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AND  
CABLES

JOSEPH WRIGHT & CO., LTD.  
Phone: 1881 & 1882  
London Office  
5, FENCHURCH ST., E.C.3 Phone: Man. House 6471

# LLOYD'S LIST

## AND SHIPPING GAZETTE

ESTABLISHED 1734

41,179

LONDON: FRIDAY, NOVEMBER 29, 1946

PRICE TWOPENCE



### P & O

AND  
BRITISH INDIA  
FREIGHT & PASSENGER SERVICES

#### P. & O. SAILINGS

##### FAR EAST

Closing London (K.G.V. Dock) Dec. 3

TREWIDEN ... Closing M'bro ... Dec. 3  
Hong Kong, Shanghai  
Calling Genoa to load for Bombay and Far East Ports

AMMLA ... Dec. 10  
Penang, Port Swettenham, Hong Kong, Shanghai

SAMFEUGH ... Dec. 14  
Singapore, Hong Kong, Shanghai  
Closing Antwerp

PINJARRA ... Jan. 11  
Penang, Singapore, Hong Kong, Shanghai  
Calling Genoa, to load for Bombay, Colombo and Far East Ports

#### P. & O. AND B.I. JOINT SERVICE

TO COLOMBO, MADRAS, CALCUTTA, BOMBAY & KARACHI

#### BRITISH INDIA SAILINGS

##### PORT SUDAN, ADEN and EAST AFRICAN PORTS

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RAKAIKA Wellington, Auckland

ORARI Dec 14 Jan 6  
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Telephone No. 6292

ANTWERP AGENTS:  
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NEW ZEALAND

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STEAMER—London  
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SERVICES

#### INDIA

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MARMAGAO & MALABAR COAST  
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(Other Kathiawar Ports if inducement)

QALCUTTA (Vizagapatam if inducement)  
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GREECE, LEVANT, TURKISH AND  
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Cargo bookings are only made conditional upon the vessel's name herein, or if no vessel is named, a suitable one being available for the voyage, and are subject to any direction or control by the British Government.

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GLASGOW TO BOSTON  
MANCHESTER TO LOS ANGELES,  
SAN FRANCISCO, VICTORIA, B.C.  
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For HAIDAR PASHA and ISTANBUL,  
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Loading Berth—Liverpool, South Hornby Dock.

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PALESTINE AND SYRIAN COAST  
PORTS DIRECT.

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As opportunity offers.

To and From  
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OPORTO and Glasgow and Dublin.  
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For Freight apply to  
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ANTWERP, MIDDLESBROUGH and  
LONDON to  
FAR EAST

Closing M'bro Antw'p London  
Dec 1 Dec 12

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

Cargo can only be accepted by arrangement  
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For Inward Freight: GLEN LINE, LTD.,  
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Coastal Service between West and South Africa. Calcutta,  
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PIRAEUS, THESSALONIKI, IZMIR, HAIDAR  
PASHA, ISTANBUL, BOURGAS, VARNA  
CONSTANZA and RUSSIAN BLACK SEA PORTS.

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#### NORTH FRENCH PORTS

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Dec 6 Dec 14  
ST. CLEARS ... End Dec Early Jan

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LONDON—Revis Marks House, E.C.3  
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GLASGOW—Andrew Crawford & Co., Ltd.  
HULL—Wm. Brown Atkinson & Co., Ltd.  
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LONDON AND LIVERPOOL TO BARCELONA

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LONDON TO LISBON

Express Service by Fast Motorships  
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Phone: CENTRAL 3922

### Cunard

White Star

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#### 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  
LORD GLENTORAN (via Belfast)

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  
PORT MIAMI ... Dec. 2 to Dec. 5  
Loading Berth: D Shed, Victoria Dock

#### LONDON to HALIFAX, N.S.

Receiving Cargo  
VESSEL ... To be announced

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First Class Passenger Accommodation on all  
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AMERICA via HAVANA

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Lobitos  
For Buenaventura ... Dec. 4 to 10  
For Havana ... Dec. 9 to 12  
Loading Berth: South East No. 3, Alexandra Dock

m.v. SANTANDER Receiving:  
For Valparaiso, Antofa-  
gasta, Arica ... Dec. 12 to 18  
For Mollendo, Callao ... Dec. 12 to 20  
For Guayaquil, Buenaventura Dec. 12 to 21  
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AUSTRALIA & NEW ZEALAND

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\*PAUL BUNYAN ... Dec 12—Dec 18  
Loading Berth: No. 22 Shed, Royal Albert Dock

From LIVERPOOL Receiving Cargo  
\*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  
\*STANLEY R. FISHER ... Dec 16—Dec 20  
Loading Berth: 79, Plantation Quay

From SOUTHAMPTON  
\*WASHINGTON ... Dec 9—Dec 12  
\*AMERICA ... Dec 11—Dec 13  
Loading Berth: 105 Western Dock

From HULL  
\*JOHN R. CRITTENDEN ... Dec. 2—Dec. 7  
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  
\*FERDINANDO GORGES ... Dec 2—Dec 7  
Loading Berth—2 Shed 9 Dock Salford

From DUBLIN  
\*HENRY BALDWIN ... Nov 30—Dec 6  
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\*Via Avonmouth. \*Norfolk only.

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HALTON HENNEPIN ... from Antwerp Dec 4  
\*LOUIS HENNEPIN ... from Rotterdam Dec 2  
\*BARBARIC VICTORY ... from Rotterdam Dec 1  
\*LOUIS HENNEPIN ... from Bremen Dec 1  
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TO EAST

Steamer M'bro Hull London  
\*HENNEPIN ... 7 Dec 14 Dec  
\*SAMUR ... 7 Dec 14 Dec  
\*BENNEPIN ... 7 Dec 14 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,  
London Loading Berth: K.G.V. Dock.  
Port Said and Suez cargo only accepted when taken  
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Cargo should not be despatched to Docks without refer-  
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ANDONI ... Dec. 12 \*Dec. 23 \*Dec. 23  
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| SAMAVON  | Nov. 19             | Singapore<br>Hong Kong<br>Shanghai                 |
| NELEUS   | Nov. 19             | Nov. 28 Jeddah<br>Port Swettenham<br>Batavia       |
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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. 25 to Dec. 4  
BEAVERFORD ... Dec. 16 to Dec. 30  
Loading berth: North No. 1, Gladstone Dock

Antwerp—West Saint  
John, N.B.  
RECEIVING CARGO  
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OFFICIAL NOTICES

GOVERNMENT OF NORTHERN IRELAND

DISPOSAL OF SURPLUS PLANT

The Ministry of Finance offers for sale the dipper dredger "LEPRECHAUN," which was engaged, until recently, on dredging works on Lough Neagh and the Lower Bann River.

The following is a brief description of the "LEPRECHAUN":— Built in 1938 by Messrs. Fleming & Ferguson, of Paisley.

Hull consisting of 3 pontoons with 2 forward and one stern spud. Bucket capacity 2 cub. yds.

Steam operated machinery with oil fired boiler. Maximum dredging depth 19 ft. 0 in., dumping reach 72 ft. 0 in., and height 23 ft. 0 in. above water line.

Spare bucket, spud feet, bank spuds and miscellaneous spares.

Full detailed information may be obtained from the Director of Works, Ministry of Finance, May Street, Belfast, and the vessel, which is laid up near Lough Neagh, may be inspected by interested parties, by arrangement.

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THE DIRECTOR OF SMALL CRAFT DISPOSALS regrets that at the moment no Admiralty-built trawlers, 105 ft. and 126 ft. Motor Minesweepers are available in this country for disposal, and it is regretted that no further offers for these craft can be considered at present.

As soon as further vessels of these classes are released, they will be advertised in the usual way.

The Admiralty announce that the following vessels are available for disposal:—

DUMB SCOWS

now lying at DUMBARTON.

Seventeen of these craft are now available. Length: 35 ft. O.A. Beam: 7 ft. 6 in. Draft: 2 ft. 3 in.

Welded construction of 3-16-in. steel plate. Suitable for conversion to small barges or house-boat pontoons.

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Approx. 60 unused standard Admiralty pattern launches fitted with 30-h.p. Ford-Vosper, Kelvin or Chrysler petrol engines.

Length: 36 ft. Beam: 10 ft. Carvel built with planking fore and aft. Diagonal outer skin. Round bilge construction.

These are very sturdy open boats fitted with three canvas canopies and are suitable for conversion to cabin cruisers.

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NEWCASTLE-ON-TYNE

OFFICIAL NOTICES—continued

Steam Yacht "ISLE OF MAY" now lying at COWES, ISLE OF WIGHT.

Built of steel in 1896 by Messrs. Hawthorne & Co., Leith, and converted from a trawler in 1905.

Tonnage: 135. Gross 119. Nett 47. Length: 90 ft. Beam: 19 ft. Draft: 9 ft. 6 in. Nominal h.p. 32.

Machinery consists of coal-fired compound engines 2-cyl. 14 in. and 29 in.-21 in.

Steam Yacht "CARINA" (ex "GOLDEN EAGLE") now lying at East India Dock, LONDON.

Built of steel in 1899 by Messrs. Rammage & Ferguson, Ltd., Leith, to Lloyd's 100 A.1 Class.

Tonnage: 445. Gross 356. Nett 159. Length: 159 ft. Beam: 24 ft. Draft: 15 ft. Speed stated at 12½ knots. Nominal h.p. 106.

Fuel capacity 90 tons. Machinery consists of single-screw triple-expansion 3-cyl. 14½ in., 22 in. and 36 in.-24 in. Coal-fired boiler.

As originally fitted had 7 staterooms, 3 saloons, 2 bathrooms, 3 W.C.s. Requires refitting, but condition of hull and machinery stated to be good. Reconditioned in 1936.

Single Screw Steam Yacht "IONA" now lying at COWES, ISLE OF WIGHT.

Built of steel in 1920 by Messrs. Bow McLachlan & Co., Paisley, to Lloyd's 100 A.1 Class.

Tonnage: 279 (Thames). Gross 236. Nett 104. Length: 132 ft. 9 in. Beam: 21 ft. 7 in. Draft: 11 ft.

Speed stated at 12 knots. Nominal h.p. 95. Fresh water capacity 5 tons.

Machinery consists of triple-expansion engines fitted for oil fuel—converted 1935.

Cyl. 13½ in., 21½ in. and 34 in.-21 in. stroke. Accommodation has been altered to suit service requirements and engines need overhaul. Condition stated fair although neglected.

Twin Screw Diesel Yacht "GREY MIST" now lying at Glasson Dock, LANCASTER.

Built of steel in 1920 by Messrs. Camper & Nicholson to Lloyd's 100 A.1 Class.

Tonnage: 197. Gross 158. Nett 102. Length: 116 ft. 8 in. Beam: 19 ft. 5 in. Draft: 9 ft. 6 in.

Speed stated at 10 knots. Nominal h.p. 82. Fresh water capacity 11½ tons.

Fuel capacity 25 tons. Machinery consists of twin Gardner Diesels (new 1928), each 6-cyl. 9½ in.-10½ in. in running order but require overhaul.

As originally fitted had 2 double and 3 single staterooms, dining room and smoke room on deck. Two bathrooms, 3 W.C.s, radiators. Crew accommodation.

Teak decks—interior mahogany. Accommodation stated to need reconditioning to bring back to yacht standards. Condition otherwise very fair.

T.S. Steam Yacht "MURAENA" now lying at POOLE, DORSET.

Built of steel in 1907 to Lloyd's 100 A.1 Class by Messrs. Phillips & Sons, Dartmouth.

Tonnage: 330 Thames, 261 Gross, 170 Nett. Length: 150 ft. O.A. 139.5 W.L. Beam: 23 ft. 6 in. Draft: 11 ft. 4 in.

Nominal h.p. 93. Machinery consists of oil-fired triple expansion engines with 10 in., 16 in. and 26 in. bore with 20 in. stroke.

Built for the Lancashire Sea Fisheries Committee and converted to a yacht at great expense in 1936/7.

As originally fitted had 8 staterooms (3 double and 5 single) fitted with h. and c. water, 3 bathrooms, W.C.s, &c., 2 deck saloons, also saloon below. Galley, pantry, crew's quarters, &c.

Used as Officers' Accommodation Ship during the war, and since as base ship for D.S.C.D.

Engines and general condition believed in good order.

A.S.M.S. Trawler "PLADDA" now lying at RANGOON.

Now released from charter to the Rangoon authorities.

Built of steel. Length: 164 ft. Beam: 27 ft. 6 in. Powered by triple expansion engine.

This vessel is not suitable for fishing as machinery is placed amidships. Drawings and full details are available—offers as lies will be considered.

Steam Yacht "COILA" now lying at OBAN.

Built of steel in 1922 on semi-commercial lines by Smith's Dock Company, South Bank-on-Tees.

Tonnage: 350 Y.M. 137 Nett. Length: 147.5 ft. O.A. Beam: 24.5 ft. Draft: 12 ft. approx.

Machinery consists of single-screw Marine coal-fired boiler, triple expansion, 81 nominal h.p. Speed stated about 10 knots. Fuel capacity 90 tons approx.

Fuel consumption 6 tons per 24 hours. As originally fitted had 8 state-rooms, drawing room, dining room, bathroom, &c. Ample crew accommodation forward. Electric light throughout—refrigerating plant.

This vessel is in fair condition.

105 ft. MOTOR MINESWEEPERS NOS. 143 and 311 now lying at MALTA.

These are of exceptionally heavy wooden construction with 22 ft. beam and 8 ft. 6 in. draft.

Main engine is a slow running heavy-duty Diesel of approx. 500 h.p. giving a speed of 10/11 knots.

Fuel capacity 7000 galls. Deckhouse contains officers cabins, living quarters, galley, &c.

Ample crew accommodation. Offers as lies will be considered.

Steam Yacht "IOLAIRE" now lying at COWES, ISLE OF WIGHT.

Built of steel in 1902 by Messrs. Beardmore & Co., Glasgow.

Tonnage: 999. Gross 862. Nett 362. Length: 263 O.A. 236 W.L. Beam: 30 ft. Draft: 16 ft.

Speed stated at 11 knots approx. Nominal h.p. 226. Fresh water capacity 30 tons.

OFFICIAL NOTICES—continued

Fuel capacity 214 tons. Fuel consumption stated to be 14 tons at 11 knots.

Machinery consists of single screw triple expansion 3-cyl. 20 in., 32 in. and 53 in. bore with 36 in. stroke. 2 coal fired boilers.

Hull appears sound—accommodation has been altered to suit service requirements.

Engines stated to be in good condition. (Signed) R. J. E. JULYAN, For DIRECTOR OF SMALL CRAFT DISPOSALS,

Department L. 3, Admiralty, Fairmile, Cobham, Surrey.

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FRIDAY, NOVEMBER 29, 1946

High Water, London Bridge ... 04 32 17 07 High Water, Liverpool ... 01 58 14 15 Sun Rises ... 07 42 Sun Sets ... 15 54 Moon Rises ... 12 29 Moon Sets ... 20 38 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 off S.W. Ireland is moving slowly North-North-East. There will be fair periods and showers in most districts. It will be rather mild. Further outlook: Rain spreading from the West.

MR. S. A. MEACOCK 90 TO-DAY

To be Entertained at Luncheon at Lloyd's

To-day is the 90th birthday of Mr. S. A. Meacock, the well-known underwriter at Lloyd's, and to mark the occasion he is to be entertained at luncheon in the Special Dining Room by the Acting Chairman (Sir Philip d'Ambrumenil) and Committee of Lloyd's. It is also a matter of interest that Mr. Meacock has been 73 years in the Room at Lloyd's.

Born at Little Ealing Farm, situated between Brentford and Ealing, on Nov. 29, 1856, Mr. Meacock is the son of a farmer, John Meacock, who was born in 1799 on a farm at Hammer-smith. He commenced his career in the Room on Nov. 14, 1873, at the age of 16, with Mr. William England. In 1874 he was engaged by Mr. Alfred C. Stearns in his brokerage business, and on the death of Mr. Stearns in 1886 he continued in the business with Mr. Ernest F. Stearns. In 1910 Mr. Meacock commenced underwriting for Mr. R. St. John Mathews' group of names, and since the death of Mr. Mathews in 1913 he has underwritten for Mr. H. N. Mathews and Others. Mr. Meacock was elected an annual subscriber to Lloyd's in 1919, and his son, Mr. John Meacock, became an underwriting member of Lloyd's in 1929.

TRANSPORT BILL

Government's Wide Powers

DOCKS AND HARBOURS MAY BE TAKEN OVER

The text of the Government Bill for setting up in Great Britain a publicly-owned inland transport system was issued yesterday. The central feature of the Bill is a proposal to establish a British Transport Commission, consisting of a chairman and four other members, with general powers to carry goods and passengers by rail, road and inland waterways, and to provide port facilities within Great Britain.

The new authority of five members will also be empowered to carry on any other activities previously carried on by the various transport undertakings to be acquired.

Railway and canal undertakings listed in a schedule to the Bill, including the L.P.T.B., are to be transferred to the Commission on Jan. 1, 1948, when the Commission will assume all the rights and liabilities of these undertakings. There will be an obligation on the Commission to acquire all road haulage undertakings which during 1946 were predominantly engaged in ordinary long-distance carriage for hire or reward under A or B carriers' licences for distances of 40 miles or upwards.

The Commission may also prepare, for any area approved by the Minister of Transport, schemes for the co-ordination of passenger transport services, whether by road or rail, and for the provision of adequate road passenger services. It will also be the duty of the Commission to keep under continuous review the harbours, other than dockyards and ports normally used by pleasure and fishing vessels, with a view to deciding whether they should exercise similar powers with regard to any trade harbour or group of trade harbours.

The body established under an area scheme may direct that port facilities in the area are to be carried on only under licence. Although not so stated, the Bill implies that such undertakings as the Port of London Authority, Mersey Docks and Harbour Board, Clyde Navigation Trust, Manchester Ship Canal and other dock and harbour undertakings may be brought within the scope of the Bill.

FIVE EXECUTIVE BODIES

To help the Commission there will be five bodies known as the Railway Executive, the Docks and Inland Waterways Executive, the Road Transport Executive, the London Passenger Transport Executive, and the Hotels Executive.

Coastal shipping interests are not affected, except that close liaison is to be established with the Commission by means of a Coastal Shipping Advisory Committee.

Although not specifically stated, power is given under the Bill for the Commission to acquire and run the sea passenger services owned by the railway companies, such as the Southern Railway cross-Channel services, the L.N.E.R. services to the Continent, and the G.W.R. and L.M.S. services to Ireland.

In regard to harbours, the Bill states that the harbours referred to are "all harbours in Great Britain which are, or form part of, or abut on, harbours not normally used only by pleasure steamers, yachts, fishing vessels and vessels not required to be registered under the Merchant Shipping Acts, 1894 to 1940," but excludes "any harbour which is or forms part of a dockyard port within the meaning of the Dockyard Ports Regulation Act, 1865."

Any scheme relating to the trade harbours may provide for: (1) constituting or specifying the body or bodies who are to provide port facilities in or in connection with the harbour or group of harbours; (2) the transfer to any such body of the whole or any part of any undertaking, the activities of which consist wholly or partly of the provision of port facilities; (3) regulating the relations of persons providing port facilities and, in particular, for the pooling of receipts or expenses; (4) specifying the port facilities which are to be provided and for prohibiting or restricting the provision of port facilities otherwise than in accordance with the scheme.

The Commission may direct, in relation to any harbour which they have any power or duty to improve, maintain or manage, that port facilities shall not be carried on therein by any person except under and in accordance with the conditions of a licence granted by the Commission.

COASTAL SHIPPING

So far as coastal shipping is concerned, the Bill states that "without prejudice to any powers possessed by the Commission, the Commission shall have power to enter into and carry out agreements with any person engaged in coastal shipping for co-ordinating the activities of that person with those of the Commission, and, in particular for facilitating the through carriage of goods, for the quoting of through rates, and for the pooling of receipts or expenses."

The Bill continues: "The Minister shall establish a Coastal Shipping Advisory Committee for the purpose of considering and from time to time reporting to the Minister on all matters which may jointly affect the interests of the Commission and those of persons engaged in coastal shipping." The Committee will consist of "(1) such

FREIGHT MARKETS

North American Rates Weak

By Our Own Correspondent

THE BALTIC, Thursday

The feature in the chartering market is the weakness of homeward rates from North America, due to the pressure of ships under the United States flag on a market not too well supplied with orders, as a result of the strike of miners. In other directions also the tendency is not quite so favourable to owners. On time charter basis a fair inquiry is in evidence and business has been concluded for one West Indies round at \$5.50 and for delivery India and re-delivery Far East for three-six months' trading at 19s.

A quiet and almost featureless state of affairs has prevailed in the River Plate section, although there are tentative inquiries for Eire, the near Continental ports and Scandinavian countries.

Rates in the North American department have suffered a further setback. An 8500-tonner has been fixed for grain from St. John/Halifax/United States North of Hatteras to the U.K./Cont. at \$4.50 under the W.S.A. schedule rate, with option of Gulf loading and Middle and Far Eastern discharging ports. Another three American vessels have been taken for anthracite from Philadelphia to Antwerp at \$8, which is 15 cents below the business reported yesterday, and charterers are prepared to take another ship for Dec. 14. Business has also been concluded for petroleum coke from Oakland to Bordeaux/Dunkirk/Antwerp or Rotterdam at \$17 f.i.o., with the option of French Mediterranean at \$18.

In other directions Calcutta coal exporters are requiring more tonnage for coastal destinations, and coal and ore cargoes continue to be offered from Durban and Lourenco Marques. A medium-sized mid-December steamer has been taken for phosphate from Casablanca to Hamburg at 35s., and 25s. has been paid for a small ship for fertilisers from Antwerp to Mersey.

FIXTURES

ST. JOHN HALIFAX/U.S. NORTH OF HATTERAS to U.K./ANTWERP/HAMBURG.—Triland, ex La Salle Park, 8500 t., 10 per cent., \$4.50 (Canadian currency) per ton under W.S.A. schedule rate, option Middle East \$16, Gulf loading \$17, West Coast India or Ceylon \$18.75, Gulf loading \$19.15, East Coast India \$21.50, Gulf loading \$22.25, Hongkong/Malaya \$23, Gulf loading \$23.75, Dec. 9-20, if Gulf loading Dec. 13-24.

PHILADELPHIA to ANTWERP.—Three American stms., 8500 t., 10 per cent., \$8 per ton, anthracite, Dec. 1-10.

OAKLAND to BORDEAUX/DUNKIRK/ANTWERP or ROTTERDAM.—Stmr., 8200 t., 10 per cent., \$17 per ton, E.L.O., petroleum coke, option French Mediterranean \$18, early Dec.

CASABLANCA to HAMBURG.—Stmr., 7400 t., 35s. per ton, phosphate mid-Dec.

ANTWERP to MERSEY.—Stmr., 2600 t., 25s. per ton, f.i.o., fertilisers, Dec.

TIME CHARTER.—Nada, ex Makena, 4150 t.d.w., \$5.50 per t.d.w., delivery and re-delivery U.K./Continent, one West Indies round, Dec.

TIME CHARTER.—Whiteshell Park, 10,400 t.d.w., 19s. per t.d.w., delivery India re-delivery Far East, 3/6 months' trading, Dec.

TIME CHARTER.—Empire, 10,400 t.d.w., 19s. per t.d.w., delivery India re-delivery Far East, 3/6 months' trading, Dec.

WALEAS to CASABLANCA.—Stmr., 6300 t., 17s. per ton, coal, Dec.

The following charters have been arranged by B.I.S.C. (Ore), Ltd., Steel House, London:—

CAEN to FLIXBOROUGH.—British stmr., 1050 t., 18s., Dec. 4.

CAEN to FLIXBOROUGH.—British stmr., 1320 t., 18s., Dec. 7.

GEFLE to MIDDLESBROUGH.—Several Scandinavian stms., 33s., Dec.

HELSINGBORG to WORKINGTON.—Swedish stmr., 3700 t., 32s., Dec.

WABANA to FULL U.K.—Norwegian stmr., 30s., spot.

WABANA to FULL U.K.—Stmr., 7100 t., 30s., Dec. 5.

PROVINCIAL REPORTS

From Our Own Correspondents

LIVERPOOL, Thursday

The market has a large number of orders to deal with, but only limited chartering business is arranged. North American coal traders remain under the influence of the labour troubles, but grain inquiries are current.

CARDIFF, Thursday

With very little coal for shipment the foreign section remains dull. In (Continued at foot of preceding col.)

GLASGOW, Thursday

Coastal traffic has been so upset during the past fortnight by the bad weather, and commitments are so far behind schedule, that at the moment it seems unlikely that the position can be eased before January. Tonnage is required in all sections, but is very scarce and it is only possible to fix a small number of ships.

NEWCASTLE, Thursday

North European business is held up through the pronounced lack of cargoes. Home coast inquiry is brisk, but spot stems are difficult to fit, while, although forward stems are available, tonnage is not pressing. Inquiry for coaling ports, Atlantic and Mediterranean is lifeless.

SWANSEA, Thursday

Only small inquiry circulates for the home coasting trades, where conditions remain firm since handy-sized tramp steamers are none too readily obtainable. Foreign operations are very restricted.

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**CANADIAN YARDS**

**French Contracts Valued at \$35,000,000**

OTTAWA, Thursday  
Contracts have been signed for the construction in Canada of \$35,000,000 worth of shipping for the French Government in the next two years, it is announced here. Six shipbuilding yards in the provinces of Quebec, Ontario and British Columbia will construct 13 cargo vessels and 140 barges under the contracts. Mr. W. C. Low, managing-director of the Government-sponsored Canadian Commercial Corporation, in making the announcement, said that the largest contract had been placed with Canadian-Vickers, Ltd., of Montreal.—Exchange Telegraph.

**FOREIGN ORDERS FOR TRIESTE**

TRIESTE, Thursday  
Foreign shipowners have placed orders for 28 ships, totalling 120,800 tons, with the Cantieri Riuniti dell'Adriatico, Trieste; it was authoritatively stated here to-day. The shipyards are at present employing 12,000 workers, but the programme of work is so vast that this number will probably be increased, the statement added. The present orders are expected to employ the shipyards until the end of 1947.—Reuter.

**ARGENTINA WANTS WARSHIPS**

BUENOS AIRES, Thursday  
The Argentine Government will shortly invite tenders for 11 warships and all the landing equipment needed for one battalion of Marines, as part of hitherto undisclosed sections of President Juan Peron's Five-Year Plan, two Argentine papers “La Prensa” and “La Nacion” reported to-day. The report added that the warships would be one escort-carrier, one cruiser, four torpedo-boats, three submarines and two support vessels.—Reuter.

**PASSENGER-CARGO SHIPS**

**U.S. Bid for Traffic**

NEW YORK, Thursday  
The new trend towards installing passenger accommodation on board nearly every new United States cargo liner marks a revolution in ship design, according to the American Merchant Marine Institute in New York. Passenger accommodation on board freighters is not in itself a new idea, but what was once the exception has now become the rule, the Institute says. So extensive has this development become that the dividing line between passenger and cargo ships has been obliterated. Many new combination vessels have accommodation for only a dozen or so passengers; others carry from 50 to 100.  
Regardless of the number, public rooms and private cabins are of a standard not surpassed even by the greatest passenger liners. As far as “space per passenger” goes, the Institute reports, the combination liners are far in advance of the largest and fastest vessels. Many even boast swimming pools. Their cabins extend almost half the width of the ship and are all outside rooms, well above the waterline.  
With cargo an integral part of the vessel's pay-load, the new liners will take travellers to out-of-the-way ports never visited by regular liners. Another advantage that they will be expected to provide will be “stop-over” privileges. Should the passenger find a port in which he is particularly interested, he will be able to remain there until the line's next ship arrives, and will then continue his “cruise.”—British United Press.

**ADMIRALTY DIVISION [IN PRIZE]**

Thursday, Nov. 28, 1946  
Before the PRESIDENT (Lord Merriman)  
**CLAIM TO FREIGHT EARNED BEFORE ENTRY INTO THE WAR**  
The President continued the hearing of the claim of Mr. J. C. Burleigh, controller of the London branch of Nippon Yusen Kaisha, 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 a belligerent.  
The previous proceedings were reported in LLOYD'S LIST of Nov. 27 and 28.  
Mr. A. J. Hodgson (instructed by Messrs. Simmons & Simmons) appeared for Mr. Burleigh; 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. HODGSON said the question whether the freight was an asset of the London branch, and so passed to the Controller, or was an asset of the alien company, and passed to the Controller of Enemy Property, did not arise if Mr. Nesbitt was right on his first point, that the freight was condemnable to the Crown as prize.  
Mr. Burleigh agreed, at this stage of the proceedings, that he was content to leave the matter in his Lordship's hands.  
The PRESIDENT commented that if the freight was condemnable to the Crown it did not matter whether the controller was or was not the right claimant. His Lordship asked whether Mr. Hodgson made any distinction between those items in the writ which were condemned and the one which was released.  
Mr. HODGSON said he made no distinction. The Bill of lading freight as such, had not been earned. Compensation in lieu of freight was what was in question, and on that head he agreed there was no difference between the two classes his Lordship indicated.  
Mr. NESBITT said that on the subject of the two classes, Sir Samuel Evans in the case of the *Junjo* (1 Lloyd's Prize Cases, p. 177) decided that freight was payable— or compensation in lieu of freight—to the Crown and made a reference to the Registrar to find the precise figure. The *Junjo*

**PORT OF LONDON TRAFFIC**

The number of vessels using the Port of London during the week ended Nov. 23 was 592, representing 614,860 tons net (excluding certain vessels trading regularly with coastwise ports). Of these, 222 vessels, of 412,175 tons net, were to and from Empire and foreign ports. This represents 38 per cent. of the traffic during the comparable week of 1938, viz. 502 vessels, of 820,304 tons net. Last week's coastwise traffic was 370 vessels, of 202,685 tons net.

**RECENT WILL**

Mr. Thomas George Thomas, of 58, Kyle Crescent South, Whitechurch, Glam. late dredging superintendent Cardiff Docks and Channel, a member of Cardiff R.D.C., who died on Apr. 15 last, left £4626 gross, with net personalty £4526.

**CLAN LINE SHEFFIELD AGENCY**

The firm of Randles & Mackie, Ltd., of Sheffield, agents for the Clan Line Steamers, Ltd., will cease to operate in Sheffield and district as from Dec. 31, 1946. Mr. J. R. Randles, managing director of Randles & Mackie, Ltd., has been appointed district manager of Clan Line (Agencies), Ltd., 24, Norfolk Row, Sheffield, as from Jan. 1, 1947.

**TELEPHONE SERVICE WITH BARBADOS**

A telephone service with Barbados will be opened on Monday and will be available from 12.30 p.m. to 1.45 p.m. on week-days. The charge for a call of three minutes' duration will be £3 and the report charge (where applicable) 4s.

**LAW REPORTS**

**COURT OF APPEAL**  
Thursday, Nov. 28, 1946

**COLLISION IN DURBAN ROADS**  
OWNERS OF M.S. “KOTA BAROE” v. CHINA MUTUAL STEAM NAVIGATION COMPANY, LTD.

Before Lord Justice SCOTT, Lord Justice TUCKER and Lord Justice ASQUITH, sitting with Rear-Admiral K. D. W. MACPHERSON and Captain W. P. TOWNSEND, nautical assessors.

This was an appeal from a decision of Lord Justice Bucknill, sitting as an additional judge of the Admiralty Division, that the steamship *Diomed*, owned by the China Mutual Steam Navigation Company, Ltd., was alone to blame for a collision with the motorship *Kota Baroe*, owned by the Rotterdamse Lloyd N.V., in Durban Roads in a south-westerly gale in the early morning of May 16, 1942.

The vessels were at anchor, with the *Diomed* astern of the *Kota Baroe* and to leeward of her. Following a sudden squall, there was a collision between the stem of the *Diomed* and the port quarter of the *Kota Baroe*, followed by further impacts between the port side of the *Diomed* and the stem of the *Kota Baroe*. Lord Justice Bucknill had held that there was no evidence that the *Kota Baroe* dragged, as alleged by the defendants; that the collision occurred in the normal process of the *Kota Baroe* swinging to her anchor; and that the *Diomed* was alone to blame for anchoring too close to the *Kota Baroe*.

The judgment appealed against was reported in LLOYD'S LIST of June 21, 1946.  
Mr. K. S. Carpmael, K.C., Mr. O. L. Bateson, K.C., and Mr. M. E. C. Rena (instructed by Messrs. Bentleys, Stokes & Lowless, agents for Messrs. Aisop, Stevens & Collins Robinson, Liverpool) appeared for the appellants; Mr. R. F. Hayward, K.C., and Mr. Waldo Porges (instructed by Messrs. Watsons & Co.) represented the respondents.

Mr. HAYWARD said the question to be determined was how the vessels came into collision. Appellants said the *Kota Baroe* dragged down on to the *Diomed*. The theory put forward by the respondents was that the *Kota Baroe* had been lying at anchor for some days and her anchor chain had become slack. When the weather got up on the night of May 15-16 the chain became stretched out and she came into collision with the *Diomed*, which, it was alleged, had anchored too close to the *Kota Baroe* and so had given that ship a foul berth.

Lord Justice Bucknill had described the case as difficult and perplexing. He had summarised the case made on each side, but he had not made any finding of fact. He had said that as the appellants had not made out a case of dragging, therefore the contention of the respondents must be right. It did not follow at all, counsel submitted, that merely because the appellants had failed to make out their case the respondents must be right. It still remained for the respondents to satisfy the Court that their case was right. He hoped to show that the case put forward by the respondents, and accepted in the end by Lord Justice Bucknill, was an impossible one.  
One matter of dispute was where the *Diomed* came to anchor. The *Kota Baroe* said she came to anchor when the anchor was abreast of the *Kota Baroe's* afterpart and the *Diomed* was about a ship's length away. The case for the *Diomed* was that she was 700 to 800 yards distant.  
It was clear, argued Counsel, that if the anchor chain of the *Kota Baroe* was reasonably stretched out at the time when the *Diomed* anchored no collision could have happened unless the *Kota Baroe's* anchor dragged. The respondents' suggestion was that she dragged about 300 yards. That was the only way she could have got into the position she had reached at the time of the first impact. It would not have been possible for her to have got into that position if she had merely gone to the length of the slack of her anchor chain.  
The hearing was adjourned.

**GERMAN SHIPPING**

**Over 400 Craft in British Zone**  
Mr. A. E. DAVIES (Lab., Burslem) asked in the House of Commons what was the number, description and total tonnage of German ships in the British zone; how many were seaworthy, and what was being done with them.  
Mr. J. B. HYND, Chancellor of the Duchy of Lancaster, replied: A census of German sea-going shipping has recently been taken but the results are not yet available. Before the census we had, however, traced over 400 merchant ships of over 100 tons intended for the German peacetime economy. These vessels are with few exceptions in the British zone. They consist mainly of cargo vessels, but include a few special types such as cattle transporters and refrigerated ships. Their total tonnage is some 160,000 tons deadweight. Forty are at present unseaworthy. The remainder are being used for German coastal traffic and on certain short sea routes. There are in addition some 1425 fishing vessels of various kinds, all of which are engaged in fishing or minesweeping operations.

**SOCIETY OF ENGINEERS FELLOWSHIP FOR MR. CHURCHILL**

A deputation from the Society of Engineers (Inc.), consisting of Messrs. Frank Parfett (immediate past president), A. E. Turner (president), V. S. Wigmore (vice-president), and W. R. Howard (vice-president), waited upon Mr. Winston Churchill in the House of Commons on Wednesday, when Mr. Parfett presented him with his certificate of honorary fellowship of the Society.

**THOMAS GRAY LECTURES**

Two Thomas Gray Memorial Trust lectures on “Marine Life-Saving Appliances for the Merchant Navy and Fishing Fleets” are announced by the Royal Society of Arts, John Adam Street, Adelphi, W.C. 2, for Dec. 2 and 9, at 5 p.m. Captain J. C. Taylor, of the Ministry of Transport, will give the lectures, which will be illustrated by lantern slides. The first will be on ships' lifeboats, and the second on buoyant apparatus.

**INCREASED ROSIN PRICES**

The Board of Trade announce the following increases in the selling prices of rosin, to take effect from Dec. 1, 1946: Wood: Vinsel 51s. (net per cwt. ex store), B 44s. 6d., FF 47s. 6d., K 54s., M 54s., N 55s., WG 55s., WW 55s. Gum: B/D/E 53s. (net per cwt. ex store), M/P 53s., P/M 56s., N/WG 57s., W/W 58s., X 58s. 6d., Y 58s. 6d., 2A 59s., 3A 59s., 4A 59s., 5A 59s., Crystal 59s. 6d., Poly Pale N. 69s. 6d., WG 70s.

emphasised the fact that a neutral ship was entitled to compensation in lieu of freight although strictly freight had not been earned under the bill of lading because of the detention. It was the case of a British ship which would have been entitled to freight, and in the circumstance of interference by hostilities clearly, the Judge said, some freight was payable in equity—or compensation in lieu of freight.  
Mr. HODGSON said there was nothing in the bill of lading about payment that he ought to bring to the notice of the Court. What alone mattered was that the goods were brought to this country and captured, and capture being the same as uncovery or delivery, technically, some freight became earned at that moment.  
The PRESIDENT asked whether Mr. Hodgson submitted that the London branch was a different entity from the Japanese company of which it was a branch? Was there anything in the contract, assuming Mr. Burleigh was the correct claimant, which would entitle the London branch on the principle of the *Prosper*, to say that whatever happened to the Japanese company freight, or compensation in lieu of freight, was payable in London to the London branch? Could he say that the London branch was a different entity, with freight properly payable to it?  
Mr. HODGSON said he did not make that contention. The bill of lading freight was payable in Hamburg or Rotterdam. The London branch was the branch of a Japanese company and, after the balance of accountancy, money would go to the head office.  
The PRESIDENT: Then had the London branch been in a position to receive money it would do so for the Nippon Yusen Company.  
Mr. HODGSON said there was no distinction between the companies and no distinction between the compensation in lieu of freight on the goods released and the goods detained.  
The PRESIDENT observed that the decision in the *Junjo* was a new stage reached in the last war and it had been followed in the Prize Court. The *Junjo* was a ship out of Bristol and Swansea with bills of lading to Amsterdam, and a Holland company was to forward some of the consignments to Cologne. Sir Samuel Evans held that, when she was stayed, the ship was entitled to something for the freight she was in process of earning, but she was not entitled to the whole freight. The President added that Sir Samuel Evans, in saying a British ship was entitled to some compensation for the freight which she was prevented from earning, treated the matter, as Lord Stowell did, on the footing of equity. Her position was regarded with a benevolent mind because the incapacity of the cargo had prevented the voyage being concluded, but it was not a principle that freight was payable on seizure and freight was never paid on contraband goods.  
The President said he would put his judgment into writing. In thanking Counsel for their assistance in this test case, on which other cases depended, he said he should not delay long in preparing and delivering his judgment.  
Mr. HODGSON thereupon said he should ask the Court, because of Mr. Burleigh's statutory position, to say that this was a claim which might reasonably be presented and to let him have his costs of presenting this test case.  
Mr. NESBITT observed that the Crown did not propose to ask for costs against Mr. Burleigh.  
The PRESIDENT: I may say at once, as far as that is concerned—and get it out of the way—that I have not the slightest doubt that it was perfectly proper for the controller to bring this case, which I am told is a test case and may influence many others. I should not dream of making the controller pay the costs.

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**CARDIFF**

Active inquiry circulates from all sources, but supplies are exceedingly limited and fresh business cannot be readily arranged. Almost the entire output is engaged for inland consumption, and there is extremely little of any fuel free for foreign export.

**SWANSEA**

With anthracite descriptions mostly busily employed on home account and further inquiries constantly encountered, overseas operations are more restricted. The smaller domestic nuts are impossible to procure for early delivery, while washed grains are so tightly stemmed with industrial trades that even oddments towards occasional shipments are now difficult to secure.

**NEWCASTLE**

Bunkering continues on a rather smaller scale than earlier in the year, but demand for these classes for industrial and other purposes leaves them in short supply. Durham gas and coking coal is scarce and heavily committed up to the end of the year.

**HULL**

Strong conditions rule, with supplies extremely limited, and collieries cannot freely accept fresh bookings. Foreign export activities are almost completely idle, the only trading in this section being in respect of orders under Government direction. There is a moderate bunker demand.

**GLASGOW**

The supply position continues on recent improved levels, and demand is sustained on a heavy scale. The scarcity of tonnage is handicapping shipments coastwise, prevalent had weather upsetting vessels' positions considerably. Nut coal is fully booked well ahead under allocation, and there is little prospect of obtaining this class of fuel without the highest priority. Bunkers are no easier.

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**BAUTA**, 1657, Union Dry, Tatham Bromage & Co.  
**BEAVERLAKE**, 9824, 1 Shed, Victoria, Canadian Pacific S.S.  
**BELGIE**, 1283, 6 & 7 Whse., Millwall, British & Northern Shipping Agency  
**BELVINA**, 1226, W. Dk., Ldn. Dk., London Scottish Lines  
**BRISBANE STAR**, 11,076, C Qy., Victoria, Anderson Green & Co.  
**BRITANNY**, 4950, F Shed, Victoria, Royal Mail Lines  
**CARSLÖGLE**, 3786, Canada Yd. N., Surrey Commercial, T. P. Rose Richards (London)  
**CEEN-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.  
**CHURRUCA**, 1847, W. Dk., Ldn. Dk., MacAndrews & Co.  
**CITY OF AGRA**, 6361, Tilbury, 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 MACKINLAY** (ex Empire Pawley), 7393, 16 Shed, Tilbury, Cayzer, Irvine & Co.  
**COLON**, 1803, W. Dk., Ldn. Dk., MacAndrews & Co.  
**CORNWALL**, 10,605, 4 Shed, Royal Albert, B. Westray Co.  
**CORONA**, 1569, Transit Shed E, Surrey Commercial, C. Gee & Co.  
**DONEGAL BAY** (ex Empire Newfoundland), 3539, 11 & 12 Sheds, Tilbury, Anderson, Green & 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.  
**DUNLOP PARK**, 7165, Vernon's Mills, Victoria, Tatham, Bromage & Co.  
**EDDYSTONE**, 1452, W. Dk., Ldn. Dk., Clyde Shipping Co.  
**ELKANAH CROWELL**, 1791, Albion Yd., Surrey Commercial, W. Cory & Son  
**EMPIRE CLIVE**, 690, 26 Shed, Tilbury, F. Bustard & Sons  
**EMPIRE COMFORT**, 1333, 4 Shed, Tilbury, Ellerman's City Line  
**EMPIRE CONSORT**, 1998, H Shed, West India, Shipping & Coal Co.  
**EMPIRE CONSISTENCE**, 1771, D Whse., Millwall, United Shipping Co.  
**EMPIRE EDDYSTONE**, 7518, Canada Dk. Bys, Surrey Commercial, R. S. Dalgliesh  
**EMPIRE FAIRWAY**, 410, Shad Bsn., Ldn. Dk., F. T. Ewerard & Sons  
**EMPIRE GALBRAITH**, 1923, P Whse., Millwall, United Shipping Co.  
**EMPIRE GEECH**, 363, 11 Shed, Tilbury, G. A. Tom & Co.  
**EMPIRE LIFEQUARD**, 1333, 4 Shed, Tilbury, Southern Railway  
**EMPIRE OUSE**, 4835, 22 Shed, Tilbury, Cayzer, Irvine & Co.  
**EMPIRE REST**, 1327, 28 Shed, Royal Albert, Ellerman & Bucknall S.S. Co.  
**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 THORNTON**, 14,106, 3 Shed, Tilbury, Gray, Dawes & Co.  
**FALCON**, 1025, W. Dk., Ldn. Dk., G. S. N. Co.  
**FENDRIS**, 1018, W. Dk., Ldn. Dk., Coverley, Westray, Walbaum & Tosetti  
**FIREHARD**, 205, J Jy., Regent's Canal, Cokerhill, Ltd.  
**FORT BUFFALO**, 7133, 1 Shed, King George V. E. H. Mundy & Co.  
**FORT MIAMI**, 7132, D Qy., Victoria, Cunard White Star  
**FORT REMY**, 7128, Northern Lay-by, 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  
**FORTH**, 1058, W. Dk., Ldn. Dk., London Scottish Lines  
**GANANDOU**, 1924, 10 Whse., West India, Lambert Bros.  
**GOLDEN EAGLE**, 793, 2 Shed, Tilbury, G. S. N. Co. (Clem)  
**HIGGORY 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**, 14,353, 4 Shed, King George V., Royal Mail Lines

**HIGHLAND QUEEN**, 1043, Blackwall Bsn., West India, British Channel Traders  
**HIRONDELE**, 893, 18 Shed, Tilbury, G. S. N. Co. (Clem)  
**HUGIN**, 1302, R Whse., Millwall, British & Northern Shipping Agency  
**INNISHANNON**, 268, Nelson Dry, G. A. Tom & Co.  
**JANS**, 295, W. Dk., Ldn. Dk., Transport Exchange Co.  
**JOSEPH H. MARTIN**, 7100, Co-op Mills, Victoria, J. A. Finzi, Layman & Co.  
**KALLADA**, 6607, 21 Shed, Royal Albert, P. & O. S. N. Co.  
**KHETI**, 2734, Mark Lane Bys., Millwall, West-coit & Laurance Line  
**LARGS BAY**, 14,182, 25 & 27 Sheds, Royal Albert, Shaw Savill & Albion Co.  
**LOMBARDY**, 3379, 3 Shed, Victoria, Royal Mail Lines  
**MAGREGOR LAIRD**, 4992, 14 Shed, King George V., Killick, Martin & Co.  
**MANTOLA**, 9065, E Qy., Victoria, Gray, Dawes & Co.  
**MARGOL**, 1169, Albion Yd., Surrey Commercial, S. L. A. Ltd.  
**MARJATA**, 6652, 7 & 9 Sheds, Royal Albert, P. & O. S. N. Co.  
**MARKHOR**, 7917, Dry Dk., Tilbury, A. Howden & Co.  
**MAVIS**, 381, D Qy., Regent's Canal, G. S. N. Co.  
**MEDWAY COAST**, 1014, 1 Impt., East India, Coast Lines  
**MIMIE** (ferry), 463, Norway Floating Dry, L.M.S.  
**MOHAWK PARK**, 7163, Green's Dry No. 1, Eggar, Forrester & Verner  
**MONARCH OF BERMUDA**, 22,424, 31 Shed, Tilbury, Furness, Withy & Co.  
**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.  
**ORONTES**, 20,997, 15 & 16 Sheds, Tilbury, Anderson Green & Co.  
**OTRANTO**, 20,026, 13 & 14 Sheds, Tilbury, Anderson Green & Co.  
**PACIFIC SHIPPEE**, 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, 7 Shed, South West India, Westcoit & Laurance Line  
**PALESTINIAN PRINCE**, 1965, Dry Dk., Tilbury, Prince Line  
**PEGU**, 7838, D Shed, West India, P. Hender-son & Co.  
**PORT JACKSON**, 9687, 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, Royal-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.  
**SAMBAKAND**, 7219, Transit Shed E., Surrey Commercial, Blue Star Line  
**SAMEARN**, 7219, Dry Dk., King George V., Houlder Bros. & Co.  
**SAMBAKAND**, 7219, 12 Shed, King George V., Killick, Martin & 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.  
**SAMOUSIE**, 7219, 15 & 17 Sheds, Royal Albert, G. S. N. Co.  
**SANDBURGH**, 1914, C & D Sheds, West India, W. H. Muller & Co.  
**SKARABORG**, 1220, Albion Dk. Bys., Surrey Commercial, British & Northern Shipping Agency  
**SOUTHERN COAST**, 883, 1 Impt., East India, Coast Lines  
**STANLEY PARK**, 7146, 17 & 19 Sheds, Royal Albert, Union-Castle Mail S.S. Co.  
**STORK**, 493, C Qy., Regent's Canal, G. S. N. Co.  
**STOURGATE**, 115, Thames Dry No. 2  
**SUECIA**, 4216, G Whse., Millwall, British & Northern Shipping Agency  
**SVANHOLM**, 322, D 2 Whse., Millwall, United Shipping Co.  
**SWIFT**, 936, 19 Shed, Tilbury, G. S. N. Co.  
**THEEMS**, 653, C Qy., Regent's Canal, Wat-son & Co.  
**TREVIDDEN**, 7273, 9 Shed, King George V. P. & O. S. N. Co.  
**TRICAPE**, 7136, Empire Mills, Victoria, E. Bigland & Co.  
**VANCOUVER CITY**, 7261, 2 Dolphin, Mill Street, Sir W. R. Smith & Sons  
**VICTORIA PEAK**, 6035, N.W. Dry, Tilbury, Lambert Bros.  
**VIRGO**, 1080, Station Yd., Crosswall, Surrey Commercial, Green & Co.  
**WESTERN PARK**, 7166, E Shed, West India, Eggar Forrester & Verner  
**WINDSOR QUEEN**, 1033, Nelson Dry, British Channel Traders

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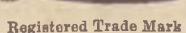
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The Seaplane Port of Karachi is now the most important in India

## MONEY MARKET

### Adequate Credit Supplies

Very comfortable conditions prevailed in Lombard Street yesterday, and overnight loans were readily obtainable at ½ per cent. In the discount market the banks were again freely inquiring for January Treasury bills, but holders of December maturities were unwilling sellers.

## STOCK EXCHANGE

### Many Firm Features

The Stock Markets yesterday were quite active, although a little unsettled speech of Sir Stafford Cripps regarding the rapid use of our dollar credits. Except for a reaction of ½ to 10% in 3 per cent. Treasury Bonds, British Government stocks were 1-16 to ¼ higher where changed. Home railway Ordinary stocks were firmer.

Shipping issues continued to attract a good deal of attention, and usually price changes were favourable. P. & O. Preferred were marked up 6½ to 149½, Cunard 5 per cent. Preference 1 to 135½ and Indo-China Deferred ¼ to 15½. Active buying of Reardon Smith was in evidence, and the shares closed 1s. 6d. higher at 40s., but Anchor lost 1s. 6d. to 56s. 6d., Coast 3d. to 20s. 6d. and Jacobs 6d. to 49s.

In the shipbuilding, iron, coal and steel group Thornycroft rose 2s. 6d. to 85s., on the bonus distribution, while John Brown 7 per cent. Preference gained 1s. to 9s. 6d., Firth & John Brown 5 per cent. Preference 2s. 6d. to 33s. 9d., and the Debentures 5½ to 101½. On the other hand, Cammell Laird at 14s. 3d. and Swan, Hunter at 63s. 6d. were each 3d. off, while Lambert Brothers declined 1s. 3d. to 85s., and Allied Ironfounders 4s. 6d. to 61s., on disappointment with the unchanged dividend.

## REPORTS AND DIVIDENDS

### Thornycroft Bonus

The net profit of John I. Thornycroft & Co., Ltd., was £143,949, for the year ended July 31, as against £127,989 for the previous 12 months, after providing for taxation and £12,918 (£46,434) for deferred repairs. The directors recommend a final dividend on the Ordinary shares of 10 per cent. (12½ per cent.), and a bonus of 5 per cent. (nil), making the total for the year of 20 per cent. (17½ per cent.). The sum of £50,000 (same) has been transferred to general reserve, and £101,156 (£101,707) carried forward.

### FAIRFIELD SHIPBUILDING CO.

The profit of the Fairfield Shipbuilding & Engineering Company, Ltd., for the year ended June 30, after providing for taxation, totalled £164,164 (£152,513), out of which directors' fees required £3390 (£2125) and £50,000 (same) has been set aside for depreciation, leaving £110,774 (£100,388). After paying Debenture interest and Preference share dividend, the sum of £50,000 (same) has been added to reserve for contingencies, and it is proposed to pay a dividend of 10 per cent., less tax, on the Ordinary shares, the same as for the three previous years, leaving to be carried forward £95,170 (£68,520). The balance sheet

totals at £2,931,884 (£2,772,202), of which the fixed assets account for £1,053,066 (£1,076,109) and current assets for £1,674,566 (£1,507,521), of which stocks and work in progress, &c., are shown at £717,069 (£1,044,342). The report states that contracts have been secured which have enabled the works to resume their normal peacetime activity with the minimum of dislocation.

## COMMODITIES

### GRAIN

LONDON (Baltic Exchange), Thursday  
**WHEAT**—There were no offers of Canadian Manitobas made to the Ministry to-day. 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 new crop Dec.-Jan. shipment in bulk 87s. quoted per 480 lb. f.o.b.  
**MAIZE**—Argentine continued un-offered.

### OILS AND OILSEEDS

LONDON (Baltic Exchange), Thursday  
**OILS**—LINSEED.—Raw £135. RAPE.—Crude £91. COTTON.—Crude £52 2s. 6d. CASTOR.—First £110; second £108. GROUNDNUT and SUN-FLOWER.—Crude £56 10s. per ton.  
**OILSEEDS**—For shipment. CASTOR-SEED.—Bombay £47 per ton. Other oil-seeds and groundnuts all unquoted.

### FOREIGN PRODUCE

LONDON (Mining Lane), Thursday  
**SPICES**—CLOVES.—Zanzibar spot 10½d. per lb. sellers; Dec./Jan. 9d. per lb.

sellers c.i.f. MACE.—West Indian pale spot 7s. 9d. quoted, per lb. PIMENTO.—Spot 1s. 1d. per lb. sellers. CHILLIES.—Mombasa spot 165s. sellers per cwt.; c.i.f. Nov./Dec. 155s. sellers.

**RUBBER**—Steady but quiet. No. 1 ribbed smoked sheet Settlement House terms Apr.-June quoted at 13½d. per lb. value. July-Sept. 13½d. value f.o.b. main Far Eastern ports, 12½d. paid and buyers, with sellers at 12 3-16d. Jan.-Mar. 12½d. paid and buyers, with sellers at 12½d. c.i.f. Continental basis ports. Nov.-Dec. quoted 13d. value c.i.f. basis ports. Jan.-Feb. 13d. paid and buyers with sellers at 13½d. Godown Dec.-Jan. and Jan.-Mar. 42½ Straits cents buyers; Jan.-June 42 Straits cents buyers c.i.f. Jan.-Mar. thick 15½d. value, thin 15½d. value.

**METALS**  
**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 14 by 20 f.o.t. makers' works; export 38s. 6d. to 42s. basis f.o.b. South Wales.

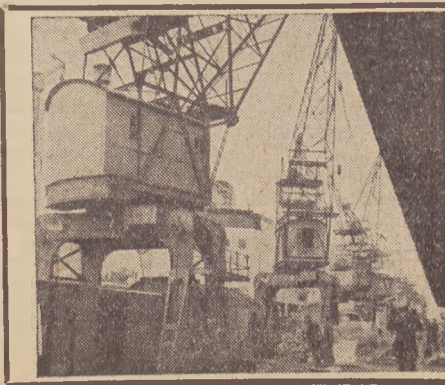
**COPPER**—Electrolytic and wire bars £98 per ton delivered.  
**COPPER SULPHATE**—98/100 per cent. £37 10s. per ton (less 2 per cent. in 2-cwt. bags (free) f.o.b.)  
**ALUMINIUM**—Ingots and bars for home delivery £72 15s. per ton delivered.  
**NICKEL**—For home delivery £190 to £195 per ton, according to quantity.  
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Table listing shipping movements from the United Kingdom, including ship names, destinations, and dates. Columns include ship name, destination, and date.

LYNESS 3

Table listing shipping movements from LyNESS, including ship names, destinations, and dates.

TRONDHEIM 4

Table listing shipping movements from TRONDHEIM, including ship names, destinations, and dates.

5

Table listing shipping movements from various ports, including ship names, destinations, and dates.

Table listing shipping movements from COPENHAGEN, including ship names, destinations, and dates.

RIVER ELBE TO USHANT

Table listing shipping movements from RIVER ELBE TO USHANT, including ship names, destinations, and dates.

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SHIPBROKING EXAMINATIONS

Correspondence Courses, Preliminary and Final Examinations of the Institute of Chartered Shipbrokers. Success guaranteed. Particulars: C. D. Macmurray, F.I.C.S., Royal Exchange, Glasgow, C. 1.

Table listing shipping movements from ROUEN, including ship names, destinations, and dates.

Table listing shipping movements from BREST TO CARAMINAL POINT, including ship names, destinations, and dates.

Table listing shipping movements from NANTES, including ship names, destinations, and dates.

Table listing shipping movements from SANTANDER, including ship names, destinations, and dates.

Table listing shipping movements from LISBON, including ship names, destinations, and dates.

Table listing shipping movements from SEVILLE, including ship names, destinations, and dates.

Table listing shipping movements from GIBRALTAR, including ship names, destinations, and dates.

(Continued on page 6)



9 ST LOUIS, Rhone SD

Betty, Nov 25 Oran Miliana Algiers LA MEDE SD Roxane, Nov 25 Marseilles MARSEILLES AR Ville d'Adjaccio, Nov 23 Bastia Medea, Algiers (Gabian) La Mede Ville d'Oran, Nov 24 Algiers Vannes Port de Bouc Roxane, Nov 25 Hindsholm, Tunis Champollion Port Said Djebel Aures Bona Sidi Ibrahim Oran Sappho, Nov 27 Dorine Anna Dickinson Abner Nash, Nov 28 MARSEILLES SD Corinthia, Nov 23 Alexandria Cap Pinede Mostaganem Djebel Amour, Nov 24 Oran Gabian La Mede Ulla Transilvania Haifa Fylgia, Nov 27 Istanbul Ville de Bastia Casablanca George Durant, Nov 28 Ambrose Channel LV TOULON AR Henry Wilson, Nov 24 Pensacola Radmar Naples SAVONA SD Charles N. Cole, Nov 27 New York GENOA AR Lorenz L. M. Russ abt Aug 20 (in tow) Madoera, Nov 27 Meridian Victory Bravo I. Porsgrunn CIVITAVECCHIA AR Caledonia, Nov 24 Leghorn NAPLES AR Ugo Fiorelli, Nov 23 Taranto Marine Flier, Nov 28 NAPLES SD Marine Perch, Nov 27 Genoa Bantris Liverpool Adiantum, Nov 28 F. Scott Fitzgerald US MALTA AR Tore Jarl, Nov 26 Citta di Tunisi Toulon Andes, Nov 27 Soton Argentina (2924), Toulon Valewood Izmir Arabistan, Nov 28 MALTA SD Fort Jasper, Nov 26 Venice Argentina (2924), Toulon Tripoli (Libya) Birkahim, Famagusta Tore Jarl Patras Andes, Nov 27 Pt Said BARI SD Pocket Canyon, Nov 22 Acacia, Nov 24 Messina ANCONA AR Pelagosa, Nov 23 Portogione TRIESTE AR Charles W. Wooster, Nov 27 Mobile PIRAEUS AR Port Pembina, Nov 22 Port Said IZMIR SD Tonghai, Nov 24 Piraeus ISTANBUL AR Vyacheslav Molotov, Nov 27 Batum Fernglan, Nov 28 Samsun Friedrich Engels Calcutta ISTANBUL SD Langano, Nov 27 Genoa Fernglan, Nov 28 New York Friedrich Engels Drapers Meadows, Nov 28 Iskenderun HAIFA AR Eolo, Nov 23 Port Said Empire Puma, Nov 27 Lechistan Alexandria Ezilda Croce Venice Benjamin Tay Port Said Providence (Fr), Nov 28 Steana Romana HAVRE SD Iavru HAIFA SD Lolo, Nov 25 La Valette, Nov 27 Iskenderun Nordanland Gothenburg Marathon Limsol Sampler, Nov 28 UK PORT SAID AR Olna, Nov 25 Abadan Mahsud, Nov 28 Fort Raleigh Liverpool Strathnaver PORT SAID SD Oranje, Nov 27 Duke of Sparta Archer Nov 28 Pieter de Hoogh (Du) SUEZ AR Sea Triton, Nov 27 Dalfonn Abadan Archangelos Saigon Empire Mace Fort Pitt, Nov 28 Georgic Singapore SUEZ SD Acadia, Nov 27 Urfane, Nov 28 (Cape San Martin Carlton) ALEXANDRIA AR Samluzon, Nov 27 ALEXANDRIA SD Arabian Prince, Nov 28 Liverpool SFAX AR Ulla, Nov 27 Norruna Apollo, Nov 28 Venice TUNIS AR Extavia, Nov 28 Algiers TUNIS SD Pertusola, Nov 27 Piombino BIZERTA AR Georgios G., Nov 27 BONA AR Ocean Rider, Nov 28 BONA SD Ocean Traveller, Nov 26 Middlesbrough Stavros, Nov 27 Havre via Rouen PHILIPPEVILLE AR Elisavet, Nov 26 Tunis PHILIPPEVILLE SD Crosby S. Noyes, Nov 26 Arzew ALGIERS AR Sobat, Nov 22 Athos II., Nov 28 ALGIERS SD P.L.M., 17, Nov 27 Calais ARZEW AR Thomas W. Murray ARZEW SD Masen, Nov 27 Kotka Crosby S. Noyes Hampton Roads

10 ORAN AR

Mers-el-Kebir (prev Nov 28) Nemours San Anthony, Nov 28 ORAN SD Halse, Nov 27 Nemours Alfred Victory Tunis AFRICA West, South & East CASABLANCA AR Ines Corrado, Nov 26 Jacques Bingen, Nov 27 Bordeaux CASABLANCA SD Henri Gerlinger, Nov 16 Iris, Nov 26 Tangier Naissea Moor Ghent Kristianiafjord London Gudrum Oran FAYAL SD Bayswater, Nov 27 Baltimore MADEIRA AR Carvalho Araujo, Nov 14 Lisbon CARDEIRA SD Carvalho Araujo, Nov 14 St Michaels LAS PALMAS AR Pardo, Nov 27 Jacob, Chandler Harper, LAS PALMAS SD Pardo, Nov 27 Liverpool Alca, Nov 26 Liverpool ST VINCENT, CV AR Jacob Chandler Harper ST VINCENT, CV AR Mouzinho, Nov 27 Port Steele Rosario ST VINCENT, CV SD Port Steele, Nov 27 UK DAKAR AR Takoradi, Nov 26 DAKAR SD Ionion, Nov 26 Konakri KONAKRI AR Argonne, Nov 26 Dakar FREETOWN AR Samclia, Nov 27 Fort Fairford, Nov 28 Cardiff TAKORADI AR Koufra, Nov 27 TAKORADI SD Matthew Maury, Nov 26 Boston Empire Moon, Nov 27 Liverpool WINNEBAH AR Samforth, Nov 27 Lagos ACCRA SD Loch Dee, Nov 27 Lagos LAGOS AR Soho, Nov 26 Liverpool Godfrey B. Holt Duala Liberian, Nov 27 Sapete Jessmore, Nov 27 Sapele David Livingstone Sapele Conakrian Calabar LAGOS SD Liberian, Nov 27 Freetown Samforth Winnebah PORT HARCOURT AR Samstree, Nov 27 OPOBO AR Angelus, Oct 12 Lagos OPOBO SD Angelus, Oct 12 Lagos DUALA AR Maria Vittoria, Nov 26 Genoa MATADI AR Mar Del Plata, Nov 28 Antwerp LOBITO AR Mandrella, Nov 26 Lisboen LOBITO SD Nyassa, Nov 26 MOCAMEDES PORT ELIZABETH AR Ann McKim, Nov 27 Sparkling Wave N York African Planet N York PORT ELIZABETH SD British Cavalier, Nov 27 Chuhleigh Durban Empire Talisman Reslin Castle E London Hibbing Victory East London EAST LONDON AR Robin Sherwood, Nov 27 EAST LONDON SD Robin Sherwood, Nov 27 Lour Marques SAIGON SD City of Bristol LOUR MARQUES AR Santa Barbara, Nov 26 LOUR MARQUES SD Kedoe, Nov 27 Beira Santana Aden MAURITIUS AR Stamford Victory, Nov 28 Mombasa DAR-ES-SALAAM AR Tayari, Oct 26 Lindi Sofala, Nov 2 Mombasa DAR-ES-SALAAM SD Tayari, Oct 26 Lindi Sofala, Nov 16 Lindi TANGA SD Landaura, Nov 28 London MOMBASA AR Boissevain, Nov 28 MOMBASA SD Sofala, Oct 31 Dar-es-Salaam ISIPPINGO, Nov 27 FOOCHOW SD Nagara, Nov 23 Keelung TSINGTAO AR Frederic Bouchard, Nov 26 Honolulu YOKOHAMA SD Fort Jupiter, Nov 20 Bahrain OKINAWA SD Elk Basin, Nov 20 US Pacific Coast AUSTRALASIA AND Pacific Islands DREGER HARBOUR AR Kanimbla, Nov 24 FREMANTLE AR River Murray, Oct 17 Melbourne Fort Nakaslev, Nov 27 Cardiff HARMATTAN, Nov 28 FREMANTLE SD Greenwich, Nov 27 Adelaide MASULA, Nov 28 Melbourne Fort Mingan Durban

AFRICA

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COASTWISE & HOME TRADE MOVEMENTS

VESSELS EXPECTED AT UNITED KINGDOM PORTS

Showing Vessel, Voyage, Probable Date, Broker and Berth

Main table containing shipping schedules for various ports (C1-C10) with columns for vessel names, routes, dates, and agents.

(Continued on page 9)

BRITISH COAST LINES SEAWAYS COAST LINES ORGANISATION. Regular Services between all important ports.





| SHIP  | AGENCY     | DESTINATION                             | DATE       |
|---|------------|---|------------|
| <b>SHARPNES</b>   |            |   |            |
| Empire Islander, Finland  | Nov        | Anglia, Gothenburg                      | now due    |
| Victor W. Rowles & Co.  |            | Bahr, Behrend & Co.                     |            |
| Empire Skipper, Swansea   | now due    | (Shed 4, Dk. B).                        |            |
| V. W. Rowles & Co.  |            | Clan Macnair, Beira via Liverpool       | Dec 20     |
| Tully Crosby, White Sea via Tyne and Hull                           | Nov        | W. T. Mitchell & Co.                    | Dec 12     |
| James & Hodder.   |            | Clan Macnair, Beira via Liverpool       | Dec 12     |
| <b>PORTSHEAD</b>  |            | Union-Castle Mail S.S. Co.              |            |
| Starling, Lubuck  | Nov 29     | Ethalia, Cork                           | now due    |
| Turner, Edwards & Co.   |            | H. Watson & Co.                         |            |
| <b>NEWPORT</b>  |            |   |            |
| Arnhem, Antwerp   | Dec 3      | Ferdinando Gorges, New York via         | early Dec  |
| Henry, S. & Co. (Alexandra)   |            | Benj. Ackerley & Son.                   |            |
| Bernard N. Baker, Baltimore via London                              | early Dec  | Fort Tadoussac, Calcutta,               | Jan 4      |
| W. Cory & Son   |            | W. H. Holt & Co.                        |            |
| Eemstroom, Amsterdam via Bristol                                    | now due    | Innesmas, Buenos Aires,                 | end Nov    |
| Turner, Edwards & Co.   |            | Lampert & Holt.                         |            |
| Graiglas, Takoradi  | abt Dec 10 | Josef Bergendoff, Lake Vener,           | now due    |
| Kentucky  | Dec 4      | Ellerman's Wilson Line                  |            |
| Sir J. German & Son.  |            | (Elesmere Port).                        |            |
| Marina, Antwerp   | Dec 1-2    | H. Watson & Co. (Partington).           | Dec 8-9    |
| Morley, Son & Co. (Alexandra)                                       |            | Kerma, Botwood (N.F.).                  |            |
| Montreal City, Montreal, New York & Norfolk via Avonmouth,          | Nov        | Thor Thoresen (Manch), Ltd.             | Dec 1      |
| Houlder Bros. & Co.   |            | Manchester Port, Montreal,              | Dec 1      |
| Redstart, Oporto via Dublin,  | Dec        | Manchester Liners                       |            |
| Turner Edwards & Co.  |            | Naturalist, Galveston,                  | now due    |
| Stal, Amsterdam   | Dec 1      | J. W. Jones & Co.                       |            |
| Cardiff   |            | Nayadis, Houston                        | Dec 2      |
| Charles Treddwell, Hamina   | abt Nov 29 | Brinings (Shipping) (Stanlow),          | Dec 2      |
| Sir James German & Son  |            | Port de Bouc, Ionen,                    | now due    |
| Clunepark, Topolia  | now due    | H. Watson & Co.                         |            |
| Dagmar Bratt, Gled & Nyhamn.  | end Nov    | (Westcoast Partington).                 | early Dec  |
| Andresen & Dahl.  |            | H. Watson & Co. (Partington).           | Dec 8-9    |
| Pori Huon, Lyttelton  | Dec 6      | Vibeke Christensen, Kalix,              | early Dec  |
| W. Milburn & Co.  |            | Sivewright, Bacon & Co.                 |            |
| Syrian Prince, Haifa  | Nov 30     | William Phips, Houston.                 | Dec 12-13  |
| Turner, Edwards & Co.   |            | H. Watson & Co.                         |            |
| <b>BARRY</b>  |            |   |            |
| Angusburn, Brahestad  | now due    | <b>WORKINGTON</b>                       |            |
| Runswick, Yxpila  | Dec 3      | Sac 9°, Almeria,                        | end Nov    |
| Yarrow Shipping Co.   | now due    | Ulia, Almeria,                          | abt Dec 1  |
| Tarholm.  |            | <b>SILLOTH</b>                          |            |
| Sir J. German & Son.  | Dec        | Monaleen, Galway,                       | Nov 29     |
| Woodward, Hamina.   |            | Limerick S.S. Co.                       |            |
| <b>SWANSEA</b>  |            |   |            |
| Boston City, New York via Bristol,                                  | mid Dec    | <b>CLYDE</b>                            |            |
| Buteshire, Glasgow  | Dec 2      | Vlden, Lulea,                           | end Nov    |
| Simpson Bros. (King's)  |            | (Cape Orizael, Macaris,                 | Dec 7      |
| Hague, Manchester   | Nov 30     | Prentice, Service & Henderson           |            |
| F. H. Tucker Co. (King's)   |            | (Greenock)                              |            |
| Javanese Prince, Sydney via   | Dec 8-9    | City of Carlisle, Beira via Liverpool,  | Dec 13     |
| Plymouth and Antwerp  |            | City Line                               |            |
| Houlder Bros. & Co.   |            | City of Durham, Beira via               | abt Jan 3  |
| Londoning, Vasa   | abt Dec 2  | Liverpool                               |            |
| Montreal City, Montreal, New York & Norfolk via Avonmouth & Newport | Nov        | City Line                               |            |
| Houlder Bros. & Co.   |            | City of Swansea, Bombay via Liverpool,  | Jan 2      |
| Ocean Viceroy, London   | Dec 9      | City Line                               |            |
| Simpson Bros. (Kings)   |            | Delhi, Montreal                         | now due    |
| Tyndarus, Sydney via Liverpool                                      | early Dec  | Donaldson Line                          |            |
| and Clyde   |            | Diomed, Sydney via Liverpool,           | Dec 6      |
| <b>MERSEY</b>   |            | Aitken, Lithburn & Co.                  | Nov 6      |
| Akademik Komarov, Leningrad   | Dec 4      | Essa, Cheyenne, Houston                 | end Nov    |
| F. Morland & Co.  |            | G. A. W. & Co. (Bowling).               | Dec 4      |
| Andros, Hongkong  | Jan 2      | Gracia, Montreal                        |            |
| A. Holt & Co.   |            | Donaldson Bros & Black                  | now due    |
| Arthur Cross, Wabana  | Dec 4-5    | Harpers Ferry, Abadan                   | now due    |
| R. D. Jones   |            | J. J. & J. D. Oulheim (Old Kilpatrick)  | Dec 18-20  |
| West Coast, Birkenhead  |            | Levenpool, Vancouver,                   | Dec 18-20  |
| Atchison Victoria, Vancouver,                                       | end Dec    | Harper, Hoppa & Co.                     |            |
| Furness, Withy & Co.  |            | Rautas, Wabana (N.F.).                  | Dec 3      |
| Athelrine, Boqueron   | Nov 29     | J. Jenkins & Son (Rothsay).             | early Dec  |
| Athel Line  |            | Redstart, Oporto via Dublin,            | early Dec  |
| Atlantic, Beira via Avonmouth,                                      | now due    | Moss Hutchison Line                     |            |
| E. J. Harrison  |            | Shuna, Gothenburg via Belfast,          | end Nov    |
| Bantria, Genoa via Naples,  | early Dec  | Glen & Co.                              |            |
| J. Glynn & Son.   |            | Stanley R. Fisher, Baltimore & New York | Dec 13     |
| Basil, Victoria (Braz.) via Antwerp,                                | Feb        | via London                              |            |
| Rotterdam and London  |            | W. B. Woolley & Co.                     | Nov 30     |
| Beaverburn, Montreal via  |            | Tyndarus, Sydney via Liverpool,         | Nov 30     |
| Halifax   | abt Nov 30 | Aitken, Lithburn & Co.                  | now due    |
| and River Amazon,   | Dec 16     | Valgry, Copenhagen,                     | now due    |
| Benedict, North Brazil  |            | Wearful, Lona                           | Dec 4-5    |
| Booth S.S. Co. (Kings)  |            | <b>DUBLIN</b>                           |            |
| Bibury, Buenos Aires  | end Nov    | Ferdinando Gorges, New York,            | now due    |
| Britannic, Singapore  | abt Dec 13 | G. Bell & Co.                           |            |
| Canard White Star   |            | Flamenco, Casablanca                    | now due    |
| Cheshire, Lagos   | Dec 10     | Belson & Co.                            | end Dec    |
| Bibby Bros. & Co.   |            | Irish Hazel, Stax,                      | Nov        |
| City of Carlisle, Beira   | Dec 1      | Irish Larch, Kotka,                     | early Dec  |
| Hall Line   |            | Irish Poplar, Philadelphia.             | early Dec  |
| City of Derby, Port Pirie,  | Dec 29     | Irish Shipping, Ltd.                    | now due    |
| Hall Line   |            | Julia, Antwerp                          | now due    |
| City of Durham, Beira,  | Dec 25     | D. Twigg                                | early Dec  |
| Hall Line   |            | Lanahore, Pomaron,                      | early Dec  |
| City of Swansea, Bombay,  | Dec 6      | Limerick S.S. Co.                       |            |
| Hall Line   |            | Mefa, Finland                           | Dec 6      |
| Clan Chisholm, Beira via Genoa,                                     | Nov 30     | G. Bell & Co.                           |            |
| Cayzer, Irvine & Co.  |            | Nereus, La Valencina,                   | early Dec  |
| Clan Farquhar, Sydney   | Jan 7      | Connolly, Shaw, Ltd.                    | now due    |
| Cayzer, Irvine & Co.  |            | Redstart, Oporto                        | now due    |
| Clan Macnair, Beira   | Dec 12     | Trebol, Mont Louis                      | Dec 6      |
| P. P. Houston & Co.   |            | R. A. Burke, Ltd.                       | Dec 29-30  |
| Defender, Capetown  | early Dec  | Veraguas, St. John (N.B.).              | Dec 29-30  |
| T. & J. Harrison  |            | Betson & Co.                            |            |
| Desado, Napier  | Dec 8      | Zena, Gothenburg                        | Dec 6      |
| Gracie Beazley & Co.  |            | G. Bell & Co.                           |            |
| Dioned, Sydney via Durban,  | Nov 30     | <b>LARNE</b>                            |            |
| A. Holt & Co.   |            | Graiglas, Takoradi via Newport,         | Dec        |
| Duchess of Bedford, Rangoon,  | Dec 14     | <b>LIMERICK</b>                         |            |
| Canadian Pacific S.S.   |            | Monte Nuria, Rosario,                   | abt Dec 15 |
| Empire Calder, Calcutta via Lisbon,                                 | mid Dec    | Okeanos, Rosario,                       | abt Dec 15 |
| Ellerman & Papayanni Lines  |            | Panaghis, Baltimore,                    | now due    |
| Empire Pride, Madras  | Dec 11     | White & Sons                            | now due    |
| Bibby Bros. & Co.   |            | <b>ABERDEEN</b>                         |            |
| Empress of Australia, Kure,   | Dec 11     | Waldo Hill, Yxpila,                     | now due    |
| Canadian Pacific S.S.   |            | J. Cook & Co.                           |            |
| Eurybates, Shanghai   | Dec 19     | <b>DUNDEE</b>                           |            |
| A. Holt & Co.   |            | City of Keelung, Calcutta via London,   | Dec 26     |
| Faugh Head, Montreal  | Dec 3      | C. Barrie & Son (King George Wf.)       | Dec 29     |
| G. & Forwood Heyn (North-end),                                      |            | Clan Cumrag, Calcutta via London,       | Dec 29     |
| Ferdinando Gorges, New York via                                     | end Nov    | B. L. Nairn & Co.                       |            |
| Dublin  |            | Clan Macinnes, Calcutta via London,     | now due    |
| <b>METHIL</b>   |            | B. L. Nairn & Co.                       |            |
| Cyrus Sears, Hamina,  | abt Nov 29 | Duke of Athens, Calcutta via            | early Dec  |
| <b>KIRKCALDY</b>  |            | London                                  |            |
| Skodsborg, Oporto   | Nov 30     | Morison, Pollexfen & Blair              | early Dec  |
| W. H. Harrison  |            | Sammid, Calcutta via London,            | end Dec    |
| <b>BURNTISLAND</b>  |            | C. Barrie & Son                         |            |
| Charles Dickens, Takoradi,  | Dec 8      | (King George Wf.)                       |            |
| Dewar & Lawson  |            | <b>METHIL</b>                           |            |
| <b>CRANGEMOUTH</b>  |            |   |            |
| British Promise, Palahael,  | Dec 8      |   |            |
| Hopkin, Paton & Co.   |            |   |            |
| Elizabetha, Hernosaud,  | now due    |   |            |
| Buchan & Hogg   | Dec 1-2    |   |            |
| Gurden Gates, Genoa   | Dec 1-2    |   |            |
| Laban Howes, Oulu,  | abt Dec 2  |   |            |
| Gibb & Austin   | end Nov    |   |            |
| Storo, Skutskrar  | early Dec  |   |            |
| Vinje, Oslo (Canada)  | Dec 1      |   |            |
| Lord Glenloran, Norfolk, Va.,                                       | Dec 1      |   |            |
| G. & Forwood Heyn (North-end),                                      | Dec 4      |   |            |
| Lores, Valparaiso via Havre,  | Dec 4      |   |            |
| P. S. N. Co. (Canada)   | abt Dec 23 |   |            |
| Losada, Valparaiso  | Dec 11-12  |   |            |
| P. S. N. Co. (Canada)   |            |   |            |
| Margay, Bahia Blanca  | Dec 1      |   |            |
| R. P. Houston & Co.   | Dec 11-12  |   |            |
| Macnair, Buenos Aires   | now due    |   |            |
| P. P. Houston & Co.   |            |   |            |
| Megna, New Orleans  | Nov 29     |   |            |
| T. & J. Harrison  | Nov 29     |   |            |
| New Brooklyn, W. Africa   | Dec 6      |   |            |
| Elder Dempster Lines  | Dec 6      |   |            |
| Nordahl Grieg, Houston & New York                                   | Dec 6      |   |            |
| Vogt & Maguire  | Nov 29     |   |            |
| Ocean Viscount, Sydney  | Nov 29     |   |            |
| via Antwerp   |            |   |            |
| A. Holt & Co.   | Jan 10     |   |            |
| Ocean Wayfarer, Abadan  | Dec 3      |   |            |
| Japp, Hatch & Co.   | Dec 20-25  |   |            |
| Pardo, Buenos Aires   | Dec 17     |   |            |
| P. S. N. Co.  | Dec 12     |   |            |
| Picomayo, Rio Grande  | Dec 12     |   |            |
| P. S. N. Co.  | Dec 12     |   |            |
| Prometheus, Hongkong  | Dec 12     |   |            |
| A. Holt & Co.   | Dec 12     |   |            |
| Raymond B. Stevens  | Dec 12     |   |            |
| Wilmington (NC)   | Dec 6      |   |            |
| A. Coker & Co.  | Dec 6      |   |            |
| Reorder, Galveston  | Dec 1      |   |            |
| T. & J. Harrison  | Dec 1      |   |            |
| Samaria, Halifax  | Dec 1      |   |            |
| Canard White Star   | Dec 1      |   |            |
| Samek, Vancouver  | Dec 1      |   |            |
| J. Dowie & Co.  | Dec 1      |   |            |
| Samie, Singapore  | Dec 1      |   |            |
| A. Holt & Co.   | Dec 1-2    |   |            |
| Samiosse, Calcutta via Clyde,                                       | Dec 1-2    |   |            |
| Ellerman & Holt Line  | Dec 9      |   |            |
| Samloy, Buenos Aires  | Dec 9      |   |            |
| Canada S.S. Lines   | Nov 30     |   |            |
| Samsette, Tacoma via London,  | Dec 9      |   |            |
| Donaldson Line  | Dec 9      |   |            |
| Saxton Star, Vancouver  | Dec 9      |   |            |
| Lanort & Holt Line  | Dec 11     |   |            |
| Theseus, Shanghai   | Dec 11     |   |            |
| A. Holt & Co.   | Dec 10     |   |            |
| Thomas Holt, W. C. Africa   | Dec 9      |   |            |
| J. Holt & Co.   | Dec 9      |   |            |
| United, Buenos Aires  | Dec 9      |   |            |
| P. S. N. Co.  | mid Dec    |   |            |
| Twisted Victory, Vancouver,   | Dec 9      |   |            |
| Furness, Withy & Co.  | Dec 9      |   |            |
| Garston   | Nov 30     |   |            |
| Baron Eibank, Huelva  | Nov 30     |   |            |
| Sivewright, Bacon & Co.   | Nov 30     |   |            |
| Baron Tweedmouth, Newcastle (NB),                                   | Nov 30     |   |            |
| Chirripo, Port Antonio  | Nov 30     |   |            |
| Elders & Fyffes   | Nov 30     |   |            |
| William Bimors, Houston   | Nov 30     |   |            |
| Manchester  | Nov 30     |   |            |
| American S.S. Lines Agency  | Nov 30     |   |            |

| SHIP                                    | AGENCY    | DESTINATION | DATE |
|---|-----------|-------------|------|
| <b>MANCHESTER</b>                       |           |             |      |
| Anglia, Gothenburg                      | now due   |             |      |
| Bahr, Behrend & Co.                     |           |             |      |
| (Shed 4, Dk. B).                        |           |             |      |
| Clan Macnair, Beira via Liverpool       | Dec 20    |             |      |
| W. T. Mitchell & Co.                    |           |             |      |
| Clan Macnair, Beira via Liverpool       | Dec 12    |             |      |
| Union-Castle Mail S.S. Co.              |           |             |      |
| Ethalia, Cork                           | now due   |             |      |
| H. Watson & Co.                         |           |             |      |
| Ferdinando Gorges, New York via         | early Dec |             |      |
| Benj. Ackerley & Son.                   |           |             |      |
| Fort Tadoussac, Calcutta,               | Jan 4     |             |      |
| W. H. Holt & Co.                        |           |             |      |
| Innesmas, Buenos Aires,                 | end Nov   |             |      |
| Lampert & Holt.                         |           |             |      |
| Josef Bergendoff, Lake Vener,           | now due   |             |      |
| Ellerman's Wilson Line                  |           |             |      |
| (Elesmere Port).                        |           |             |      |
| H. Watson & Co. (Partington).           | Dec 8-9   |             |      |
| Kerma, Botwood (N.F.).                  |           |             |      |
| Thor Thoresen (Manch), Ltd.             | Dec 1     |             |      |
| Manchester Port, Montreal,              | Dec 1     |             |      |
| Manchester Liners                       |           |             |      |
| Naturalist, Galveston,                  | now due   |             |      |
| J. W. Jones & Co.                       |           |             |      |
| Nayadis, Houston                        | Dec 2     |             |      |
| Brinings (Shipping) (Stanlow),          | Dec 2     |             |      |
| Port de Bouc, Ionen,                    | now due   |             |      |
| H. Watson & Co.                         |           |             |      |
| (Westcoast Partington).                 | early Dec |             |      |
| H. Watson & Co. (Partington).           | Dec 8-9   |             |      |
| Vibeke Christensen, Kalix,              | early Dec |             |      |
| Sivewright, Bacon & Co.                 |           |             |      |
| William Phips, Houston.                 | Dec 12-13 |             |      |
| H. Watson & Co.                         |           |             |      |
| <b>WORKINGTON</b>                       |           |             |      |
| Sac 9°, Almeria,                        | end Nov   |             |      |
| Ulia, Almeria,                          | abt Dec 1 |             |      |
| <b>SILLOTH</b>                          |           |             |      |
| Monaleen, Galway,                       | Nov 29    |             |      |
| Limerick S.S. Co.                       |           |             |      |
| <b>CLYDE</b>                            |           |             |      |
| Vlden, Lulea,                           | end Nov   |             |      |
| (Cape Orizael, Macaris,                 | Dec 7     |             |      |
| Prentice, Service & Henderson           |           |             |      |
| (Greenock)                              |           |             |      |
| City of Carlisle, Beira via Liverpool,  | Dec 13    |             |      |
| City Line                               |           |             |      |
| City of Durham, Beira via               | abt Jan 3 |             |      |
| Liverpool                               |           |             |      |
| City Line                               |           |             |      |
| City of Swansea, Bombay via Liverpool,  | Jan 2     |             |      |
| City Line                               |           |             |      |
| Delhi, Montreal                         | now due   |             |      |
| Donaldson Line                          |           |             |      |
| Diomed, Sydney via Liverpool,           | Dec 6     |             |      |
| Aitken, Lithburn & Co.                  |           |             |      |
| Essa, Cheyenne, Houston                 | end Nov   |             |      |
| G. A. W. & Co. (Bowling).               | Dec 4     |             |      |
| Gracia, Montreal                        |           |             |      |
| Donaldson Bros & Black                  | now due   |             |      |
| Harpers Ferry, Abadan                   | now due   |             |      |
| J. J. & J. D. Oulheim (Old Kilpatrick)  | Dec 18-20 |             |      |
| Levenpool, Vancouver,                   | Dec 18-20 |             |      |
| Harper, Hoppa & Co.                     |           |             |      |
| Rautas, Wabana (N.F.).                  | Dec 3     |             |      |
| J. Jenkins & Son (Rothsay).             | early Dec |             |      |
| Redstart, Oporto via Dublin,            | early Dec |             |      |
| Moss Hutchison Line                     |           |             |      |
| Shuna, Gothenburg via Belfast,          | end Nov   |             |      |
| Glen & Co.                              |           |             |      |
| Stanley R. Fisher, Baltimore & New York | Dec 13    |             |      |
| via London                              |           |             |      |
| W. B. Woolley & Co.                     | Nov 30    |             |      |
| Tyndarus, Sydney via Liverpool,         | Nov 30    |             |      |
| Aitken, Lithburn & Co.                  |           |             |      |
| Valgry, Copenhagen,                     | now due   |             |      |
| Wearful, Lona                           | Dec 4-5   |             |      |
| <b>DUBLIN</b>                           |           |             |      |
| Ferdinando Gorges, New York,            | now due   |             |      |
| G. Bell & Co.                           |           |             |      |
| Flamenco, Casablanca                    | now due   |             |      |
| Belson & Co.                            | end Dec   |             |      |
| Irish Hazel, Stax,                      | Nov       |             |      |
| Irish Larch, Kotka,                     | early Dec |             |      |
| Irish Poplar, Philadelphia.             | early Dec |             |      |
| Irish Shipping, Ltd.                    | now due   |             |      |
| Julia, Antwerp                          | now due   |             |      |
| D. Twigg                                | early Dec |             |      |
| Lanahore, Pomaron                       |           |             |      |



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WIRELESS REPORTS

Amersham—65 m S of Humber Nov 27, 11 30 p.m. Aude—35 36 N, 15 36 E, Nov 27, 6 p.m. Ara (SGFN)—Bd Finland, passed Duncansby Head Nov 28, 3 25 a.m. Ascania—40 42 N, 9 42 W, Nov 27, 6 p.m. Athelprince—49 36 N, 11 30 W, Nov 27, noon

FOREIGN VESSELS ENTERED COASTWISE

Vessel, Flag, Net Tonnage, Master, From, Station, Agents or Brokers. VESSEL ENTERED COASTWISE Audacia, Du, 154, Sloots, Tyne, at Hulk "Artemis", Milanderlaan Motor Coasters, GAASTERLAND, Du, 179, Jong, Blyth, Deadman's Dk., Shipping & Coal Co.

ENTERED OUT

For, Vessel, Flag, Net Tonnage, Master, Station, Agents or Brokers. HURLINGEN, Badzo, Du, 95, Tuil, Tunnel Wf., Grays, C. Hoffmann & Co.

CLEARED OUT

Vessel, Flag, Net Tonnage, Master, For, Station, Agents or Brokers. ARAK, Du, 1307, Maas, Rotterdam, London Dk., C. Hoffmann & Co.

CLEARED OUT

Vessel, Flag, Net Tonnage, Master, For, Station, Agents or Brokers. ARAK, Du, 1307, Maas, Rotterdam, London Dk., C. Hoffmann & Co.

CLEARED OUT

Vessel, Flag, Net Tonnage, Master, For, Station, Agents or Brokers. ARAK, Du, 1307, Maas, Rotterdam, London Dk., C. Hoffmann & Co.

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Vessel, Flag, Net Tonnage, Master, For, Station, Agents or Brokers. ARAK, Du, 1307, Maas, Rotterdam, London Dk., C. Hoffmann & Co.

LONDON CUSTOM HOUSE

ENTERED IN Rotation Number, Vessel, Flag, Net Tonnage, Master, From, Station, Agents or Brokers. Nov. 27 4953 RENE PAUL, Be, 266, Schroyens, Antwerp, Anglo-Continental Wf., L. Dens & Co.

ENTERED IN

4959 ASTURIAS, Fl, 1012, Andersson, Kasko, Surrey Commercial Dk., H. Lange, Bell & Co. 4946 CITY OF LONDON, Br, 355, Apthorp, Brussels, London Dk., Brussels Steamship Co.

ENTERED IN

4948 FALCON, Br, 443, Thompson, Havre, London Dk., G. S. N. Co. 4955 PORT MARY, Br, 4243, Counce, New York & Norfolk (Va.), Victoria Dk., Cunard White Star.

ENTERED IN

4961 FREDERIK, Du, 199, Timmerman, Niel, Tuff's Wf., Woolwich, C. Hoffmann & Co. 4962 HELIONA, Br, 7231, Vine, Curacao, Shell Haven, Davies & Newman.

ENTERED IN

4956 JUPITER, Sw, 796, Bronens, Heronsand, Imperial Paper Mills, J. Carlbom & Co. 4947 KINGFISHER, Br, 223, Develin, Antwerp, Dagenham Dk. & Royal Albert Dk. Hsts., G. S. N. Co.

ENTERED IN

4963 MAVIS, Br, 170, Sinclair, Dieppe, Regent's Canal Dk., G. S. N. Co. 4951 ORONTES, Br, 12,043, Baxter, Durban, Tilbury Dk., Anderson, Green & Co.

ENTERED IN

4944 PATRIA, Du, 168, Fekkes, Amsterdam, Fennings' Wf., British & Foreign Maritime Agencies. 4958 SKARABORG, Sw, 588, Svanstrom, Gofle & Nordmang, Surrey Commercial Dk., British & Northern Shipping Agency.

ENTERED IN

4952 SOUTHERN COAST, Br, 423, Mearns, Dublin via Liverpool & Plymouth, East India Dk., Coast Lines. 4949 STORK, Br, 223, Carr, Rotterdam, Regent's Canal Dk., G. S. N. Co.

ENTERED IN

4950 ULSTER DUKE, Br, 221, Metcalfe, Jersey & Guernsey, London Dk., British Channel Islands Shipping Co. 4960 WESTEND PARK, Br, 4299, Brown, British Columbia, West India Dk., Eggar, Forrester & Verner.

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