vessels of 900/1000 B.H.P.—Write full particulars, age, and enclose copies of testimonials to Box 933, Lloyd's List & Shipping Gazette, Lloyd's, London, E.C. 3.

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WIRELESS REPORTS

Amersham.—Bd Middlesbrough, passing Ushant Nov 25, 2 6 p.m.
Andes.—36 18 N, 2 42 W, Nov. 25, 6 p.m.
Andre Thome.—50 m E of Humber Nov 26, 9 19 a.m.
Anglia.—Bd Liverpool, passing Ronaldsay Nov 26, 7 52 a.m.
Athelprince.—44 24 N, 18 36 W, Nov 25, 6 p.m.
Atreus.—300 m SW of Land's End Nov 25, 9 10 a.m.
Auricula.—47 36 N, 9 W, Nov 25, noon
Baron Murray.—Bd Tyne, 40 N, 35 W, Nov 25, 11 58 p.m.
Bassano.—58 54 N, 9 18 W, Nov 25, 6 p.m.
Bauta.—Wick, Nov 25, 12 30 p.m., bd London
Blue Island Victory.—Bd Gdynia, 100 m from Land's End Nov 26, 5 59 a.m.
Blue Licks.—Bd Lyness, in North Channel Nov 26, 11 15 a.m.
British Honour.—Bd Grangemouth, 12 m from Cullercoats Nov 26, 10 7 a.m.
Cairnesk.—56 42 N, 24 54 W, Nov 25, 6 p.m.
Cairnvalona.—57 N, 23 30 W, Nov 25, 6 a.m.
Cape Breton.—30 m SW of Valentia Nov 25, 2 8 p.m.
Capsa.—400 m SW of Land's End Nov 25, 6 25 p.m.
Caxton.—46 48 N, 39 42 W, Nov 25, 6 p.m.
Clan Urquhart.—43 N, 9 42 W, Nov 25, 6 p.m.
Clydefield.—46 18 N, 26 48 W, Nov 25, 6 p.m.
Colombia (SKDT).—Bd Antwerp, 45 42 N, 7 57 W, Nov 25, noon
Copacabana.—In Bay of Biscay Nov 26, 8 30 a.m., due Plymouth Nov 28, daybreak
Cyrus Sears.—56 15 N, 16 47 E, Nov 25, 4 30 p.m.
Cyrus W. Field.—Bd Gdansk & Rotterdam, 200 m from Land's End Nov 26, 1 30 p.m.
Delilian.—510 m W of Malin Head Nov 26, 8 13 a.m.
Durango Victory.—49 58 N, 10 30 W, Nov 25, 8 40 a.m.
Eclipse.—13 18 N, 43 6 E, Nov 25
El Amin.—12 30 N, 44 5 E, Nov 25
Empire Athelstan. — 3 33 S, 97 15 E, Nov 26
Empire Ganymede.—58 33 N, 5 17 W, Nov 25, 8 55 p.m.
Empire Halladale.—53 48 N, 3 E, Nov 25, noon
Empire MacDermott.—50 18 N, 19 6 W, Nov 25, 6 p.m.
Empire Pickwick.—100 m from Land's End Nov 26, 8 12 a.m.
Empire Rapier.—54 18 N, 5 42 E, Nov 25, 6 a.m.
Empire Spearhead.—54 18 N, 4 42 E, Nov 25, 6 a.m.
Empire Stuart.—20 49 S, 50 19 E, Nov 25
Empire Wapping.—Bd London, 35 m NE of Land's End Nov 25, 5 47 p.m.
Errington Court.—49 50 N, 6 28 W, Nov 26, 11 5 a.m.
Ethiopian.—46 18 N, 8 12 W, Nov 25, 8 30 p.m.
Fort Glenlyon.—Bd Suez, 12 7 N, 50 24 E, Nov 26
Fort Liard.—Bd Durban, 35 6 S, 23 5 W, Nov 25
Fort Poplar.—11 23 S, 35 58 W, Nov 25
Fort Reliance.—Bd Singapore, 13 53 N, 93 56 E, Nov 26
Fort Rupert.—Bd Hamburg, 10 m S of Land's End Nov 25, 8 44 a.m.
Fort Thompson.—54 N, 37 W, Nov 25
Fort Vercheres.—Bd Antwerp, 286 m SSW of Land's End Nov 25, 9 43 a.m.
G. S. Walden.—Bd Sydney, 12 5 N, 69 26 E, Nov 25
Gausdal.—Bd Norway, passed Finisterre Nov 25, 2 p.m.
Greenland.—Bd Hull, 35 m ESE of Spurn Head Nov 26, 8 49 a.m.
Grey County.—Land's End, Nov 26, 12 38 p.m.
Hopepeak.—55 30 N, 19 W, Nov 25, 6 p.m.
Irish Ash.—Bd Dublin, 500 m W of Valentia Nov 26, 1 31 p.m.
Irish Larch.—Bd Dublin, 57 53 N, 7 20 E, Nov 26, 9 7 a.m.
Jean Ribaut.—Bd Rouen & Cherbourg, 49 47 N, 11 25 W, Nov 25, 2 5 p.m.
Josiah A. Mitchell.—Wick, Nov 26, 7 3 a.m.
Kengis.—Cullercoats, Nov 26, 9 52 a.m., bd Barrow
Kittiwake.—Bd Antwerp, 15 m E of Eddystone Nov 26, 11 36 a.m.
Kvikkjokk.—70 m NW of Wick Nov 26, 10 1 a.m.
Lavoro.—Bd Aruba, near Hamburg Nov 25, 4 44 p.m.

(Continued on page 18)

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Exclusively Our Hands
MOTOR BARGE
"ELLESPONT"
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TOULON AR
Citta di Tunisi, Nov 23 Naples
AJACCIO AR
Richebourg, Nov 23 Marseilles
GENOA AR
Empire Sinew (tug), Nov 21 Toulon
Heron, Nov 22 Gibraltar
Arsia Naples
San Miguel Marseilles
Leman, Nov 23 Marseilles
Charles N. Cole, Nov 24 Charleston
Teresa Schiaffino Rdam
Nereus, Nov 25 Savona
GENOA SD
Antonino Strazzera, Nov 21 Casablanca
Scio, Nov 22 Naples
Condecorado Barcelona
Bantria Naples
Tajo Valencia
SPEZIA SD
Siculo, Nov 20 San Antioco
Benidorm, Nov 21 Barcelona
Exiria Leghorn
LEGHORN AR
Andalusia, Nov 22 Baltimore
LEGHORN SD
Wilson Victory, Nov 23 New York
PIOMBINO SD
William James, Nov 21 Mostaganem
CIVITAVECCHIA AR
William Cushing, Nov 22 Port Said
NAPLES AR
Medina Victory, Nov 26 Mombasa
Marine Perch Nw York
Transilvania Marseilles
MALTA AR
Boreland, Nov 25 Kotka
De Vilhena, Nov 26
MALTA SD
Ranpura, Nov 23 Gibraltar & UK
Tudor Prince, Nov 25 Port Said
Svein Jarl London
San Giorg M. Tripoli (Libia)
Boreland, Nov 26 Patras
BRINDISI AR
Francesca, Nov 13 Sfax
Y. 99 (Am), Nov 15 Naples
BRINDISI SD
Y. 99 (Am), Nov 16 Venice
VENICE AR
Kragujevac (ex Ivan Topic), Nov 21 Arsa
Arunah S. Abell, Nov 22 Baltimore
Colorado Springs Victory, Nov 22 Port Said
Sfinge Sfax
Cattaro Manchester
VENICE SD
Apollo, Nov 21 Sfax
Caterina Madre Alexandria
Empire Copperfield Seriphos
Tunisino, Nov 22 Manfredonia
Torrance Hills Ras Tanura
Colorado Springs Victory, Nov 23 Port Said
TRIESTE AR
Honduras Victory, Nov 25 New York
TRIESTE SD
Fernebo, Nov 26 Venice
Bosanka Arsa
PIRAEUS AR
Rembrandt (Br), Nov 22
PIRAEUS SD
Barbatia, Nov 23 Haifa
ISTANBUL AR
Odemis, Nov 19 Zonguldak
Bakir Samsun
Tirhan, Nov 21 Izmir
Panaghiotis, Nov 25 Zonguldak
Ilgaz, Nov 26
ISTANBUL SD
Sevim, Nov 20 Zonguldak
Demir Zonguldak
Cumhuriyet Iskenderun
Kades, Nov 21 Izmir
Panaghiotis, Nov 25 Savona
IZMIR SD
Empire Puma, Nov 23
Valewood, Nov 23 Malta
LIMASOL AR
Esneh, Nov 24
MERSIN SD
Erland, Nov 23
TRIPOLI, Lebanon SD
Touraine, Nov 17 Port de Bouc
HAIFA AR
Este, Nov 25
Ferncourt Suez
Baalbek Oslo
Marathon Alexandria
Barbatia
Buccinum, Nov 26 Port Said
Empire Rival Pt Said
Ocean Vigour Port Said
Empire Heywood Port Said
HAIFA SD
Kartaltepe, Nov 25 Mersin
British Lancer Abadan
Isabella Viola Iskenderun
PORT SAID AR
Ilgaz (Tu), Nov 15 Haifa
Rila (Bu), Nov 16 Tripoli (Lebanon)
Becky, Nov 25 Antwerp
Gloxinia, Nov 26 Haifa
Cape Douglas Takoradi
British Lancer Haifa
Norrisia Liverpool
PORT SAID SD
Samythian, Nov 25 Liverpool
Clan Lamont, Nov 25
Keith Palmer
Pilot Butte, Nov 26
Taos Victory
Carthage
Fort Dearborn
Kina (Da)
SUEZ AR
El Amin, Nov 10 Jeddah
Dodecanese Port Sudan
Bankivia, Nov 16 Ras Gharib
Faunus, Nov 17 Ras Gharib
Fort Dearborn, Nov 25 Ras Tanura
Adellen Abadan
Talisse (Du), Nov 26 Singapore
Pieter de Hoogh (Du) Calcutta
Empire Arquebus
Jehangir Jeddah
SUEZ SD
El Amin, Nov 11 Jeddah
Bankivia, Nov 12 Ras Gharib
Petroil, Nov 13 Hurghada
Dodecanese Jeddah
Halfaya, Nov 14 Jeddah
Faunus Ras Gharib

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Felania, Nov 15 Ras Gharib
San Ambrosio, Nov 25
British Success
Tamaroa
Monkay (Fr)
Dorsetshire
British Valour
ALEXANDRIA AR
Maine, Nov 25 Aarhus
Cape John, Nov 26 New York
ALEXANDRIA SD
Marine Carp, Nov 25 Piraeus
Lechistan, Nov 26 Haifa
SFAX AR
Indore, Nov 24 Susa
Francesca, Nov 25
Alencon Bizerta
Prince De Liege Savona
SFAX SD
Zephyros, Nov 25 La Pallice
Francesca, Nov 26 Italy
Indore, Nov 26 Leith
LA GOULETTE AR
Brika, Nov 24
Cooper Union Victory, Nov 24 Baltimore
Lac Pavin, Nov 25
LA GOULETTE SD
Penelope, Nov 23 Calais
TUNIS AR
Djebel Aures, Nov 20 Marseilles
"Ergonalite," Nov 23
Pertusola
Luana, Nov 25
TUNIS SD
Itu, Nov 24 Santa Liberata
Elisavet Philippeville
BIZERTA AR
Fauzon, Nov 25 Bahia Blanca
Karhula, Nov 26 Amsterdam
Swan Island Oran
BONA AR
King James, Nov 25 Venice
Samglory, Nov 26 Alexandria
BONA SD
Askot, Nov 24 Sete
Wearpool, Nov 25 Australia
BOUGIE AR
Ostende, Nov 24
ALGIERS AR
Marie Louise Le Borgne, Nov 15 Marseilles
Le Zeramna Djidjelli
Sidi Aissa, Nov 21 Marseilles
George H. Thomas, Nov 25 New York
ALGIERS SD
Mers el Kebir, Nov 15 Oran
Miliana, Nov 16 Sete (not on Nov 18 as before reported)
ORAN AR
Le Violent, Nov 13 Port Vendres
Jeanne Schiaffino, Nov 14 Bona
Nanceen, Nov 16 Dunkirk
Kloveren Sete
Augustin Le Borgne, Nov 18 Port Vendres
Boudjmel for Nemours
Le Zeramna, Nov 21 Algiers
ORAN SD
Nanceen, Nov 20 Mostaganem
Mascara, Nov 21 Sete
Swan Point, Nov 25 Benisaf
CEUTA SD
Monte Oiz, Nov 25 Curacao
Fred E. Joyce Trieste

AFRICA
West, South & East

CASABLANCA AR
Gudrun (1707), Nov 24
Formose Bordeaux
Danae Brest
Tomsk Antwerp
Iris, Nov 25 Oporto
Limoges Bordeaux
CASABLANCA SD
Runo, Nov 23 Denmark
Sandsgaard Dakar
Ernesto Italy
Katingo Hadjipatera, Nov 24 Dakar
Kolsnaren Valencia
FAYAL SD
David B. Johnson, Nov 25 Galveston
CANARY IS. SD
Corrales, Nov 19
LAS PALMAS AR
Innaren, Nov 24 Beira
Bardaland (not on Nov 25 as before reported)
Waterland, Nov 25 Amsterdam
Stanford Santos
Umtata Durban
Mataroa London
La Plata Buenos Aires
LAS PALMAS SD
Bardaland, Nov 24
Innaren
Stanford, Nov 25
Umtata
Mataroa
La Plata
TENERIFFE AR
Monte Amboto, Nov 24 Buenos Aires
Betancuria London
Alca, Nov 25 Liverpool
New Zealand Star Melbourne
Walter A. Luckenbach Rotterdam
Cometa Buenos Aires
TENERIFFE SD
Trykon, Nov 23 Ras Tanura
ST VINCENT, CV AR
Thomas U. Walter, Nov 25 Buenos Aires
Fantee Durban
ST VINCENT, CV SD
Monte Jata, Nov 24 Las Palmas
Laurence J. Gallagher Rotterdam
Thomas U. Walter, Nov 25 Antwerp
Fantee Baltimore
DAKAR AR
Empire Pride, Nov 24 Madras
Myllykoski, Nov 25 Kotka
Cephee Santa Fe
Yorkton
DAKAR SD
Argonne, Nov 23 Konakri
Empire Pride, Nov 24 Liverpool
DAKAR PD
Empire Kinsman, Nov 23 for Havre and London
FREETOWN AR
Cheltenham, Nov 25 Burutu
FREETOWN SD
Ben H. Miller, Nov 23 Bathurst (RG)
Maroc, Nov 24 Konakri

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TAKORADI AR
Nov 23
The Dansant (yacht)
Sirenes, Nov 24 Sauda
TAKORADI SD
Samothrace, Nov 22 Las Palmas (not on Nov 20 as before reported)
ACCRA AR
Sansu, Nov 25 Rdam
Maaskerk Duala
LOME AR
Salen, Nov 18 Duala
Theomitor, Nov 23 Port Harcourt
LOME SD
Salen, Nov 22 Dakar
Theomitor, Nov 24 Kotonu
LAGOS SD
Cheshire, Nov 25 Lpool
SAPELE AR
Warri, Oct 23 Lagos
Sapele, Oct 25 Calabar
Empire Maymead, Oct 30 Lagos
SAPELE SD
Warri, Oct 28 Lagos
Sapele, Oct 30 Lagos
Empire Maymead, Nov 7
Jessmore, Nov 26 Lagos
David Livingstone Lagos
WARRI SD
Godfrey B. Holt, Nov 25 Lagos
PORT HARCOURT SD
Liberian, Nov 24 Lagos
Neocardia, Nov25 Aruba
DUALA SD
Cap Touraine, Nov 19 Pointe Noire
RIO BENITO AR
prev Nov 22
Castillo Fuensaldana
BOMA SD
Saudades, Nov 23 Portugal
MATADI AR
Tamerlane, Nov 24 New York
Griqua, Nov 26 Durban
LUANDA AR
Save, Nov 4 Lobito
Micondo, Nov 12 Ango-Ango
LUANDA SD
Save, Nov 8 Ambriz
Micondo, Nov 12-15
LOBITO SD
Griqua, Nov 23 Boma
MOCAMEDES SD
Save, Nov 1 Lobito
WALVIS BAY AR
Kosmos 4 (whlr), Nov 22
Suderoy, Nov 23 Stavanger
Antarctic, Nov 24 Tonsberg
Globe VII. (whlr)
Thorfjell (whlr)
Kos I. (whlr)
Kos II. (whlr)
WALVIS BAY SD
Suderoy, Nov 23 Table Bay
Hval XI. (whlr) Table Bay
Kos XXIX. (whlr), Nov 24 Table Bay
Antarctic, Nov 25 Table Bay
Nor II. (whlr) TableBay
Nor III. (whlr) Table Bay
Kos XXVI. (whlr) Antarctic
Kos XXVII. (whlr) Antarctic
TABLE BAY AR
Sparkling Wave, Nov 23 New York
African Planet, Nov 24 New York
Ann McKim New York
Atlantida V Constitucion
Clelia Decker Bahia Blanca
Clan Allan Beira
Annik (No), Nov 25 Matadi
Coe Victory Nw Orleans
Roxburgh Castle, Nov 26 Durban
TABLE BAY SD
Urbino, Nov 19
Hibbing Victory, Nov 23 Port Elizabeth
Lloydcrest East London
Empire Talisman, Nov 24 Simonstown
Roslin Castle Port Elizabeth
Kreps (whlr) Antarctic
Atlantida, Nov 25 Durban
Sparkling Wave Port Elizabeth
Ann McKim, Nov 25 Port Elizabeth
Junecrest Pt Elizabeth
African Planet, Nov 26 Port Elizabeth
SIMONSTOWN AR
Empire Talisman, Nov 24 Liverpool
SIMONSTOWN SD
Empire Talisman, Nov 24 Pt Elizabeth
PORT ELIZABETH AR
Hipping Victory, Nov 25 New York
EAST LONDON AR
Nashua Victory, Nov 25 Mombasa
EAST LONDON SD
Nashua Victory, Nov 25 New York
Ocean Verity Durban
DURBAN AR
Harmatris, Nov 23 Lour Marques
Randfontein Beira
Gazana, Nov 24 Candia
Gullmaren Beira
Julia Pointe Noire
Dunkery Beacon Tel-Aviv
Alba Table Bay
Umtali, Nov 25 London
Cabarita Colombo
Rajahstan (put back)
Oranjefontein Beira
Ocean Verity, Nov 26 Liverpool
DURBAN SD
Rajahstan, Nov 23 Lour Marques
Rochester Castle Beira
Mangarella Lour Marques
James A. Butts Trinidad
Norton Bombay
Kedoe Lour Marques
Nashua Victory, Nov 24 East London
Marietta Lour Marques
Gullmaren, Nov 25 East London
Port Macquarie, Nov 25 Adelaide
Atlantic, Nov 26 Montevideo
LOUR MARQUES AR
Mangarella, Nov 24 Durban
Kedoe, Nov 25 Durban
LOUR MARQUES SD
Frumenton, Nov 23 Port Said
BEIRA AR
Tai Yin, Nov 21 Oslo
Oslo
Empire Glory, Nov 23 London
Rochester Castle, Nov 25 Durban
Flying Arrow Mombasa
Empire Cato Liverpool

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BEIRA SD
Granjefontein, Nov 23 Durban
City of Lucknow, Nov23 Mauritius
Clan Mackinnon Nov 24 Durban
Tai Yin Fremantle
MAURITIUS SD
Cromarty, Nov 23 Bandar Shapur
Empire Lankester, Nov 24 Beira
Harberton, Nov 26 Alexandria
TANGA SD
City of Durham, Nov 24 Liverpool
MOMBASA AR
British Patience, Nov 25 Bahrein
MOMBASA SD
El Nil, Nov 25 Naples
DJIBOUTI AR
El Amin, Nov 18 Suez
MASSOWAH AR
Empire Seafoam, Nov 24
Norte Port Said
MASSOWAH SD
Shikmona, Nov 24 Jeddah
Empire Hilda (tug), abt Nov 26 Aden
PORT SUDAN AR
Cantakeit, Nov 24
Cory Freighter Barry
Backhuysen Abadan
El Hak, Nov 25
PORT SUDAN SD
Star of Mex, Nov 24 Djibouti
El Fath Massowah
Archer, Nov 25 Suez

ASIA

ADEN AR
Theseus, Nov 25 Shanghai
Modasa Middlesbro
Westmoor Bona
Defender Calcutta
Trevean London
ADEN SD
Trevean, Nov 25 Shanghai
ADEN PD
Eclipse, Nov 24
Stones River
BAHREIN AR
The report of the arrival of the Choctaw Trail on Nov 6 and of the Royal Oak on Nov 8 was erroneous
Platt Park, Nov 22 Liverpool
The Dalles Killingholme
War Bonnet Leghorn
Grand Mesa
Bandelier, Nov 24 Shell Haven
California Standard, Nov 25 Shanghai
Constance Lour Marques
Trondheim Falmouth
Elax Suez
BAHREIN SD
The report of the sailing of the Choctaw Trail on Nov 7 and of the Royal Oak on Nov 9 was erroneous
The Cabins, Nov 23 Bari
Platt Park Yokosuka
Trondheim, Nov 25 Kuwait
Bandelier Italy
RAS TANURA AR
Choctaw Trail, Nov 6
Royal Oak, Nov 8
RAS TANURA SD
Choctaw Trail, Nov 7 Guam
Royal Oak, Nov 9 Shimotsu
BUSREH SD
Okhla, Nov 25 Karachi
Palikonda Australia & New Zealand via Bombay
ABADAN AR
British Merit, Nov 24 Suez
McClellan Creek Venice
Empire Tesella Port Okha
Vacport Suez
Derwentdale Malta
W. R. Lundgren Sydney
Norlys Sydney
ABADAN SD
Dromus, Nov 22 Trieste
Saroena, Nov 24 Bombay
British Sincerity Durban
British Purpose Cochin
Marit Mærsk Tunis
British Restraint Port Said
Taria Auckland
Pipe Spring Durban
KARACHI AR
Jalaveera, Nov 18 Cochin
City of Dundee, Nov 26 Albany (NY)
BOMBAY AR
Sambrake, Nov 25 Busreh
Barpeta, Nov 26 Busreh
Alma Victory Philadelphia
Castalia Glasgow
BOMBAY SD
Abbeydale, Nov 22
Strathmore, Nov 25 Southampton
George Chamberlain US
Morning Light Mobile
Obra, Nov 26 Rangoon
City of Swansea Lpool
MORMUGAO AR
Thalatta, Nov 25
Clan Cameron, Nov 26 Bombay
Jayhind
MORMUGAO SD
Thalatta, Nov 26 Colombo
MANGALORE SD
Empire Haig, Nov 21
COCHIN AR
Hong Peng, Nov 24
Fort St. Francois, Nov 25 Vancouver
COCHIN SD
Empire Brutus, Nov 24 Bombay
Hong Peng, Nov 25 Bombay
COLOMBO AR
Eemdijk, Nov 25 Rdam
Volendam Batavia
Marinero Rosario
Durham Coast, Nov 25 Liverpool
Noord Brabant Calcutta
Duchess of Bedford Rangoon
Fort Enterprise Santos
Wave Baron Hongkong
Broomdale Abadan
Benruachau, Nov 26 Shanghai
Itola Rangoon
COLOMBO SD
Sir Harvey Adamson, Nov 25 Tuticorin
Malacca Singapore
Chanda Fremantle
Clan Cumming Aden
Eemdijk Batavia
Volendam Bombay
Marinero Madras
Duchess of Bedford, Nov 26 Liverpool
MADRAS AR
Tosari, Nov 23 Vancouvr
Nurani, Nov 24 Calcutta
Gamaria Calcutta
Ant nor, Nov 25

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MADRAS SD
Hickory Isle, Nov 23 Port Said
Loammi Baldwin Manila
Gujarat Calcutta
Stad Maastricht, Nov 24 Calcutta
Fort Charnisay Vancouvr
VIZAGAPATAM SD
Mahanada, Nov 23
SANDHEADS SD
Empire Spartan, Nov 23 Calcutta
CALCUTTA AR
Empire Tern, Nov 23 Izmir
Empire Admiral Banjoewangi
Samaustral, Nov 24 Madras
Cape Elizabeth N York
Aram J. Pothier Vizagapatam
Mahanada, Nov 25 Vizagapatam
Empire Kumasi Port Okha
Jalajyoti Madras
Empire General, Nov 26 Rangoon
Jalavijaya
CALCUTTA SD
Fort Reliance, Nov 22 Singapore
Palamcotta, Nov 23 Bandar Shapur
Begum Karachi
British Chemist Abadan
British Commerce, Nov 24 Abadan
Ikauna, Nov 25 Colombo
Lambrook Norfolk
Kindat Rotterdam
Maharaja Port Blair
Mahout, Nov 25 Norfolk
Jalarashmi, Nov 26 Mormugao
Red Rover Norfolk
RANGOON AR
Hock Hin, Nov 11 Singapore
Stagen (Du), Nov 25
Sirsa Madras
Vita Madras
Egra Calcutta
RANGOON SD
Ethiopia, Nov 24 Calcutta
Empire Marshal Chittagong
Nizam Chittagong
PENANG AR
Kleinella, Nov 22
E. Sang, Nov 24 Saigon
Mausang Calcutta
Sommelsdijk, Nov 25 Rotterdam
PENANG SD
La Pampa, Nov 24
Melchior Treub, Nov 24 Tandjong Pandan
Mausang Singapore
Benvorlich Singapore
La Pampa Pt Swttenhm
Ranchi Bombay
E. Sang, Nov 25 Calcutta
SINGAPORE AR
Bruas, Sep 23 Sibu
Empire Pacific, Sep 27 Malacca
Empire Palace Sibu
Darvel, Sep 29 Sandakan
Matang, Sep 30 Labuan via Kuching
Kola, Oct 1 Bangkok
Krian, Oct 2 Tumpat
Coombar (Cs), Oct 6 Palembang
Kepong, Oct 7 Bangkok
Halvdan, Oct 8 Bangkok
Empire Maya, Oct 9 Kuantan
Empire Bermuda, Nov 22
Bengkalis, Nov 24 Hamburg
Mount Rogers, Nov 25 New York
Jalagopal Manila
East Coaster Swansea and Falmouth
Mongolia, Nov 26 Manila
Benvorlich London
SINGAPORE SD
Empire Palace, Sep 15 Sibu
Empire Pacific Shanghai
Krian, Sep 20 Tumpat
Halvdan, Sep 23 Bangkok
Van der Hagen, Sep 26 Batavia
Bidor, Sep 27 Penang
Giang Ann, Oct 4 Tandjong Priok
Bruas, Oct 6 Sibu
Empire Mayrose Malacca
Empire Mayport, Oct 7 Muar
Matang, Oct 9 Penang
Talma, Nov 24 Batavia
Montana, Nov 24 Pulo Samboe
Bela, Nov 25 Hongkong
Tarascon Batavia
Kleinella Pulo Samboe
Taron Shanghai
Indrapoera (Du) Rdam
Empire Tedport, Nov 25 Port Swettenham (not on Nov 20 as before reported)
Empire Tedilla, Nov 26 Pulo Samboe
PULO SAMBOE AR
Empire Campden, Nov 24 Singapore
Ondina, Nov 25
PULO SAMBOE SD
Thamesfield, Nov 23 Bahrein
Empire Tedrita Saigon
Fulgur Batavia
Empire Grosvenor, Nov 24 Pt Swettenhm
Empire Campden, Nov 24 Singapore
Stanbell, Nov 25 Abadan
BATAVIA AR
El Libertador, Oct 30 Macassar
Maetsuycker, Oct 31
Van der Hagen Macassar
Edendale, Nov 3 Singapore
Patras, Nov 6
BATAVIA SD
Samtay, Nov 22
Samana, Nov 24
MIRI AR
Ceronia, Nov 21
TARAKAN AR
Saidja, Nov 19
TARAKAN SD
Ondina, Nov 19
BALIK PAPAN AR
Nassarius, Nov 20
MANILA AR
Haleakala, Nov 24
Frederick Lykes, Nov 25
MANILA SD
Mongolia, Nov 22 Singapore
Hai Ming, Nov 23 Amoy
Tarantella, Nov 24 Singapore
Vito, Nov 25 Zamboanga
Hermund, Nov 25 Singapore
Tjitjalengka, Nov 26 Shanghai
BANGKOK SD
Benalder, Nov 23 Hongkong
SAIGON AR
Empire Tedmuir, Nov 22 Pulo Samboe
Taksang, Nov 23 Hongkong
Henri Mouhot, Nov 25
Empire Drury Singapore

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SAIGON SD
Andre Lebon, Nov 23 Hongkong
Alexandre de Rhodes Haiphong
Poyang
Empire Tedmuir, Nov 25 Singapore
HONGKONG AR
War Afridi, Nov 23 Singapore
Produce, Nov 24
Hanyang
Haiyang
Wan Hung
Pronto Singapore
Sinkiang Glasgow
Prosper, Nov 25
Liza Chalkina
Bust
HONGKONG SD
Pronto, Nov 25 Swatow
Newchwang Saigon
Empire Jamaica Manila
Elona Singapore
Borus Singapore
Vanderbilt Victory Shanghai
SHANGHAI AR
Glenapp, Nov 23 Lpool
Rajula, Nov 24 Calcutta
Henning Mærsk, Nov 25 Bahrein
Ancylus, Nov 26 Abadan
SHANGHAI SD
Wyvern, Nov 19 Chinwangtao
Denbighshire, Nov 24 Melbourne
Parramatta Chinwangtao
Rajula, Nov 26 Kure
TAKU BAR SD
Adinda, Nov 17
KURE AR
Fort Constantine, Nov 23
Taiping Sydney
Pit River Bahrein
OKINAWA SD
Oct 24
General D. E. Aultman

AUSTRALASIA AND Pacific Islands

FREMANTLE AR
Ocean Stranger, Nov 26 Cochin
MELBOURNE SD
Wangaratta, Nov 25 Sydney
Samois, Nov 26 Haifa
Port Wellington Sydney
PORT KEMBLA AR
Salamaua, Nov 26 Wellington
PORT KEMBLA SD
Chupra, Nov 23 Bombay
SYDNEY AR
City of Glasgow, Nov 26
SYDNEY SD
River Clarence, Nov 25 Kure
Kaikoura Montreal
Neo Hebridais Noumea
Asturias, Nov 26 Southampton
Mangola Singapore
Ocean Pride Melbourne
Waikawa Vancouver
Yochow Melbourne
NEWCASTLE, NSW AR
Empire Goodwin, Nov 26 Brisbane
NEWCASTLE, NSW SD
City of Glasgow, Nov 26 Sydney
BRISBANE AR
Empire Clarendon, Nov 26 Liverpool
BRISBANE SD
Samtampa, Nov 26 Mersin
DUNEDIN SD
Waitaki, Nov 26 Lyttelton
TIMARU AR
Omana, Nov 23
TIMARU SD
Omana, Nov 26 Lyttelton
LYTTELTON SD
Fort Dease Lake, Nov 26 Makatea
Samnethy Dunedin
PEARL HARBOUR AR
Abt Nov 11
James W Cannon

AMERICA, N.& S. Pacific Coast

COWICHAN BAY AR
Seaboard Pioneer, Nov 22 Vancouver
VICTORIA, BC AR
Seaboard Star, Nov 21 Adelaide
Yarrawonga Vancouver
Empire Duchess, Nov 21
Wanganella, Nov 22 Vancouver
Fort Assiniboine, Nov 23 Vancouver
VICTORIA, BC SD
Erria, Nov 22 Copnhgen
Wanganella Australia
Seaboard Star, Nov 23 UK
Yarrawonga Australia
Fort Assiniboine, Nov 25 UK
VANCOUVER AR
Seaboard Star, Nov 24 Adelaide
Samgallion N Plymouth
Ticonderoga, Nov 25 San Francisco
VANCOUVER SD
Bantam, Nov 23 Calcutta
Samwash London
Fomalhaut France
Cape St. David, Nov 24 London
N WESTMINSTER AR
Lake Minnewanka, Nov 23 Vancouver
N WESTMINSTER SD
Yarrawonga, Nov 21 Sydney
Seaboard Pioneer, Nov 22 London
EVERETT AR
Little Butte, Nov 18 San Francisco
POINT WELLS AR
Kettle Creek, Nov 17 San Francisco
SEATTLE AR
General Le Roy Eltinge, Nov 18 Yokohama
Nov 22
Clarksdale Victory Nov 24
Central Falls Victory
SEATTLE SD
Webster Victory, Nov 16 San Francisco
Kettle Creek, Nov 18 San Francisco
Roanoke, Nov 19 Los Angeles
Fred C. Ainsworth, Nov 19 Yokohama
Augustin Daly, Nov 21 Yokohama
William Sproule Yokohama
Williams Victory, Nov 24 Yokohama

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PORTLAND, Oreg AR
Nov 18
Andreas Honcharenko
Samuel T. Darling Hongkong
Carole Lombard, Nov 24 Shanghai
Allen C. Balch, Nov 25 Hongkong
PORTLAND, Oreg SD
D. G. Scofield, Nov 23 San Francisco
H. D. Collier San Francisco
Edwin Abbey, Nov 23 Japan
A. Andreev, Nov 24 San Francisco
COOS BAY AR
Don Aurelio (ex Marline Hitch), Nov 24 San Francisco
Amsteldijk (ex Panama Victory), Nov 25 San Francisco
SAN FRANCISCO AR
Radcliffe Victory, Nov 20 Manila
Rhode Island Los Angeles
Pomona Victory, Nov 24 Yokohama
Kettle Creek
Ohio Sydney
H. D. Collier, Nov 25 Portland (Oreg)
Fort Donelson Vancouvr
Frank J. Sprague Far East
Cape Meares Honolulu
Paul Shoup
SAN FRANCISCO SD
R. C. Stoner, Nov 19 Estero Bay
General Wm. Mitchell, Nov 20 San Diego
Amsteldijk (ex Panama Victory), Nov 23
Don Aurelio Coos Bay
Flying Dragon China
Howell E. Jackson Yokohama
George Handley Yokohama
M. E. Lombardi Juneau
Little Butte Seattle
Polyphemus (ex MacMurray Victory), Nov 24 Vancvr
Lutz, Nov 24 Vancouver
J. Willard Gibbs Portland (Oreg)
Sea Serpent, Nov 25 Manila
Korea Shanghai
LOS ANGELES AR
Magister, Nov 22 Vancouver
Lumberlady Portland (Oreg)
Ferncliff Manila
Tropic Star, Nov 23 New Orleans
Rivercrest Greenock
Markay Portland (Oreg)
Stanvac Cape Town Manila
California, Nov 23 Porto Alegre
Bernhard, Nov 24 Paranagua
LOS ANGELES SD
Santa Paula, Nov 21 Port San Luis
Magister, Nov 22 Kingston
Smoky Hill, Nov 23 Seattle
Chisholm Trail Seattle
Tropic Star Far East
PUNA SD
Santa Cecilia, Nov 24 Callao
GUAYAQUIL AR
Illapel, Nov 25
GUAYAQUIL SD
Loriga, Nov 25 Lobitos
TALARA AR
Loida, Nov 23
Esso Hartford Antofagasta
Iselin
TALARA SD
Loida, Nov 25 Callao
Esso Hartford Valparaiso
Iselin Tocopilla
CALLAO AR
Uruguay, Nov 24 Stockholm
Svithiod Talara
Caledonia, Nov 25 Buenos Aires
Petrolite Talara
CALLAO SD
Santa Isabel, Nov 25 Valparaiso
Cape Constance Valparaiso
VALPARAISO AR
Fresia, Nov 23
Santa Elisa, Nov 25 New York
VALPARAISO SD
Santa Barbara, Nov 24 San Antonio
Santa Olivia, Nov 25 San Antonio
SAN ANTONIO AR
Knut Bakke, Nov 23 Stockholm
Santa Barbara, Nov 24 Valparaiso
Santa Olivia, Nov 25 Valparaiso
SAN ANTONIO SD
Guayaquil, Nov 22 Talara
St. Bertrand, Nov 24 Talcahuano
PUNTA ARENAS PD
Forresbank, Nov 24

S. AMERICA Atlantic Coast

BAHIA BLANCA AR
Ucayali, Nov 23 Buenos Aires
Punta Arenas, Nov 24 Buenos Aires
Chios Necochea
Mount Aetna Genoa
BAHIA BLANCA SD
El Ciervo, Nov 23 Curacao
Rudolph Kauffmann Antwerp
Souliotis, Nov 25 Antwerp
LA PLATA AR
San Cipriano, Nov 23 Curacao
BUENOS AIRES AR
Alcantara, Nov 25 Southampton
San Nicolas Curacao
Alida Gorthon Gothenburg
Samfoyle Durban
BUENOS AIRES SD
Tacito, Nov 25 Cabo Blanca
Ciudad del Cabo Durban
Temple Yard UK
ROSARIO AR
Nicolas, Nov 23 Cardiff
King Stephen, Nov 25 Bombay
ROSARIO SD
William F. Jerman, Nov 24 Buenos Aires
MONTEVIDEO AR
Lalande, Nov 25 N York
Germa, Nov 26
RIO GRANDE AR
Aura, Nov 25 Bnos Aires

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RIO GRANDE SD
California, Nov 21 Sao Francisco
San Francisco, Nov 25 Buenos Aires
SANTOS AR
India, Nov 23 Copenhagen
San Cirilo Curacao
Oceania (hulk)
Freja Genoa
Australia, Nov 24
Molda New York
Peter V. Daniel Venice
Legador (tug), Nov 24
Venezuela Stockholm
Ganymedes, Nov 25 Valparaiso
Thomas Wolfe Montreal
Del Aires Mobile
Ethelbert Nevin Baltimore
SANTOS SD
Donacilla, Nov 23 Rio Janeiro
Oosterbeek Buenos Aires
Rocky Mountains Park Penang
Evanger Vancouver
Ruben Dario New York
Tulane Victory New Orleans
Westland, Nov 24 Amsterdam
Traviata Tel Aviv
Freja Buenos Aires
RIO JANEIRO AR
Monroe, Nov 23 N York
Del Valle, Nov 24 New Orleans
Tulane Victory B Aires
Ruben Dario Santos
Cape Cumberland Montreal
Donacilla Santos
Rocky Mountains Park Rio Grande
Indian Reefer, Nov 25 New York
Belwoods Park Antwerp
Westland Buenos Aires
Traviata Buenos Aires
RIO JANEIRO SD
Freja, Nov 23 B Aires
Fidra Buenos Aires
Molda Buenos Aires
Vitorialoide New York
C. W. Post Bordeaux
Aldabi, Nov 24 Rotterdam
Benjamin Goodhue, Nov 24 Santos
Noah Brown River Plate
ILHEOS AR
Froste, Nov 23 Porto Alegre
West Wind, Nov 24 Buenos Aires
BAHIA AR
Ogna, Nov 25 B Aires
Socrates Guayaquil
MACEIO AR
Sheridan, Nov 24 Bahia
MACEIO SD
Cape Wrath, Nov 24 Cabedello
PERNAMBUCO AR
Pocone, Nov 23 N York
Montevideo, Nov 24 Buenos Aires
Empire Gladstone, Nov 25 V Cnstitucion
Serpa Pinto Santos
PERNAMBUCO SD
Polytrader, Nov 23 Buenos Aires
Pocone, Nov 24 Santos
Serpa Pinto, Nov 25 Lisbon

WEST INDIES Gulf Ports, &c

TRINIDAD AR
Edwin L. Drake, Nov 15 New York
Oscar Chappell, Nov 16 Baltimore
Solitaire
White Falcon, Nov 20 Mombasa
Joseph Story Baltimore
Pontus H. Ross Rio Grande
Esso Concord, Nov 20 Baltimore
Cathlamet Buenos Aires
Argolikos, Nov 21 Baltimore
Biddeford Victory New York
Hamilton Park, Nov 22 Demerara
Alcoa Pointer St Vincent (WI)
Roy K. Johnson Cardiff
Dixiano Galveston
Ariguani, Nov 22 Avonmouth
El Morro Dakar
Mesa Victory Baltimore
Thorstein Veblen, Nov 23 Baltimore
Great Falls Victory Buenos Aires
TRINIDAD SD
Edwin L. Drake, Nov 15 Buenos Aires
Oscar Chappell, Nov 16 Rio Janeiro
Solitaire Balboa
White Falcon, Nov 20 Boston
Joseph Story Bnos Aires
Pontus H. Ross N York
Cathlamet, Nov 21 Boston
Esso Concord Caripito
Mesa Victory, Nov 22 Rio Janeiro
Ariguani, Nov 22 Jamaica
El Morro Las Piedras
Biddeford Victory, Nov 22 Rio Janeiro
Argolikos Rosario
Thorstein Veblen, Nov 23 Rio Janeiro
Great Falls Victory New York
Fossularca, Nov 23 Kingston
BARBADOS AR
Prospector, Nov 24 Glasgow
Colombie, Nov 25 Havre
BARBADOS SD
Colombie, Nov 25 Trinidad
GUADELOUPE AR
Diamond Hitch, Nov 26 New York
ST KITTS AR
Alcoa Cutter, Nov 26 Montreal
ST THOMAS AR
Alcoa Puritan, Nov 24 Ciudad Trujillo
Britamsea, Nov 25 Portland (Me)
ST THOMAS SD
Noordwijk, Nov 23 Fayal
Alcoa Puritan, Nov 25 St Croix
Britamsea, Nov 25 Puerto la Cruz
PUERTO PLATA AR
Dive, Nov 19 Tampa
SANCHEZ SD
Ottawa Maycrest, Nov 3 Miami
BARAHONA SD
Artisan, Nov 24 Avonmouth & London

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CARACOL AR
Coastal Messenger, Nov 25 Kingston (Ja)
CARACOL SD
Coastal Messenger, Nov 25 New York
FORT LIBERTE AR
Pygmalion, Nov 25 Maracaibo
FORT LIBERTE SD
Pygmalion, Nov 25 New York
KINGSTON, Ja AR
Oakmount Park, Nov 25
PUERTO LA CRUZ SD
San Amado, abt Nov 13 Havre
LA GUAIRA AR
Castor, Nov 23 Curacao
LA GUAIRA SD
Keltic, Nov 23 Trinidad
CURACAO AR
Brali, Nov 22 Avonmth
Port Huon Lyttelton
Macoma Las Piedras
Beaconhill, Nov 23
Bolma Reykjavik
Egda Schiedam
Elisha Walker
K. J. Knudsen Drobak
Quilmes
Nassa, Nov 24 Svolvaer
Samtyne London
Pawnee Rock Mvideo
Francis R. Hart
Saxon Star Vancouver
Pontfield, Nov 25
Clio, Nov 25
Dido Cristobal
Glarona (No), Nov 25
George G. Henry
Esturia Immingham
Beecher Island N York
Vest, Nov 26
Herbrand Buenos Aires
CURACAO SD
Oceanus, Nov 17 Puerto la Cruz
Mobile Bay Pto la Cruz
Turners Gap, Nov 18 Baltimore
Standard, Nov 19 Land's End (f.o.)
W. H. Libby Chelsea
Polartank Antarctic
Lake Erie, Nov 20 Las Piedras
Javanese Prince Plymouth
Lochmonar, Nov 21 Cristobal
Brali, Nov 22 Puerto la Cruz
Port Huon UK
Castor La Guaira
Lake Kamloops Haifa
Lucellum Las Piedras
Bull Run Las Piedras
Beacon, Nov 23 Maracaibo
K. J. Knudsen Oslo
Manto La Guaira
Wolf Mountain B Aires
Alar Puerto la Cruz
Clio (Pa), Nov 24 Land's End
Saxon Star Liverpool
Ariston Montevideo
Egda Dakar
Elisha Walker Maracaibo
Dido, Nov 25 La Guaira
Francis R. Hart Kingston (Ja)
Pawnee Rock, Nov 26 Santos
ARUBA SD
Lyria, Nov 22 Dakar
MARACAIBO AR
Gascony, Nov 23 Lndn
MARACAIBO SD
Dalwarnic, Nov 24 Curacao
BARRANQUILLA AR
Olav Bakke, Nov 23
Santa Teresa New York
Santa Maria, Nov 24
BARRANQUILLA SD
Vest, Nov 24 Curacao
CRISTOBAL AR
Calliroy, Nov 18 Callao
Ethel Mae Colon
George Westinghouse
Mewata Park Vancouvr
Trimountain L Angeles
Wall & Crown
Truro (Br), Nov 19
Adolph S. Ochs, Nov 23
Coastal Herald, Nov 24
CRISTOBAL SD
Calliroy, Nov 18 New York
Ethel Mae Belize
Trimountain, Nov 18 New York
Wall & Crown San Francisco
Mewata Park, Nov 19 London
Losada, Nov 23
Adolph S. Ochs, Nov 24
Cape Avinof, Nov 25 Cartagena (Col)
CRISTOBAL PD
Solitaire, Nov 24
Anchor Bend
Cubahama
Polycrown
Lobos
China Coaster
San Jose, Nov 25
Negley D. Cochran
James A. Drain
BALBOA AR
China Coast, abt Nov 26
BALBOA SD
Levenpool, Nov 25
BALBOA PD
The report of the passing of the William T. Sherman on Aug 25 must have been erroneous
Adolph S. Ochs, Nov 24
Sea Stallion
Samdonard
Desedo
Lake Sumas
Jutta Dan
Lake Kootenay
Jan Steen, Nov 25
Rapid
Hartington
COATZACOALCOS SD
Krageholm, Nov 24 Brownsville
VERACRUZ AR
Nacal (? Nacala), Nov 24
Plato, Nov 25 Curacao
VERACRUZ SD
Captain John, Nov 23 Houston
Lido, Nov 24 Progreso
TAMPICO SD
Pemex L, Nov 23 Mobile
Presidente Juarez, Nov 24 Galveston
BROWNSVILLE AR
Maryland, Nov 17
BROWNSVILLE SD
Maryland, Nov 18 Port Arthur
Rydboholm, Nov 20 Gothenburg
CORPUS CHRISTI SD
Wolf Creek, Nov 24 N Europe
GALVESTON AR
John H. McIntosh, Nov 23 Baltimore
Walton
Golden West Bordeaux
Potrero Hills, Nov 24
Norman Lykes
GALVESTON SD
St. Lawrence Victory, Nov 21 India
Richard Upjohn, Nov 23 Antwerp
NORSWORTHY SD
Neritopsis, Nov 22

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HOUSTON AR
Stirlingville, Nov 24
Leif M. Olsen London
Esso Paterson
Cities Service Koolmotor
HOUSTON SD
Lipscomb Lykes, Nov 23 Antwerp
Alcee Fortier Sete
William Phips, Nov 24 Garston
PORT ARTHUR AR
Gulfpoint, Nov 21
Bushy Run, Nov 22
Lillohus, Nov 25
PORT ARTHUR SD
Alexandre Andre, Nov21
Socony Vacuum, Nov 21 Philadelphia
Atlantic Ranger Baltimore
Fort Stevens Baltimore
Gulfcoast, Nov 21 Norfolk
Gulfmaid Corpus Christi
Skaraas, Nov 23
Atlantic Dealer, Nov 23
Spottsylvania N York
Verendrye, Nov 24 Newfoundland
PORT NECHES AR
Arizona, Nov 20
Nairnbank, Nov 23
BEAUMONT AR
Mobilight, Nov 23 New York
LAKE CHARLES AR
Northern Sun, Nov 23
NEW ORLEANS AR
Canvasback, abt Nov 25
Del Norte Havana
Toltec
Cape Romain Mobile
William Wirt Tampa
Eagle Seam
Esso Baytown
Lever's Bend Havana
Tarakan New York
Maiden Creek Mobile
Danaholm Stockholm
Presidente Madero
NEW ORLEANS SD
Merida, abt Nov 25 Progreso
Cefalu Ceiba
Gatun Haita
Colombia Victory Mobile
Cape Lookout Houston
Lillgunvor Veracruz
Titus West Indies
Cape Kumukaki Genoa
Golden State Houston
Memphis City Mobile
Alfred E. Smith Shanghai
Frederick W. Taylor London
MOBILE AR
Colombia Victory, Nov 24 San Juan (PR)
Murray M. Bloom
Limon, Nov 25
Memphis City Galvestn
"Virito"
Westmount Park Hull
MOBILE SD
Reaper, Nov 20 Port Arthur
Zane Grey, Nov 23 Haifa
Danio New Orleans
Cape Romain N Orleans
Henry St. G. Tucker Galveston
Telde Puerto Cortez
Edward B. Haines, Nov 24 Galveston
Ocean Vanity Houston
Mandan Victory Bremen
Maiden Creek N Orleans
Westmount Park, Nov 25 Galveston
PORT ST JOE AR
Gulfking, Nov 21
TAMPA SD
Canvasback, prev Nov 25 New Orleans
William Wirt N Orleans

N. AMERICA Atlantic Coast

FERNANDINA AR
Sarek, Nov 20 Baltimore
SAVANNAH SD
Pan-Maryland, Nov 24 Port Isabel
CHARLESTON AR
Sinclair Rubilene, Nov 25
Georgia, Nov 26 Port Arthur for Baltimore
CHARLESTON SD
San Bruno, Nov 25 Puerto Barrios
San Benito Puerto Barrios
Louis D. Brandeis Mobile
WILMINGTON, NC AR
Raymond B. Stevens, Nov 24 New York
HAMPTON ROADS AR
Berwindvale, Nov 21 coastwise
Bon Air Seam coastwise
Jagger Seam New Haven
Jewell Seam Boston
Florida, Nov 24
Esso Buffalo Aruba
Liberty Glo Philadelphia
Thomas Bradlee Baltimore
Corner Brook Philadelphia
Ormondale Aruba
Edwin W. Moore, Nov 25 New York
Kawartha Park Glasgow
Albion Victory N York
Bali New York
Eucadia Glasgow
Brown Victory Baltimre
HAMPTON ROADS SD
Jagger Seam, Nov 21 New Haven
Midwest Farmer Wilmington (NC) (in tow of tug Dauntless No. 14)
San Pasqual, Nov 23 Harbour Is
Esso Cumberland Aruba
Becket Hitch New York
Exporter, Nov 24 Baltimore
Allegheny Victory Paulsboro
Pacific Ocean, Nov 25 Philadelphia
BALTIMORE AR
Winfred L. Smith, Nov 23 Philadelphia
Esso Pittsburgh, Nov 24
Merida Philadelphia
Franklin H. King New York
Rio Verde New York
Exporter New York
Owensboro Victory New York
Uddeholm, Nov 25 Stockholm
Cape Borda San Juan (PR)
Gibara Cardenas
Scandinavia Lulea
Esso Utica Houston
Evelyn
BALTIMORE In Port
Sandwich (Pa ex Am), Nov 22 for New York an Maracaibo

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BALTIMORE SD
Ocean Telegraph, Nov 13
Berkeley Victory, Nov 23 New York
Thomas Bradlee Newport News
Grange Victory Boston
Abraham Baldwin, Nov 23 Bremen
Heimvard Vinga
Bradford Island, Nov 24 Baytown
American Banker Bremen via N York
Brown Victory S America via Norfolk
Hunter Victory S America via Norfolk
Robert Neighbors Galveston
Garnet Hulings Lake Charles
Esso Pittsburgh A Gulf port
Newberg Corpus Christi

PHILADELPHIA AR
F. T. Frelinghuysen, Nov 23 Baltimore
Groveton Houston
Evelyn, Nov 24
Gulfpride Puerto la Cruz
Joseph E. Johnston
Exemplar (tug)
Magnolia
Flagship Sinco
Arthur R. Lewis N York
Forthbank New York
Council Crest Quebec
Capitol Reef Pto la Cruz
Merope St Nazaire
David R. LeCraw
Sunoil Port Arthur
San Vincente Cebu
Appomattox
Whittier Victory, Nov 25 New York
Hutchinson I. Cone
Southwestern Victory
Mobile Bay Curacao
Stad Vlaardingen, Nov 25 Rotterdam
Pennyslvania Sun
Fenris Pto la Cruz
Allegheny Victory
Cape Domingo N York
Andijk New York
Chester Sun
Sommerstad New York

PHILADELPHIA SD
Winfred L. Smith, Nov 23 Baltimore
City of Christiania Karachi
Deborah Gannett Santos
Corner Brook Corner Brook
R. Ney McNeely Antwerp
Pan-Massachusetts Texas City
Texas Sun Harbor Is
Liberty Glo Cork
Sheldon Clark, Nov 24 Houston
Centauro Havre
Eastern Sun Texas City
Robin Wentley N York
San Antonio Puerto la Cruz
George Crocker Windsor (NS)
Evelyn, Nov 25 Baltimore
Flagship Sinco Corpus Christi
Casimir Pulaski Algiers
William Wheelwright Havre

NEW YORK AR
Nov 22
Cumberland County
Monmouth, Nov 24 Houston
Sea Fiddler (in tow)
Petersburg, Nov 24 Houston
Esso Philadelphia Aruba
Lone Star
Berkeley Victory Baltimore
Santa Catalina
Coastal Spartan
Mormacgulf Bnos Aires
Paoli Philadelphia
Becket Hitch
General M. B. Stewart Bremerhaven
Esso Bolivar, Nov 25 Aruba
Siwanoy Beaumont
Thomas F. Cunningham Houston
Edward L. Shea Houston
Castle's Woods Portland (Me)
Kaipara Wellington
Cheticamp Halifax
Esso Charlotte Mobile
Robin Wentley Pdelphia
Westerdam Rotterdam
Maritime Victory, Nov 25
Charles Bulfinch, Nov 25 Kotka
Wallowa Lake Charles
Atlantic Coast Port Arthur
Lewiston Victory Bremerhaven
Coastal Harbinger Sagua
Malabar Reykjavik
Sewanee Seam
Chancellorsville New Orleans
Karla Dan, Nov 25 Coronel
Bolivia Copenhagen
Ameriki Amsterdam
Casimir Pulaski, Nov 26

NEW YORK SD
Charles Paddock, Nov21 Wilmington (NC) (in tow of Elizabeth W. Moran (tug))
Kittanning, Nov 21 Corpus Christi
Copiapo (Ch) (ex Golden Gate), Nov 22 Valparaiso
George Bellows Wilmington (NC) (in tow of tug Pigeon Point)
Mobiloil, Nov 22 Beaumont
Stephen Vincent Benet Norfolk (in tow)
Waltham Victory, Nov 24 Table Bay
Rutgers Victory Antwrp
Hai Lee Shanghai
Hutchinson I. Cone Philadelphia
Whittier Victory Philadelphia
Albion Victory Norfolk
Mormacstar Bnos Aires
George W. Goethals Bremerhaven
Council Grove Lake Charles
Andijk Philadelphia
Tydolgas Corpus Christi
Esso Annapolis Baton Rouge
Axtell J. Byles Port Arthur
Cumberland County Boston
Cape Domingo Pdelphia
Sommerstad Pdelphia
Eucadia Norfolk
Bienville Antwerp
Cape Spencer, Nov 25 Baltimore
General W.P. Richardson Bremerhaven
American Manufacturer Philadelphia
Vera Cruz Port Arthur
F. H. Bedford, Jr. Aruba
Pittsburgh Seam coastwise

19

Hagood, Nov 25 Las Piedras
Twin Falls Victory Calcutta
Virginia Baytown
Castillo Montiel Bilbao
Houffalize Antwerp
Hopeville Liberia
Maid of Athens Boston (before reported sailed Nov 23)

ALBANY, NY AR
Vancouver County, Nov 23 New York
Monte Moncayo Nov 24
Charles H. Lanham

ALBANY, NY SD
Monte Moncayo, Nov 24
Wendell L. Wilkie

PROVIDENCE AR
Gulfwax, Nov 21
Hampden, Nov 22

PROVIDENCE SD
Gulf of Venezuela, Nov 21 Mobile

NEW BEDFORD AR
Nov 21
James Ellwood Jones

BOSTON AR
Nov 20
O.K. Service V. (aux)
Fort Clatsop, Nov 22 Houston
W. H. Ferguson Lake Charles
Red Jacket Melbourne
Berea Victory, Nov 23 New Orleans
Harry Bowen
Jewell Seam
Norman J. Colman Manchester
Gulfwave, Nov 24 Port Arthur
Berwindvale
Bon Air Seam
Merrimac Seam
Mayari
Notre Dame Victory Kemi
Santa Fe Hills Port Arthur
William E. Pendleton Aruba
Dean Emery
Cumberland County, Nov 25 Sydney
Grange Victory Baltimore
Midway Hills Corpus Christi
Thomas Tracy
Thomas P. Beal

BOSTON SD
Glamorgan Seam, Nov21 Newport News
Wildewood Park, Nov 22 Caripito
Executor New York
O. K. Service V. (aux) Yarmouth (NS)
Imboden Seam Newport News
Barren Hill, Nov 23 Providence
Bents Fork New York
Carrier Pigeon N York
Mormacgulf New York
Beckley Seam Norfolk
Andrew A. Humphreys, Nov 24 Tampico
Middlesex Newport News
Fort Clatsop Texas Port
W. H. Ferguson, Nov 25 Lake Charles

PORTLAND, Me AR
Gulftide, Nov 20 Port Arthur

PORTLAND, Me SD
Gulftide, Nov 21 Port Arthur

BERMUDA AR
Mayhaven, Nov 24 (for oil fuel)
George Washington, Nov 25 New York

BERMUDA SD
Loop Knot, Nov 25 St Thomas (WI)
George Washington, Nov 25 New York
Mayhaven Guadeloupe
Sidney H. Short St Thomas (WI)

ST JOHN, NB AR
Dufferin Park, Nov 24
Beaverford Liverpool
Manchester Progress Manchester

ST JOHN, NB SD
James Miller, Nov 24 Windsor (NS)

HALIFAX AR
Rondo, Nov 24 New York
Beaverburn Montreal
Manchester Port, Nov 25 Montreal

HALIFAX SD
Beaverburn, Nov 25 Liverpool
Sea Snipe Norfolk

PUGWASH SD
Heminge, Nov 23 London

SYDNEY, NS SD
Highland Park, Nov 24 New York

DINGWALL AR
Dingwall, Nov 20 Montreal

DINGWALL SD
Dingwall, Nov 22 Savanah

QUEBEC AR
Esso Portland, Nov 24 Houston
Beresford Park Demerara

QUEBEC SD
Sung Ming, Nov 23 Shanghai
Beaverdell, Nov 24 London
Empire MacCallum UK
Richmond Hill Curacao
Yarmouth County, Nov 25 UK
Allerton Hull

MONTREAL AR
Edvard Grieg, Nov 23 Oslo
Beresford Park, Nov 25 Demerara

MONTREAL SD
Richmond Hill, Nov 24 Melbourne
Marchcape, Nov 25 Poland

ST JOHN'S, NF AR
Monte Jarindo, Nov 24 Port Union

ST JOHN'S, NF SD
Dalvangen, Nov 25 Sydney (NS)

WABANA AR
Rautas, Nov 25 Baltimore

WABANA SD
Arthur Cross, Nov 25 Liverpool

BOTWOOD AR
Oceanside, Nov 25 Montreal

CURLING SD
Ice Hunter, Oct 27 Sydney (NS)

ICELAND, &c.

REYKJAVIK SD
Rijnstroom, Nov 23 Holland
Dronning Alexandrine, Nov 24 Denmark
Oli Garda (trlr), Nov 25 Fleetwood

COASTWISE & HOME TRADE MOVEMENTS

C 1

LONDON Entered
Cordale, Nov 23 Blyth
Corfen Seaham
Corferry Hartlepool
Cormead Blyth
Dagenham, Nov 26 Tyne
Trentwood Sunderland
Nordic Queen Blyth
Prestatyn Rose Blyth
Dalewood Tyne
Eastwood Sunderland
Wimbledon Hull
Corfell Barry
Empire Fabric King's Lynn
Scottish Co-operator Leith
Actuality Tyne
Audacity Gloucester via Avonmouth
Empire Fastness King's Lynn
Supremity Boston
Arnewood Blyth
Belvina Leith
Mytongate Goole
Cambrian Coast Kirkcaldy
Northumbrian Coast Middlesbrough
Covalt Tyne
Colwyn Immingham
Coldharbour Blyth
Coldridge Tyne
Coldstream Tyne
Colnbrook Tyne
Collingbourne Blyth
Lesto Immingham

LONDON CLD
Dorrien Rose, Nov 23 Belfast
Cambrian Coast, Nov 26 Kirkcaldy
Northumbrian Coast Tyne
Scottish Co-operator Leith
Barra Head Leith
Belvina Leith
Will Everard (s.v.) Norwich
Ena (s.v.) Ipswich

GRAVESEND AR
Palmston, Nov 25 Antwerp
Electro Antwerp for St George's Wf
Dalewood Tyne
Trentwood Sunderland
Eastwood Sunderland
Hirondelle Hamburg for Tilbury Dk
Prestatyn Rose Blyth
Empire Seabrook, Nov 25 Ostend for Tilbury Dock
Lochee, Nov 26 Dundee
Picardy Boulogne
Covalt Tyne
Empire Villager, Nov 26 Barry
Garesfield Barry
Samuel Very Tyne
Sir David Tyne
Ethylene Sunderland
Lady Olga Sunderland
Wimbledon Hull
Swift
Emerald Queen

GRAVESEND SD
Avonwood, Nov 25
Empire Cedric Hamburg
Celtic Queen, Nov 26
Belravock, Nov 26 Leith
Bushwood Tyne
Cormoat
John Hopkinson
Regfos
Colwyn, Nov 26
Cedarwood
Firedog
Fireside
Ottinge
Sherwood
Capitol
Levenwood Tyne
Cornwood, Nov 26
Channel Queen Guernsey
Balmoral Queen
John Charrington
Fulham

SOUTHEND Pd Down
Mytongate Nov 25
Bushwood, Nov 26
Cormoat
Springhaven
Avonwood, Nov 26
Colwyn
Cedarwood

SHEERNESS AR
Tillerman, Nov 24 Colchester

SHEERNESS SD
Tillerman, Nov 25 Colchester

MARGATE RDS Anch
Sedulity, Nov 26

MARGATE ROADS SD
West Coaster, Nov 26
Sea Fisher
Gladonia, Nov 26
Sedulity

THE DOWNS Anch
Dunavon, Nov 26
Quentin

THE DOWNS SD
Ocean Coast, Nov 26
Teeswood, Nov 26
Eleanor Brooke
Oriole
Rhone
Quentin

DOVER AR
The Viceroy, Nov 26

DOVER Pd E
The Monarch, Nov 26

DUNGENESS Pd E
The Emperor, Nov 25
Ability, Nov 26
Kyle Queen

DUNGENESS Pd W
Eminence, Nov 26
Formality, Nov 26 (after sheltering)
Yewpark
Northgate
Rocquaine
Yewforest
Eleanor Brooke
Saltfleet
Friargate
Brendonia
Lauchlan McKay
Asa Lothrop
Bedale H.
Southwood
Norman Queen
Anthony Enright for Plymouth
Security (tug)
Watercock (tug)

SPITHEAD Pd In
Spirality, Nov 26
Saintfield
Empire Chelsea

SPITHEAD Pd Out
Highwood, Nov 25
Durhambrook, Nov 26

PORTSMOUTH SD
Highwood, Nov 25 Hartlepool

ST CATH'S PT Pd E
Pebble, Nov 26

NEEDLES Pd W
Elizabeth Lysaght, Nov 26 (after putting back for shelter)
Chartsman

C 2

POOLE AR
Foremost 18, Nov 23 Dartmouth
Rudderman Southamptn

EXETER AR
John M., Nov 26 Blyth

BRIXHAM SD
Lady Gertrude Cochrane, Nov 26 (after sheltering)

PRAWLE POINT Pd E
Sussex Oak, Nov 25

PLYMOUTH AR
Rathlin, Nov 23 Belfast

DEVONPORT AR
Empire Shepherd, Nov 23 Cardiff

FALMOUTH SD
Ino, Nov 26 Bristol

LIZARD Pd E
Suffolk Coast, Nov 26
Empire Wapping, Nov 26
Hague for Antwerp
Kittiwake for Antwerp
Guelder Rose

LIZARD Pd W
Cameo, Nov 26
Mountcharles
Ino
Londonbrook

GUERNSEY SD
Corundum, Nov 22 Southampton

ST IVES BAY SD
Suffolk Coast, Nov 26 (after sheltering)

HAYLE AR
Empire Faraway, Nov 23 Port Talbot
Islesman Maryport
Stanville, Nov 24 Barry

HAYLE SD
Stanville, Nov 25 Barry

LUNDY IS Sheltering
Corfell, Nov 25

CLOVELLY ROADS SD
Ashfield, Nov 25
Haarlem Portsmouth (last two after sheltering)

AVONMOUTH AR
Shell Mex 5, Nov 26 Cardiff

AVONMOUTH SD
Daxhound, Nov 26 Falmouth

BRISTOL AR
Cato, Nov 25 Dublin
Crossgar, Nov 26 Belfast

NEWPORT AR
Ben Robinson, Nov 25 Avonmouth

CARDIFF AR
Teasel, Nov 23
Lestris, Nov 25 Rdam

CARDIFF SD
Sea Prince (tug), Nov 25
Pool Fisher, Nov 25 Barry
H.R.B., Nov 26 Avonmouth
Shell Mex 5 Avonmouth

BARRY IS Pd Up
Fulham II., Nov 25 for Barry
Sea Prince (tug) (with tow)
Stanville, Nov 26 for Barry

BARRY IS Pd Down
Lapland, Nov 25

PORT TALBOT SD
Kylebay, Nov 25 Shoreham

SWANSEA AR
Holdernore, Nov 25 Port Talbot

SWANSEA SD
Belgrave, Nov 25 Guernsey
Moyle, Nov 26 Barry
Slemish Hamburg

MUMBLES Anch
Holderness, Nov 26
Kylebay (put back)

MUMBLES Pd Out
Belgrave, Nov 25
Slemish, Nov 26
Moyle, Nov 26
Bonawe

FISHGUARD AR
Josiah P. Cressey, Nov 24 (in tow of Reward (tug))

FISHGUARD SD
Shelbrit 5, Nov 26
Yewarch

HOLYHEAD Sheltering
Enid, Nov 26
Brockley Combe, Nov 26
Hawthorn, Nov 26

MOSTYN AR
Spinel, Nov 24 London

CONNAH'S QUAY AR
Indorita, Nov 24 Douglas
Staley Bridge, Nov 25 Workington

EASTHAM AR
Merganser, Nov 25 Antwerp
Shell Mex 4, Nov 26 Liverpool

EASTHAM SD
Pass of Leny, Nov 26 Preston
Bug Maryport

MANCHESTER AR
Penstone, Nov 25 Penmaenmawr
Merganser, Nov 25 Antwerp

MANCHESTER SD
Penstone, Nov 26 Penmaenmawr

GARSTON AR
Ribblebank, Nov 26 Liverpool
Craigolive, Nov 26 Belfast
Olive Newry
Hawarden Bridge Belfast
Margaret Lockington Belfast
Jasmine Ayr
Karri Newry

GARSTON SD
Aspen, Nov 26 Newry
Oak Newry
Ben Ain Douglas
J. B. Kee Castletown
Ophir Belfast
Larchfield Belfast
Ribblebank Coleraine
Elidir Preston
Corteen Belfast
Whin Bangor

LIVERPOOL AR
Bolham, Nov 23 Point of Ayr
Carnalea, Nov 26
Karri
King Orry, Nov 26 Douglas
Bolham (put back)

C 3

Anna II., Nov 26 (put back weatherbd)
Bug Runcorn (put in stress of weather)
Ulster Monarch Belfast
Longford Dublin
Carrowdore, Nov 26
Guinness

LIVERPOOL SD
Shell Mex 4, Nov 25 Manchester
Ulster Prince, Nov 25 Belfast
Louth Dublin
Ribblebank, Nov 26 Garston
Atlantic Coast Cardiff
Bolham Point of Ayr
Monas Queen Douglas
Monaleen Waterford
Anna II. Preston
Lakeland Rotterdam
Dundalk Dublin
Wild Rose Maryport
Peveril Douglas

PRESTON AR
Palm, Nov 25 Portaferry

GLASSON DOCK AR
Cranborne, Nov 24 Newport

BARROW AR
Appliance, Nov 23 Liverpool
River Fisher, Nov 25 Ayr

BARROW SD
Brockley Combe, Nov 26 Cardiff

RAMSEY AR
Crossbill, Nov 23 Birkenhead
Ben Ellan Birkenhead
Veronica Tennant, Nov 26 (put back for shelter)

RAMSEY Sheltering
Little Orme, Nov 26
Elmfield, Nov 26 (put back)
Loch Etive
Ardchattan

RAMSEY SD
Conister, Nov 22 Liverpool
J. B. Kee Garston
Cragsman, Nov 25
May
Elmfield
Deneside
Turquoise
Slateford Nov 26
Veronica Tennant
Florence Cooke

DOUGLAS SD
Nugget, Nov 23 Silloth

WHITEHAVEN AR
Rowanfield, Nov 23 Belfast

MARYPORT AR
Tamnamore, Nov 24 Belfast
Springburn Barrow
Thorn Newry

MARYPORT SD
Crewhill, Nov 24 Cork
The Lady Belle Cork
Kindiesel Falmouth
Clewbay Dundalk
Glenbride Dublin
Greenisland Belfast

SILLOTH AR
Nugget, Nov 24 Douglas
T. P. Tilling, Nov 25 Liverpool

SILLOTH SD
St. Kentigern, Nov 23 Londonderry
Watergate, Nov 24 Waterford
Veronica Tennant Dublin

GLASGOW AR
Marie, Nov 25 Rothesay
Beauly, Nov 26 Bristol
Findhorn Bristol

GLASGOW SD
Annan, Nov 25 Bristol
Loch Dunvegan W Highlands
Denbigh Coast Manchester
St. Oran Silloth
St. Conan Cork
Clydesdale, Nov 26 Campbeltown
Minard, Nov 26 Ardrishaig

LARNE AR
Snow Queen, Nov 25 Ayr
Finvoy Garston

LARNE CLD
Snow Queen, Nov 25 Ayr
Finvoy Ayr

BELFAST AR
Findhorn, Nov 23 Cardiff
Coral Queen Birkenhead
Sybil Mary Preston
First Garston
Melissa
Margaret Lockington Maryport
Craigolive Ayr
Glengarriff Cardiff
Stramore Maryport
Straide Maryport
Annaghmore Ayr
Blacksod, Nov 24 Glasgow
Downshire Garston
Greenisland Maryport
Comber Ardrossan
Esso Genesee Bowling
Beauly, Nov 24 Bristol
Monksville Liverpool
Lancashire Coast Lpool
Northern Coast Londonderry
Meath Birkenhead
Orkney Coast Manchestr
Colwith Force Lpool
Baronscourt Barry
Rowan Garston
Aina London
Dennis Rose Ellesmere Port
Clydebrae Preston
Third, Nov 25 Drogheda
North Down Rotterdam
Inishtrahull Barry
Esso Tioga Liverpool

BELFAST SD
Aboyne, Nov 23 London
Empire Jonquil Manchester
Jasmine Ayr
Dorothy Rose Ellesmere Port
Helen Craig Preston
Corteen Garston
Donaghadee Ayr
Annaghmore Ayr
Tamnamore Maryport
Hampshire Coast, Nov 24 Liverpool
Ardchattan Preston
Beauly, Nov 25 Glasgow
Findhorn Glasgow
Carnalea Liverpool
First Whitehaven
Castle Combe Bristol
Bamboo Bristol
Melissa Ayr
Blacksod Ayr

C 4

Margaret Lockington Garston
Craigolive Garston
Downshire Silloth
Stramore Maryport
Greenisland Whitehaven
Inishtrahull Ayr
Rowan Ayr
Straide Maryport
Hawarden Bridge Garston

DUBLIN AR
Glenbride, Nov 25 Maryport
Kildare Liverpool
Glenageary, Nov 26 Ardrossan
Louth Liverpool
Lady Anstruther Irvine

DUBLIN SD
Kilkenny, Nov 25 Liverpool
Longford Liverpool
Carrowdore Liverpool
Guinness Manchester
Herbert W. Walker, Nov 26 Liverpool
Morion Maryport

WATERFORD AR
Kerrymore, Nov 23 Port Talbot
Rockabill, Nov 25 Liverpool

WATERFORD SD
Fastnet, Nov 23 Cork
Kerrymore, Nov 25 Port Talbot

QUEENSTOWN AR
Commodator (trlr), Nov23 fishing grounds (for shelter)
Milford Queen (trlr), Nov24 fishing grounds (for shelter)
Montano (trlr) fishing grounds (for shelter)

QUEENSTOWN Anch
Asteria, Nov 24 (weatherbound)

CORK AR
Greypoint, Nov 24 Lpool
P. & Y. (trlr) fishing grounds
Finesse (trlr) fishing grounds

CORK SD
Asteria, Nov 24 Barry

LIMERICK AR
Kilfenora, Nov 24 Liverpool

LONDONDERRY AR
Tynan, Nov 23 Ayr
St. Kentigern, Nov 24 Silloth

LONDONDERRY SD
Northern Coast, Nov24 Liverpool via Belfast
Blackwater, Nov 25 Ayr
Tynan Ayr
St. Kentigern Bonawe

DUNNET HEAD Pd E
Nov 25
Josiah A. Mitchell
Northern Pioneer
Eaglescliffe Hall

KIRKWALL AR
St. Clement, Nov 26 Aberdeen

KIRKWALL SD
Rota, Nov 26 Leith
Holburn Head

FRASERBURGH AR
Warren Court, Nov 24 Sunderland

FRASERBURGH SD
Moray Firth, Nov 24 Dundee
Islandmagee Seaham

ABERDEEN AR
Charlus, Nov 25 Warkworth
St. Magnus Leith

ABERDEEN SD
St. Clair, Nov 25 Lerwick
St. Clement Kirkwall
Yewbranch, Nov 26 Montrose
Frisian Coast London
Charlus Inverness

MONTROSE AR
Warren Field, Nov 24 Aberdeen
Empire Sloane, Nov 25 Antwerp

MONTROSE SD
Belford, Nov 24 Hull

DUNDEE AR
Yewcroft, Nov 23 Antwerp
Archroyal, Nov 24 Grimsby
Allegheny, Nov 25 Grangemouth
Crichtoun Ghent
Tayside Newburgh
The President, Nov 25 Belfast
Moray Firth, Nov 25 Fraserburgh
Dovedale H. London

DUNDEE SD
Lunan, Nov 23 London
Arbroath Hull
Glenside, Nov 24 Sunderland
Lochee London
Archroyal Aberdeen
Tayside, Nov 25 Newburgh
Errol Hull
Allegheny, Nov 26 Grangemouth
Dovedale H. Salt End

METHIL SD
Northern Chieftain, Nov 26 Belfast
Polurrian King's Lynn

KIRKCALDY AR
Somerset Coast, Nov 24 London
Aptity London

KIRKCALDY SD
Broughty, Nov 25 Newcastle

GRANGEMOUTH AR
Yewvalley, Nov 25 London

GRANGEMOUTH SD
Pass of Ballater, Nov 25 Kirkwall
St. Abb's Head Leith

BO'NESS AR
Glen-Mary, Nov 23 Lyness

LEITH AR
Rosedene, Nov 25 Lrwick
Petertown Grngemouth
St. Abb's Head Grangemouth
Crichtoun, Nov 26 Ghent

LEITH SD
Dunmoir, Nov 25 Lndon
St. Magnus Aberdeen
Petertown, Nov 26 Blyth

ST ABB'S HEAD Pd N
Glenside, Nov 26
Macbrae

C 5

ST ABB'S HEAD Pd S
Petertown, Nov 26
Naviedale

WARKWORTH SD
Charlus, Nov 23 Inverness

BLYTH AR
Redhall, Nov 25 Tyne
Granta London
Coldridge London
Monkwood, Nov 26 London

BLYTH SD
Cornishbrook, Nov 25 London
Betswood Shoreham
Cedartree Southampton
Oliver Bury London
Kentwood, Nov 26 London
Gowrie Portsmouth
Rose-Julie M. Norwich
Stratton Downs London
St. Eunan Hayle
Daniel M. Ipswich

TYNE AR
Hawkwood, Nov 25 London
Mitcham London
Corflow London
William Cash London
Acclivity, Nov 26 Lndon
Broughty, Nov 26 Dundee
Dona Flora, Nov 26 (put back)

TYNE SD
Sylvian Coast, Nov 25 Middlesbrough
Olev, Nov 26 London
Dona Flora London
Bassethound Snderland
Lochside Montrose
Broughty Hull

SUNDERLAND AR
Jetblack, Nov 24 Lndn
Nov 25
Sir Alexander Kennedy (put back)
Camberwell London

SUNDERLAND SD
Sir Alexander Kennedy, Nov 25 London
Glenside Fraserburgh
Aseity, Nov 26 Colchester
Morefield Wick

SEAHAM AR
Fireglow, Nov 25 Lndn
Corfleet, Nov 26 London
Afterglow London

SEAHAM SD
Brixton, Nov 25 Lndn
Keynes Portsmouth
Suntrap London
Deedon, Nov 26 Macduff

HARTLEPOOL SD
Dashwood, Nov 26 London

MIDDLESBRO AR
Empire Faversham, Nov 25 Antwerp
Sylvian Coast Tyne
Camroux II. Blyth (weatherbound)
Goldfaun, Nov 26 Lndn

MIDDLESBRO SD
Fairy, Nov 26 King's Lynn

FLAMBORO HD Pd N
Nov 25
Effra for Hartlepool
Ewell, Nov 26
Lambtonian
Cortachy
Lightfoot
Dagenham
Norfolkbrook
Fosdyke Trader
Corglen

FLAMBORO HD Pd S
Forth, Nov 25
Oliver Bury
Kentwood, Nov 26
Dominence
Aseity
Dunmoir
Olev

SPURN HEAD Pd In
Clova, Nov 26
Lesto, Nov 26
Cyprian Coast
Empire Ruby

SPURN HEAD Pd Out
Cromarty Firth, Nov 25
Spanker, Nov 26
Accruity, Nov 26
Fosdyke Trader
Hullgate

HULL SD
Spanker, Nov 23 Bremen
Cormist, Nov 26 Lndn
Acruity Boston (Lincs)

GOOLE SD
Adaptity, Nov 25 Plymouth
Polly M. Margate
Surreybrook Cowes
Robrix, Nov 26 Rochester
Yorkbrook Southampton

KEADBY SD
Sedulity, Nov 24 Truro

C 6

IMMINGHAM AR
Empire Continent, Nov 24 Boston (Lincs)

IMMINGHAM SD
Galacum, Nov 23 Blyth
Colwyn London

GRIMSBY AR
Cromarty Firth, Nov 25 Goole

KING'S LYNN SD
Ben Read, Nov 26 Isle of Grain
Warren Chase London
Lizzie & Annie Hull
Empire Ruby Salt End
Audacity, Nov 26 Ipswich
Esso Ottawa Isle of Grain
Farndale London
Empire Fairway London

GT YARMOUTH RDS SD
Antiquity, Nov 26
Thomas M.
Ann M.

GT YARMOUTH RDS Pd N
Ewell, Nov 26
Fulham IV.
Monmouthbrook
Empire Fabric
Empire Fastness, Nov 26
Empire Farrier
Highwood
Belravock
Charles M.
Regfos
John Hopkinson
Aridity
Sincerity

GT YARMOUTH RDS Pd S
Greenhithe (s.v.), Nov 26
Adaptity
Polly M.
Surreybrook, Nov 26
Keynes
Brixton
Amenity

GT. YARMOUTH AR
St. Rule, Nov 24 Hamburg
Annuity, Nov 26
Amenity

GT YARMOUTH SD
Boston Trader, Nov 26
Charles M.
Aridity

CORTON ROADS SD
Dicky, Nov 25 (after sheltering)

IPSWICH AR
Sincerity, Nov 23 Blyth

IPSWICH SD
Empire Condorrat, Nov 25 Emden

HARWICH AR
Essex Ferry, Nov 24 Zeebrugge

HARWICH SD
Mixol, Nov 25 Sheerness

BRIGHTLINGSEA AR
Empire Fanal, Nov 25 Keadby

BRIGHTLINGSEA SD
Tillerman, Nov 24 Sheerness

HARLINGEN AR
Plover, Nov 23 London

YMUIDEN SD
Durward, Nov 25 Rotterdam

ROTTERDAM AR
Kingfisher, Nov 24 Ymuiden
Stork London
Melrose Abbey Hull
Egret, Nov25 Manchstr

ROTTERDAM SD
J. Duncan, Nov 23 Hamburg

FLUSHING AR
Empire Cononley, Nov 22 Antwerp
LT 787 Bremerhaven

ANTWERP AR
Kingfisher, Nov 25 Amsterdam
Gloucesterbrook

ANTWERP SD
Firecrest, Nov 26 Niel

BRUSSELS AR
City of London, Nov 24 London

GHENT AR
Vanellus, Nov 24 Antwerp

GHENT SD
Vanellus, Nov 25 Lpool

DUNKIRK SD
Kyle Queen, Nov 21 Newhaven

BOULOGNE AR
Picardy, Nov 23 Goole

HAVRE AR
Mavis, Nov 24 London

LONDON CUSTOM HOUSE

ENTERED IN

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

Nov. 23

4909 CHAPULTEPEC, Am, 6107, Robertson, Abadan, Thames Haven, Anglo-American Oil Co.

Nov. 25

4914 BALTANNIC, Br, 914, Butcher, Gdynia, Cotton's Wf., United Baltic Corporation.

4910 BELOS, Sw, 639, Svensson, Rouen, Millwall Dk., British & Northern Shipping Agency.

4911 BULLFINCH, Br, 194, Mace, Rotterdam, Regent's Canal Dk., G. S. N. Co.

4912 NEPTUN, No, 905, Knutsen, Havre, Regent's C. Dk., S. L. A., Ltd.

4913 ROLF JARL, No, 1118, Lossius, Genoa, South West India Dk., Nordenfjeldske Steamship Services.

Nov. 26

4915 ARAK, Du, 307, Maas, Delfzyl, Hay's Wf., Board Import.

4929 CHURRUCA, Br, 892, Porter, Bilbao, London Dk., MacAndrews & Co.

4920 ELECTRO, Br, 447, Grossey, Antwerp, St. George's Wf., Antwerp Steamship Co.

4916 EMPIRE BALTIC, Br, 2430, West, Hamburg, Tilbury Dk., F. Bustard & Sons.

4919 EMPIRE SEABROOK, Br, 293, Eastland, Ostend, Tilbury Dk., Erlebach & Co.

4925 HONDSRUG, Du, 109, Vogelzang, Rotterdam, Regent's Canal Dk., Purvis Shipping Co.

4928 HUGIN, Sw, 625, Johnsson, Gefle, Hernosand & Sundsvall, Millwall Dk., British & Northern Shipping Agency.

4917 JANS, Du, 130, Timmer, Amsterdam, London Dk., Transport Exchange Co.

4926 KHETI, Br, 1454, Slade, Istanbul, Burghaz & Izmir, Millwall Dk., Westcott & Laurance Line.

4922 LACKLAN, Br, 5222, Willcox, Abadan, Coryton, Anglo-American Oil Co.

4930 LATIA, Br, 3619, Dove, Curacao, Shell Haven & Purfleet, Davies & Newman.

4921 PALMSTON, Br, 194, Corlett, Antwerp, Tuff's Wf., Woolwich, Purvis Shipping Co.

4927 PICARDY, Br, 132, Crabbe, Boulogne, Victoria Wf., G. S. N. Co.

4918 PRINSES JULIANA, Du, 70, Kosmis, Zierikzee, Brentford Dk., Freight Express.

4923 SUECIA, Sw, 2422, Slinohe, Gothenburg, Millwall Dk., British & Northern Shipping Agency.

4924 SVANHOLM, Da, 763, Kristensen, Copenhagen, Millwall Dk., United Shipping Co.

ENTERED OUT

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

Nov. 25

ANTWERP, Themston, Be, 283, Falconer, Lovell's Wf., Instone Lines.

CASABLANCA via ROTTERDAM, Sandenburgh, Du, 530, Fenenga, West India Dk., W. H. Muller & Co.

COPENHAGEN, Seine, Da, 118, Malmlund, Regent's Canal Dk., Grand Union (Shipping).

JERSEY & GUERNSEY, Ulster Duchess, Br, 213, Colverson, De Pass Wf., Barking & London Dk., British Channel Islands Shipping Co.

ROTTERDAM, Oranjepolder, Du, 442, Witte, Custom House Qy., W. H. Muller & Co.

Nov. 26

AMSTERDAM, Jans, Da, 130, Timmer, London Dk., Transport Exchange Co.

AMSTERDAM, Westlaan, Du, 94, Van der Laan, Fennings' Wf., British & Foreign Maritime Agencies.

ANTWERP, Electro, Br, 447, Grossey, St. George's Wf., Antwerp Steamship Co.

ANTWERP, Empire Seabrook, Br, 293, Eastland, Tilbury Dk., Erlebach & Co.

ANTWERP, Empire Seagreen, Br, 293, Jewitt, Regent's Canal Dk. & Ford's Jty., Instone Lines.

ANTWERP, Vida, Du, 140, Davids, Purfleet Deep Wf., Freight Express.

ANTWERP & ROTTERDAM, Rutenfjell, No, 714, Stenersen, Willson's Wf., Tatham, Bromage & Co.

BILBAO, GIBRALTAR, BARCELONA, CARTHAGENA & ALMERIA, Churruca, Br, 892, Porter, London Dk., MacAndrews & Co.

COPENHAGEN, Svanholm, Da, 763, Kristensen, Millwall Dk., United Shipping Co.

GDYNIA, Baltannic, Br, 914, Butcher, Cotton's Wf., United Baltic Corporation.

GOTHENBURG, Suecia, Sw, 2422, Lindhe, Millwall Dk., British & Northern Shipping Agency.

HAMURG, Empire Baltic, Br, 2430, Rennie, Tilbury Dk., F. Bustard & Sons.

HAMBURG, Empire Celtic, Br, 2524, Rennie, Tilbury Dk., F. Bustard & Sons.

HELSINKI, Corona, Fi, 854, Andersson, Surrey Commercial Dk., C. Gee & Co.

LAGOS, PORT HARCOURT, CALABAR & POINTE NOIRE, John Holt, Br, 2164, Kennedy, Alpha Cement Works, Cliffe, E. Bigland & Co.

PORT SAID, STRAITS SETTLEMENTS & HONGKONG, Samarkand, Br, 4380, Evans, Surrey Commercial Dk., Blue Star Line.

ROTTERDAM, Hondsrug, Du, 109, Vogelzang, Beckton Gas Works, C. Hoffmann & Co.

STOCKHOLM, Hugin, Sw, 625, Jonsson, Millwall Dk. & Ford's Jty., British & Northern Shipping Agency.

CLEARED OUT

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

Nov. 23

SKIENSFJORD, No, 3602, Roppestad, Mauritius via Bordeaux, Haifa, Port Said, Mombasa, Dar-es-Salaam, Tanga, Madagascar & Reunion, Tilbury Dk., Keller, Bryant & Co.

Nov. 26

AMSTELSTROOM, Du, 183, Bennink, Amsterdam, Fennings' Wf., British & Foreign Maritime Agencies.

(Continued at foot of preceding col.)

BOTHNIA, Sw, 261, Andersson, Gothenburg via Tyne & Leith, Millwall Dk., British & Northern Shipping Agency.

DIVINA, Sw, 382, Honidahl, Rouen, Beckton & N. Woolwich Tr., E. A. Gibson & Co.

EMPIRE SEABROOK, Br, 293, Eastland, Antwerp, Tilbury Dk., Erlebach & Co.

EMPIRE SEAGREEN, Br, 293, Jewitt, Antwerp, Regent's Canal Dk. & Ford's Jty., Instone Lines.

GREENFINCH, Br, 111, Warren, Amsterdam, Butler's Wf., G. S. N. Co.

KILWORTH, Br, 370, Tilsley, Copenhagen, Regent's Canal Dk., Grand Union (Shipping).

MALLARD, Fr, 166, Clayton, Boulogne, Victoria Wf., G. S. N. Co.

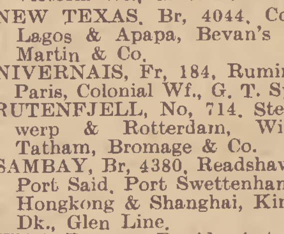
NEW TEXAS, Br, 4044, Cowan, Accra, Lagos & Apapa, Bevan's Wf., Killick, Martin & Co.

NIVERNAIS, Fr, 184, Ruminy, Rouen & Paris, Colonial Wf., G. T. Symons & Co.

RUTENFJELL, No, 714, Stenersen, Antwerp & Rotterdam, Willson's Wf., Tatham, Bromage & Co.

SAMBAY, Br, 4380, Readshaw, Manila via Port Said, Port Swettenham, Singapore, Hongkong & Shanghai, King George V. Dk., Glen Line.

VIDA, Du, 140, Davids, Antwerp, Purfleet Deep Wf., Freight Express.



BRITISH COAST LINES SEAWAYS
COAST LINES ORGANISATION
Coast Lines Ltd.
Belfast Steamship Co., Ltd.
British & Irish Steam Packet Co., Ltd.
Aberdeen Steam Navigation Co., Ltd.
Burns & Laird Lines Ltd.
Tyne-Tees Steam Shipping Co., Ltd.
British Channel Isles Shipping Co., Ltd.
Regular Services between all Important Ports

VESSELS EXPECTED AT UNITED KINGDOM PORTS

Showing Vessel, Voyage, Probable Date, Broker and Berth

LONDON

Adjutant, Naples. Dec 10
G. S. N. Co.
Adolph S. Ochs, Vancouver, abt Dec 12
J. A. Finzi, Layman & Co.
Arabistan, Busreh, Dec 5-6
F. C. Strick & Co.
Artisan, Demerara via Avonmouth, Dec 10
T. & J. Harrison (West India).
Asturias, Kemi, now due
H. Lange, Bell & Co.
(Surrey Commercial).
Baharistan, Persian Gulf, Jan —
F. C. Strick & Co.
Bajamar, Las Palmas, Nov 28
F. Dessen & Co. (West India)
Baltia, Sund vall, now due
S.L.A., Ltd. (Surrey Com.)
Baron Haig, Clarke City, Nov 28
Hogarth, Sons & Co.
(Imperial Paper Mills).
Baron Tweedmouth,
Newcastle (N.B.), early Dec
Hogarth, Sons & Co.
Basil, Victoria (Braz.) via
Antwerp & Rotterdam, Jan 26
Moxon, Salt & Co.
Beaverdell, Montreal, Dec 3
Canadian Pacific S.S.
Beaverglen, St. John (N.B.), Dec 10
Canadian Pacific S.S.
Bencruachan, Singapore, mid Dec
Galbraith, Pembroke & Co.
Benrinnes, Singapore, Dec 5
Galbraith, Pembroke & Co.
Berkel, Stockholm via Hull, Dec 2
British & Northern Shipping Agency
(Millwall).
Bernard L. Rodman New York, Nov —
United States Lines.
Bernard N. Baker, Baltimore, now due
United States Lines (Royal Albert).
Blommersdijk, New Orleans via
Antwerp, Nov 28
Phs. Van Ommeren (London), Ltd.
(Surrey Commercial).
Brisk, Oslo, Dec 2
F. Dessen & Co.
(Convoy's Wf., Deptford).
Charles Scribner, New York, Nov —
United States Lines.
Cid, Lisbon, Dec 2
MacAndrews & Co. (Ldn. Dk.)
City of Evansville, Shanghai, Nov 28
Montgomerie & Workman (Tilbury).
City of Keelung, Calcutta, Dec 16
Montgomery & Workman (Tilbury)
City of Leicester, Istanbul, early Dec
Westcott & Laurance Line
City of Poona, Beira, Dec 5
Montgomerie & Workman (Tilbury).
Clan Cumming, Calcutta, Dec 21
Cayzer, Irvine & Co. (Tilbury).
Clan Murdoch, Cochin via Havre, Nov 28
Cayzer, Irvine & Co. (Tilbury).
Clan Ranald, Malabar, Dec 18
Cayzer, Irvine & Co. (Tilbury).
Comedian, Demerara, Dec 5
T. & J. Harrison (West India).
Cyrus W. Field, Savannah, Dec 15-16
W. H. Muller & Co. (West India).
David Livingstone, W.C. Africa, Dec 10
Killick Martin & Co.
Devon, Townsville, Dec 16
Birt, Potter & Hughes.
Drina, Buneos Aires, Dec 28
Royal Mail Lines.
Duke of Athens, Calcutta, Dec 2
Gray Dawes & Co. (Royal Albert)
Dunlop Park, Montreal, Nov 27
Tatham, Bromage & Co. (Victoria)
Dunster Grange, Buenos Aires, Dec 22
Houlder Bros. & Co.
Durango, New Westminster, Dec 11
Royal Mail Lines.
Empire Conference, Finland, Nov 27
Mitre Shipping Co.
(Surrey Commercial).
Empire Glory, Mombasa, Dec 20
Gray, Dawes & Co.
Empire Kinsman, Mossel Bay via
Havre Dec 10
Union-Castle Mail S.S. Co.
Empire Martaban, Auckland via
Bremen, Dec 10
J. B. Westray & Co.
Empire Trail, Melbourne, Jan 6
Shaw Savill & Albion Co.
English Rose, W.C. Africa, Nov 30
E. H. Mundy & Co. (Royal Albert).
Errington Court, Quebec, Nov 27
Lambert Bros. (Surrey Commercial).
Fairwater, Walkom & Kotka,
end Nov/early Dec
Galbraith, Pembroke & Co.
(Surrey Com.).
Fionia, Bangkok, Dec 22
Escombe, McGrath & Co.
(Tilbury Cargo Jty.).
Fordsdale, Auckland, Dec 25
Shaw Savill & Albion Co.
Fort Aklavik, Vancouver, Nov 29
Eggar, Forrester & Verner
(Surrey Commercial).
Fort McDonnell, Galle, Dec 15
Killick, Martin & Co.
Fort Miami, New York & Hampton
Roads, Nov 27
Cunard White Star (Victoria)
Fort St. Regis, Buenos Aires Dec 21
Howard Tenens.
Frederick W. Taylor, New Orleans, Dec 16
American S.S. Lines Agency
(Surrey Commercial).
George M. Verity, New York Nov 29
United States Lines.
Gitano, Tel-Aviv, Dec 3
United Shipping Co.
Glenaffaric, Hongkong, Jan 12
Glen Line
Helicina, Curacao, Nov 27
Davies & Newman (Shell Haven)
Herma Gorthoh, Haifa, now due
Kirsten, Hunik & Co.
(New Fresh Wf.).
Heron, Naples, Dec 21
G. S. N. Co.
Hesperides, Calcutta, Dec 26
Cayzer, Irvine & Co.
Hickory Mount, Hongkong, now due
Common Bros. (Victoria)
Highland Monarch, Buenos Aires, Dec 20
Royal Mail Lines.
Hillcrest Park, Norfolk, Dec 3
Cunard White Star
(King George V.).
Hugin, Sundsvall, now due
British & Northern Shipping
Agency (Millwall).
Huntress, Little Bay Is., —
T. Watson (Rochester).
Imbet, Oporto, Dec 1
G. S. N. Co.
Jamaica Producer, Kingston, Ja. Dec 9
Kaye Son & Co. (West India).
Joseph H. Martin, Montreal, Nov 27
J. A Finzi, Layman & Co.
(Victoria)
Jupiter, Hernosand, now due
J. Carlbom & Co.
(Imperial Paper Mills).
Kalmarsund X., Umea, Nov 27
Galbraith, Pembroke & Co.
(Surrey Commercial).
Karamea, Sydney, Dec 19
Shaw Savill & Albion Co.
Kina, Shanghai, Dec 9
Escombe, McGrath & Co.
(Tilbury Cargo Jty.).
Kristianiafjord, Madagascar,
via Haifa & Casablanca, Dec 2
Keller Bryant & Co. (Tilbury).
Lake Sumas, Vancouver, Dec 15-20
Simpson, Spence & Young
(Surrey Commercial)
Landaura, Mombasa, Dec 18
Gray, Dawes & Co.
Loreto, Valparaiso via Havre
and Liverpool, Dec 16
Royal Mail Lines
Mewata Park, Vancouver, Dec 10
Furness, Withy & Co.
(Surrey Commercial).
Missionary Ridge, Abadan, Nov 29
Anglo-American Oil Co. (Purfleet).
Monarch of Bermuda, Rangoon
via Southampton, Nov 27
Furness, Withy & Co.
Moorby, Houston, abt Dec 1
Eggar, Forrester & Verner
(Surrey Com.)
New Zealand Star, Melbourne, Nov 29
Blue Star Line (Royal Albert).
Nordahl Greig, Houston, end Dec
Ocean Gypsy, Calcutta, Dec 28
Cayzer Irvine & Co. (Tilbury).
Oregon Express, Vancouver, mid-Dec
Gilman & Co.
Orontes, Durban via Southampton, Nov 28
Anderson, Green & Co.
Pacheco, Barcelona, Nov 29
MacAndrews & Co.
(Mark Brown's Wf.)
Pacific Express, Vancouver, end Dec
Gilman & Co.
Paul Bunyan, Baltimore via Bremen, Dec 6
United States Lines (Royal Albert)
Polaris, Gefle via Rochester, now due
J. Carlbom & Co. (River)
Port Caroline, Sydney, Dec 12
Port Line.
Port Fairy, Sydney, abt Dec 28
Port Line.
Port Huon, Lyttelton via Cardiff, Dec 15
Port Line.
Port Wyndham, Port Lincoln
via Antwerp, Dec 19
Port Line
Ragna Gorthon, Holmsund, Dec 1
E. Lloyd (Ridham).
St. Ina, Rosario, Dec 13
Howard Tenens
Samadre, Vancouver, Dec 9-11
C. Gee & Co.
Samakron, Jamaica, Dec 18
Royal Mail Lines.
Sameden, Sydney via Genoa, mid Dec
Port Line
Samettrick, Shanghai, end Dec
P. & O. S. N. Co.
(Surrey Commercial).
Samforth, Takoradi, Dec 10
Killick Martin & Co.
Samfreedom, Bona, Nov 29
Lambert Bros. (Ford's Jty.)
Samhorn, Takoradi, mid Dec
Killick, Martin & Co.
Samkansa, Hobart, mid Jan
Anderson, Green & Co.
Samlouis, Rangoon, mid Dec
A. Howden & Co. (Tilbury).
Samnid, Calcutta, abt Dec 21
United Shipping Co.
Samos, Port Harcourt via Hull, Dec 7
Killick, Martin & Co.
(King George V.).
Samsoaring, Shanghai, Dec 20
P. & O. S. N. Co.
Samtorch, Calcutta, Nov 30
Montgomerie & Workman
(Tilbury).
San Roberto, Buenos Aires, Dec 5
Eagle Oil & Shipping Co.
Seaboard Pioneer, Vancouver, end Dec
Eggar, Forrester & Verner.
Seapool, Calcutta, Nov 30
T. & J. Harrison (Tilbury).
Shelspra, La Boucau, now due
Davies & Newman (Shell Haven).
Skaraborg, Nordmaling, now due
British & Northern Shipping
Agency (Surrey Commercial).
Stanford, Santos, Dec 3
J. A. Billmeir & Co.
Stanley R. Fisher, Baltimore
and New York, Dec 5
United States Lines.
Strathmore, Sydney via Southampton, Dec 11
P. & O. S. N. Co.
Svein Jarl, Greece, Dec 5
Nordenfjeldske S.S. Services
(South West India).
Tudor Star, Montreal, Dec 6
Canadian Pacific S.S.
(Surrey Commercial).
Umtata, Durban, Nov 30
Bullard, King & Co. (West India).
United Victory, Vancouver, end Dec
Furness, Withy & Co.
Urbino, Beira, Dec 15
Montgomerie & Workman (Tilbury).
Virgo, Abo via Hull, now due
C. Gee & Co. (Surrey Commercial)
Warjo, Malmo & Helsingborg, now due
British & Northern Shipping Agency
(Willson's Wf.)
Westend Park, Vancouver, Nov 27
Eggar, Forrester & Verner.
(Surrey Commercial)
William Thornton, New Orleans, Dec 2
American S.S. Lines Agency
(Surrey Commercial).

SOUTHAMPTON

Almanzora, Rangoon, Dec 10
Royal Mail Lines.
American Merchant, New York, now due
Benj. Ackerley & Son
Aronda, Bombay, Nov 30
Escombe, McGrath & Co.
Bassethound, Aberdeen, now due
Wainwright Bros. & Co. (Fawley).
Carthage, Bombay via Naples, Dec 5
Escombe, McGrath & Co.
Duurswold, Goole, Nov 27-28
Wainwright Bros. & Co.
(Southern Wharves).
Empire Chelsea, Blyth, now due
The Phoenix Coal Co.
(Dibles Gnt, Itchen).
Fivel, Newlyn, —
Wilson & Partners (Eling Wf., Totton).
Kittiwake, Antwerp, Nov 29
Dawson Bros.
Moss Rose, London, Nov 27
Wilson & Partners (Rank's Mill)
North Point, New York, Nov 29
Anglo-American Oil Co. (Hamble).
Oranje, Java, Dec 4
Keller, Bryant & Co.
Oxfordshire, Port Said via Hamburg, Dec 5
Escombe, McGrath & Co.
Principessa Giovanna, Naples, Dec 1
Escombe, McGrath & Co.
Rustenburg Castle, Durban, Dec 8
Union-Castle Mail S.S. Co.
Somersetshire, Singapore, Dec 20
Escombe, McGrath & Co.
Strathmore, Sydney via Naples, Dec 9
Escombe, McGrath & Co
Tamworth, Tyne, now due
Stephenson Clarke, Ltd.
(Gas Wf., Itchen).
Tegelberg, Batavia Dec 11
Escombe, McGrath & Co.

PLYMOUTH

Asa Eldridge, Pitea, Nov —
Copacabana, Matadi, Nov 28
Erria, Vancouver, Dec 20
Fox, Sons & Co. (Sound).
Javanese Prince, Brisbane, Dec 4
Weekes, Phillips & Co. (Sound)
Pinjarra, Sydney, Dec 16
Cory & Strick (Sound)

FALMOUTH

British Commodore, Abadan, abt Nov 29

AVONMOUTH

Artisan, Demerara, early Dec
Bethell, Gwyn & Co.
Baharistan, Persian Gulf
via London, Jan 10
F. C. Strick & Co.
Baltic Queen, Manchester, now due
James & Hodder
British Judge, Abadan, Dec 3
F. C. Strick & Co.
Charles L. McNary, Montreal, Nov 28
James & Hodder.
City of Khartoum, Brisbane via
Plymouth, Antwerp & Liverpool, Dec 8
Bethell, Gwyn & Co.
Dorelian, Montreal, abt Dec 1
Cunard White Star.
Empire Balfour, Fray Bentos, Dec 18
Houlder Bros. & Co.
Fort Romaine, Sydney via Antwerp, Jan —
Cunard White Star
Glenpark, Sydney via Antwerp, Nov 29
James & Hodder
Halifax County, Melbourne via
Table Bay & Antwerp, mid Dec
James & Hodder
Montreal City, Montreal, New York
and Norfolk (Va.), now due
C. Hill & Sons
North Anglia, Sydney, Dec 18
James & Hodder.
Ocean Fame, Manchester, Nov 30
Turner, Edwards & Co.
Ocean Valour, W.C. Africa, Dec 12
Mark Whitwill & Son.
Pipiriki, Melbourne, early Jan
Bethell Gwyn & Co.
Regent Jaguar, Trinidad, Nov 30
James & Hodder.
San Amado, Havre, Dec 4-5
James & Hodder
Wallsend, Sfax, Nov 29
James & Hodder.

BRISTOL

Adolf Bratt, Stockholm, now due
Whitwill, Cole & Co. (City).
Bamboo, Belfast, abt Nov 27
B. A. Baker & B. Norman.
Eemstroom, Amsterdam, now due
Turner, Edwards & Co.
Juliet Duff, Belfast, now due
A. L. Duggan & Co.
Lilian, Kotka, early Dec.
Whitwill, Cole & Co.
Marianne Bratt, Gothenburg, now due
Whitwill, Cole & Co. (City).
Procris, Bordeaux, Dec 4
Turner, Edwards & Co.
Redstart, Oporto via Dublin & Clyde, Dec —
Turner Edwards & Co.
Samuel V. Shreve, Baltic, now due
M. Whitwill & Son.

SHARPNESS

Empire Islander, Finland, Nov —
Victor W. Rowles & Co.
Tully Crosby, White Sea via Tyne,
and Hull Nov —
James & Hodder.

PORTISHEAD

Starling, Lubeck, now due
Turner, Edwards & Co.

NEWPORT

Arnhem, Antwerp, Dec 3
Mordey, Son & Co. (Alexandra)
Bernard N. Baker, Baltimore via
London, end Nov
W. Cory & Son
Cape Breton, Wabana, now due
Mordey, Son & Co. (Alexandra).
Eemstroom, Amsterdam via Bristol, now due
Turner, Edwards & Co.
Graiglas, Takoradi, abt Dec 18
Kentucky, —, Nov 28
Sir J. German & Son.
Marita, Antwerp, Dec 1-2
Mordey, Son & Co. (Alexandra).
Montreal City, Montreal, New York
& Norfolk via Avonmouth, Nov —
Houlder Bros. & Co.
Redstart, Oporto via Dublin,
Clyde and Bristol, Dec —
Turner Edwards & Co.
Stal, Amsterdam, Dec 1
Mordey, Son & Co. (Alexandra).

CARDIFF

Clunepark, Toppila, Nov 27
J. German & Son.
Dagmar Bratt, Gefle & Nyhamn, end Nov
Aadnesen & Dahl.
Gardenia, Manchester, now due
E. Earl & Co.
(Queen Alexandra).
Port Huon, Lyttelton, Dec 6
W. Milburn & Co.

BARRY

Angusburn, Brahestad, now due
Jayo Shipping Co.
Taarnholm, —, now due
Sir J. German & Son.
Thomas B. King, Montreal, now due
F. S. Dawson.

PORT TALBOT

Ella, Santander, now due
Kvikkjokk, Narvik, Nov 28
S. Stephens.

SWANSEA

Buteshire, Glasgow, Dec 2
Simpson Bros. (King's).
Hague, Manchester, Nov 30
F. H. Tucker & Co. (King's).
Javanese Prince, Sydney via
Plymouth and Antwerp Dec 8-9
Houlder Bros. & Co.

SHIP REPORTING

Special arrangements can be made to report movements of vessels directly to any address by telegraph or by post. Further particulars can be obtained from the Intelligence Department, Lloyd's, London, E.C.3.

Lottinge, Vasa, abt Dec 2
Montreal City, Montreal, New York
& Norfolk via Avonmouth & Newport Nov —
Houlder Bros. & Co.
Ocean Viceroy, London, Dec 9
Simpson Bros. (Kings)
Tyndareus, Sydney via Liverpool
and Clyde, early Dec

MERSEY

Akademik Komorov, Leningrad, Dec 4
F. Morland & Co.
Antilochus, Hongkong, early Jan
A. Holt & Co.
Atchison Victory, Vancouver, end Dec
Furness, Withy & Co.
Atlantian, Beira via Avonmouth, now due
T. & J. Harrison
Atreus, Hongkong, Nov 28
A. Holt & Co. (Canada).
Bantria, Genoa via Naples, early Dec
J. Glynn & Son.
Basil, Victoria (Braz.) via Antwerp,
Rotterdam and London, Feb —
Booth S.S. Co.
Beaverburn, Montreal via
Halifax, abt Nov 30
Canadian Pacific S.S.
Benedict, North Brazil
and River Amazon, Dec 16
Booth S.S. Co. (Kings)
Bibury, Buenos Aires, end Nov
Houlder Bros. & Co.
Britannic, Singapore, abt Dec 13
Cunard White Star
City of Carlisle, Beira, Dec 1
Hall Line.
City of Derby, Port Pirie, Dec 29
Hall Line.
Clan Chisholm, Beira via Genoa, Nov 30
Cayzer, Irvine & Co.
Clan Farquhar, Sydney, Jan 7
Cayzer, Irvine & Co.
Clan Macnair, Beira, Dec 12
R. P. Houston & Co.
Defender, Calcutta, early Dec
T. & J. Harrison.
Deseado, Napier, Dec 8
Gracie Beazley & Co.
Diomed, Sydney via Durban, Dec 1
A. Holt & Co.
Duchess of Bedford, Rangoon, Dec 14
Canadian Pacific S.S.
Empire MacDermott, Montreal, end Nov
J. Dowie & Co.
Empire Pickwick, Calcutta via
Marseilles, Nov 29
Cayzer, Irvine & Co.
Empire Pride, Madras, Nov 30
Bibby Bros. & Co.
Empress of Australia, Kure, Dec 12
Canadian Pacific S.S.
Ethiopian, W.C. Africa, end Nov
H. Tyrer & Co.
Eurybates, Shanghai, Dec 19
A. Holt & Co.
Fanad Head, Montreal, Dec 3
G. & Forwood Heyn (North-end).
Ferdinando Gorges, New York via
Dublin, end Nov
United States Lines.
Fort Cadotte, New York, Dec 6-7
Cunard White Star.
Fort Winnebago, Abadan, now due
H. E. Moss & Co. (Dingle Oil Jty.).
Gartwood, Genoa, end Nov
Georgic, Singapore, Dec 7
Cunard White Star.
Governor, Houston, Dec 4
T. & J. Harrison
Guinean, Burutu, Dec 4-5
H. Tyrer & Co.
Hickory Isle, Calcutta, end Dec
Marwood & Robertson
Hubert, N. Brazil via Antwerp, —
Booth S.S. Co. (King's 2).
Inishowen Head, Norfolk via Belfast
and Dublin, now due
G. & Forwood Heyn
Kilfenora, Limerick, Nov 29
Limerick S.S. Co.
Lautaro, Antofagasta, abt Dec 10
P. S. N. Co. (Canada).
Lord Glentoran, Norfolk, Va., Nov 30
G. & Forwood Heyn (North-end).
Loreto, Valparaiso via Havre, Dec 4
P. S. N. Co. (Canada).
M. Brusilov, Leningrad via Szczecin, Nov 28
F. Morland & Co.
Margay, Bahia Blanca, Dec 1
R. P. Houston & Co.
Marshall, Buenos Aires, Dec 11-12
R. P. Houston & Co.
Megna, New Orleans, Nov 27
T. & J. Harrison.
New Brooklyn, W.C. Africa, Nov 30
Elder Dempster Lines.
Ocean Viscount, Sydney
via Antwerp, Nov 29
A. Holt & Co.
Ocean Wayfarer, Abadan, Jan 10
Japp, Hatch & Co.
Pardo, Buenos Aires, Dec 3
P. S. N. Co.
Pilcomayo, Rio Grande, Dec 20-25
P. S. N. Co.
Port Sydney, Montreal, Nov 28
Cunard White Star.
Prometheus, Hongkong, Dec 17
A. Holt & Co.
Recorder, Galveston, Dec 6
T. & J. Harrison
Samaria, Halifax, Dec 5
Cunard White Star
Samesk, Vancouver, Nov 29
J. Dowie & Co.
Samite, Singapore, Dec 18
A. Holt & Co.
Samlossie, Calcutta via Clyde, Dec 1-2
Lamport & Holt Line.
Samloyal, Buenos Aires, Dec 9
Canada S.S. Lines
Samsette, Tacoma via London, Nov 30
Donaldson Line
Samythian, Mormugao via Antwerp, Dec 12
Hall Line
Saxon Star, Vancouver, Dec 10
Lamport & Holt Line.
Star of El Nil, Alexandria, Nov 28
Watts, Watts & Co.
Theseus, Shanghai, Dec 16
A. Holt & Co.
Thomas Holt, W.C. Africa, Dec 10
J. Holt & Co.
Tweed, Buenos Aires, Dec 9
P. S. N. Co.
United Victory, Vancouver, mid Dec
Furness, Withy & Co.

GARSTON

Baron Elibank, Huelva, abt Nov 30
Sivewright, Bacon & Co.
Noemi, Rimouski, abt Nov 30

MANCHESTER

Anglia, Gothenburg , now due
Bahr, Behrend & Co.
(Shed 4, Dk. 8).
Clan Macnair, Beira via Liverpool, Dec 20
W. T. Mitchell & Co.
Clan Macneil, Beira via Genoa, Dec 13
Union-Castle Mail S.S. Co.
Efthalia, Cork, Nov 27
H. Watson & Co.
Ferdinando Gorges, New York via
Dublin and Liverpool, early Dec
Benj. Ackerley & Son.
Innesmoor, Buenos Aires, end Nov
Lamport & Holt.
Josef Bergendorff, Lake Vener, Nov 27
Ellerman's Wilson Line
(Ellesmere Port).
Julia, Dublin, Nov 27
H. Watson & Co. (Partington).
Manchester Port, Montreal, Dec 1
Manchester Liners
Naturalist, Galveston, now due
J. W. Jones & Co.
Nayadis, Houston, Dec 2
Brinings (Shipping) (Stanlow).
Northia, Abadan, Nov 27
Brinings (Shipping) (Stanlow).
Port de Bouc, Rouen, Nov 28
H. Watson & Co.
(Weaste & Partington).
Thoroy, Gdansk, early Dec
H. Watson & Co. (Partington).

WORKINGTON

Ria de el Ferrol, Almeria, now due
Sac 9°, Almeria, now due
Ulia, Almeria, abt Dec 1

SILLOTH

Monaleen, Galway, Nov 29
Limerick S.S. Co.

CLYDE

Alden, Lulea, end Nov
Bell Park, Campbellton (N.B.), Nov —
City of Carlisle, Beira via Liverpool, Dec 13
City Line.
Delilian, Montreal, now due
Donaldson Line
Diomed, Sydney via Liverpool, Dec 8
Aitken, Lilburn & Co.
Esso Cheyenne, Houston, end Nov
A. Weir & Co. (Bowling).
Gracia, Montreal, Dec 4
Donaldson Bros & Black.
Harpers Ferry, Abadan, Nov 28
J. & J. Denholm (Old Kilpatrick).
Redstart, Oporto via Dublin, early Dec
Moss Hutchison Line.
Shuna, Gothenburg via Belfast, end Nov
Glen & Co.
Stanley R. Fisher, Baltimore & New York
via London, Dec 13
W. B. Woolley & Co.
Tyndareus, Sydney via Liverpool Nov 30
Aitken, Lilburn & Co.
Valborg, Copenhagen, now due

BELFAST

Shuna, Gothenburg, Nov 27
D. Dorman & Co.

DUBLIN

Ferdinando Gorges, New York, Nov 28
G. Bell & Co.
Irish Larch, Kotka, Nov —
Irish Poplar, Philadelphia, early Dec
Irish Shipping, Ltd.
Julia, Antwerp, now due
D. J. Twonig
Lanahrone, Pomaron, early Dec
Limerick S.S. Co
Nerma Lau, Valencia, Nov 28
Connolly, Shaw, Ltd.
Redstart, Oporto, Nov 27
Veraguas, St. John (N.B.), Nov 28
Betson & Co.

LARNE

Graiglas, Takoradi via Newport, Dec —

LIMERICK

Monte Nuria, Rosario, abt Dec 15
Okeanos, Rosario, mid Dec
Panaghis, Baltimore, now due
Mullock & Sons.

ABERDEEN

Waldo Hill, Yxpila, now due
J. Cook & Co.

DUNDEE

City of Keelung, Calcutta via London, Dec 26
C. Barrie & Son (King George Wf.)
Clan Cumming, Calcutta via London, Dec 29
B. L. Nairn & Co.
Clan Macinnes, Calcutta via London, Nov 27
B. L. Nairn & Co.
Duke of Athens, Calcutta via
London early Dec
Morison, Pollexfen & Blair.
Samnid, Calcutta via London, end Dec
C. Barrie & Sons
(King George Wf.)

METHIL

Cyrus Sears, Hamina, abt Nov 29

KIRKCALDY

Skodsborg, Oporto, end Nov

BURNTISLAND

Charles Dickens, Takoradi, Dec 8
Dewar & Lawson

GRANGEMOUTH

British Honour, Fahaheel, now due
Hopkin, Paton & Co.
British Promise, Fahaheel, Dec 8
Hopkin, Paton & Co.
Elizabete, Hernosand, Nov 28
Buchan & Hogg.
Gurden Gates, Kemi, Dec 1-2
J. T. Salvesen & Co.
Vinriver, Sikea, early Dec
J. T. Salvesen & Co.

LEITH

Barjama, Faroes, now due
C. Mauritzen (Albert Basin)
Crichtoun, Antwerp & Ghent via
Dundee, now due
G. Gibson & Co. (Albert).

TYNE

Archers Hope, Houston via Hull, Dec —
Furness, Withy & Co. (Jarrow).
Astrea, Bergen, Nov 29
P. H. Matthiessen & Co.
(Tyne Commission Qy.).
Baron Murray, St. John's (NF), abt Dec 6
Runciman Shipping Co.
Barra Head, London, now due
Hargreaves (Newcastle) (Howden)
Bretagne, Oslo, Dec 4
P. H. Matthiessen & Co.
(Tyne Commission Qy.).
Burnhope, Halifax, Nov 29
Burnett S.S. Co.
Cairnesk, Montreal via Halifax, now due
Cairns, Noble & Co.
(Newcastle Qy.).
Jupiter, Bergen, Dec 4
P. H. Matthiessen & Co.
(Tyne Commission Qy,).
Vanja, Curacao, abt Dec 6

MIDDLESBROUGH

Amersham, Takoradi, now due
Swedish Iron Ore, Ltd.
Clan Murdoch, Cochin via Havre
and London, Dec 7
J. M. Lennard & Sons.
Clan Ranald, Malabar via London, Dec 27
J. M. Lennard & Sons.
Fort Beausejour, Bona, abt Nov 28
Bigland, Hogg & Co.
Heros, Tyne, now due
J. G. Peckston (Clarence Wf.).
June, Rotterdam, now due
J. G. Peckston (Corporation Qy.).
Lydia M., Sao Francisco
via Antwerp, end Nov
Samarkand, New Westminster via
London, Dec 1
McGregor, Gow & Holland
Sergei Kirov, Hartlepool, Nov 28
Furness, Withy & Co.
Stanhill, Wabana, end Nov
J. G. Peckston
Svea, Hoganas, now due
Clarkson Bros. & Caspar.
Temple Bar, W.C. Africa, now due
Ferguson, Wild & Co.
Tromp, —, Nov 27
J. G. Peckston (Corporation Qy.).

HULL

Angus McDonald, New Orleans, now due
W. Brown, Atkinson & Co.
Archers Hope, Houston, Dec 3
W. Moran & Co. (Salt End).
Aslog, Stockholm, Dec 2
Ellerman's Wilson Line (Albert).
Bassano, Montreal and Halifax, Nov 27
Ellerman's Wilson Line
(King George).
Ben. H. Miller, W.C. Africa, Dec 10
J. H. Whitaker.
Berkel, Stockholm, Nov 29-30
Ellerman's Wilson Line (Albert).
Blairspey, Miramichi, abt Nov 28
Newton, Tottle & Wilson (Alexandra)
Blyth, Hamburg, Nov 27
Ellerman's Wilson Line
(Wm. Wright).
Cheltenham, W.C. Africa, Dec 9
McGregor, Gow & Holland
(Alexandra)
City of Newcastle, Karachi via Havre, Dec 10
Ellerman's Wilson Line.
Empire Aden, Brisbane via Antwerp, Nov 28
Ellerman's Wilson Line.
Empire Wye, W.C. Africa, abt Dec 10
J. H. Whitaker.
Fordsdale, Auckland via London, Dec 31
McGregor, Gow & Holland.
Glenwood, Port Said via Hamburg, early Dec
Ellerman's Wilson Line.
Heien, Oslo, now due
Ellerman's Wilson Line (Albert).
Hilda, Middelharnis, now due
Ellerman's Wilson Line (Humber).
Hjalmar Wessel, Kristiansand (S), Nov 27
Ellerman's Wilson Line (Alexandra).
Holmside, Hernosand, Nov 28
Keila, Newcastle, N.B., now due
Pyman, Bell & Co. (Alexandria).
Kuwi, Amsterdam, now due
Ellerman's Wilson Line
(Alexandra)
Lublin, Antwerp, now due
McGregor, Gow & Holland
(Alexandra)
Malakand, Bombay, Nov 30
Ellerman's Wilson Line
Monica, Copenhagen, Dec 4
Ellerman's Wilson Line.
Ocean Vision, W.C. Africa, Nov 30
McGregor, Gow & Holland
(Alexandra).
Philomel, Naples via London, Nov —
Ellerman's Wilson Line.
Regent Panther, New Orleans, now due
(Salt End Oil Jty.).
Rijnstroom, Amsterdam, Nov 29-30
Ellerman's Wilson Line (Humber).
Royal Star, New Westminster, Dec 14
McGregor, Gow & Holland.
Stuart Prince, Alexandria, now due
Ellerman's Wilson Line.
Thomas Holt, W.C. Africa, Dec 10
McGregor, Gow & Holland
(Alexandra)

KILLINGHOLME

Grande Ronde, Abadan, Nov 28
W. Moran & Co.
Paulus Hook, Abadan , now due
W. Moran & Co.

IMMINGHAM

Fjeld, Trapani, end Nov
Karesuando, Narvik, now due
J. Carlbom & Co. (Mineral Quay).
Samleyte, Vancouver, end Nov
W. A. Massey & Sons.

GRIMSBY

Asko, Kemi, now due
Utklippan II., Toppila, Nov 30
J. Carlbom & Co. (Royal).

BOSTON (Lincs)

Empire Conquest, Kemi, end Nov

WIRELESS REPORTS

(Continued from page 15)

Lestris.—Bd Cardiff, off Longships Nov 25, 9 56 a.m.

Lottinge.—Bd Swansea, 61 47 N, 19 54 E, Nov 25

Magnolia State.—Bd Bremerhaven, 105 m from Land's End Nov 26, 1 24 p.m.

Maidan.—Bd Port Sudan, 12 18 N, 47 49 E, Nov 25

Manchester Shipper.—51 12 N, 10 36 W, Nov 25, 6 p.m.

Marchport.—Bd St. John (NB), 250 m E of Pentland Firth Nov 26, 9 3 a.m.

Matina.—51 24 N, 15 6 W, Nov 25, noon

Monarch (cable).—43 12 N, 21 24 W, Nov 25, 6 p.m.

North Point.—Bd Hamble, 1100 m from Land's End Nov 26, 1 32 a.m.

Northern Chieftain.—Bd Belfast, 100 m S of Wick Nov 26, 9 59 a.m.

Northia.—Bd Liverpool, 240 m from Land's End Nov 25, 9 20 a.m.

Oksywie.—Bd Harlingen, 12 m SE of Cullercoats Nov 26, 8 46 a.m.

Olympos.—Bd Antwerp, 180 m S of Land's End Nov 26, 8 22 a.m.

Queen Elizabeth.—45 12 N, 39 48 W, Nov 25, 6 a.m.

Rapana.—Bd Antofagasta, 1 19 S, 81 16 W, Nov 25

Raunala.—Bd Baltimore, 120 m N of Wick Nov 25, 4 40 p.m.

Regent Lion.—41 57 N, 43 40 W, Nov 25

Regent Panther.—30 m S of Humber Nov 26, 8 15 a.m.

Regent Tiger.—Passing Sunk L-V Nov 26, 8 23 a.m.

Regina.—Bd Belfast, 100 m from Malin Head Nov 26, 11 28 a.m.

Reykjafoss.—Off Outer Dowsing LV Nov 26, 5 30 a.m.

Robert F. Hand.—48 18 N, 10 12 W, Nov 25, 6 p.m.

Rookley.—19 31 S, 94 33 E, Nov 25

Samcleve.—Off Ushant Nov 25, 11 15 p.m.

Samfreedom.—400 m SSW of Land's End Nov 25, 9 50 a.m.

Samleyte.—41 49 N, 35 50 W, Nov 26, 12 43 a.m.

Samokla.—Bd Singapore, in 7 10 N, Nov 25

Samos.—130 m SE of Humber Nov 25, 2 32 p.m.

San Amado.—300 m SW of Land's End Nov 26, 8 11 a.m.

San Andres.—Bd Bergen, passed Smiths Knoll L-V Nov 26, 6 30 a.m.

San Virgilio.—130 m SW of Land's End Nov 26, 8 13 a.m.

Sapulpa Victory.—Bearing 40 deg. from Wick Nov 26, 8 1 a.m.

Sevastopol.—Wick, Nov 26, 11 35 a.m., bd Antwerp

Shuna.—Wick, Nov 26, 9 25 a.m., due Belfast Nov 27

Stancourt.—51 30 N, 15 24 W, Nov 25, noon

Stanhill.—Bd Middlesbrough, 56 12 N, 23 6 W, Nov 26, noon

Star of el Nil.—Bd Liverpool, 47 m SW of Land's End Nov 26, 1 58 p.m.

Stephen R. Mallory.—Bd Gdansk, 49 52 N, 59 W, Nov 26, noon

Stephen W. Kearny.—49 48 N, 3 18 30 W, Nov 26, 8 15 a.m.

Stirlingshire.—40 42 N, 11 18 W, Nov 25, 6 p.m.

Stuart Prince.—Bd Hull, 280 m S by W of Land's End Nov 25, 8 45 a.m.

Sullys Hill.—47 55 N, 14 3 W, Nov 26, 4 15 a.m.

Swainby.—38 N, 34 48 W, Nov 25, 6 p.m.

Tasso.—57 12 N, 5 43 E, Nov 25, 6 a.m.

Taxiarchis.—Bd Antwerp, abt 100 m SE of Land's End Nov 25, 2 50 p.m.

Vanja.—Bd Newcastle, passing Azores Nov 25, 11 46 p.m.

Wallace M. Tyler.—41 3 N, 41 23 W, Nov 19

Wave Emperor.—Portishead, Nov 25, 3 40 p.m., due Portsmouth Nov 29, 11 p.m.

Westend Park.—Land's End, Nov 26, 11 49 a.m., due London Nov 28

Zaanstroom.—Bd Hull, 80 m SE of Humber, Nov 26, 9 50 a.m.

Zarembo.—Bd Falmouth, 180 m from Land's End Nov 25, 1 40 p.m.

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MARINE CASUALTIES

A.F.D. 76 (floating dock). — Amsterdam, Nov. 25.—Floating dock (A.F.D. 76), Harwich for Norway, left by tug FAIRPLAY TWO, has been taken in tow by three Ymuiden trawlers. (See issue of Nov. 26.)

AALSDIJK.—San Francisco, Nov. 25.—Steamer Aalsdijk, ex Guatemala Victory, had auxiliary feed pump severely damaged during trials on Sunday (Nov. 24), requires renewal; cost $7457, time ten days.

AFRICAN SHELL.—Liverpool, Nov. 26.—Motor tanker African Shell (Liverpool for Mombasa) put back to-day and is now berthed in Egerton Dock, Birkenhead, with broken windlass.

ALBANY.—See "Overdue Vessels."

ALBATROS.—Paris, Nov. 21.—According to advices from Ajaccio, the Italian motor vessel Albatros, Porto Torres for Viareggio, grounded on Santa Manza beach during a gale in the night of Nov. 5-6.—"Journal de la Marine Marchande."

ALLERTON.—See "The Crew Trouble on British Steamer" under "Miscellaneous."

ALSACIEN. — Paris, Nov. 21. — Advices from Cherbourg state that the steamer Alsacien, which effected repairs there to damage sustained at Dunkirk, reloaded her general cargo and proceeded for Brest, where she is to load 3000 tons seed potatoes for Algeria.—"Journal de la Marine Marchande." (See issue of Nov. 20.)

AMASTRA.—North Shields, Nov. 26.—Motor tanker Amastra left the Tyne to-day for Curacao. (See issue of Nov. 26.)

ARNDALE. — London, Nov. 26. — The following wireless message has been received from motor tanker Arndale (Abadan for Singapore), timed 12 30 p.m., Nov. 25: Proceeding to Bandar Abbas to effect essential engine repairs to No. 3 pistons.

ASTORIA.—Vejle, Nov. 25.—Motor vessel Astoria grounded at Traeskohagen, Vejle Fjord, at 7 p.m. on Nov. 19. She refloated at 1 p.m. on Nov. 23 having lightered 250 tons of cargo and 250 tons of bunker oil; expecting no damage to cargo and vessel. Astoria is now discharging remainder of her cargo at Vejle.

ATAIR.—Rotterdam, Nov. 25.—Steamer Atair (Immingham for Sfax): Tug Zwarte Zee conected at 7 p.m. and is proceeding Falmouth.—L. Smit & Co.

——Rotterdam; Nov. 26.—Tug Zwarte Zee, with steamer Atair, arrived at Falmouth at midnight, Nov. 25.—L. Smit & Co.

——Falmouth, Nov. 26.—Steamer Atair, from Immingham, arrived here to-day, towed in by Dutch tug Zwarte Zee. It is understood that the Atair has all blades of propeller broken off, only the boss remaining.

——Falmouth, Nov. 26.—Steamer Atair: Master has signed Lloyd's Open Form.

BLAIRDEVON.—See Garth (sandsucker).

BOLHAM.—Liverpool, Nov. 26. — Motor vessel Bolham, which left Bromborough this morning for Point of Ayr, put into Alfred Dock, Birkenhead, to-day, owing to engine trouble and is now berthed at Cubbin's Slipway.

BUENOS AIRES.—London, Nov. 26. — The following message has been received from the Salvage Association: Steamer Buenos Aires, ashore Cape Santa Marta Grand in August: After protracted negotiations a contract has been arranged between the shipowners and a local firm of salvors for the salvage of cargo and the stripping of the vessel on Lloyd's Open Form, the salvors to receive 70 per cent. of the net salved value. The salvors are now operating. (See issue of Oct. 7.)

CARL CLAUSEN.—Antwerp, Nov. 22.—According to a protest made by her master, Danish motor vessel Carl Clausen, from Aarhus, cargo provisions, reports having grounded aft at 3 25 a.m. on Nov. 20 in the River Scheldt, near Walsoorden. Vessel refloated under her own power with the rising tide at 11 10 a.m. and soundings showed that she was making no water.

CARRIER PIGEON.—New York, Nov. 26.—Steamer Carrier Pigeon (Mombasa and New York for Baltimore) was in collision with steamer CASIMIR PULASKI (Philadelphia for Algiers) at 11 p.m. yesterday off the New Jersey coast. Former vessel proceeded to Baltimore; latter arrived at New York this morning, damage reported slight. (Later) Steamer CASIMIR PULASKI is holed in No. 1 hatch.

CASIMIR PULASKI.—See Carrier Pigeon.

CEDARPOOL.—Land's End Radio, Nov. 26.—Following received from British steamer Cedarpool (Tyne for Mobile) at 12 57 p.m., G.M.T.: Have lost one blade of propeller, position at 10 a.m., lat. 46 45 N., long. 8 30 W.; proceeding.

CHINA COASTER.—Balboa, Nov. 26.—Chinese steamer China Coaster, Norfolk for Pimentel, in ballast, is delayed here repairing fractured shell plate on port side forward.

CLUNEPARK. — Hamburg, Nov. 26.—Steamer Clunepark: All cargo reloaded and permanent repairs completed. Vessel left Kiel on Nov. 22 for Cardiff.—Lloyd's Acting Agent per Salvage Association. (See issue of Oct. 30.)

CRETE. — Falmouth, Nov. 26. — Tug Zwarte Zee left here to-day to assist Greek steamer Crete, reported in distress south-west of Land's End. (See issue of Nov. 26.)

——Rotterdam, Nov. 26. — Tug Zwarte Zee left Falmouth for Greek steamer Crete, on basis of Lloyd's Open Form.—L. Smit & Co.

DA COSTA.—Great Yarmouth, Nov. 26. — Motor vessel Da Costa left here at 7 a.m. to-day. (See issue of Nov. 21.)

DALVANGEN.—St. John's, NF., Nov. 25.—Steamer Dalvangen left here to-day for Sydney, N.S. (See issue of Nov. 23.)

DONA FLORA.—North Shields, Nov. 26.—Steamer Dona Flora, which left the Tyne for London at 4 59 a.m., loaded, put back at 11 5 a.m., reporting engine trouble. Vessel was ordered, at agents' request, to Springwell Tier Buoys, Jarrow.

DUCHESS OF BEDFORD. — London, Nov. 26.—The owners of the steamer Duchess of Bedford (Rangoon for Liverpool) have received the following cable from the master dated Colombo, Nov. 25: Starboard turbo generator pinion shaft fractured and main wheel damaged. (Note.—Duchess of Bedford is reported to have left Colombo on Nov. 26.)

DUMLUPINAR. — Istanbul, Nov. 20. — While entering Dardanelles on the night of Nov. 17-18, Turkish steamer Dumlupinar, Iskenderun and Izmir for Istanbul with passengers and cargo, experienced boiler trouble and anchored at Canakkale. Salvage steamer Kilyos was dispatched from Istanbul and the Dumlupinar was taken in tow to Istanbul, where she arrived on the morning of Nov. 19. Boiler trouble was sufficiently overcome on the voyage to enable the Dumlupinar to proceed under her own power for part of the way.

EGTON.—Immingham, Nov. 25.—British steamer Egton arrived here to-day from Three Rivers. (See issue of Nov. 23.)

EMPIRE HILDA.—Massowah, Nov. 26.—Tug Empire Hilda is not damaged and has sailed for Aden. (See issue of Nov. 25.)

EVANGELOS.—See Marcidee.

FAIRPLAY TWO.—See A.F.D. 76 (floating dock).

FORT BOURBON.—Durban, Nov. 26. — Steamer Fort Bourbon reports that after bunkering smoke was observed in No. 3 bunker. Surveyor recommends discharge bunkers to get to seat of trouble.

GALEN L. STONE.—Antwerp, Nov. 23.—According to a protest made by her master, American steamer Galen L. Stone, from New York, cargo coal, reports having experienced heavy weather on the voyage, during which a lifeboat was heavily damaged and sundry damage on deck was sustained.

GARTH (sandsucker).—Bristol, Nov. 26.—At about 4 30 a.m. to-day sandsucker Garth was in collision with steamer BLAIRDEVON (from Alholmen), at anchor in Walton Bay. Garth was sinking and trying to make for beach and the lifeboat was sent from Weston-super-Mare and Bristol tugs went from Portishead. The lifeboat arrived at Portishead and reported she found nothing. Sandsucker presumed lost, BLAIRDEVON proceeded to Sharpness.

——London, Nov. 26. — It is thought that the sandsucker Garth was torn open below the waterline through fouling the anchor chain of the steamer BLAIRDEVON. The BLAIRDEVON has since arrived at Sharpness. The Garth had a crew of seven men.

——Bristol, Nov. 26.—Sandsucker Garth sighted at low water about one mile from Walton Bay Signal Station and three cables from the shore. It is reported that one body and a dinghy have been found at Severn Beach.

GEORGIA.—Charleston, Nov. 26.—Tank steamer Georgia, Port Arthur for Baltimore, has put in here with damaged propeller.

GLENOGLE.—Port Said, Nov. 26.—Motor vessel Glenogle (London), for Shanghai, arrived here on Nov. 21, and is delayed fitting new pinions to main engine valve gearing; expected to complete repairs Dec. 1.

HEERENGRACHT. — See "Overdue Vessels."

HEMINGE.—Halifax, Nov. 25.—Steamer Heminge, ex Empire Usk, stranded on mudbank on Nov. 22 when leaving Pugwash Harbour, fully loaded with lumber, but refloated by own efforts on Nov. 23. No apparent damage and not leaking; classification granted seaworthy certificate after diver's examination and vessel proceeding London.—Salvage Association's Surveyors.

HOPECROWN.—Perth, W.A., Nov. 26.—Motor vessel Hopecrown: Except for bottom damage noted by diver at Gorda Cay, no damage to tank tops under test or to hull in way of bilges or above. No costs here. Cargo undamaged; outturn weight at Geraldton, 3015 tons, at Fremantle, 4989 tons.—Lloyd's Agent per Salvage Association. (See issue of Sept. 9.)

JAMES W. CANNON.—London, Nov. 26.—The owners of the American steamer James W. Cannon state that the vessel arrived at Pearl Harbour about Nov. 11. (See issue of Nov. 12.)

——Honolulu, Nov. 25.—Steamer James W. Cannon has now drydocked. Survey shows No. 1 double bottom tank holed through between frames 20 and 29 in way of A strake on starboard side. Flat keel set up and A, B, C and D strakes between frames 79 and 90 heavily set up. Propose temporary repairs enabling vessel to proceed to her home port, New York, to discharge cargo by closing opening in No. 1 double bottom tank.

JOSEPH HOWE.—Clarke's Harbour, Oct. 27.—The Barrington Passage ferry Joseph Howe disabled her rudder in making dock while on her regular run from Barrington Passage to North East Point, Cape Sable Island. The damage is extensive and she leaves immediately for Yarmouth, for repairs, which will take at least a week.—"The Halifax Chronicle."

JOSIAH P. CRESSEY.—London, Nov. 26.—The following wireless message has been received from H.M. tug Reward, timed 8 37 p.m., Nov. 25: Water level in engine-room and stokehold of steamer Josiah P. Cressey is now down to 3 ft. Pumping can only be done by small portable pumps. Fishguard National Fire Service is assisting. Anticipate engine-room and stokehold will be pumped out before noon to-morrow. Vessel does not appear to have made any water since her arrival at Fishguard. (See issue of Nov. 26.)

——Fishguard, Nov. 26.—Steamer Josiah P. Cressey, in Fishguard Roads: All (boiler) fires out, two feet of water over engine-room plates and about 10 degrees starboard list. National Fire Service on board pumping vessel and hope to clear water to-night. Chief engineer informed me vessel not now making water, do not consider any necessity to disturb cargo. Vessel and cargo safe; tug Reward standing by and may tow vessel to destination.—Lloyd's Agent per Salvage Association.

KALEV.—London, Nov. 26.—In reply to inquiry, Lloyd's Agents at Casablanca write under date of Nov. 21: Fishing vessel Kalev (bound for United States) was in distress off Casablanca on Nov. 1 and the lifeboat Marechal Lyautey was sent out. Nine Estonians were picked up and their vessel was towed into the fishing port at Casablanca. The men are still at Casablanca and the vessel, which had a hole torn in her side, is at present being repaired.

KORA.—London, Nov. 25.—Short of food, with a 30 deg. list to starboard and with everything portable swept from her decks, the Panamanian steamer Kora arrived at Rosslare to-day under her own power from Newcastle with coal, after a seven days ordeal. Members of her exhausted crew stated that when the vessel rounded Land's End she encountered a hurricane, her cargo shifted and when the pumps choked the water rose in the bilges to a depth of several feet.

LANGLEECRAG. — Mersin, Nov. 17. — Steamer Langleecrag has been surveyed here in respect of two cracks in crown of starboard furnace of starboard boiler. Three unsuccessful attempts to repair the cracks by welding were made by a local firm of engineers, but each time under test the cracks still leaked. Repairs were eventually finished on Nov. 1 by another engineering firm to surveyor's satisfaction at a cost of £1200, Turkish. According to a statement by the master, the vessel was delayed for 24 hours by the boiler repairs, the vessel being ready to sail on Nov. 1.

LEVENPOOL. — Balboa, Nov. 25. — Steamer Levenpool left here to-day. (See issue of Nov. 23.)

MACUBA. — Port Elizabeth, Oct. 22. — Dutch motor tanker Macuba was surveyed here on Oct. 17 and subsequent dates in respect of leaking tubes in port boiler. Approximately 60 plain tubes, in starboard combustion chamber were renewed and six stays in port combustion chamber and three in starboard combustion chamber were repaired. Starboard after bollard and port after fairlead, broken through heavy ranging while discharging at the oil berth on Oct. 16 were also renewed and surveyor recommended that port and starboard after bollards on after deck, which were fractured through heavy ranging during continuation of discharge on Oct. 19, should be renewed at first available opportunity. A certificate of seaworthiness was issued. (See issues of Oct. 21 and 23.)

MARCIDEE.—London, Nov. 26.—In reply to inquiry, Lloyd's Agent at Miami cabled to-day: Motor vessel EVANGELOS, formerly a yacht, was built at New York in 1912, 147 tons gross. The motor vessel Marcidee, formerly a yacht, was built at New York in 1927, 117 tons gross. Marcidee now definitely identified. One person on Marcidee missing, all others saved. Marcidee was on voyage Nassau to Miami, cargo general; EVANGELOS was on voyage to Haiti, in ballast, to load bananas. (See issue of Nov. 26.)

MIN JEN. — Barry, Nov. 26. — Chinese steamer Min Jen put back here yesterday. (See issue of Nov. 26.)

MOREFIELD.—Sunderland, Nov. 25. — It is hoped to complete repairs to engine of steam steering gear of steamer Morefield to enable the vessel to proceed on voyage to Wick to-morrow. (See issue of Nov. 26.)

MOSS ROSE. — Penzance, Nov. 25. — Master of steamer Moss Rose reports having lost port anchor and 30 fathoms of chain during a southerly gale in Mounts Bay on Nov. 23, in position lat. 50 6 12 N., long. 5 31 48 W. The vessel has a spare anchor on board to replace the lost one. (See issue of Nov. 25.)

NAVEMAR.—Buenos Aires, Nov 26.—Steamer Navemar has refloated and proceeded. (See issue of Nov. 26.)

NELKON. — Randers, Nov. 23.—Steamer Nelkon, which grounded at Als Odde, at the entrance to Mariager Fjord, on Wednesday (Nov. 20), was carried athwart the channel by the wind on Nov. 21, thus preventing vessels from entering or leaving the fjord. Three steamers are held up in the fjord.—"Borsen." (See issue of Nov. 26.)

——Randers, Nov. 26.—Steamer Nelkon floated and is proceeding Hobro to-day.—Lloyd's Agent per Salvage Association.

NORDAHL GRIEG. — New York, Nov. 26.—Turbo-electric tanker Nordahl Grieg left here to-day for Liverpool. (See issue of Nov. 22.)

NORMA NUMBER TWO. — Galveston, Nov. 23.—Vessel Norma Number Two grounded outside Corpus Christi about midnight yesterday but refloated with bottom and propeller damage. Owners hope to drydock vessel at Rockport on Nov. 24.

——Galveston, Nov. 25.—Vessel Norma Number Two has now drydocked at Rockport. Both propellers, one shaft and both rudders are damaged, also some bottom damage. Survey being held.

OCEAN VAGRANT.—Antwerp, Nov. 22.—According to a protest made by her master, British steamer Ocean Vagrant, from Casablanca, cargo phosphates, reports having experienced heavy weather on the voyage, during which steam pipe covers were broken and carried away and a leak was reported in port side of engine-room.

P.A.B. 16.—See 2 (lighter).

PACIFIC.—Vasa, Nov. 26.—Dutch motor vessel Pacific stranded near Tankar Lighthouse and is waterlogged. Salvage steamer Herkules has gone to assist.

ROVER (obsolete submarine).—Durban, Nov. 26.—The submarine Rover, which was reported adrift about 88 miles from Mombasa, has been taken in tow by a Mombasa tug and is now on her way back to port.—Reuter. (See issue of Nov. 26.)

RUTGERS VICTORY.—New York, Nov. 25.—Steamer Rutgers Victory left here on Nov. 24 for Antwerp. (See issue of Oct. 18.)

RYDER HANIFY.—Manila, Nov. 25.—Steamer Ryder Hanify: Salvors hopeful; working at vessel. Lloyd's Acting Agents per Salvage Association. (See issue of Oct. 19.)

SAMGAUDIE.—Antwerp, Nov. 23. — According to a protest made by her master, British steamer Samgaudie, from Cochin, cargo general, reports having experienced heavy weather on the voyage, during which No. 1 lifeboat was damaged.

STAR.—Bergen, Nov. 25. — Steamer Star: Owing to bad weather salvage steamers were unable to work to-day, otherwise position unchanged. (See issue of Nov. 25.)

SULLYS HILL.—See "Liferaft Lost Overboard" under "Weather and Navigation."

SWAN POINT.—Oran, Nov. 25.—Steamer Swan Point: Repairs completed satisfactorily and vessel sailed at 7 p.m. to-day for Benisaf.—Lloyd's Agent per Salvage Association. (See issue of Nov. 25.)

THEODORE PARKER. — New York, Nov. 25.—Steamer Theodore Parker, in position lat. 41 58 N., long. 49 1 W.; coastguard cutter Campbell broke hawser and sea conditions unfavourable for passing another, but will keep trying. Indications are that weather will become worse instead of better. (See issue of Nov. 26.)

——St. John's, NF., Nov. 25.—Coastguard cutter Campbell was to-day standing by the disabled American steamer Theodore Parker some 200 miles south-east of Cape Race, waiting for favourable weather to tow her back to port. The engines and both boilers of the Theodore Parker are out of order. The Campbell had the vessel in tow once to-day but the cable broke.—Reuter.

——New York, Nov. 26.—Steamer Theodore Parker: Another hawser has been put on board; weather bad.

TYNEMOUTH. — Lizard, Nov. 25.—Steamer Tynemouth (from Garston) passed here at 6 p.m. and signalled: "Bound Lubeck but proceeding into Falmouth with engine trouble." Wind WSW., moderate gale, squally, sea rough.

VIGILANT (pilot launch). — South Shields Nov. 25.—The Tyne Pilot Authorities' launch Vigilant, which damaged starboard side amidships after striking Herd Buoy on Saturday (Nov. 23) and was beached on the North Sands, is now undergoing repairs at South Shields. The Vigilant was towed to the repairers after temporary repairs had been effected on Sunday (Nov. 24).—"The Shields Gazette." (See issue of Nov. 25.)

ZH 33 (lighter).—See 2 (lighter).

ZWAANTIENA.—Kalmar, Nov. 22. — Dutch motor vessel Zwaantiena, Walkom for Aabenraa with 70 standards of timber, experienced heavy weather on the voyage, during which about 10 standards of the deck cargo were lost and sundry damage sustained on deck and in the saloon. The vessel arrived here and was surveyed on Nov. 21. Surveyor estimated loss and damage on deck and in the saloon at 5500 kr. Deck cargo was re-stowed and a certificate of seaworthiness was issued to enable vessel to proceed to port of destination.

ZWERVER (aux.).—Kalmar, Nov. 22.—Dutch auxiliary motor vessel Zwerver, Brahestad for Vilvorde with 85 standards of timber, experienced heavy weather on the voyage, during which part of the deck cargo was lost, causing a heavy list to starboard, and the engine was damaged. Vessel arrived here and was surveyed on Nov. 9 and 13. Engine was repaired and the deck cargo re-stowed and a certificate of seaworthiness was issued; vessel sailed on Nov. 13.

2 (lighter).—London, Nov. 26.—In reply to inquiry, Lloyd's Agent at Bordeaux cabled Nov. 25: The two hopper barges (2 and ZH 33) were hired in Holland by the Port Autonome de Bordeaux, and were in tow of tug P.A.B. 16 (ex Andree Dupre). (See issue of Nov. 26.)

WEATHER AND NAVIGATION

LIFERAFT REPORTED

Land's End Radio, Nov. 26.—Following received from American steamer Stephen W. Kearny at 9 20 a.m., G.M.T.: At 8 15 a.m. a brown empty liferaft was sighted in position lat. 49 48 N., long. 3 18 30 W.

LIFERAFT LOST OVERBOARD

Valentia Radio, Nov. 26.—Following received from American turbo-electric tanker SULLYS HILL at 10 15 a.m., G.M.T.: Lost steel liferaft in position lat. 47 55 N., long. 14 3 W., at 4 15 a.m., G.M.T., Nov. 26.

DRIFTING BUOY

Washington, D.C., Nov. 20.—

On Nov. 20, in lat. 28 31 N., long. 74 57 W., steamer Cubore passed a drifting red lighted whistle buoy.

MINES REPORTED

Niton Radio, Nov. 23.—Following received from steamer John McDonogh at 4 12 p.m., G.M.T.: Passed mine at 3 30 p.m., G.M.T., in position 168 deg. from Nab Tower 12 miles distant.

Washington, D.C., Nov. 21.—

On Nov. 19, in lat. 41 3 N., long. 41 23 W., steamer Wallace M. Tyler passed a mine with horns attached.

On Nov. 20, in lat. 28 36 30 N., long. 90 55 W., a floating contact mine.

QUEENSTOWN HARBOUR

Valentia Radio, Nov. 25.—Following received from steamer Kenmare at 6 42 p.m., G.M.T.: Light of No. 8 black buoy, Queenstown Harbour, extinguished.

NORTH SEA

Humber Radio, Nov. 26.—Following received from Icelandic steamer Reykjafoss at 5 30 a.m., G.M.T.: Outer Dowsing Light Buoy not showing correct characteristics.

GULF OF BOTHNIA

Pitea, Nov. 23.—The very cold days in the middle of the month with up to minus 20 deg. (centigrade) were followed by mild weather. The ports are covered by ice in small pieces of about 5 in. thickness. As long as the waters outside the entrance and Gulf of Bothnia are free of ice, which they now are, there is no risks for vessels coming within 12 days. The Government icebreaker Ymer is now lying at Lulea in readiness for traffic in these Northern ports and there is sufficient help available for local icebreaking.—Lloyd's Agents.

ATLANTIC WEATHER REPORTS

We have received from the Meteorological Office the following wireless reports, dated Nov. 25, from vessels in the North Atlantic. The times given are G.M.T.:—

AMERSHAM.—Noon, 47 36 N., 6 12 W.; W., strong; squally weather; bar. 29 53.

ANDES.—6 p.m., 36 18 N., 2 42 W.; SW. by W., mod.; overcast; bar. 30 99.

ATHELPRINCE.—Noon, 44 6 N., 19 W.; NW., strong; partly cloudy; bar. 30 06. 6 p.m., 44 24 N., 18 36 W.; W., strong; partly cloudy; bar. 30 09.

AURICULA.—6 a.m., 47 48 N., 8 24 W.; SW., mod. gale; cloudy; bar. 29 59. Noon, 47 36 N., 9 W.; WSW., mod. gale; cloudy; bar. 29 65.

BASSANO.—Noon, 58 54 N., 10 30 W.; N. by E., strong; overcast; bar. 28 94. 6 p.m., 58 54 N., 9 18 W.; N. by E., strong; overcast; bar. 29 06.

CAIRNESK.—Noon, 56 30 N., 26 18 W.; NW., mod.; partly cloudy; bar. 29 71. 6 p.m., 56 42 N., 24 54 W.; NNW., gentle; partly cloudy; bar. 29 77.

CAIRNVALONA.—6 a.m., 57 N., 23 30 W.; N., strong; cloudy; bar. 29 53.

CAXTON.—Noon, 47 6 N., 39 54 W.; WNW., fresh; cloudy; bar. 29 80. 6 p.m., 46 48 N., 39 42 W.; W., mod. gale; partly cloudy; bar. 29 86.

CLAN URQUHART.—Noon, 44 24 N., 9 12 W.; WSW., mod. gale; cloudy; bar. 29 80. 6 p.m., 43 N., 9 42 W.; WNW., strong; cloudy; bar. 29 97.

CLYDEFIELD.—Noon, 47 6 N., 25 30 W.; SW., gentle; partly cloudy; bar. 30 02. 6 p.m., 46 18 N., 26 48 W.; SW., mod.; slight rain; bar. 29 91.

DELILIAN.—Noon, 54 18 N., 25 54 W.; NW. by N., gentle; partly cloudy; bar. 29 74. 6 p.m., 54 36 N., 24 12 W.; NNE., gentle; partly cloudy; bar. 29 68.

EMPIRE MACDERMOTT.—Noon, 50 18 N., 21 18 W.; WNW., strong; cloudy; bar. 29 80. 6 p.m., 50 18 N., 19 6 W.; NW., strong; partly cloudy; bar. 29 77.

HOPEPEAK.—Noon, 56 6 N., 17 24 W.; NW., mod. gale; precipitation; bar. 29 24. 6 p.m., 55 30 N., 19 W.; NW., strong; bar. 29 56.

MANCHESTER SHIPPER.—6 p.m., 51 12 N., 10 36 W.; WNW., mod. gale; heavy squalls; bar. 29 88.

MATINA.—Noon, 51 24 N., 15 6 W.; NW., mod. gale; partly cloudy; bar. 29 32.

MONARCH.—6 p.m., 43 12 N., 21 24 W.; WSW., fresh; cloudy; bar. 30 33.

QUEEN ELIZABETH.—6 a.m., 45 12 N., 39 48 W.; W. by N., mod. gale; overcast; bar. 29 74.

ROBERT F. HAND.—Noon, 48 36 N., 9 18 W.; W., strong; partly cloudy; bar. 29 50. 6 p.m., 48 18 N., 10 12 W.; W. strong; squally weather; bar. 29 62.

STANCOURT.—Noon, 51 30 N., 15 42 W., NW., mod. gale; heavy squalls; bar. 29 38.

STANHILL.—Noon, 55 18 N., 28 48 W.; N. by W., mod.; cloudy; bar. 29 71.

STIRLINGSHIRE.—Noon, 41 42 N., 12 W.; WNW., fresh; cloudy; bar. 30 00. 6 p.m., 40 42 N., 11 18 W.; W. by N., strong; partly cloudy; bar. 30 12.

SWAINBY.—Noon, 38 6 N., 33 36 W.; SSE., mod.; partly cloudy; bar. 30 24. 6 p.m., 38 N., 34 48 W.; S., mod.; cloudy; bar. 30 21.

MISCELLANEOUS

LABOUR TROUBLE AT PORT ADELAIDE

Sydney, Nov. 20.—According to the local Press, a strike of 1350 men, which began at Port Adelaide yesterday, has tied up eight overseas and Australian coastal vessels.—Lloyd's Agents.

THE LABOUR TROUBLE AT SYDNEY, NEW SOUTH WALES

Sydney, Nov. 20. — According to the local Press, about 8000 Sydney dockyard workers will receive one week's notice to-day because of the refusal of striking crane drivers to return to work at Mort's Dock.—Lloyd's Agents.

THE CREW TROUBLE ON BRITISH STEAMER

Quebec, Nov. 26. — British steamer ALLERTON has sailed from here after being delayed by some of the crew twice walking off. The crew announced they were satisfied with the action taken by the master to remedy their complaints. The ALLERTON should have sailed on Thursday (Nov. 21) with a cargo of timber for Hull.—Reuter.

Liverpool, Nov. 26. — Steamer ALMADEN, Manchester (for Valencia), is reported to have passed Liverpool Bar Light-vessel at 8 45 a.m., inward bound, returning owing to stress of weather and short of bunkers. (Later) Steamer ALMADEN put back here to-day.

OVERDUE VESSELS

ALBANY. — London, Nov. 25. — The last slender hopes for the safety of the Dublin-owned motor vessel Albany are dwindling. Members of the crew of the steamer Radstock, now discharging at Rosslare, said that the Albany left Port Talbot with them in a 60-mile-an-hour south-westerly gale which forced them to shelter, and they did not see the Albany again. The gale raged with undiminished force along the south-east Irish coast to-day. Other ships due at Rosslare have not arrived, and the Wexford coast herring fleet has been stormbound for four days. (See issue of Nov. 26.)

HEERENGRACHT.—London, Nov. 26.—In reply to inquiry, the owners of the motor vessel Heerengracht cabled from Amsterdam to-day: Heerengracht: Since sailing from Santander on Nov. 18 no further news. (See issue of Nov. 26.)

THE WAR

CALTEX 15.—London, Nov. 26.—Philippines motor vessel Caltex 15 was sunk during the war.

GOUVERNEUR GENERAL JONNART.—Paris, Nov. 21.—According to advices from Marseilles, there would appear to be little hope of repairing the steamer Gouverneur General Jonnart and she will probably be broken up.—"Journal de la Marine Marchande." (See issue of Nov. 3, 1945.)

GUDRUN. — Flekkefjord, Nov. 16. — During an air raid on Flekkefjord district during the last year of the war, the German steamer Gudrun, loaded with cement, was attacked. She drifted ashore near Abelsnes and sank by the stern while the forepart remained above water. Later the vessel moved so that the afterpart came above water while the forepart lay about 5 metres under water. Salvors have been working on the wreck with the aid of pontoons since the spring and yesterday the work had progressed so far that the forepart was above water. A tug was then connected to tow the vessel, but she began to sink. In the course of five minutes the vessel foundered in 25 fathoms of water. All salvage material on board was lost.—"Norges Handels og Sjofartstidende."

LA ESTRELLA CALTEX.—London, Nov. 26.—Philippines motor vessel La Estrella Caltex was sunk during the war.

NINO CLAUDIO. — London, Nov. 26. — In reply to inquiry, Lloyd's Agents at Genoa write under date of Nov. 22: Italian steamer Nino Claudio was loaded with stones by the Germans and was to be sunk at the entrance to Genoa harbour, but was struck by a bomb during an air raid and sank near the wharf where she was moored. The vessel was refloated in February, 1946, and towed to Leghorn, where she was repaired. She is now in commission and her present owners are the Societa Navigazione & Construzioni Navali, Vico Giannini, 2/4, Genoa. (See issue of Oct. 19.)

NON-MARINE

CASUALTIES TO AIRCRAFT

CRASH AT NORTHOLT, MIDDLESEX

London, Nov. 26.—The Ministry of Civil Aviation states: Aerogypt 2 aircraft, G-AFFG, owners Aerogypt High Speed Developments, Ltd., pilot Mr. Helmy, one passenger, wife of the pilot, on delivery to the Egyptian Government, crashed while landing at Northolt aerodrome at 10 50 a.m. to-day. It is understood that the machine was badly damaged and is probably a total loss. The pilot was shaken and the passenger slightly injured.

CRASH AT CROYDON, SURREY

London, Nov. 26. — The Ministry of Civil Aviation states: Aerovan aircraft, G-AIDI, owners Air Contractors, Ltd., pilot Mr. Darlington, crashed when taking off at Croydon at 2 25 p.m. yesterday. The 'plane was fairly extensively damaged, the rear doors and undercarriage being broken off.

London, Nov. 26.—A twin-engined Miles Aerovan, belonging to Air Contractors, Ltd., laden with cosmetics for Brussels, crashed in a playing field on taking off from Croydon yesterday afternoon. The pilot, Mr. F. Darlington, of Reading, was not hurt, although undercarriage and rear doors of the 'plane were ripped off.—"The Daily Telegraph and Morning Post" Correspondent.

ACCIDENT AT DURBAN, NATAL

Johannesburg, Nov. 18.—The following accident has been reported by the South African Civil Aviation Council, Pretoria: Cessna aircraft ZS-BFC, owners Commercial Air Services (Pty.), Ltd., pilot C. F. Power, turned on her back after a bad landing at 3 5 p.m. on Nov. 10 at Stamford Hill, Durban.—Lloyd's Agents.

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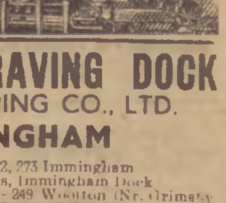

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MARTAND, 7967, Huskisson 1, T. & J. Brocklebank
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PINZON, 1365, Harrington, MacAndrews & Co.
PLANTER, 6007, Toxteth, T. & J. Harrison
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RHESUS, 6530, Langton Dry 2, A. Holt & Co.
RICHMOND CASTLE, 7971, Canada 2, Elder Dempster Lines
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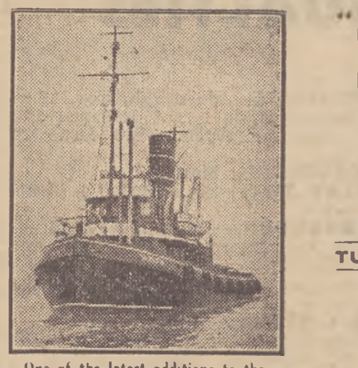

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