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41,059

LONDON: FRIDAY, JULY 12, 1946

PRICE TWOPENCE

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WESTCOAST & LAURANCE LINE From LONDON and EAST COAST PORTS of UNITED KINGDOM also ANTWERP to GIBRALTAR, MALTA, BOVEA, PALESTINE, SYRIA and MALTA, EGYPT, CYPRUS, PALESTINE, SYRIA and GREECE, TURKISH, BULGARIAN, ROMANIAN and EASTERN BLACK SEA PORTS.

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Head Offices of the Companies: 104-107, Leadenhall St., LONDON, E.C.3 Telephone: AVENUE 1011. Tower Building, LIVERPOOL 75, Bothwell St., GLASGOW, C.2

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NORTH FRENCH PORTS STEAMER ... Closing for Cargo July Loading Berth: E. Toxteth Dock. Freight rates quoted on application.

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P.S.N.C.

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From LIVERPOOL *AMERICAN FORWARDER July 15—July 23 *STEAMER ... July 29—Aug 1 Loading Berth—N.E. No. 2 Gladstone Dock

From BELFAST *AMERICAN FORWARDER July 22—July 25 *STEAMER ... Aug 5—Aug 9 Loading Berth: No. 3 Dufferin

From GLASGOW *STEAMER ... July 25—July 30 *STEAMER ... Aug 15—Aug 20 Loading Berth: 6 Yorkhill *Loading W.B. cargo at Dublin on E.R. voyage *New York only *Via Plymouth *Via Belfast *Via Liverpool & Belfast

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For full particulars, apply to: LONDON—38, Leadenhall Street, E.C.3 (Tel. No. Royal 6577) LIVERPOOL—Wellington Buildings, 7, The Strand (Tel. No. CEN. 1931-6) PARIS—10, Rue Anber ANTWERP—G1, Rempart St. Catherine GLASGOW—W. B. Woolley Ltd., 179, West George Street, C2 (Tel. No. Cent. 0554) BELFAST—Henry Gowan & Co., Scottish Provident Bldg., 7, Donegal Square West, Belfast (Tel. No. Belfast 2261) MANCHESTER—Robert Watson & Co., Ltd., 2 Bank Street, 2 (Tel. No. DLackfrirs 5881) ROTTERDAM—Rotterdamse Oceaan Scheepvaart Maatschappij, Westersdijk, 104

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Liverpool—Montreal RECEIVING CARGO BEAVERFORD ... July 11 to July 20 Loading berth: North No. 1, Gladstone Dock.

Antwerp—Montreal RECEIVING CARGO STEAMER ... To be announced

For information, communicate with CANADIAN PACIFIC Trafalgar Square, W.C.2 (Whitehall 5100), or 108, Leadenhall Street, E.C.3 (Avenue 4707) or Liverpool, Bristol, Manchester, Belfast Birmingham, Sheffield, Glasgow, Dundee, Paris and Antwerp.

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All dates and sailings are subject to change, substitution or cancellation with or without notice. Particulars of passenger service on application.

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For rates and information apply—LIVERPOOL—E. H. Mundy & Co. (L'pool), Ltd., 41, North John Street, Liverpool. (Tel. Central 1715) GLASGOW—Gillespie & Nicol (Glasgow), Ltd., 67, Gordon Street. (Tel.: Central 0623.) HULL—Oughtred & Harrison, Ltd., 6, Silver Street Hull. (Tel.: Hull 38,999.) Or to the General Freight Agents for the U.K. E. H. MUNDY & COMPANY, LIMITED, Walsingham House, Seething Lane, E.C.3. (Tel.: Royal 9424.)

ROYAL MAIL TO SOUTH AMERICA

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Approximate closing dates on application to

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LONDON: Royal Mail House, Leadenhall St., E.C.3 LIVERPOOL: The Pacific Steam Navigation Co., Agents, Pacific Building, James Street (2)

OFFICIAL NOTICES

NOTICE TO MARINERS

(No. 13 of 1946)

SHEETLAND

OUT SKERRIES LIGHTHOUSE Latitude 60 deg. 25 min. North Longitude 0 deg. 43 min. West (approx.)

FOG SIGNAL

Northern Lighthouse Board, Edinburgh, 8th July, 1946.

On or about 20th July 1946 there will be established on Out Skerries Lighthouse an ACETYLENE FOG GUN SIGNAL which during thick or foggy weather will give 1 report every 30 seconds.

By Order, J. GLENCORSE WAKELIN, Secretary.

Folio 178 1945, P. No. 846

NOTICE TO APPEAR

IN THE HIGH COURT OF JUSTICE ADMIRALTY DIVISION

SHIPS "FISHPOOL" AND "KALO"

WHEREAS in an Action of Limitation of Liability instituted in the High Court of Justice on behalf of The Pool Shipping Company Limited the Owners of the Motor Vessel "FISHPOOL" against the Union Government of South Africa the Owners of the Steamship "KALO" and to all and every person or persons whomsoever claiming or being entitled to claim in respect of damage or loss to the steamship "KALO" or to any goods or merchandise or other things whatsoever on board her at the time of the collision between the motor vessel "FISHPOOL" and the steamship "KALO" which occurred in the Red Sea on the 24th September, 1941, the Judge of the Admiralty Division of the said High Court did on the 13th day of May, 1946, amongst other things, pronounce that in respect of loss or damage to Ships, Goods, Merchandise, or other things caused by reason of the improper navigation of the said motor vessel "FISHPOOL" on the occasion of the collision between that vessel and the steamship "KALO" on the 24th day of September 1941 the Owners of the said motor vessel "FISHPOOL" are answerable in damages to an amount not exceeding £35,189 16s. 10d. (such sum being at the rate of £8 for each ton of the registered tonnage of the said motor vessel "FISHPOOL" with the addition of engine room space).

This is therefore to give Notice to all persons having any claim in respect of the loss or damage caused as aforesaid, that if they do not come in and enter their Claims on or before the 13th day of November 1946 they will be excluded from sharing in the aforesaid amount.

Dated the 21st day of May 1946.

Taken out by SINGLAIR, ROCHE & TEMPERLEY, of 64-62 Old Broad Street, London, E.C.2, agents for Temperley Tilly & Hayward of West Hartlepool, solicitors for the motor vessel "Fishpool."

The Director of Small Craft Disposals regrets that at the moment he is unable to accept any further offers for Admiralty-built Trawlers or for 105 ft. and 126 ft. Motor Mine Sweepers, none of which are at the moment available for disposal.

As soon as further vessels of these classes are released they will be advertised in the usual way. In the meantime it is regretted that no offers for these craft can be considered.

The Admiralty have the following vessels for disposal:—

Steam Yacht "LORNA" Built of steel in 1904 by Scotts, of Greenock. Tonnage: 484 Thames, 426.79 Gross. 207.39 Nett. Length: 168.5 ft. B.P. Beam: 25.2 ft.

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

PASSENGER AND CARGO VESSELS TURBINE AND DIESEL MACHINERY WATERTUBE BOILERS DRY DOCK 502 Ft. by 66 Ft.

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

OFFICIAL NOTICES—continued

Draft: 12 ft. (approx.). Machinery consists of a triple-expansion engine with cylinders of 16 in., 26 in. and 41 in. bore and 27 in. stroke, rated at 134 nominal horse-power. One Scotch boiler.

Speed: 11/12 Knots. Consumption: 10 Tons (approx.). Fuel Capacity: 109 Tons. This yacht was designed for a party of from eight to nine persons. Lying GIBRALTAR.

Steam Yacht "LADY BLANCHE"

Built of steel in 1907 by Ramage & Ferguson of Leith. Tonnage: 405 Thames, 359.73 Gross. 154.70 Nett. Length: 143.5 ft. Beam: 24.1 ft.

Draft: 13 ft. (approx.). Machinery consists of a triple expansion engine having cylinders of 13 in., 21 in. and 34 in. by 24 in. stroke, with a nominal horse-power of 84 and one Scotch boiler with three coal furnaces, original working pressure of 200 lb. per sq. in.

This vessel was designed for a party of six but has been altered to fit her for war service. Lying OBAN.

Steam Yacht "MINONA"

Built of steel in 1906 by Ramage and Ferguson of Leith. Tonnage: 249 Thames, 199.12 Gross. 86.19 Nett. Length: 146 ft. O.A. Beam: 20.9 ft.

Draft: 9.25 ft. (approx.). Machinery consists of a triple expansion engine with cylinders of 10 in., 16 in. and 26 in. bore and 22 in. stroke. One Scotch coal fired boiler. Lying OBAN.

Steam Yacht "LADY SHAHRAZAD"

Built of steel in 1904 by Scotts of Greenock. Tonnage: 439 Thames, 350 Gross. 187 Nett. Length: 168.35 ft. B.P. Beam: 23.9 ft.

Draft: 12 ft. (approx.). Machinery consists of a triple expansion engine having cylinders of 14 in., 22 in. and 35 in. by 24 in. stroke with a nominal horse-power of 97 and one three furnace Scotch type boiler, with a working pressure of 180 lbs. sq. in. fitted for oil fuel.

This vessel was designed for a party of from eight to nine, but alterations have been made to the accommodation to fit her for war service. Lying OBAN.

Steam Yacht "MELISANDE"

Built of iron in 1883 by Barrow S.B. Co. Tonnage: 367 Thames, 263.92 Gross. 179.47 Nett. Length: 160 ft. Beam: 22.7 ft.

Machinery consists of a compound engine with cylinders of 18 in. and 24 in. bore and 24 in. stroke and one Scotch Boiler.

Consumption at 9 knots about 4 Tons. Fuel capacity 80 Tons. (Coal). Designed for a party of six, but modified to fit her for war service. Lying SOUTHAMPTON.

Steam Yacht "DORADE II."

Built of steel in 1906 by G. Goole S.B. Co. on Trawler lines. Tonnage: 213 Y.M. 205.16 Gross. 117.94 Nett. Length: 118 ft. O.A. 109 ft. W.L. Beam: 21 ft.

Draft: 9 ft. 3 in. Machinery consists of twin 6-cylinder oil engines 230 B.H.P. each. Has 2 saloons, 6 state rooms, 2 bathrooms, &c., &c. Officers and crew accommodation. Lying DUMBARTON.

T.S. Steam Yacht "ATMAH."

Built of steel in 1898 by Fairfield S.B. Co. to Lloyd's 100 A 1 Class. Tonnage: 1740 Thames, 1664 Gross. 409 Nett. Length: 314 ft. B.P. 300 ft. W.L. Beam: 34 ft.

Draft: 16 ft. 6 in. Machinery consists of two sets triple expansion engines, with 508 nominal H.P. Maximum speed on trials 15 knots. Bunkers about 500 tons. Lying GRANGEMOUTH.

Steam Yacht "MAJESTA."

Built of steel in 1899 by Ailsa S.B. Co., Troon. Tonnage: 170 Thames, 144.79 Gross. 59.12 Nett. Length: 123.25 ft. O.A. Beam: 18.6 ft. Draft: 10.25 ft.

Machinery consists of a triple-expansion engine with cylinders of 9 1/2 in., 16 in. and 20 in. bore and 20 in. stroke, rated at 43 nominal horse-power. One confined Scotch boiler. Lying CLYDE.

(Signed) R. J. E. JULYAN, For DIRECTOR OF SMALL CRAFT DISPOSALS, Admiralty, Fairmile, Cobham, Surrey.

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

The Committee of Lloyd's do not guarantee the accuracy of the information contained in Lloyd's List & Shipping Gazette, nor do they accept responsibility for errors or omissions or their consequences

FRIDAY, JULY 12, 1946

High Water, London Bridge ... 01.30 13.50 High Water, Liverpool ... 11.06 23.25 Sun Rises ... 04.53 Sun Sets ... 21.17 Moon Sets ... 02.58 Moon Rises ... 20.12 The above times are B.S.T.

TO-DAY'S WEATHER

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

General Inference: An anti-cyclone centred over Holland is declining slowly, and a trough of low pressure West of Ireland is moving slowly East. Weather will be fair over most of England and Wales, but there will be local rain in Scotland.

Further outlook for the British Isles: Local rain in the North and West. Fair at first in the South, but a thundery tendency developing later.

THE SEATTLE CONFERENCE

A White Paper to be Published

In the House of Commons yesterday Mr. MALCOLM MACMILLAN (Lab., Western Isles) asked the Minister of Transport whether he would state the results of the I.L.O. Maritime Conference at Seattle.

Mr. ALFRED BARNES, in a written reply, stated: I have received a preliminary report of this Conference, which appears to have been highly successful. It was attended by over 30 nations and was held at Seattle between June 6 and 29. Great Britain was represented by a Government Delegation led by the Parliamentary Secretary to my Ministry, and by strong delegations of shipowners and trade union officials acting on behalf of the seamen.

The Conference finally decided on a number of important Conventions setting up minimum international standards for the welfare of seamen. These provide for their social security, pensions, paid holidays, medical examination, and for the certification of ships' cooks and of able seamen. They also deal with crews' accommodation and the food and catering arrangements for the crew on board ship. The most far-reaching Convention is that fixing minimum wages and maximum hours for seamen in near and distant trade ships. The Conventions contain provisions for their coming into force upon notification by a sufficient number of nations.

MITCHELL SCHOLARSHIPS

Tenable at Southampton in October

As a memorial to the Spitfire designer, R. J. Mitchell, two scholarships have been founded to train students in aircraft design and engineering. They will be of the value of £60 per annum and will be awarded for a period of three years at University College, Southampton. It is intended to make the first of these awards in time for successful candidates to begin their training at Southampton in October.

Applications for scholarships should be made to the Registrar, University College, Southampton, not later than Aug. 12, and should be accompanied by a statement of the candidate's education and experience, if any, and a recommendation from the candidate's employer or headmaster, together with the candidate's own age, which must be over 17. Candidates will be expected to sit for an examination in mathematics and an essay on subjects selected by them from a wide choice, and it is expected that those candidates who satisfy the examiners will be interviewed some time early in September. The Royal Aeronautical Society, the Society of British Aircraft Constructors, Vickers-Armstrongs, Ltd., and the Committee of the Spitfire Mitchell Memorial Fund will be responsible for choosing the young men.

PORT OF LONDON AUTHORITY

Overhaul of Big Floating Crane

The Port of London Authority's 150-ton floating crane London Mammoth has been due for drydocking and overhaul for some considerable time, but this has been deferred as long as possible owing to the heavy demand for the services of the crane. It is essential, however, that the overhaul should be put in hand before the end of August, and the necessary preliminary arrangements are now being made.

The London Mammoth will be put out of commission about the middle of August and will not then be available for work for at least a month. During the period the crane is out of commission it will not be possible for the Authority to undertake lifts exceeding 60 tons in weight, nor involving heights beyond the capacity of their other floating cranes.

Mr. D. F. Upjohn has been appointed an assistant general manager of Hull, Blyth & Co., Ltd. Mr. Upjohn, who has been associated with the company for over forty years, has recently returned to the City from the Ministry of War Transport.

THE "MILLIE WALTON" LIFEBOAT

A motor lifeboat which the Royal National Life-Boat Institution has built for Douglas, Isle of Man, is due to leave the building yard at Cowes today. After calling at Brixham, Newlyn, Padstow, Fishguard and Holyhead, she should arrive at Douglas on July 17. She is a Watson cabin lifeboat, 46 ft. long, with two watertight 40 h.p. diesel engines. She has a speed of over eight knots, and an endurance of 200 miles at full speed without refuelling. She replaces another motor lifeboat, the Manchester and Salford, which has been at Douglas for 22 years and will now go into the reserve fleet. The new boat has been built out of legacies from the late Mrs. M. E. Walton, of Derby, after whom the boat is named Millie Walton, and from her husband, Mr. Charles Walton.

THEFT OF WOOD FROM SHIPYARD

William King Hennessey (37), of River View, Tyneworth, and John Hennessey (40), of Dene Street, North Shields, brothers, appeared at Tyneworth Magistrates' Court charged with the theft of 30 ft. of flooring board, valued at 4s. 6d., property of the Shields Engineering & Dry Dock Company, Ltd. William Hennessey was fined 20s. and John Hennessey 10s.

WILLIAM HENNESSEY, in evidence, admitted stealing the wood, but declared that his brother did not know it was stolen.

Mr. Brian J. Brennan and Mr. Gordon E. Collins have been appointed directors of E. W. Payne & Co., Ltd.

SHIPYARD WORK

Cargo Motorship Ordered from Short Bros.

Short Brothers, Ltd., Sunderland, have booked a contract to build a cargo motorship of 6000 tons d.w. for the Australasian United Steam Navigation Company, Ltd., London. The propelling machinery will consist of oil engines to be built by Wm. Doxford & Sons, Ltd., Sunderland, designed to give the vessel a service speed of 12 knots. The vessel is intended for the Australian coastal trade and delivery will be given next year.

Removal of Custodian Control

The Treasury and the Board of Trade draw attention to the provisions of (a) the Trading with the Enemy (Authorisation) (Poland) Order, 1946, dated July 9, 1946 (S.R. & O. 1946, No. 1059, price 1d.); (b) the Trading with the Enemy (Transfer of Negotiable Instruments, &c.) (Poland) Order, 1946, dated July 9, 1946 (S.R. & O. 1946, No. 1060, price 1d.); (c) the Trading with the Enemy (Custodian) (Amendment) (Poland) Order, 1946, dated July 9, 1946 (S.R. & O. 1946, No. 1061, price 1d.).

The general effect of these Orders is that those provisions of the Trading with the Enemy Act, 1939, and the Custodian Order, 1939, which remained in force after the liberation of Poland, now cease to apply in respect of money and property accruing on or after July 9, 1946, to persons resident in that territory. Money which becomes payable to persons resident in Poland (or to certain concerns controlled by such persons) on or after July 9, 1946, and property coming into their ownership on or after July 9, 1946, cease to be subject to the control of the Custodian of Enemy Property.

Money which has become due before July 9, 1946, but which has not yet been paid or held to the order of the Custodian, remains payable to the Custodian. Similarly, property in the United Kingdom which before July 9, 1946, was subject to report to the Custodian, remains property to which Art. 4 of the Trading with the Enemy (Custodian) Order, 1939, still applies and must not be parted with nor dealt with without the consent of the Board of Trade.

The Orders also modify the application of Sects. 4 and 5 of the Trading with the Enemy Act, 1939, in respect of certain transactions which may be effected on or after July 9, 1946. The transactions which are now sanctioned comprise the assignment of choses in action, the transfer of negotiable instruments, the transfer of coupons or other securities transferable by delivery which are not negotiable instruments, and the transfer of United Kingdom registered securities which have been acquired on or after July 9, 1946.

The effect of these Orders is to lift the Trading with the Enemy restrictions on trade between Poland and the United Kingdom. Banking relations may now be resumed and traders in the United Kingdom proposing to enter into transactions with persons in Poland should consult their bankers regarding the procedure to be followed under the Defence (Finance) Regulations.

After correspondence between Mr. Henry A. Wallace, United States Secretary of Commerce, and Sir Stafford Cripps, President of the Board of Trade, arrangements have been made to continue the machinery for the exchange of general economic information which was set up during the war under the authority of the Combined Production and Resources Board and the Combined Raw Materials Board. These arrangements will ensure the preservation of the procedure developed by the Allies by which statistical and economic information published by each country is canalised for mutual convenience. It is felt that there are many peacetime advantages in exchanging information essential to the promotion of trade, and that the proposed arrangements will pave the way for similar exchanges on an international scale under the auspices of the United Nations and of the proposed International Trade Organisation.

The Department of Commerce and Board of Trade have made arrangements for the work of the economic information exchange service to be carried out by their representatives in London and Washington.

MERSEY SHIPYARD DISPUTE

From Our Own Correspondent LIVERPOOL, Thursday

Hope of an early settlement of the month-old strike of more than 1000 workers at Cammell Laird & Co., Ltd., Birkenhead, was held out when a meeting of strikers was told that negotiations with the firm are to take place.

The Postmaster-General announces that Cash on Delivery parcels may again be sent to Hongkong.

ECONOMIC INFORMATION

Board of Trade Arrangement with U.S.A.

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CIVIL AVIATION BILL

Ventilation of Complaints about Services

In the House of Commons yesterday the Civil Aviation Bill was again considered on report.

Mr. A. T. LENNOX-BOYD (C., Mid-Bedford) moved to delete words by which, he said, the Government expressly prevented the Air Transport Advisory Council from being obliged to hear complaints about the adequacy or otherwise of any services which for the time being were regulated by international agreement. This Council, he said, would be the only body before which anybody who had any complaint or suggestion would be entitled to appear. It was a pretty poor thing, but it was the best the Government were prepared to give to the travelling public. "We are building up some privileged State service which will have complete protection against any sort of public criticism, and we should be driven to use the House of Commons as our only forum for our complaints," said Mr. Lennox-Boyd.

Colonel J. R. H. HUTCHISON (C., Glasgow) declared that we had already danced a merry dance to avoid trading on Irish corn. He felt the Government had made an extremely weak and extremely poor case for defending a clause which so clipped the wings of one of the few safeguards which the public would have to make their voice heard against inefficiencies.

Sir HARTLEY SHAWCROSS, Attorney-General, said there was nothing in the clause or in the Bill to prevent anyone directing whatever complaint he chose to anyone of the three corporations in regard to the facilities which they provided. So far as foreign corporations were concerned it might be that complaints would merely be put into the waste paper basket. Certainly they would not be considered with the knowledge that must exist in the case of any complaint addressed to the British corporations that if they were not dealt with they might be raised in the House or some communication sent to the Minister. It would be most embarrassing if an outside semi-official body was required by law to pass upon any kind of complaint which some private person might wish to address to it in regard to treaties into which the Government had thought fit to enter. It was in no way the intention of the Government to exclude altogether from the purview of the Advisory Council questions which might directly or indirectly touch upon foreign agreements affecting matters of civil aviation. The Minister himself might refer such matters to the Advisory Council.

Marine Engineers

Institute's Appeal for Building Fund

The appeal has now been launched for the £100,000 which is required to build and equip new headquarters for the Institute of Marine Engineers. The building would form the Marine Engineers' National War Memorial, the intention being that it should be made a fitting tribute to the 3500 marine engineer officers who lost their lives in the war.

The Council of the Institute have taken the option on a site in Fenchurch Avenue and the broad outlines of the scheme were given in LLOYD'S LIST of Mar. 8 last. Now that the appeal has actually been launched, it may be recalled that the special features of the proposed headquarters are:—

(1) The lecture hall, to be known as the Memorial Hall, having at least twice the capacity of that in the existing building. In this hall would be recorded, on suitable plaques, the names of all marine engineers of the British Merchant Navy who lost their lives during the war.

(2) A suitable council chamber and at least two committee rooms.

(3) Adequate staff offices.

(4) A library very considerably larger than the present one, the aim of the council being to make it the finest library of its kind for reference on matters connected with marine engineering, shipbuilding and allied industries, containing special books on the history of marine engineering and shipbuilding, as well as of this fine City of London.

(5) Reading and writing rooms, adequate in size, which would be of particular use not only for members at home but also for those from overseas.

(6) Provision of a room to be set aside for the use of marine engineers who are not members.

It is hoped to raise the £100,000 within the next three years, so that the Institute can mark their Diamond Jubilee, which falls to be celebrated in 1949, by the laying of the foundations of the new building. The appeal is being supported by many leading shipowners and shipbuilders.

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 or the Board's Traffic Representatives—
 LONDON: 44-46, Leadenhall Street, E.C. 3. Tel.: ROYAL 7149.
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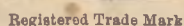
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MONEY MARKET

Small Demand for Bills

In Lombard Street yesterday, in spite of the fact that some of the banks were calling in, credit supplies in the afternoon were a little more plentiful than on the previous day, and overnight loans were arranged without much difficulty at $\frac{1}{4}$ per cent. In the discount market there was a small demand for September Treasury bills. Foreign exchange rates and silver prices were steady.

STOCK EXCHANGE

Iron and Steels Firmer

Public interest in securities yesterday was at a low ebb, and in most departments prices fluctuated within narrow limits. In the gilt-edged section changes were confined to gains of $\frac{1}{2}$ in the 4 per cent. Consols to 113 $\frac{1}{2}$ and the 4 per cent. Funding to 117 $\frac{1}{2}$. In the foreign bond section Far Eastern issues were easier, Chinese 5 per cent. 1912 losing 2 to 49 and Japanese 5 per cent. 1912 $\frac{3}{4}$ to 18.

There was not much doing in home railway Ordinary stocks. London Transport "C" dropped another $\frac{1}{2}$ to 58 $\frac{1}{2}$, but gains of $\frac{1}{2}$ were shown in Midland to 27, Southern Deferred to 19 $\frac{1}{2}$ and North Eastern Preferred to 5 $\frac{1}{2}$. Argentine railway issues failed to maintain early improvements, due to profit taking. Entre Rios rose another $\frac{1}{2}$ to 7 $\frac{1}{2}$.

Although shipping issues were quieter, the majority of the changes were in the upward direction. Union-Castle improved 6d. to 31s., although the "A" Preference were marked down 1s. 3d. to 30s. 9d. Coast 6 per cent. Preference lost 3d. to 26s. 3d., but the Ordinary were 3d. dearer at 21s. 9d., as also were Cunard at 35s., P. & O. Deferred rose 6d. to 56s. 6d.

A firmer tone ruled in the shipbuilding, iron, coal and steel group, although transactions were on a smaller scale. Colvilles gained 3d. to 24s., Harland & Wolff 9d. to 27s. 6d., while rises of 6d. were shown in Pease & Partners to 14s. 6d., Shipley Collieries to 34s. 6d., Staveley to 46s. 3d. and Swan, Hunter to 63s. 6d.

A fair business was arranged in commercial and industrial issues. Cable and Wireless were marked up another 2 to 118, but the Preference reacted 1 $\frac{1}{2}$ to 116 $\frac{1}{2}$. Leyland rose 1-16 to 5 $\frac{1}{2}$, Imperial Tobacco 1-32 to 7 29-32, while a few other shares showed gains ranging from 1 $\frac{1}{2}$ d. to 6d., the larger movement being shown in De Havilland to 44s. 6d. Oils showed very little change, apart from a fall of 1-16 to 3 13-16 in Ultramar.

REPORTS AND DIVIDENDS

NATIONAL BANK OF NEW ZEALAND, LTD.—The profit for the year to Mar. 31 last, after provision for taxation, and appropriations to contingency accounts, out of which accounts full provision has been made for bad and doubtful debts and other contingencies, amounted to £99,250 (£102,309), to which had to be added £116,741 (£117,889) brought in, making £215,991 (£220,198). The sum of £14,760 (£15,624) has been allocated to property account, £15,000 (same) to pension and gratuity funds and £15,000 (£20,000) to contingency accounts. It is proposed to pay a final dividend of 3 per cent., less tax, making 4 $\frac{1}{2}$ per cent., less tax, for the year, leaving to be carried forward £117,731. The balance-sheet totals at £26,196,352 (£22,916,637).

HONGKONG AND SHANGHAI BANKING CORPORATION.—The report for the year 1945 states that, the full extent of the loss incurred by the corporation as a result of the war in the Far East cannot at present be ascertained and in these circumstances the directors regret that they are unable to recommend a dividend and have resolved that the profit for the year amounting to £217,855 be transferred to contingencies reserve.

ANGLO-EGYPTIAN OILFIELDS, LTD.—The accounts for the year ended Dec. 31 last show that, after providing £342,748 (£343,656) for leases and royalties, £430,399 (£436,468) drilling, production and general field expenses, £1,238,997 (£1,147,610) refinery operating and general expenses, £49,647 (£76,904) London office expenses, directors' fees, &c., £31,317 (£28,108) for insurance, £296,345 (£253,430) for depreciation, setting aside £108,171 (£370,650) for exploration and general reserve and £635,000 (£730,000) for Egyptian and United Kingdom taxation, the net profit was £143,289 (£142,819), to which had to be added £194,233 (£178,164) brought forward, making a total available of £337,522 (£320,983). A dividend of 12 $\frac{1}{2}$ per cent., less tax, is proposed on the "B" shares, leaving to be carried forward £200,098. The report states that the production from the Ras Gharib field in 1945 was 8,931,774 barrels, compared with 8,931,371 barrels in 1944. The Hurgada field produced 437,091 barrels, a decrease of 49,337 barrels on the 1944 production.

A. C. COSSOR, LTD.—At the extraordinary general meeting held yesterday the resolution increasing the capital to £1,125,000 by the creation of 500,000 additional Ordinary shares of 5s. each was passed unanimously. Letters of rights in connection with the issue to shareholders of 400,000 of the new Ordinary shares of 5s. each at 33s. 6d. per share in the proportion of one new share for every five shares held will be posted to-day.

Company Meeting

UNION-CASTLE MAIL STEAMSHIP

Good Cargo and Passenger Prospects

HIGH LEVEL OF COSTS

Sir Vernon Thomson's Survey

The annual general meeting of the Union-Castle Mail Steamship Company, Ltd., was held yesterday at 3-4, Fenchurch Street, London, E.C.

Sir P. VERNON THOMSON, Bart., G.B.E. (the chairman and managing director), in the course of his speech, said:—
 The profit on trading for 1945 is almost the same as for 1944. After providing for depreciation and allocating £250,000 to general reserve account, the directors are pleased to be able to recommend the increased dividend of 6 per cent. upon the Ordinary stock, carrying forward the slightly increased balance of £430,587. As will be seen from the accounts, the Company is in a strong position financially; it should however be borne in mind that we have lost 15 vessels so that, apart from normal replacements, large sums will be necessary for new shipbuilding.

The fleet now consists of 23 vessels of 297,000 tons gross register as compared with 30 vessels of 383,000 tons gross register in September, 1939. Unpredictable and disquieting features of the future are the levels of shipbuilding costs and of operating costs, which are such important factors in the financial results. Both items are exceptionally high—far above pre-war—and show no signs of diminishing. These factors must affect freight and passage rates.

WAR EFFORT

Now that the war is victoriously ended, we renew our tribute to those of our personnel who have gone down to the sea in ships throughout the war and to those who have served ashore at home and abroad; we salute the memory of those of them who have fallen in the fight for freedom and right. The total number of honours and awards made to Company's personnel is 195.

British merchant shipping's contribution to the United Nations' success in the war was of the first magnitude and of vital importance. When all have done so well, one does not wish to single out Union-Castle ships specially, but stockholders, and those in Britain and in South and East Africa who normally use our ships, are entitled to know that the Union-Castle fleet, absent from its customary routes throughout the war, has rendered splendid service to the Allied cause in all quarters of the globe, as armed merchant cruisers, aircraft carrier, troopships, hospital ship and carriers of war material of multifarious kinds for the armed forces, in addition to the conveyance of refrigerated and general cargoes to maintain home supplies. Units of the fleet were frequently in action with the enemy, the *Carnarvon Castle* with a raider, and the *Rochester Castle* being one of the famous Malta relief convoy. Others rendered gallant service in combating enemy attacks, some took part in the Madagascar, North Africa, Sicily, Italy, Southern France and Normandy landings, and one was engaged in SEAC operations.

THE UNION'S CONTRIBUTION

The Union of South Africa (with which Dominion this company has such close and longstanding ties), under the inspiring leadership of its illustrious Prime Minister, Field-Marshal Smuts, contributed magnificently in personnel, munitions and material towards the winning of the war for freedom and right. While the Mediterranean route was closed, essential supplies of fuel, water, food, stores and munitions for all the convoys which passed the Cape were provided abundantly by South Africa. Ship repairs effected in the Union constituted a record at a time when facilities in Britain were strained to the utmost.

For centuries in maritime commerce the ocean trade route via the Cape of Good Hope has been important, but the numbers of ships using the route during the peak period 1940 to 1943 far exceeded anything known in its previous history. With the closing of the Mediterranean during the war, the importance of the Cape route was plain to all. The Cape route will continue to be of primary importance to the British Commonwealth, both strategically and commercially, the more so as long as possibilities of difficulty in the Mediterranean and Middle East may exist.

AIR AND SEA TRANSPORT

Stockholders will know that, under the auspices of the Governments of the United Kingdom and the Union of South Africa, air services are being operated between Britain and South Africa, but that, at least for the time being, participation by shipping companies, except as booking agents, is precluded.

Travel by air is undoubtedly attractive to those to whom time is the first consideration. There will, however, be scope for both sea and air transport. In my belief, the public will not lightly

forgo the pleasant and health-giving experience of the sea voyage to and from South Africa, than which there could be no finer tonic. Tourists will find in South Africa all they could wish for with wonderful scenery, comfortable railway travelling and excellent roads.

BOARD'S CONFIDENCE

My colleagues and I have profound confidence in the future of South Africa, and, realising the importance of sea transport to the national economy, both of Britain and the Union of South Africa, shareholders and all in these countries interested in their maritime trade may be assured that the Union-Castle Company are determined to provide the best ships that British shipbuilding and engineering skill can produce. We believe that the two vessels now building for our South African Mail Service, referred to in the directors' report, will exemplify this. The construction of two vessels of this class to replace those lost during the war will cost about £5,000,000 and take two years. As payment has to be made as the building progresses, the company can derive little return upon this large sum until the new vessels are in service.

Redelivery of vessels requisitioned by the Government throughout the war under the Liner Requisition Scheme began on Mar. 2, 1946, and all our cargo vessels are now free of requisition, thus enabling the company to resume its cargo services to South and East Africa from the United Kingdom and from the United States. We now have a fleet of seven wholly refrigerated vessels designed especially for the conveyance of fruit from South Africa. Our passenger vessels, which have all been engaged on Government service and have undergone considerable internal alteration, are still retained by the Government on requisition. The *Capetown Castle* has just been released from United Kingdom Government service and is now at Belfast being reconverted for normal service. Another vessel is expected shortly to be similarly released. It is hoped that these vessels will be back in the company's service about the end of the present year and that the other vessels of our passenger fleet will follow them as soon as possible thereafter.

"QUIET OPTIMISM."

The development which has taken place in the Union of South Africa during the war years, coupled with the recent further discovery of gold, and the readiness of the South African market to absorb goods of British manufacture, leads us to believe that our vessels should be able to obtain satisfactory outward cargoes for some time to come, while, in view of this country's need of the primary products that the Union is able to export, good cargoes homewards should be assured. As regards our passenger business, we believe there will continue to be a good demand for accommodation.

It is the company's policy to provide the best practicable passenger and cargo services between this country and the Continent and the Union of South Africa, and every endeavour will be made fully to restore these services, also those to and from East Africa, as speedily as practicable. Notwithstanding the uncertainties and difficulties of these times of transition, I view the future of this company with quiet optimism.

Upon behalf of the directors I would like to express appreciation of the loyal and efficient services of the company's officials and staff, both in the United Kingdom and in Africa, throughout the testing times from which we have now happily emerged, and am sure our stockholders would wish to be associated with this tribute.

The report and accounts were unanimously adopted.

COMMODITIES

GRAIN

LONDON (Baltic Exchange), Thursday
WHEAT.—Small quantities of Canadian Manitobas were submitted to the Control at unchanged prices.
MAIZE.—Argentine, Aug.-Oct. shipment from up-River ports, quoted at 91s. 3d. and from down-River ports 93s. per 480 lb., f.o.b.

OILS AND OILSEEDS

LONDON (Baltic Exchange), Thursday
OILS.—LINSEED.—Raw £65. RAPE.—Crude £91. COTTON.—Crude £52 2s. 6d. CASTOR.—First £82; seconds £80. GROUNDNUT and SUNFLOWER.—Crude £56 10s. per ton.
ROSIN.—American grades F to M, 47s.; WG, 48s. 6d.; WW, 52s. 6d. per cwt.
OILSEEDS.—For Shipment. CASTORSEED.—Bombay £43 10s. per ton. Other oilseeds and groundnuts all unquoted.

FOREIGN PRODUCE

LONDON (Mincing Lane), Thursday
JUTE.—Daisee 2-3 new crop Oct.-Nov. shipment £44 10s. per ton nominal.
SHELLAC.—Open market quotations quiet on the basis of 377s. 6d. value for F.O.T.N. pure.

METALS

LONDON (Metal Exchange), Thursday
TIN.—The Directorate of Non-Ferrous Metals supplies tin of 99 per cent. to under 99.75 per cent. at £300 per ton, delivered, plus prices and charges, if any, for grades, sizes of ingots, bars and strip, granulated and small lots; export £357 per ton f.o.b. United Kingdom.
TINPLATES.—For home delivery 32s. 6d. basis IC, 14 by 20 f.o.t. makers' works; export 38s. to 42s. basis f.o.b. South Wales. Uncoated plates 27s. a box.
COPPER.—Electrolytic and wire bars £84 per ton delivered.
PIG IRON.—No. 3 Cleveland 163s. per ton delivered Middlesbrough area.

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"PORT AT WAR"
 Liverpool's Record

From Our Own Correspondent

LIVERPOOL, Thursday
 A publication entitled "Port at War" was to-day issued by the Mersey Docks and Harbour Board. It is a comprehensive survey detailing in graphic form the rise in importance of Liverpool as a wartime port for the service of the Allied armies, a naval base from which the battle of the Atlantic was directed, and a prime target for enemy aircraft.

During air raids, now seen as a bitter phase of the Battle of the Atlantic, 3966 people in the four Mersey-side boroughs lost their lives and 3812 were seriously injured. Ten thousand of their homes were completely destroyed and 184,000 damaged. Showing how the port hit back it is pointed out that during the 68 months of war, despite everything the enemy could do to hinder and destroy by mines planted in the port approaches as well as by bombing, the port of Liverpool dealt with 120,000,000 tons of ocean-going shipping—figures which may be translated into a vast armada of 12,000 ships, each of 10,000 tons, to be docked, unloaded, perhaps repaired, fitted out, loaded and sent out again, all with the utmost speed and urgency. In addition to this great total, 23,000,000 tons of coastwise shipping was handled.

HEAVY TRAFFIC

With the ships she harboured, Liverpool handled the enormous total of 75,150,100 tons of cargo, of which 56,494,800 tons were the imports we needed in order to live and carry on the war, and 18,655,300 tons were sent out of the port, mostly in the form of war stores to battle fronts all over the world, the remainder comprising such goods as the country was able to manufacture for export.

No fewer than 73,782 aeroplanes and gliders were landed at the port. Over 4,700,000 troops passed through, of which total 1,200,000 were Americans. In addition to all this the Admiralty fought the Battle of the Atlantic from Liverpool and the port became one of the greatest naval ports in the Empire and a naval repair base of vital importance. From Merseyside too, practically the whole of the vast train of supplies for the North African invasion was mounted, and the port also played a large part in the invasion of Europe.

The report pays tribute to the services of the port emergency committee which, representing the main interests of the port, laid down lines of policy, resolved difficulties as they appeared, overruled sectional interests where necessary in the interests of the port as a whole, controlled warehouse space and allotted priorities of labour. Its function, stated many times in communications from the Minister, was to see that all the facilities of the port were used to secure the quickest possible turn-round of ships in port and the most rapid clearance of their cargoes, so that following cargoes should not be held up for want of space.

This committee met continuously throughout the war, and had legal powers on behalf of the Minister of War Transport to control and regulate the traffic of the port. At a later stage a regional port director was appointed as the direct representative of the Minister to assume executive powers.

The report concludes: "It is not perhaps too much to claim that the joint achievement of the port and the Mersey Docks and Harbour Board during the war, and not the least part of it was the port's almost entire freedom from labour disputes or stoppages, will take its place as a not inconsiderable corner stone in the international effort and remain as a tribute to good management and good work."

OVERSEA MOVEMENTS: Latest Reports

UNITED KINGDOM

1 GRAVESEND AR
Niverais, Jly 10 Paris
Iris Holmsund
for Northfleet
Port Jackson Sydney
for King George V Dk
Kilworth Copenhagen
Oleum, Jly 11 Rouen
for Ordnance Wharf
Drakensberg Castle
Beck for Royal Albert
Dock
Albion Star, Jly 11
Buenos Aires for
Royal Albert Dk
Green Gables Park
New Westminster for
Surrey Commercial Dk
Baltara Gdynia
for Hay's Wf
Beavergreen (put back)
Nijenburgh, Jly 11
Rotterdam
Slask Antwerp
for Symon's Wf
Pinzon Valencia
for Mark Brown's Wf
GRAVESEND SD
Fredman, Jly 10 Nantes
Clan Alpine Liverpool
Mercurius Karstadt
Empire Wye Freetown
Maria (aux) Rotterdam
Samwharfe Haifa
Memling Buenos Aires
Rimutaka Auckland
Beavergreen, Jly 11
Montreal
Ariosto Copenhagen
Anglo African Casablanca
Shahristan Busreh
Borelli Grangemouth
Duke of Sparta E Africa
Juliane, Jly 11 Emden
Empire Galway
Bergenhus (Copenhagen)
Grimsby
Stanpark Alexandria
Knicic Hull
Alexandra Aarhus
Tully Crosby
Empire Newt
THAMES HAVEN CLD
Empire Tegleone, Jly 11
Hjalteyri
SOUTHEND Pd Down
Backhuysen, Jly 10
Tselift
Petrophalt, Jly 11
Ariosto
Samwharfe
Duke of Sparta
Fordsdale
Juliane (Da)
Empire Galway
ISLE OF GRAIN CLD
Virginia, Jly 8 Bahrein
CHATHAM AR
Black Ranger, Jly 9-10
Portland
RIDHAM DOCK SD
Maria Gorthon, Jly 8
Tyne
THE DOWNS Anch
Belgian Amity, Jly 10
Pittsburgh Seam
James McCosh
Julius, Jly 11
John Barton Payne
THE DOWNS SD
Port Brisbane, Jly 10
Joachim Miller
Belgian Amity
Pittsburgh Seam
Fredman, Jly 11
Clan Alpine
James McCosh
Cannon Beach, Jly 11
Julius
Bayano
John Barton Payne
DOVER Pd E
Turul, Jly 10
Pinzon, Jly 11
London-Istanbul (ferry)
DOVER Pd W
Jly 10
London-Istanbul (ferry)
Francis C. Harrington
Silverpeak, Jly 11
Daniel Hoester
Blommersdijk
Westland
DUNGENESS Pd E
Merchantman (tug),
Jly 10 (with tow)
Baltic
Hermiston, Jly 11
DUNGENESS Pd W
William Few, Jly 10
Harold L. Pratt
Virginia
Wairangi
Donald S. Wright
Syls
Thistlemuir
W. S. Jennings
Jly 11
Alexander Baranoff
Elisavet
Empire Wye
Rimutaka
Memling
Eemshorn
Shahristan
Sandenburgh
Anglo African
BEACHY HEAD Pd W
The report of the passing
of the Sheephead Bay
Victory on Jly 7 must
have been erroneous
Hondsrug, Jly 10
Adolf Bratt
Adula
SPITHEAD Pd In
Aba, Jly 11
PORTSMOUTH AR
Empire Aid (tug), Jly 9
Tyne
PORTSMOUTH SD
Empire Aid (tug),
Jly 10
ST CATH'S Pt Pd W
Galsdale, Jly 11
SOUTHAMPTON AR
The report of the arrival
of the Algarve on
Jly 10 was erroneous
Foremost 101 (hopper
barge), Jly 11
Rangoon
TEIGNMOUTH AR
Alnarve, Jly 10 Rterdm
TEIGNMOUTH SD
Gees, Jly 11
In Orde
PRAWLE POINT Pd E
F. A. C. Mullenberg
Jly 11
Wilk
PRAWLE POINT Pd W
George H. Dern, Jly 8
Westerly Victory
PLYMOUTH SD
Lord Kelvin (cable),
Jly 9 N Atlantic

2 DEVONPORT AR
Glencarr, Jly 9 Kure
DEVONPORT SD
Cistula, Jly 6 Abadan
Glencarr, Jly 10
Greenock
War Pathan, Jly 10
Queenstown (not on
Jly 9 as before re-
ported)
FOWEY SD
Fenja (aux), Jly 9
Solvseborg
FALMOUTH SD
Lord Kelvin (cable),
Jly 10 Halifax
Robert P. Hand Puerto Ja Cruz
LIZARD Pd E
Hickory Stream, Jly 11
LIZARD Pd W
War Pathan, Jly 10
for Queenstown
Robert P. Hand Lord Kelvin (cable)
Torsa (pres)
METHIL AR
Hasting, Jly 11
METHIL SD
Hasting, Jly 11
GRANGEMOUTH AR
Belgian
GRANGEMOUTH SD
Scotland, Jly 10
Middlesbrough
HARTLAND Pt Pd In
Devon, Jly 11
AVONMOUTH AR
Fort St. Croix, Jly 10
Busreh
Valledemosa Trinidad
Eros Rio Janeiro
AVONMOUTH SD
Fort Raleigh, Jly 10
Stanlow
BRISTOL SD
Hervor Bratt, Jly 10
Swansea
Eemstroom Amsterdam
CARDIFF AR
Empire Orkney, Jly 10
Gibraltar
CARDIFF SD
Carlton, Jly 9 Halifax
Nolishment, Jly 10
Gibraltar
Sambre Alexandria
Stegeborg Vienna
Radwinter, Jly 11
Barrow
New York City Norfolk
BARRY SD
Elisabeth Maersk, Jly 10
Newfoundland
Karpino Valencia
BARRY IS Pd Up
Norlys, Jly 11
for Cardiff
BARRY IS Pd Down
Karpino, Jly 10
Elisabeth Maersk
Stegeborg
Sambre
Hervor Bratt
Eemstroom
Wainnes, Jly 11
Hampton
Roads (f.o.)
Nolishment
New York City
SWANSEA AR
Glocester City, Jly 10
Avonmouth
Facto Port Talbot
Vestria, Jly 11 (aen
Hervor Bratt Bristol
SWANSEA SD
British Lancer, Jly 9
Abadan
Egton St John (NB)
Baron Dumore Savona
Lieutenant Lancelot
Sables d'Olonne
Flinston, Jly 10
Garston
Vilk Copenhagen
Sardis, Jly 10
Tortugero, Jly 10
Montreal
Noemi Genoa
Port Anne Takoradi
Kordecki, Jly 11 Algiers
Alesford Halifax
MUMBLES Pd Out
Tortugero, Jly 10
Noemi
Port Anne
Kordecki, Jly 11
Alesford
MERSEY SD
Dolabella, Jly 9
Key West (f.o.)
EASTHAM SD
Alstern, Jly 10
Gothenburg
Oxelund
Opalia Abadan
ELLESMERE Pt SD
Alstern, Jly 10
Gothenburg
STANLOW AR
Lacklan, Jly 10 Aruba
RUNCORN AR
Empire Constitution,
Jly 11 Kotka
IRLAN AR
Stefanos S., Jly 11
Nantes
MANCHESTER SD
Manchester Port, Jly 11
Montreal
GARSTON AR
Flinston, Jly 11
Suzasa
Empire Ure Larne
LIVERPOOL AR
Frank A. Vanderlip,
Jly 10 San Francisco
Mata Glasgow
Sanyork, Jly 11
Port Kembla
LIVERPOOL SD
Empire Constitution,
Jly 10 Manchester
Arakaka Demerara
Mitra Trondheim
Samtweed Philadelphia
Brisbane Star Dumedin
Lord Gleanoran Montreal
Ebro (tug), Jly 11
Rotterdam (towing 2
barges)
WORKINGTON AR
Baron Tweedmouth,
Jly 10 Homitho
Empire Aldgate, Jly 11
Almeria
MARYPORT AR
Paraat, Jly 9 Dublin
Annie Du, Gourock
GLASGOW AR
War Pindari, Jly 11
Manchester
BELFAST SD
Port Musquarro, Jly 10
New York
DUBLIN AR
Fanad Head, Jly 10
Liverpool
and Manchester
DUBLIN SD
Irish Fir, Jly 9 Oslo

3 DUNNET HEAD Pd E
Hannis Taylor, Jly 10
Argentina
Thelma for Methil
Amasa Delano, Jly 11
Irish Fir
DUNNET HEAD Pd W
Shuna, Jly 10
Empire Jet
Helen
Ceylon
Samaye, Jly 11
Nordkap
KIRKWALL AR
Francis Drake, Jly 9
New York
Hannis Taylor, Jly 10
Boston
KIRKWALL SD
Francis Drake, Jly 9
Gdansk
Hannis Taylor, Jly 10
Gdansk
DUNDEE AR
Mies, Jly 9 Antwerp
METHIL AR
Hasting, Jly 11
METHIL SD
Hasting, Jly 11
Lisbon
GRANGEMOUTH AR
Belgian
GRANGEMOUTH SD
Scotland, Jly 10
Middlesbrough
HARTLAND Pt Pd In
Devon, Jly 11
AVONMOUTH AR
Fort St. Croix, Jly 10
Busreh
Valledemosa Trinidad
Eros Rio Janeiro
AVONMOUTH SD
Fort Raleigh, Jly 10
Stanlow
BRISTOL SD
Hervor Bratt, Jly 10
Swansea
Eemstroom Amsterdam
CARDIFF AR
Empire Orkney, Jly 10
Gibraltar
CARDIFF SD
Carlton, Jly 9 Halifax
Nolishment, Jly 10
Gibraltar
Sambre Alexandria
Stegeborg Vienna
Radwinter, Jly 11
Barrow
New York City Norfolk
BARRY SD
Elisabeth Maersk, Jly 10
Newfoundland
Karpino Valencia
BARRY IS Pd Up
Norlys, Jly 11
for Cardiff
BARRY IS Pd Down
Karpino, Jly 10
Elisabeth Maersk
Stegeborg
Sambre
Hervor Bratt
Eemstroom
Wainnes, Jly 11
Hampton
Roads (f.o.)
Nolishment
New York City
SWANSEA AR
Glocester City, Jly 10
Avonmouth
Facto Port Talbot
Vestria, Jly 11 (aen
Hervor Bratt Bristol
SWANSEA SD
British Lancer, Jly 9
Abadan
Egton St John (NB)
Baron Dumore Savona
Lieutenant Lancelot
Sables d'Olonne
Flinston, Jly 10
Garston
Vilk Copenhagen
Sardis, Jly 10
Tortugero, Jly 10
Montreal
Noemi Genoa
Port Anne Takoradi
Kordecki, Jly 11 Algiers
Alesford Halifax
MUMBLES Pd Out
Tortugero, Jly 10
Noemi
Port Anne
Kordecki, Jly 11
Alesford
MERSEY SD
Dolabella, Jly 9
Key West (f.o.)
EASTHAM SD
Alstern, Jly 10
Gothenburg
Oxelund
Opalia Abadan
ELLESMERE Pt SD
Alstern, Jly 10
Gothenburg
STANLOW AR
Lacklan, Jly 10 Aruba
RUNCORN AR
Empire Constitution,
Jly 11 Kotka
IRLAN AR
Stefanos S., Jly 11
Nantes
MANCHESTER SD
Manchester Port, Jly 11
Montreal
GARSTON AR
Flinston, Jly 11
Suzasa
Empire Ure Larne
LIVERPOOL AR
Frank A. Vanderlip,
Jly 10 San Francisco
Mata Glasgow
Sanyork, Jly 11
Port Kembla
LIVERPOOL SD
Empire Constitution,
Jly 10 Manchester
Arakaka Demerara
Mitra Trondheim
Samtweed Philadelphia
Brisbane Star Dumedin
Lord Gleanoran Montreal
Ebro (tug), Jly 11
Rotterdam (towing 2
barges)
WORKINGTON AR
Baron Tweedmouth,
Jly 10 Homitho
Empire Aldgate, Jly 11
Almeria
MARYPORT AR
Paraat, Jly 9 Dublin
Annie Du, Gourock
GLASGOW AR
War Pindari, Jly 11
Manchester
BELFAST SD
Port Musquarro, Jly 10
New York
DUBLIN AR
Fanad Head, Jly 10
Liverpool
and Manchester
DUBLIN SD
Irish Fir, Jly 9 Oslo

4 GOTHENBURG AR
Hada, Jly 8 Copenhagen
Rataj (Ph) (970) Gdynia
Nyasca (2422) London
Fern Fredericia
Sverre Nergaard Antwerp
GOTHENBURG SD
Pskov, Jly 8 Batumi
Elisabeth Bakke
Hudiksvall
Marianne Bratt, Jly 9
Stockholm
Helsingborg Pd N
Tora Elise, Jly 8
Monita
Drau
Bolivia (Da)
Thames (tug)
Helsingborg Pd S
Svea Reuter, Jly 8
B.T. V.
Piet Hein
Helsingborg AR
Nea, Jly 6 Blackwater
(in tow of tug
Empire Raymond)
Helsingborg SD
Werna, Jly 8 Copenhagen
Julia, Jly 9 Libreville
Orinoco Stockholm
LANDSKRONA AR
Borga, Jly 8 Gdansk
MALMO AR
Ask, Jly 8 Gdynia
MALMO SD
Sigfors, Jly 8
Copenhagen
Benina Antwerp
Norcia Stockholm
NORRKOPIING SD
Tidaholm, Jly 6
Stockholm
STOCKHOLM AR
Ingaro, Jly 6 Grimsby
Ceres (Da) Hengelo
Erland, Jly 7 Montreal
Brasil (Sw) Buenos Aires
Goanawarra New York
Tidaholm Alvaro Obregon
Monica (Sw), Jly 8
Copenhagen
Skinner, Jly 9 Antwerp
Ring London
Petter Curacao
Vav Aruba
STOCKHOLM SD
Bio-Bio, Jly 6
Vancouver via Svano
& Gothenburg
Suoria, Jly 6 Antwerp
via Narvik (ballast)
Winthrop Victory
New York via Swedish
ports (ballast)
Vestra Leith
via Norsundet
Ostrand & Husum
Empire Usk
Streefkerk, Jly 11
Empire Paragon, Jly 11
SALT END SD
Cannon Beach Mobile
HULL AR
Empire Halberd, Jly 9
Cuxhaven (not on
Jly 10 as before
reported)
Empire Rapier, Jly 10
Cuxhaven
St. Rosario London
Anna Dickinson London
Berkelstroom, Jly 11
Amsterdam
HULL SD
Empire Halberd, Jly 10
Cuxhaven
Hroar Aalesund
Empire Paragon, Jly 11
London
GOOLE SD
Kwiek, Jly 10
Immingham
IMMINGHAM AR
White Oak, Jly 9
Salt End
Streefkerk, Jly 10 Antwerp
GEFLE SD
Pulkovo (Ru) (2065)
Monita, Jly 8
Grangemouth
HERNOSAND AR
Kronprinsessan
Margareta, Jly 9
Soderhamn
Normanville Mo
and Hornofors
HERNOSAND SD
Vener, Jly 9
Grangemouth
UMEA SD
Graculus, Jly 6
Ellesmere Port
LULEA AR
Dania (1429), Jly 6
Hamina
Niis Sture, Jly 7
Vesteras
EMDEN SD
Arabert, Jly 6
Gdansk/Gdynia
Axel (Fi) Abo
Gundborg Segrell
Gdansk/Gdynia
MANTYLUOTO SD
Vega, Jly 9 Hull
and London
GDYNIA AR
Karnha, Jly 5
Murmansk
Malmger
Elsy (aux) Stockholm
Drottning Victoria
Trelleborg
Verna (Sw) (348), Jly 6
Ahus
Avance Svendborg
Melte Skou Copenhagen
Poleirkeln
Svd (Sw)
Hanna (Sw)
Iggessund
Honsatershamn
Laurits (Da) Bandholm
Palkris (Sw) (225)
Jly 7 Udevalle
Lulea
Pelle Slite
GDYNIA SD
Ingolf, Jly 5 Gdansk
Borga Gdansk
Jukan (Ru) Leningrad
Rataj (Ph) Gothenburg
Sollund Gdansk
Bastogne, Jly 6
foreign port
Tora Elise Norway
Saltnes Bergen
Torfrid Malmø
Drottning Victoria
Trelleborg
Ludwig (Sw), Jly 7
Malmø
Ask (Sw) Sweden
Oksywie Sweden
(not on Jly 2
London as before re-
ported)
Aktio London
VLAARDINGEN AR
Muron, Jly 10 Ronen
PERNIS SD
Norlys, Jly 8 Cardiff
Syls, Jly 10 Curacao
ROTTERDAM AR
Wega, Jly 8 Middlesbro
Hast III. Verkeback
Fylla Domsjo
Ida, Jly 9 Copenhagen
Amsterdam (tug)
Horsens (towing a
dragger)
Miguel de Larrinaga
Nottingham Cardiff
Trompenburgh
Bordeaux

5 LUBECK SD
Nordost, Jly 9 Trelleborg
Nedjan, Jly 10 Visby
Franciska Hendrik
Pisser Christiansand
KIEL AR
Vilnius, Jly 7 Leningrad
for New York
Pulkova (Ru) (2068)
Sassnitz for Novorossisk
Orion (Da) Lulea
for Hamburg
Zeus (Du) for London
Jeannette Oslo
Bolivia (Da)
Thames (tug)
Barosund, Jly 8 Finland
for Antwerp
Wanda Abo
Spica Rounby
for Rotterdam
Kerkena Gdansk
for St. Malo
KIEL SD
Stern, Jly 6 Bremerhaven
Thor Emden
Jakob Maersk Emden
Saginav Victory
Scandinavic, Jly 7
Heinsiki
Wolanda Drammen
Hans Maersk Copenhagen
Zaan Copenhagen
Helvetia Helsinki
Eban Copenhagen
Thyra Copenhagen
Crow Wing Gdansk
Henk, Jly 7 Rotterdam
Mercur, Jly 8 Nakskov
Horizon Malmø
Marx Odense
Rubfred Halmsat
Empire Galena Helsinki
Ponza Denmark
KIEL CANAL Pd
Caudebec, Jly 6
for Granville
Flora for Emden
Lica Maersk for Antwerp
COPENHAGEN AR
Margrethe, Jly 8 London
Jutiandia Gdynia
Werna Helsingborg
Zaan Emden
Svofrid Gdynia
Stavanger
Vega (Sw) Stockholm
Bifrost Malmø
Ellinor Gothenburg
ANTWERP AR
Ringar, Jly 10 Dieppe
Selvik Westermunde
Yaser
Rex
Burgundia Gothenburg
Wanda Mantyluo
Mudo Limfjord
Tyr, Jly 11 Esbjerg
ANTWERP SD
John J. McGraw, Jly 10
Middlesbrough
Venezuela, Jly 10
Majfrid Springhaven
Nijkerk
Vilostroom
Angeja
Blommersdijk
Nestun
Thomas Sim Lee
Slask
Capella
Sammex, Jly 11
CALAIS AR
Skaane, Jly 3 Ronnskar
Japos, Jly 4 Aarhus
CALAIS SD
Hermodia, Jly 1 Emden
DIEPE AR
Leoville, Jly 7
Grimsby
HAVRE AR
Monica, Jly 7 Honfleur
Washington, Jly 11
New York
HAVRE SD
Monica, Jly 8 Honfleur
Chateau Latour, Jly 10
Swansea
Loammi Baldwin, Jly 11
Las Palmas
Robert R. Randall
Ronen
ROUEN AR
Wallonia, Jly 10 Rdam
Pascholl, Jly 11
ROUEN SD
Sommerstad, Jly 11
Port Arthur
BREST TO CARAMINAL POINT
BREST AR
Robert B. Forbes, Jly 9
BREST SD
Robert B. Forbes, Jly 10
BAYONNE AR
Pax Christi, Jly 3
Lisbon
Lanahrone, Jly 7
Dublin
Spramex, Jly 8 Rouen
Medee, Jly 9 Antwerp
BAYONNE SD
Pax Christi, Jly 9
Oporto
Gros Pierre Lisbon
PASAJES AR
Benicasim, Jne 28
Almeria
Caruso, Jne 30
San Esteban
(Castillo Frias)
BILBAO AR
Alava, Jly 4
San Esteban
Benicasim, Jly 5 Pasajes
Abando, Jly 5 Huelva
El Caudal San Esteban
Cabo Torinana Pasajes
Gerona, Jly 9
BILBAO SD
Soton, Jly 4 Gijon
Marques de Urquijo,
Jly 5 San Esteban
Alava San Esteban
Monte Bustelo, Jly 6
Pasajes
Iris, Jly 9 Santander
Monte Iciar, Jly 10
Santander
SANTANDER AR
Cabo Silleiro, Jly 6
Gijon
Monte Contes Pasajes
Argon, Jly 8 Pasajes
Monte Banderas Pasajes
Glanowen, Jly 10
CORUNNA AR
Monte Banderas, Jly 4
Villagarcia
Galdames San Esteban
CORUNNA SD
Cabo Silleiro, Jly 4
Gijon
(Cabo La Plata Aviles)
Monte Banderas Gijon
Monte Orduna, Jly 9
Ceuta
CORUBION SD
Cementos Rezola No. 2,
Jne 28 Gijon
VILLAGARCIA AR
Monte Banderas, Jly 2
Barcelona
VILLAGARCIA SD
Monte Banderas, Jly 3
Corunna
VIGO AR
Romen, Jly 8
VIGO SD
Monte Espana, Jly 4
Seville
Monte Facho, Jly 5
Cadiz
Santirso Gijon
VIANNA SD
Santa Madalena (aux),
Jly 9 Casablanca
LEIXOES SD
Vikingland, Jly 10
Lisbon
OPORTO AR
Martha, Jly 10 Lisbon
LISBON AR
San Miguel (No), Jly 6
Alicante
Cubango Leixoes
Costeiro Leixoes
Silva Gouveia Villa Real
Mayne (tug), Jly 7
Gibraltar
Sutherland, Jly 8
London
Finland Setubal
Lolito Artaza Huelva
George Durant, Jly 10
Philadelphia
WEMELDINGE AR
Taurus (Du), Jly 9
Limfjord
FLUSHING AR
Win, Jly 6 Rotterdam
Mado, Jly 7 Limfjord
Rosemarie Rotterdam
FLUSHING SD
Rolf (Du), Jly 6 Malmø
Snofrid Gdynia
Stavanger
Vega (Sw) Stockholm
Bifrost Malmø
Ellinor Gothenburg
ANTWERP AR
Ringar, Jly 10 Dieppe
Selvik Westermunde
Yaser
Rex
Burgundia Gothenburg
Wanda Mantyluo
Mudo Limfjord
Tyr, Jly 11 Esbjerg
ANTWERP SD
John J. McGraw, Jly 10
Middlesbrough
Venezuela, Jly 10
Majfrid Springhaven
Nijkerk
Vilostroom
Angeja
Blommersdijk
Nestun
Thomas Sim Lee
Slask
Capella
Sammex, Jly 11
CALAIS AR
Skaane, Jly 3 Ronnskar
Japos, Jly 4 Aarhus
CALAIS SD
Hermodia, Jly 1 Emden
DIEPE AR
Leoville, Jly 7
Grimsby
HAVRE AR
Monica, Jly 7 Honfleur
Washington, Jly 11
New York
HAVRE SD
Monica, Jly 8 Honfleur
Chateau Latour, Jly 10
Swansea
Loammi Baldwin, Jly 11
Las Palmas
Robert R. Randall
Ronen
ROUEN AR
Wallonia, Jly 10 Rdam
Pascholl, Jly 11
ROUEN SD
Sommerstad, Jly 11
Port Arthur
BREST TO CARAMINAL POINT
BREST AR
Robert B. Forbes, Jly 9
BREST SD
Robert B. Forbes, Jly 10
BAYONNE AR
Pax Christi, Jly 3
Lisbon
Lanahrone, Jly 7
Dublin
Spramex, Jly 8 Rouen
Medee, Jly 9 Antwerp
BAYONNE SD
Pax Christi, Jly 9
Oporto
Gros Pierre Lisbon
PASAJES AR
Benicasim, Jne 28
Almeria
Caruso, Jne 30
San Esteban
(Castillo Frias)
BILBAO AR
Alava, Jly 4
San Esteban
Benicasim, Jly 5 Pasajes
Abando, Jly 5 Huelva
El Caudal San Esteban
Cabo Torinana Pasajes
Gerona, Jly 9
BILBAO SD
Soton, Jly 4 Gijon
Marques de Urquijo,
Jly 5 San Esteban
Alava San Esteban
Monte Bustelo, Jly 6
Pasajes
Iris, Jly 9 Santander
Monte Iciar, Jly 10
Santander
SANTANDER AR
Cabo Silleiro, Jly 6
Gijon
Monte Contes Pasajes
Cabo Prior Pasajes
Cabo Carvoeiro, Jly 7
Bilbao Corunna
Aragon Corunna
Monte Banderas Gijon
Glanowen, Jly 8
Workington

6 SANTANDER SD
Cabo Silleiro, Jly 6
Bilbao
Monte Contes Gijon
Argon, Jly 8 Pasajes
Monte Banderas Pasajes
Glanowen, Jly 10
CORUNNA AR
Monte Banderas, Jly 4
Villagarcia
Galdames San Esteban
CORUNNA SD
Cabo Silleiro, Jly 4
Gijon
(Cabo La Plata Aviles)
Monte Banderas Gijon
Monte Orduna, Jly 9
Ceuta
CORUBION SD
Cementos Rezola No. 2,
Jne 28 Gijon
VILLAGARCIA AR
Monte Banderas, Jly 2
Barcelona
VILLAGARCIA SD
Monte Banderas, Jly 3
Corunna
VIGO AR
Romen, Jly 8
VIGO SD
Monte Espana, Jly 4
Seville
Monte Facho, Jly 5
Cadiz
Santirso Gijon
VIANNA SD
Santa Madalena (aux),
Jly 9 Casablanca
LEIXOES SD
Vikingland, Jly 10
Lisbon
OPORTO AR
Martha, Jly 10 Lisbon
LISBON AR
San Miguel (No), Jly 6
Alicante
Cubango Leixoes
Costeiro Leixoes
Silva Gouveia Villa Real
Mayne (tug), Jly 7
Gibraltar
Sutherland, Jly 8
London
Finland Setubal
Lolito Artaza Huelva
George Durant, Jly 10
Philadelphia
WEMELDINGE AR
Taurus (Du), Jly 9
Limfjord
FLUSHING AR
Win, Jly 6 Rotterdam
Mado, Jly 7 Limfjord
Rosemarie Rotterdam
FLUSHING SD
Rolf (Du), Jly 6 Malmø
Snofrid Gdynia
Stavanger
Vega (Sw) Stockholm
Bifrost Malmø
Ellinor Gothenburg
ANTWERP AR
Ringar, Jly 10 Dieppe
Selvik Westermunde
Yaser
Rex
Burgundia Gothenburg
Wanda Mantyluo
Mudo Limfjord
Tyr, Jly 11 Esbjerg
ANTWERP SD
John J. McGraw, Jly 10
Middlesbrough
Venezuela, Jly 10
Majfrid Springhaven
Nijkerk
Vilostroom
Angeja
Blommersdijk
Nestun
Thomas Sim Lee
Slask
Capella
Sammex, Jly 11
CALAIS AR
Skaane, Jly 3 Ronnskar
Japos, Jly 4 Aarhus
CALAIS SD
Hermodia, Jly 1 Emden
DIEPE AR
Leoville, Jly 7
Grimsby
HAVRE AR
Monica, Jly 7 Honfleur
Washington, Jly 11
New York
HAVRE SD
Monica, Jly 8 Honfleur
Chateau Latour, Jly 10
Swansea
Loammi Baldwin, Jly 11
Las Palmas
Robert R. Randall
Ronen
ROUEN AR
Wallonia, Jly 10 Rdam
Pascholl, Jly 11
ROUEN SD
Sommerstad, Jly 11
Port Arthur
BREST TO CARAMINAL POINT
BREST AR
Robert B. Forbes, Jly 9
BREST SD
Robert B. Forbes, Jly 10
BAYONNE AR
Pax Christi, Jly 3
Lisbon
Lanahrone, Jly 7
Dublin
Spramex, Jly 8 Rouen
Medee, Jly 9 Antwerp
BAYONNE SD
Pax Christi, Jly 9
Oporto
Gros Pierre Lisbon
PASAJES AR
Benicasim, Jne 28
Almeria
Caruso, Jne 30
San Esteban
(Castillo Frias)
BILBAO AR
Alava, Jly 4
San Esteban
Benicasim, Jly 5 Pasajes
Abando, Jly 5 Huelva
El Caudal San Esteban
Cabo Torinana Pasajes
Gerona, Jly 9
BILBAO SD
Soton, Jly 4 Gijon
Marques de Urquijo,
Jly 5 San Esteban
Alava San Esteban
Monte Bustelo, Jly 6
Pasajes
Iris, Jly 9 Santander
Monte Iciar, Jly 10
Santander
SANTANDER AR
Cabo Silleiro, Jly 6
Gijon
Monte Contes Pasajes
Cabo Prior Pasajes
Cabo Carvoeiro, Jly 7
Bilbao Corunna
Aragon Corunna
Monte Banderas Gijon
Glanowen, Jly 8
Workington

7 SANTANDER SD
Cabo Silleiro, Jly 6
Bilbao
Monte Contes Gijon
Argon, Jly 8 Pasajes
Monte Banderas Pasajes
Glanowen, Jly 10
CORUNNA AR
Monte Banderas, Jly 4
Villagarcia
Galdames San Esteban
CORUNNA SD
Cabo Silleiro, Jly 4
Gijon
(Cabo La Plata Aviles)
Monte Banderas Gijon
Monte Orduna, Jly 9
Ceuta
CORUBION SD
Cementos Rezola No. 2,
Jne 28 Gijon
VILLAGARCIA AR
Monte Banderas, Jly 2
Barcelona
VILLAGARCIA SD
Monte Banderas, Jly 3
Corunna
VIGO AR
Romen, Jly 8
VIGO SD
Monte Espana, Jly 4
Seville
Monte Facho, Jly 5
Cadiz
Santirso Gijon
VIANNA SD
Santa Madalena (aux),
Jly 9 Casablanca
LEIXOES SD
Vikingland, Jly 10
Lisbon
OPORTO AR
Martha, Jly 10 Lisbon
LISBON AR
San Miguel (No), Jly 6
Alicante
Cubango Leixoes
Costeiro Leixoes
Silva Gouveia Villa Real
Mayne (tug), Jly 7
Gibraltar
Sutherland, Jly 8
London
Finland Setubal
Lolito Artaza Huelva
George Durant, Jly 10
Philadelphia
WEMELDINGE AR
Taurus (Du), Jly 9
Limfjord
FLUSHING AR
Win, Jly 6 Rotterdam
Mado, Jly 7 Limfjord
Rosemarie Rotterdam
FLUSHING SD
Rolf (Du), Jly 6 Malmø
Snofrid Gdynia
Stavanger
Vega (Sw) Stockholm
Bifrost Malmø
Ellinor Gothenburg
ANTWERP AR
Ringar, Jly 10 Dieppe
Selvik Westermunde
Yaser
Rex
Burgundia Gothenburg
Wanda Mantyluo
Mudo Limfjord
Tyr, Jly 11 Esbjerg
ANTWERP SD
John J. McGraw, Jly 10
Middlesbrough
Venezuela, Jly 10
Majfrid Springhaven
Nijkerk
Vilostroom
Angeja
Blommersdijk
Nestun
Thomas Sim Lee
Slask
Capella
Sammex, Jly 11
CALAIS AR
Skaane, Jly 3 Ronnskar
Japos, Jly 4 Aarhus
CALAIS SD
Hermodia, Jly 1 Emden
DIEPE AR
Leoville, Jly 7
Grimsby
HAVRE AR
Monica, Jly 7 Honfleur
Washington, Jly 11
New York
HAVRE SD
Monica, Jly 8 Honfleur
Chateau Latour, Jly 10
Swansea
Loammi Baldwin, Jly 11
Las Palmas
Robert R. Randall
Ronen
ROUEN AR
Wallonia, Jly 10 Rdam
Pascholl, Jly 11
ROUEN SD
Sommerstad, Jly 11
Port Arthur
BREST TO CARAMINAL POINT
BREST AR
Robert B. Forbes, Jly 9
BREST SD
Robert B. Forbes, Jly 10
BAYONNE AR
Pax Christi, Jly 3
Lisbon
Lanahrone, Jly 7
Dublin
Spramex, Jly 8 Rouen
Medee, Jly 9 Antwerp
BAYONNE SD
Pax Christi, Jly 9
Oporto
Gros Pierre Lisbon
PASAJES AR
Benicasim, Jne 28
Almeria
Caruso, Jne 30
San Esteban
(Castillo Frias)
BILBAO AR
Alava, Jly 4
San Esteban
Benicasim, Jly 5 Pasajes
Abando, Jly 5 Huelva
El Caudal San Esteban
Cabo Torinana Pasajes
Gerona, Jly 9
BILBAO SD
Soton, Jly 4 Gijon
Marques de Urquijo,
Jly 5 San Esteban
Alava San Esteban
Monte Bustelo, Jly 6
Pasajes
Iris, Jly 9 Santander
Monte Iciar, Jly 10
Santander
SANTANDER AR
Cabo Silleiro, Jly 6
Gijon
Monte Contes Pasajes
Cabo Prior Pasajes
Cabo Carvoeiro, Jly 7
Bilbao Corunna
Aragon Corunna
Monte Banderas Gijon
Glanowen, Jly 8
Workington

8 BARCELONA AR
Torfinn Jarl, Jly 8
London
Ravens Point, Jly 10
Liverpool
Cabo del Agua Bahia Blanca
BARCELONA SD
Cabo de Buena Esperanza Buenos Aires
PORT VENDRES AR
Miriam (aux), Jly 5
Le Violent, Jly 6
PORT VENDRES SD
Gouverneur General
Lepine, Jly 6
SETE AR
Doorman, Jly 5 Algiers
Shelspra, Jly 6 L'Avera
Patrick Henry, Jly 7
Nicolaieff, Odessa &
Marseilles
SETE SD
Nancean, Jly 5 Oran
Shelspra, Jly 6
Port de Bouc
Ville de Bougie, Jly 6
Algiers
President De Lavit
Doorman, Jly 8 Oran
ST LOUIS, Rhone AR
Willem Barendsz, Jly 6
Foll

LONDON CUSTOM HOUSE

ENTERED IN

Rotation Number, Vessel, Flag, Net Tonnage, Master, From, Station, Agents or Brokers. July 11 2637 ADAPTITY, Br. 498, Rockett, Rouen, Greenhithe, F. T. Everard & Sons.

ENTERED OUT

For, Vessel, Flag, Tonnage, Master, Station, Agents or Brokers. July 10 GRANGEMOUTH, Hoop 6p Zegen, Du. 121, Veling, Bow Creek, International Shipbrokers.

CLEARED OUT

Vessel, Flag, Net Tonnage, Master, For, Station, Agents or Brokers. July 10 HOOP OF ZEGEN, Du. 121, Veling, Grangemouth, Bow Creek, International Shipbrokers.

CLEARED IN BALLAST

Vessel, Flag, Net Tonnage, Master, For, Station, Agents or Brokers. July 8 VIRGINIA, Ann, 8562, Goodlet, Bahrein, Isle of Grain, Wm. Hurst (Sheerness).

16 BOSTON

AR "O.K. Service," Jly 8 Samoset, Jly 9 Beaufort Richard J. Cleveland Aruba

15 CHARLESTON

AR Frederick von Steuben, Jly 10 Gdynia CHARLESTON SD Richard J. Cleveland Aruba

14 TAMPIO

SD Lafadio Hearn, Jly 9 New York Rydholm Galveston George Whyte, Jly 10 New York

13 FT AMSTERDAM

SD Ransom A. Moore, Jly 3 Trinidad DEMERARA AR Princes Juliana, Jly 11 Seacraft Park Trinidad

12 MORMACREED

Jly 9 Portland (Oreg) Marine Cardinal Honolulu

11 KOHSICHANG

AR Selandia (Da), Jly 9 Copenhagen SAIGON AR Foo Ming, Jly 10 Bari SAIGON SD Helikon, Jly 7 Hongkong

10 PORT ELIZABETH

AR Kolsnaren, Jly 10 Beira Dunlop Park Durban PORT ELIZABETH SD City of Lincoln, Jly 10 East London

9 SUEZ

AR Madagascar, Jly 9 Diego Suarez Royal Emblem Lour Marques Sommeldijk Batavia Cernion Tabinta, Jly 10 Batavia Athos (4867) Abadan Panaghiotis, Jly 11 Durban Malakand Calcutta Fort Alexandria Karachi

WEST INDIES

Gulf Ports, & TRINIDAD AR Ransom A. Moore, Jly 5 Seacraft Park, Jly 6 Demerara

TRINIDAD

AR Ransom A. Moore, Jly 5 Seacraft Park, Jly 6 Demerara Atlantic, Jly 8 Whittier Victory, Jly 9 Buenos Aires

TRINIDAD

AR Ransom A. Moore, Jly 5 Seacraft Park, Jly 6 Demerara Atlantic, Jly 8 Whittier Victory, Jly 9 Buenos Aires

TRINIDAD

AR Ransom A. Moore, Jly 5 Seacraft Park, Jly 6 Demerara Atlantic, Jly 8 Whittier Victory, Jly 9 Buenos Aires

TRINIDAD

AR Ransom A. Moore, Jly 5 Seacraft Park, Jly 6 Demerara Atlantic, Jly 8 Whittier Victory, Jly 9 Buenos Aires

TRINIDAD

AR Ransom A. Moore, Jly 5 Seacraft Park, Jly 6 Demerara Atlantic, Jly 8 Whittier Victory, Jly 9 Buenos Aires

WEST INDIES

Gulf Ports, & TRINIDAD AR Ransom A. Moore, Jly 5 Seacraft Park, Jly 6 Demerara

TRINIDAD

AR Ransom A. Moore, Jly 5 Seacraft Park, Jly 6 Demerara Atlantic, Jly 8 Whittier Victory, Jly 9 Buenos Aires

TRINIDAD

AR Ransom A. Moore, Jly 5 Seacraft Park, Jly 6 Demerara Atlantic, Jly 8 Whittier Victory, Jly 9 Buenos Aires

TRINIDAD

AR Ransom A. Moore, Jly 5 Seacraft Park, Jly 6 Demerara Atlantic, Jly 8 Whittier Victory, Jly 9 Buenos Aires

TRINIDAD

AR Ransom A. Moore, Jly 5 Seacraft Park, Jly 6 Demerara Atlantic, Jly 8 Whittier Victory, Jly 9 Buenos Aires

TRINIDAD

AR Ransom A. Moore, Jly 5 Seacraft Park, Jly 6 Demerara Atlantic, Jly 8 Whittier Victory, Jly 9 Buenos Aires

AUSTRALASIA

AND Pacific Islands FREMANTLE SD Canara, Jly 10 Calcutta ADELAIDE AR Empire Cowdray, Jly 11 Newcastle (NSW)

AUSTRALASIA

AND Pacific Islands FREMANTLE SD Canara, Jly 10 Calcutta ADELAIDE AR Empire Cowdray, Jly 11 Newcastle (NSW)

AUSTRALASIA

AND Pacific Islands FREMANTLE SD Canara, Jly 10 Calcutta ADELAIDE AR Empire Cowdray, Jly 11 Newcastle (NSW)

AUSTRALASIA

AND Pacific Islands FREMANTLE SD Canara, Jly 10 Calcutta ADELAIDE AR Empire Cowdray, Jly 11 Newcastle (NSW)

AUSTRALASIA

AND Pacific Islands FREMANTLE SD Canara, Jly 10 Calcutta ADELAIDE AR Empire Cowdray, Jly 11 Newcastle (NSW)

AUSTRALASIA

AND Pacific Islands FREMANTLE SD Canara, Jly 10 Calcutta ADELAIDE AR Empire Cowdray, Jly 11 Newcastle (NSW)

ASIA

ADEN AR Fort McLoughlin, Jly 9 New York Benrinnes Liverpool Samgara, Jly 10 Pt Pirie Samwanged

ADEN

AR Fort McLoughlin, Jly 9 New York Benrinnes Liverpool Samgara, Jly 10 Pt Pirie Samwanged

ADEN

AR Fort McLoughlin, Jly 9 New York Benrinnes Liverpool Samgara, Jly 10 Pt Pirie Samwanged

ADEN

AR Fort McLoughlin, Jly 9 New York Benrinnes Liverpool Samgara, Jly 10 Pt Pirie Samwanged

ADEN

AR Fort McLoughlin, Jly 9 New York Benrinnes Liverpool Samgara, Jly 10 Pt Pirie Samwanged

ADEN

AR Fort McLoughlin, Jly 9 New York Benrinnes Liverpool Samgara, Jly 10 Pt Pirie Samwanged

AFRICA

West, South & East CASABLANCA AR Ango, Jly 4 Bordeaux Golden West Oran Parame Dakar Cap Pine de Bordeaux

CASABLANCA

AR Ango, Jly 4 Bordeaux Golden West Oran Parame Dakar Cap Pine de Bordeaux

CASABLANCA

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AR Ango, Jly 4 Bordeaux Golden West Oran Parame Dakar Cap Pine de Bordeaux

AFRICA

West, South & East CASABLANCA AR Ango, Jly 4 Bordeaux Golden West Oran Parame Dakar Cap Pine de Bordeaux

CASABLANCA

AR Ango, Jly 4 Bordeaux Golden West Oran Parame Dakar Cap Pine de Bordeaux

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render any assistance necessary at the above-mentioned
ports. Cable address in both cases "JOHNSTON".

MARINE CASUALTIES

ALA I DIN (aux.). - Port Said, July 10. -
Auxiliary vessel Ala I Din: Investigations
reveal that vessel sank on July 1
through making water. It is not prac-
ticable to state prospects of salvaging
vessel and cargo as exact position cannot
accurately be ascertained beyond the
statement that it is about 30 miles
off Damietta. - Lloyd's Agents per Sal-
vage Association. (See issue of July 8.)

ALBERT PARK. - See Rio Chubut.

BEAVERGLEN. - London, July 11. - The
owners of the British turbo-electric
vessel Beaver Glen, London for Montreal,
advise that the vessel is returning
to Tilbury from a position about three
miles below Southend in order to rectify
machinery defects.

London, July 11. -
Turbo-electric vessel Beaver Glen put back
to Tilbury this afternoon.

BULLAREN. - See "Strike of Dock
Workers at Oslo" under "Miscel-
laneous."

BURHANIE. - Genoa, July 5. - It is
reported from Savona that Turkish
steamer Burhanie, which arrived there
on July 2 from Cyprus with a cargo of
iron pyrites, had put into Port Said for
repairs to engine, damage stated to
have been sustained owing to straining
in bad weather. Temporary repairs to
engines were effected at Port Said, to
which port vessel will return for final
repairs. (See issues of June 22 and 23.)

CABANO. - Montreal, July 10. - While
burning armaments from chartroom on
steamer Cabano on June 8, charts, fur-
nishings and instruments were destroyed
by fire caused by burner's torch. - Sal-
vage Association's Surveyors.

CORMEAD. - See John W. Arey.

DERWENTHALL. - See Greenwich

ELKHOUND. - Halifax, July 10. - Tank
steamer Elkhound, owners Irving Oil
Company, Ltd., damaged her rudder at
Bathurst, N.B., on June 27. Vessel was
towed to Halifax. Permanent repairs
consist of renewal of rudder stock, ap-
proximate cost \$4500. Permanent
repairs to ice damage sustained on
Apr. 25, affecting six box plates,
deferred; approximate cost \$5000. - Sal-
vage Association's Surveyors.

EMPIRE CONCESSION. - London, W.,
July 11. - British steamer Empire Con-
cession, Hamburg for Rotterdam, in
ballast, had tube elements of port boiler
burst, and both smoke boxes leaking in
the North Sea on Apr. 11. (See issues
of Apr. 17 and 22.)

EMPIRE FAIRHAVEN. - Humber Radio,
July 11. - Following received at 3 9
p.m., G.M.T., from motor vessel Empire
Fairhaven (Ipswich for Tyne): I have
struck rather heavily a submerged
object 8 1/2 miles ENE. of your station;
everything O.K. and am proceeding on
passage.

ERNESTO. - Lisbon, July 11. - Italian
steamer Ernesto has put in here having
been in collision. Name of other steamer
not yet disclosed.

ESCAPE (yacht). - New York, July 7. -
Steamer ZANESVILLE VICTORY,
which collided with and sank auxiliary
schooner yacht Escape yesterday,
returned to quarantine station same day
with three survivors; two others
were killed. ZANESVILLE VICTORY
proceeded on her voyage early to-day.
(See issue of July 10.)

FORT BELL. - Rosario, July 10. -
Steamer Fort Bell has refloated. Certi-
ficate of seaworthiness granted and vessel
is proceeding to Buenos Aires. (See
issue of July 11.)

FRANCES C. DENEHY. - New York,
July 5. - Fishing vessel Frances C.
Denehy arrived at Yarmouth, N.S., on
July 4 in tow of Canadian steamer
Dollard. (See issue of July 9.)

GREENWICH. - London, W., July 11. -
Motor vessel Greenwich, which was in
collision with motor vessel DERWENT-
HALL in Durban harbour on June 3,
had port side superstructure and after
port raft damaged, and two lifeboats
were badly damaged. (See issues of
June 5 and 13.)

GRISSELHAMM. - Tenerife, July 4. -
Swedish motor tanker Grisselhamm
(from Aruba) was surveyed at here on
June 29 to ascertain damage stated
to have been sustained through port pro-
peller having struck an object in the
Caribbean Sea. Three blades of the pro-
peller were found to have been slightly
damaged, but vessel's seaworthiness was
not affected.

HALLAREN. - See "Strike of Dock
Workers at Oslo" under "Miscel-
laneous."

HEKTOR 5. - London, July 11. - A cable
from Durban, dated July 9, states that
owing to a breakdown of the auxiliary
pump on the whaler Hektor 5 she is
being towed back to Cape Town by the
steamer Fort Glenora. The Hektor 5
was proceeding from Saldanha Bay to
Durban.

JALAPA. - New York, July 10. - Turbo
electric tanker Jalapa, grounding in
May: Tailshaft remachine and bushes
rewood, together with sundry damages
and removals. Cost, including dry dock
charges, approximately \$9669. - Sal-
vage Association's Surveyors.

JOHN W. AREY. - London, W., July 11. -
British steamer John W. Arey, Hamina
for Sunderland, was in collision with
steamer CORMEAD at East Quay, South
Dock, Sunderland, on July 5 and had
rails and fairlead damaged.

KARIN (aux.). - Gothenburg, July 4. -
According to protest made at Nykoping,
the motor galeas Karin, with a few tons
of cargo, was in collision on May 16 with
the motor schooner WINDA, of Djupe-
kas, while proceeding to Edstrands Kaj
in Hammarbyleden to continue loading.
Both vessels sustained considerable
damage above water and to rigging. The
Karin also sprang a leak and proceeded
to nearest mooring place near Saltsjok-
varis buoy, where temporary repairs
were effected. - "Svensk Sjöfarts-
tidning."

LILIDA (yacht). - See Pride of Devon.

LUTHER E. HOOPER (s.v.). - London,
July 11. - Information received from
Baltimore, dated June 20, states: The
owners of the schooner barge Luther E.
Hooper advise that the vessel was sunk
on Mar. 18, but was raised and has been
under repair. She is expected to be in
commission again on June 21. (See
issue of Mar. 20.)

M.L. 425. - See Pride of Devon.

MAGNA (barge). - See Simon J. Murphy.

MOOSE MOUNTAIN PARK. - Cristobal,
July 10. - Tank steamer Moose Mountain
Park left here to-day for Aruba. (See
issue of July 8.)

MORTON PRINCE. - New York, July 11. -
Tank steamer Morton Prince (Houston
for New York) went aground off Buoy 10
(Ambrose Channel) yesterday morning
but refloated at high tide the same day.

MOSHILL. - Melbourne, May 24. - Accord-
ing to the local Press, motor vessel
Moshill, bound Adelaide, and about 10
miles off her course, grounded in Corio
Bay on May 7, but refloated the follow-
ing day with the assistance of Geelong
Harbour Trust tug Sprightly. (See
issue of May 11.)

NEBULA. - Pernambuco, May 20. -
Whaler Nebula was surveyed here on
Mar. 30 and subsequent dates in respect
of leaking boiler tubes. Five tubes had
been plugged and five further tubes
were found to be leaking and were
plugged. Boiler was examined on Apr. 1
and found to be in order.

NORTHERN SUN. - New York, July 10. -
Motor tanker Northern Sun, damage
in February, cause unknown: Diesel
generator, crank case, engine housing
and one cylinder head and liner, re-
paired together with sundry damages; cost
\$11,000. - Salvage Association's Sur-
veyors.

NO. 110 (new hull). - San Francisco,
July 10. - Tuna clipper No. 110,
builders Hodgson-Greene-Haldeman
Shipbuilders, launched at Long Beach on
June 29 but not yet completed, had
engine-room flooded on July 9, gener-
ators, pumps and motors submerged;
survey proceeding.

OCEAN VULCAN. - London, W., July 11. -
British steamer Ocean Vulcan, Three
Rivers for Gdynia with wheat, struck
bank at the entrance to St. Charles,
Quebec, on Apr. 17. Damage, if any,
unknown.

ORIENTAL. - Honolulu, July 10. -
Steamer Oriental left here yesterday for
Pearl Harbour. (See issue of July 3.)

PHILIP P. BARBOUR. - Ponta Delgada,
July 10. - Steamer Philip P. Barbour
left here on July 9 for Genoa. (See
issue of July 10.)

PIERRE JULIA. - Agadir, July 4. -
Trawler Pierre Julia has been towed in
by a French warship. (See issue of
July 8.)

PRIDE OF DEVON. - London, W., July
11. - Paddle steamer Pride of Devon,
which was in collision with unregistered
craft M.L. 465 and yacht LILIDA on
July 4 at Haldon Pier, Torquay, sus-
tained no damage. (See issue of
July 10.)

RADWINTER. - Cardiff, July 11. -
Steamer Radwinter left here to-day for
Barrow. (See issue of July 3.)

RICHLUBE. - London, July 11. - In-
formation received from San Francisco
dated June 18 states: Electric motor
tanker Richlube, which sank at Pier
No. 24, San Francisco, in August, 1945,
has been raised and was towed to the
Pacific Dry Dock & Repair Company,
Oakland. The hull was repaired, engine
overhauled and all electrical work
renewed. She has been bought by Mr.
Thomas Crowley, renamed UNITED
and, repairs having been completed, is
expected to be put into service shortly.
(See issue of Feb. 26.)

RIO CHUBUT. - Philadelphia, July 10. -
Steamer Rio Chubut, (New York and
Philadelphia) for Three Rivers, was in
collision in fog to-day off Delaware
Capes. Vessel is returning to Marcus
Hook to-morrow for survey.

New York, July 11. -
Steamers Rio Chubut and ALBERT
PARK (Philadelphia for Bordeaux) were
in collision off Delaware Capes yester-
day.

RIO LAZARES. - London, July 11. - In-
formation from Bilbao, dated July 4,
states: Efforts to refloat the trawler Rio
Lazares are being made and are expected
to be successful in the near future. (See
issue of May 1.)

ROBERT B. FORBES. - Brest, July 11. -
American steamer Robert B. Forbes left
here yesterday after repairs. (See issue
of July 1.)

ROBERT F. HAND. - Falmouth, July 11. -
Motor tanker Robert F. Hand left here
yesterday for Puerto la Cruz. (See issue
of July 9.)

ST. CYR. - Hartland Point, July 10. -
French trawler St. Cyr, in tow of a
Franch trawler, is reported to have
broken from tow on Thursday, July 4,
10 miles west of Hartland Point. Vessel
not sighted at time and no further
information available at present. (Note.
- St. Cyr in tow of trawler Cap Ferrat,
left Cardiff on July 4 for Brest.)

London, July 10. - Search
for the French trawler St. Cyr has been
abandoned. - "Daily Mail."

SAMOA. - See "Theft of Lorry Contain-
ing Wool in Italy" under "Non-
Marine."

SIMON J. MURPHY. - Chicago, July 11. -
Steamer Simon J. Murphy and barge
MAGNA grounded in fog in upper St.
Mary's River but were assisted off and
are proceeding.

SOUTH MOUNTAIN. - New York, July
10. - Turbo-electric tanker South Moun-
tain, damage, cause and date unknown:
Two plates renewed, frames and stringers
part renewed, together with sundry dam-
ages; cost \$8092. - Salvage Association's
Surveyors.

SUCCESS (hulk). - Cleveland, Ohio, July
6. - According to the local Press, the
hulk of the old British convict ship
Success was ablaze on the night of
July 4 in Lake Erie Cove, about half
mile from the shore near Port Clinton,
Ohio. A number of vessels went to the
scene but nothing could be done to save
the hulk. The vessel, which is said to
be 156 years old, ran aground while
being towed from Sandusky to Port
Clinton and was being dismantled
for the valuable teakwood of which it
is constructed. The cause of the fire
is unknown.

TORYISLAND. - London, W., July 11. -
British steamer Tory Island, Frarburgh
for Tyne, in ballast, lost a liferaft in the
North Sea on July 5.

VERNA. - Gothenburg, July 4. - Accord-
ing to protest made at Kristinestad, the
steamer Verna, of Gothenburg, grounded
in Kodjupet in Stockholm Gerries on
May 25 while on voyage from Ystad for
Stockholm with rye. Forty-five tons of
cargo had to be discharged into lighter
and the following day the vessel was
towed off by Neptunbolaget salvage
steamer Herakles and vessel proceeded
to Stockholm under her own steam.
Examination by diver revealed only
scratches in plates. Propeller blades,
however, were found to be notched, but
this damage is presumed to have been
sustained earlier. - "Svensk Sjöfarts-
tidning."

WINDA (aux.). - See Karin (aux.).

ZANESVILLE VICTORY. - See Escape
(yacht).

WEATHER AND NAVIGATION

DERELICTS AND WRECKAGE
Humber Radio, July 11. - Following
received at 3 9 p.m., G.M.T., from motor
vessel Empire Fairhaven: Have struck a
submerged object 8 1/2 miles ENE. of your
station.

LIFERAFT REPORTED
Land's End Radio, July 11. - Following
received from British motor vessel Empire
Ayr at 8 5 a.m., G.M.T.: At 6 a.m.,
G.M.T. in position lat. 46 36 N., long.
08 08 W., passed large liferaft, adrift;
dangerous to navigation.

MINES REPORTED
Land's End Radio, July 11. - Following
received from British motor vessel Empire
Ayr at 8 5 a.m., G.M.T.: At 6 a.m.,
G.M.T. in position lat. 46 36 N., long.
08 08 W., passed large liferaft, adrift;
dangerous to navigation.

MINES REPORTED
Niton Radio, July 9. - Following received
from British steamer Isle of Guernsey at
5 34 a.m., G.M.T.: Floating mine in position
lat. 50 04 30 N., long. 00 59 E., at
5 20 a.m., G.M.T.

Hartland Point, July 10. - British motor
vessel Empire Runner passed here to-day,
outwards, at 8 15 p.m., and reported having
passed floating mine in position one mile
N. by E. of Bull Point at 6 26 p.m.

Cullercoats Radio, July 10. - Following
received from British steam trawler
St. Lawrence at 4 24 a.m., G.M.T.:
Floating mine in position lat. 55 06 N.,
long. 00 20 W., type unknown.

NORTH SEA
Cullercoats Radio, July 10. - Following
received from master of British steamer
Tolworth at 8 35 p.m., G.M.T.: Light of
S 2 buoy (lat. 54 00 30 N., long. 3 32 E.)
extinguished.

HAVRE
Paris, July 4. - The Cie. de Remorquage
et de Sauvetage "Les Abeilles," working
in conjunction with the Overseas Towing
& Salvage Company, Ltd., began in March
the task of freeing the entrance channel
to Havre. On May 25 the removal of the
last part of the steamer MAAS, which was
sunk in the floating dock, was successfully
accomplished. The vessel and the floating
dock itself and two lighters were sunk by
the Germans to block the entrance to the
port. The two lighters were removed at
the end of June. The floating dock will
probably be removed during the month of
July, thus completely freeing the channel.
- "Journal de la Marine Marchande."

ATLANTIC WEATHER REPORTS
We have received from the Meteorological
Office the following wireless reports,
dated July 10, from vessels in the North
Atlantic. The times given are G.M.T.:

AMERSHAM. - Noon, 48 12 N., 28 30 W.;
S., mod.; overcast; bar. 30.12.

ANDES. - 6 a.m., 48 18 N., 05 30 W.;
NW., light; partly cloudy; bar. 30.39.
6 p.m., 44 30 N., 08 24 W.; NE., mod.;
cloudless; bar. 30.24.

ARIGUANI. - Noon, 41 24 N., 21 06 W.;
E. by N., light; overcast; bar. 30.21.
9 p.m., 40 18 N., 22 30 W.; NW., light;
overcast; bar. 30.21.

BEAVERFORD. - 6 p.m., 56 12 N., 21 48
W.; WNW., mod.; overcast; bar. 29.91.
Midnight, 56 06 N., 19 06 W.; WNW.,
gentle; overcast; bar. 29.94.

BRITISH LANCER. - Noon, 48 06 N.,
07 00 W.; N., gentle; cloudless; bar. 30.45.
6 p.m., 47 12 N., 07 30 W.;
NNE., mod.; partly cloudy; bar. 30.39.

CITY OF HERFORD. - Noon, 47 46 N.,
07 48 W.; NE. by E., mod.; cloudless;
bar. 30.39. 6 p.m., 46 36 N., 08 18 W.;
W., light; partly cloudy; bar. 30.30.

CORFU. - 6 p.m., 48 36 N., 05 12 W.;
ENE., gentle; cloudless; bar. 30.33.

DARRO. - 6 a.m., 46 24 N., 07 12 W.;
N., gentle; cloudless; bar. 30.33.

DEVONSHIRE. - 6 p.m., 51 42 N., 05 48
W.; N., gentle; cloudless; bar. 30.30.
Midnight, 53 06 N., 05 30 W.; calm;
cloudless; bar. 30.27.

EL GALLO. - 6 p.m., 46 30 N., 19 30 W.;
S., gentle; partly cloudy; bar. 30.30.

EMPIRE MACALPINE. - 6 p.m., 56 30 N.,
17 18 W.; S. by W., fresh; heavy
showers; bar. 29.91. Midnight, 56 36 N.,
19 30 W.; S. by W., mod.; showers;
bar. 29.91.

EMPIRE MACRAE. - 6 p.m., 56 42 N.,
29 00 W.; WNW., fresh; cloudy; bar. 29.94.
Midnight, 56 24 N., 31 36 W.;
W. by N., fresh; cloudy; bar. 29.94.

GEORGIC. - 6 p.m., 55 06 N., 19 00 W.;
S. by W., strong; overcast; bar. 29.97.
Midnight, 54 54 N., 21 54 W.; WNW.,
light; overcast; bar. 29.97.

KELMSCOTT. - Noon, 56 30 N., 24 18
W.; S., mod.; overcast; bar. 29.83.
6 p.m., 56 30 N., 25 54 W.; NW., mod.;
overcast; bar. 29.97.

ORDUNA. - Noon, 41 42 N., 09 42 W.;
NE. by N., light; cloudless; bar. 30.09.
6 p.m., 43 12 N., 09 24 W.; W. by S.,
gentle; cloudless; bar. 30.15.

SAMANCO. - Noon, 45 06 N., 31 54 W.;
W. by N., gentle; overcast; bar. 30.21.

SOVAC. - 6 p.m., 48 54 N., 09 36 W.; E.,
light; cloudless; bar. 29.83.

COASTWISE & HOME TRADE MOVEMENTS

Table with columns C1, C2, C3, C4, C5 listing ship names, destinations, and agents. Includes entries for LONDON, SPITHEAD, NEWPORT, GARTON, SILLOTH, etc.

LONDON—IN DOCK

Table listing ships in dock in London with columns for Vessel, Tons, Gross, Station, Dock, and Brokers. Includes entries like AARHUS, ARAROA, ALOUETTE, etc.

LONDON—IN THE RIVER

Table listing ships in the river in London with columns for Vessel, Station, and Broker. Includes entries like KING LEAB, KNEBORTH, KOWAL, etc.

LONDON—IN DRY DOCK

Table listing ships in dry dock in London with columns for Vessel, Station, and Broker. Includes entries like LERWICK, INVERNESS, ARCHBOLD, etc.

LONDON—IN THE RIVER (Continued)

Continuation of the London—In the River table, listing ships like GOOLE, IPSWICH, KINDISEL, etc.

LONDON—IN THE RIVER (Continued)

Continuation of the London—In the River table, listing ships like IPSWICH, KINDISEL, HARWICH, etc.

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VESSELS EXPECTED AT UNITED KINGDOM PORTS

Showing Vessel, Voyage, Probable Date, Broker and Berth

LONDON Adviser, Beira, mid July American Farmer, New York, United States Lines, July 19

Arawa, Wellington via Southampton, July 17 Shaw Savill & Albion Co. Anne H. Kasko, July —

H. Lange, Bell & Co. (Surrey Commercial). Australia Star, Sydney, Blue Star Line, Aug 2

Baharistan, Sydney via Antwerp, Aug 6 P. & O. S. N. Co. Baltanic, Wellington, mid-Aug J. B. Westray & Co.

Baronesa, Buenos Aires, July — Houliher Bros. & Co. Bayano, Montreal, July 12

Cannard White Star. Benyovitch, Hongkong, Galbraith, Pembroke & Co. Churruca, Barcelona, July 17

MacAndrews & Co. (Ldn. Dk.). Cid, Lisbon, July 17 MacAndrews & Co. (Ldn. Dk.)

City of Keelung, Calcutta, London & Co. (Tilbury), July 18

City of Lille, Shanghai, Montgomerie & Workman (Tilbury), July 16

City of Swansea, Beira, Montgomerie & Workman, Aug 28

City of Tokio, Singapore, Montgomerie & Workman, July 18

Clan Macinnes, Cochín, Cayzer, Irvine & Co. Clan Macnair, Madras, July 29

Cayzer, Irvine & Co. Clan Macneil, Rangoon, Cayzer, Irvine & Co. Clifford E. Ashby, Cuba, United States Lines, July 15

Columbia Star, Buenos Aires, Blue Star Line, July 17

Coptic, Napier, Shaw Savill & Albion Co. Dalmore, Montreal, July 13

R. S. Dalghiesh. Daniel Willard, Savannah, W. H. Muller & Co. Darro, River Plate, now due

Royal Mail Lines (Victoria). Denbighshire, Sydney, July 28

Desaudo, Buenos Aires, July 28 Royal Mail Lines

Dunster Grange, Buenos Aires, abt July 25 Houliher Bros. & Co. Empire Clarendon, Sydney, Aug 17

P. & O. S. N. Co. Empire Garston, Stockholm and Sweden via Hull, July 15-16

United Shipping Co. Empire Kent, Demerara, T. & J. Harrison (West India), July 15

Empire Pakeha, Bluff, Shaw Savill & Albion Co. Empire Paragon, Hull, P. & O. S. N. Co. Aug 9

Empire Rajah, Auckland, P. & O. S. N. Co. Empire Regent, Houston, T. & J. Harrison, abt July 20

Empire Success, Mombasa, Union-Castle Mail S.S. Co. Finland, Lisbon, July 15

Currie Line, London Dk. July 12

Currie Line, Port Harcourt, now due

Fort Glencora, Melbourne, July 30

Anderson, Green & Co. Fort Skisland, Auckland, July 26

J. B. Westray & Co. Fort Thompson, W.C. Africa, E. H. Muay & Co. Frederick Banting, Sydney, Sep 22

Ellerman & Bucknall S.S. Co. Gleniffer, Singapore, July 15

Glen Line, Shanghai, Aug 28

Glen Line, Abo, H. Lange, Bell & Co. Harpefjell, Chicago & Quebec via Halifax, Rotterdam & Antwerp, July 19-20

Tatham, Bromage & Co. Hermiston, Ciudad Trujillo, R. Chapman & Son, Highland Princess, Wellington, Shaw Savill & Albion Co. Idomenus, Newcastle (N.S.W.), Aug 9

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W. H. J. ALEXANDER, Ltd., Wapping, London, E. 1

Lycoun, Hongkong, July 18

Mafuta, Maladi, July 21 H. Tyer & Co. (Bromborough), Malakand, Calcutta via London & Dundee, end July

T. & J. Brocklebank abt Aug 6

Marshall, Buenos Aires, abt Aug 6

Millaix, Buenos Aires, July 24

Lamport & Holt Line, Nestor, Newcastle (N.S.W.), A. Holt & Co. Aug 25

New Northland, W.C. Africa, Elder Dempster Lines, July 15

Northwestern Victory, Houston, American S.S. Lines, July 19

Ocean Verity, Singapore, A. Holt & Co. Sep 2

Ocean Wanderer, Vancouver & San Francisco, Aug 4

Donaldson Bros. & Black, Orduña, Rangoon, July 13

P.S.N. Co. (Canada), Pardo, Brazil, T. S. N. Co. July 15

Port Campbell, Lyttelton, Cunard White Star, July 27

Proccis, Port Sudan, Marwood & Robertson, July 19

Samanco, Valparaiso, P.S.N. Co. (Canada), July 13

Samalou, Calcutta via Boulogne, Hall Line, July 25

Samgara, Port Pirie via Antwerp, end July

A. Holt & Co. Samidway Melbourne, abt Aug 6

A. Holt & Co. Samlouis, Calcutta, July 20

J. Dowie & Co. Sansu, W.C. Africa, mid-end July

W. W. Wood & Co. Sander, Valparaiso, P.S.N. Co. mid Aug

Settler, Demerara, T. & J. Harrison, end July

Thakoradin, W.C. Africa, H. Tyer & Co. July 23-24

Thomas Holt, W.C. Africa, J. Holt & Co. (N.W. Brunswick), July 12-13

Tor Head, Montreal, G. & Forwood Heyn, now due

Wheaton Victory, New York, Anchor Line, July 19

Zilos, Finland via Manchester, W. H. Stott & Co. July 25

MANCHESTER American Forwarder, New York via Dublin July —

H. Watson & Co. Anglin, Gothenburg, July 17

Bahr, Behrend & Co. (Salford) Bridgepool, Melilla, now due

H. Watson & Co. (Irlam) Caxton, Dalhousie, July 17

H. Watson & Co. (No. 9 Dk.) Heien, Oslo via Liverpool, abt July 16

Ellerman's Wilson Line (Salford), Manchester City, Montreal, Manchester Lines, July 13

Manchester Exporter, St. John (N.B.), Manchester Liners, July 14-15

Masunda, Wabana, H. Watson & Co. (Orwell Park, W.I.), July 14-15

Olavus, Iceland, H. Watson & Co. (Salford), now due

Palestinian Prince, Alexandria, Gough & Crosthwaite, July 17

Recorder, Barranquilla, J. W. Jones & Sons, mid July

Voco, Philadelphia, Manchester Liners, now due

William Brewster, Schlutup, H. Watson & Co. (Salford), July 15

Zilos, Finland, Ellerman's Wilson Line, July 23-24

GARSTON Carlomag, Newcastle (N.B.), R. & D. Jones, Ltd. July 18

Tetela, Port Antonio, Elders & Fyfes, July 14

PRESTON Inger, Hernosand, Shuna, Hernosand, Vogt & Maguire, July —

now due

BARROW Empire Torridge, Oran, J. Fisher & Co. July 12-14

Feld, Narvik, J. Fisher & Sons, now due

CLYDE Boryslaw, Bona, abt July 14

Cheshire, Rangoon via W. Africa, Roxburgh, Colin Scott & Co. July 26

City of Carlisle, Beira via Liverpool, July 26

City of Chester, Beira, Aug 8

Clan Macaulay, Sydney, Aug 11

Cayzer, Irvine & Co. Devonshire, Port Said, now due

Roxburgh, Colin Scott & Co. Empire Ken, W.C. Africa, Royal Mail Lines, July 12

Glencaren, Colombo via Devonport, Roxburgh, Colin Scott & Co. (Greenock), July 12

Langlegale, Bona, Maibar, Calcutta via London and Dundee, end July

Anchor Line and Dundee, Nea Hellas, Durban, Anchor Line, July 23

Nestor, Newcastle (N.S.W.) via Liverpool, end Aug

Roxburgh, Colin Scott & Co. Samidway, Melbourne via Liverpool, mid Aug

Aitken, Lillburn & Co. DUBLIN American Forwarder, New York, G. Bell & Co. July 15

Dorcasia, Aruba, G. Bell & Co. July 17

Irish Alder, New York, Wexford S.S. Co. July 14

Shuna, Sundsvall, G. Bell & Co. now due

Zena, Gothenburg, G. Bell & Co. July 25

IMMINGHAM Ellerman's Wilson Line (Albert), now due

Empire Game, Hamburg, Wedner, Hopkins & Partners, Ltd. Aug 15

Empire Garston, Stockholm & E. Sweden, now due

Ellerman's Wilson Line (Albert), Fort Glencora, Melbourne via London, Aug 15

G. S. N. Co. Friger, Aarhus & Aalborg, Ellerman's Wilson Line (Wm. Wright), July 14

Gitano, New York, Ellerman's Wilson Line, Gloucester, Port Chalmers, July 27

Lech