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OFFICIAL NOTICES

NOTICE TO MARINERS (No. 13 of 1946)

SHETLAND

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 goods 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 translatin "KALO" on the 24th day of 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 stages.

This is therefore to give Notice to all persons having any (laim 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 SINCLAIR, ROCHE & TEMPERLEY, of 54-62 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

Steam Yacht "LORNA"

Built of steel in 1904 by Scotts, of Tonnage: 484 Thames, 426.79 Gross. 207.39 Nett. 168.5 ft. B.P.

OFFICIAL NOTICES—continued

Draft: 12 ft. (approx.). 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.

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Steam Yacht "LADY BLANCHE"

Built of steel in 1907 by Ramage & Ferguson of Leith. Tonnage: 405 Thames, 359.73 Gross,

Data 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-nower of 84 and

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.

for war service. Lying OBAN.

Steam Yacht "MINONA"

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

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.

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 34 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.

Length: 118 b. O.A. 109 b. W.M.
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

modation.
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: 1746 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

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.

Standards substantially equal to, or better than, those laid down by the Conventions. The full text of all the Conventions recommendations and propolations decided on will be published.

Machinery consists of a triple-expansion engine with cylinders of 9½ in., 16 in. and 26 in. bore and 20 in. stroke, rated at 43 nominal horse-power. One coal-fired Scotch boiler. Lying CLYDE.

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

Fairmile, Cobham

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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

ending midnight to-night:-

local rain in Scotland,

ference at Seattle.

of the seamen.

of nations.

Advance forecast for the 18 hours

General Inference: An anti-cyclone

centred over Holland is declining slowly, and a trough of low pressure

a thundery tendency developing later.

THE SEATTLE CONFERENCE

A White Paper to be Published

Mr. MALCOLM MACMILLAN (Lab.

Western Isles) asked the Minister of

Mr. Alfred Barnes, in a written

reply, stated: I have received a pre-

liminary 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

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 exami-

nation, and for the certification of

ships' cooks and of able seamen. They

also deal with crews' accommodation

and the food and catering arrange-

ments 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

Several of these Conventions deal

with matters that are ordinarily dealt

with by industrial agreements, not by

legislation, and the Conventions in

question accordingly provide that effect may be given to their provisions by

industrial agreements which establish

standards substantially equal to, or

Conventions. The full text of all the

resolutions decided on will be published

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 to-

day. 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 an-

other motor lifeboat, the Manchester

Hennessey (40), of Dene Street, North

Shields, brothers, appeared at Tyne-

mouth Magistrates' Court charged

board, valued at 4s. 6d., property of

Company, Ltd. William Hennessey

was fined 20s. and John Hennessey 10s.

WILLIAM HENNESSEY, in evidence,

Charles Walton.

know it was stolen.

In the House of Commons yesterday

TRADE WITH POLAND

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 and property coming into their ownership on or after July 9, 1946, cease to be subject to the control of the Custo-West of Ireland is moving slowly East. dian of Enemy Property.

Weather will be fair over most of England and Wales, but there will be Money which has become due before July 9, 1946, but which has not yet been paid or held to the order of the Further outlook for the British Isles: Local rain in the North and West. Fair at first in the South, but 1946, was subject to report to the Custodian, remains property to which proposed headquarters are:-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

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 Transport whether he would state the transactions which are now sanctioned results of the I.L.O. Maritime Con- 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 ar 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) Regula-

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

Applications for scholarships should be made to the Registrar, University College, Southampton, not later than Aug. 12, and should be accompanied ation and experience 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 THE "MILLIE WALTON" LIFEBOAT 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

and Salford, which has been at The Port of London Authority's 150-Douglas for 22 years and will now go ton floating crane London Mammoth has been due for drydocking and overinto the reserve fleet. The new boat has been built out of legacies from the haul for some considerable time, but late Mrs. M. E. Walton, of Derby, this has been deferred as long as posafter whom the boat is named Millie sible owing to the heavy demand for Walton, and from her husband, Mr. 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 arrange-THEFT OF WOOD FROM SHIPYARD ments are now being made. William King Hennessey (37), of The London Mammoth will be put Tynemouth, and John

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 commiswith the theft of 30 ft. of flooring sion it will not be possible for the Authority to undertake lifts exceeding the Shields Engineering & Dry Dock 60 tons in weight, nor involving heights beyond the capacity of their other floating cranes.

admitted stealing the wood, but Mr. D. F. Upjohn has been appointed declared that his brother did not an assistant general manager of Hull, Blyth & Co., Ltd. Mr. Upjohn, who has been associated with the company Mr. Brian J. Brennan and Mr. for over forty years, has recently re-Gordon E. Collins have been appointed turned to the City from the Ministry directors of E. W. Payne & Co., Ltd. of War Transport.

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.

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. (or to certain concerns controlled by The building would form the Marine such persons) on or after July 9, 1946, 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 Custodian, remains payable to the Scheme were given in LLOYD'S LIST of Custodian. Similarly, property in the United Kingdom which before July 9, actually been launched, it may be recalled that the special features of the

not members.

It is hoped to raise the £100,000 within the7mext 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 ship-

ECONOMIC INFORMATION

owners and shipbuilders.

Board of Trade Arrangement with U.S.A.

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 by a statement of the candidate's edu- 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.

Ventilation of Complaints about Services

CIVIL AVIATION BILL

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 treading on Irish corns. 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

preposed 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 oversea.

(6) Provision of a room to be set aside for the use of marine engineers who are not members. to anyone of the three corporations in for the use of marine engineers who are hody 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 the Advisory Council.

H.M.S. "CERES"

Light Cruiser to be Broken Up

By a Navai Correspondent

Towed by the new 1045-ton fleet tugs Saucy and Prudent, the 29-year-old light cruiser Ceres is on her last journey from Portsmouth Dockyard to the shipbreaker's yard at Blyth. Laid down at Clydebank in April, 1916, and completed in June, 1917, she had served in both wars. She was in the Grand Fleet in 1917-19 and subsequently spent nearly all her time in the Mediterranean until 1933 when she went into rese Power Treaty of Mar. 25, 1936, the age limit for cruisers laid down before 1920 was fixed at 16 years. The Ceres is therefore 13 years over age.

In spite of her advanced years she saw service in South African waters during the early part of the late war and was subsequently employed off the Normandy beaches as an accommodation ship. The last time she moved under her own power was when she entered Portsmouth Harbour in 1944. Later she was used as an overflow vessel for the Royal Naval Barracks, being berthed in Fountain Lake.

With a displacement of 4290 tons she originally carried five 6-in. guns. two 3-in. A.A. weapons, a dozen smaller pieces and eight 21-in, torpedo tubes, at a speed of 29 knots.

Most of the over-age cruisers of the "C," "D," "E" and "Hawkins" classes have been discarded, the latest to be scrapped being the Caledon, Capetown, Caradoc and Diomede. It is to be hoped that they will soon be replaced, for we have never been so short of cruisers as we are to-day

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LAW REPORTS

KING'S BENCH DIVISION

Thursday, July 11, 1946

TANKER AND CARGO LOST IN FIRE ANGLO-SAXON PETROLEUM COMPANY, LTD., AND ANOTHER v. THE ADMIRALTY; SAME v. DAMANT

Before Mr. Justice ATKINSON, with whom sat Captain A. H. Ryley and Captain R. L. F. Hubbard, Elder Brethren of Trinity House

The hearing was continued of these proceedings, by way of petition of right, in which the suppliants were the Anglo-Saxon Petroleum Company, Ltd., and the Asiatic Petroleum Company, Ltd., of St. Helen's Court, London, E.C., owners of the motorship Delphinula and her cargo respectively, and the respondents were the Admiralty. The suppliants were also plaintiffs in an action against Captain G. C. C. Damant, R.N. (Ret.), who had been nominated by the Admiralty to defend the action. He was Superintendent of Salvage at from Haifa for Alexandria, and stranded when entering the latter port on May 9, 1943.

The previous proceedings were reported in Lloyd's List of July 2, 3, 4, 5, 6, 9, 10 and 11.

Mr. Patrick Devlin, K.C., and Mr. Knox Cunningham (instructed by Messrs. Waltons & Co.) appeared for the suppliants; Sir William McNair, Mr. Owen L. Bateson, K.C., and Mr. J. V. Naisby (instructed by the Treasury Solicitor) represented the Admiralty and Captain Damant.

Mr. THOMAS CARMICHAEL ROLLAND. consulting engineer and naval architect, continued his evidence as to the damage done to the Delphinula before the fire on May 17. Witness said that had the vessel been floated off on May 18 she would have needed temporary repairs, which he calculated would have cost £18,000. For permanent repairs she would have had to be towed or to have steamed to a British, Indian, South African or American port. On the basis that she went to a United Kingdom North-East Coast repair R. L. ALPINE & GO.

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Netherlands Consular Agency, Ag for Co. Htd.
Tels. "Alpine" Phone: 65 & 66 And at Irvine and permanent repairs four to five months, but that would depend on the labour and material being available.

Mr. Rolland thought it was doubtful if a licence would have been granted in 1944 for the repairs to be done. The cost of repairs had been going up since that date. Had it been possible to com-plete the salvage of machinery in September. 1943, the salved items would not have been of much value except to an owner who had another vessel of exactly the same size and type of engines. In his view the most probable reason why the vessel could not be floated off was that she was held by a high pinnacle of rock—not that she had torn her bottom plates and got them

wedged in the rocky sea bed.

Answering Mr. Devlin (cross-examining), Mr. Rolland said his estimates were based on the assumption that 90 per cent. of the plates on the ship's bottom would have to be renewed. The evidence was concluded and

Counsel addressed the Court. Sir WILLIAM McNair said that years after an event one might think of things which might have prevented it, devise safer courses or work out theories of different alternatives. The question for the Court was not whether there were safer courses or whether in theory it could have been better done, but

whether the way in which it was in fact

done involved any breach of duty. was no contractural duty to give permission to jettison cargo on the night of May 9, or to pass on any message. When the master of the Delphinula did not receive the message giving permission he could have sent a motorboat to the tug Respond, through which he had communicated with the shore. Further, the master should have kept an eye on his pumps and connected them up, so that even if they were flooded he could have begun to jettison cargo when permission was received. But as the vessel was pounding leavily on the night of May 9-10, and five tugs had failed to move her, it was loubtful if she would have got off by jettisoning cargo even at that early

There was no negligence so far as the supply of pumps was concerned, Railway Company for their Londonnor in the decision to use powerful Canada service, is to be launched by compressors brought from shore, in the Fairfield Shiphwilding & Engineerstead of using the ship's compressors ing Company, Ltd., Govan, next which were not so suitable for giving Tuesday. The naming ceremony will bnoyancy to the vessel. From May 11 be performed by Mrs. J. C. Patteson, bad weather prevented the transfer of wife of the European General Manager cargo to other vessels in appreciable of the Canadian Pacific Railway quantities

stage.

to-morrow.

Sir William observed that orders day the precautions were extended to naked lights. When they knew those precautions had been taken some of the fied that it was safe for the tugs to go The hearing was adjourned until

ADMIRALTY DIVISION

Thursday, July 11, 1946

COLLISION IN NORTH ATLANTIC OWNERS of M.S. "MAJA" v. OWNERS OF M.S. "HENRY STANLEY"

Before Mr. Justice WILLMER, sitting with Captain W. CRUMPLIN and Captain G. C. H. NOAKES, Elder Bret. Trinity House Brethren of

The hearing was continued of this action in which the owners of the motor tanker Maja, of London, claimed damages from Elder Dempster Lines, Ltd., of Liverpool, owners of the motor tanker Henry Stanley, for a collision while the vessels were in a west-going convoy in mid-Atlantic on the night of Dec. 2, 1942. Elder Dempster Lines, Ltd., counterclaimed and said the sole blame was in the Maja.

The previous proceedings were reported in Lloyn's List of July 11.
Mr. R. F. Hayward, K.C., and Mr. Waldo Porges (instructed by Messrs. Waltons & Co.) appeared for the plaintiffs; Mr. Owen L. Bateson, K.C., and Mr. S. Knox Cunningham (instructed to West Italy. by Messrs. Lawrence Jones & Co.)

represented the defendants. Alexandria in 1943. The Delphinula of the Henry Stanley, said Captain past. Brazilian charterers have many was laden with 11,433 tons of benzine Jones was the only survivor of that unfilled orders covering a wide range of ship, which was torpedoed some days after the collision.

> his vessel was torpedoed he was taken there is a keen inquiry for coal carin May, 1945. He never heard what quired for 13,000 tons of spoolwood happened to the Henry Stanley's 12 from Rimouski to Glasgow for Julysix hours afterwards, but it came on terms. From the Gulf ports a large to blow a heavy gale. The engine-steamer for early August has been room of the submarine half filled with water, and the submarine gave up the search and submerged.

Captain Jones went on to say that he saved all his papers from the ship, but the German commander on board the submarine took them with him. He | \$14. not only took the ship's papers, but he well, and he had had a master's certifision, and the commander of the sub-

marine took from him his log books. Mr. HAYWARD suggested that that meant that for three and a half years happened.

Captain Jones agreed.

was informed that the packing had blown out of a valve.

Captain Jones said the chief engineer reported that the steering gear was in perfect working order 27 minutes before the collision. The chief engineer reported that the second engineer, who examined it, told him the gear was all right at 8 o'clock. They put the collision at 8 27 p.m.

Witness denied that his vessel was first on one quarter and then on the other of the ship ahead of him. Apparently his vessel carried a little starhoard helm, and when an order for port helm was given she would not

Mr. Bateson quoted from a letter of the Secretary of the Admiralty to Messrs. Elder Dempster saying that, according to the report of the Commodore, the Henry Stanley reported that the steering gear jammed, she slewed off to starboard, and hit the

Maja on the port side.' Mr. HAYWARD said he should contend that the Henry Stanley was principally to blame for having steer-

ing gear in such a state that it failed. Mr. Bateson suggested that the Maja was at fault for getting herself into the position in which she was found. She made no use of her twin screws, Sir William submitted that there and she did not take action as soon as she might. She could have used her engines for altering heading and reducing way, stopped her port engine and put her starboard one full astern. His explanation of what happened to the steering gear need only be a reasonable explanation consistent with acci-He was helped by such cases as dent. the Kate and the Mulbera, where Mr. Justice (now, Lord Justice) Bucknill decided that the defendants had shown that reasonable care had been used.

Mr. Justice Willmer: And I seem to remember the Merchant Prince. The hearing was adjourned.

THE "BEAVERCOVE" TO BE LAUNCHED

The Beavercove, the last of four cargo liners ordered by the Canadian Pacific Company

The Beaverdale and Beaverglen are were given on May 11 that there should already in commission, and the third be no smoking in the tugs, and next vessel, the Beaverlake, will make her maiden voyage to Canada next autumn. lifeless. include a ban on galley fires or other All are single-screw, turbo-electric vessels. The Beavercove will be the first merchant vessel to be launched at plaintiffs' representatives were satist the Fairfield yard since the war. She will

FREIGHT MARKETS

Miscellaneous Inquiry

By Our Own Correspondent

THE BALTIC, Thursday A miscellaneous demand has again been in evidence in many of the leading trades, but business is slow in developing, due partly to the scarcity of suitable sized vessels and partly to licence difficulties. In the homeward trades operations are virtually in abeyance, and cross sea business shows no expansion. A fair inquiry has again been in evidence in the time charter section. A prompt steamer has been fixed for delivery River Plate and redelivery North of Hatteras for the trip up at \$5.25, while offers are invited for a 'tween decker of about 6000 tons for 12/24 months' trading for delivery New York and redelivery North of Hatteras. Outward coal shippers are displaying a fair interest, and a 7500 tonner for July 19 has been fixed from Swansea to Savona at 25s., with the option of Civitavecchia at 1s. extra, while 25s. has been repeated for a 7600-tonner for July from Rotterdam

Conditions in the River Plate section show no change from those which Mr. Bateson, in calling the master have prevailed for some little time

cargoes and voyages.

In the North American department Captain RICHARD JONES, master of tonnage continues to be directed for the Henry Stanley, stated that when grain and other essential cargoes, and to Germany and was not released until riers from Hampton Roads, with firm the end of the war. He came home rates indicated for July. Space is repassengers out of Liverpool or her crew August, the rate indicated being \$62 of 53. The submarine turned back (Canadian) per standard on berth fixed for phosphate to Australia at the schedule rate, while tonnage of up to 10,000 tons is required for asphalt in drums to Bordeaux/Dunkirk, and for 8500 tons for sulphur to Antwerp, for which charterers might pay up to

The Australian and Indian trades took witness's master's certificate as have provided no new feature. Tonnage is believed to be on the point of cate since 1917. The Henry Stanley being fixed for coal from Durban to was torpedoed five days after the colli- Rio Janeiro at 57s. A vessel of 7000/ 8000 tons is required for coal from Durban to Lobito and Matadi, for which 60s. is indicated, combined with a full cargo of copper and zinc ingots witness had had no record of what from Lobito and Matadi to the United Kingdom, Antwerp or U.S. Atlantic, also at 60s. Tonnage is reported to be Mr. HAYWARD pursued that there working from Pepel, and there is a was a failure of the steering gear of maintenance of the demand for pyrites the Henry Stanley, and the master from Huelva for various destinations.

FIXTURES

U.S. GULF to AUSTRALIA.—Stmr., 8500 t., schedule rate, phosphate, Aug. 5/7.
ROUEN to THAMES or MEDWAY.—Stmr., 800 t., 14s. 6d. per ton, f.i.o., gypsum, part

gypsum, ppt.

TIME CHARTER.—Primavera, 3782 t.
n.r., \$5.25 per t. d.w., delivery River
Plate, redelivery U.S. North of Hatteras, trip up, ppt.

SWANSEA to SAVONA.—Stmr., 7500 t., 25s., option Civitavecchia, 26s. per ton, coal, July 19. ROTTERDAM to WEST ITALY.—British stmr., 7600 t., 25s. per ton, coal, July.

PROVINCIAL REPORTS

From Our Own Correspondents

LIVERPOOL, Thursday Shippers' requirements are on a large scale and extend to many homeward and cross-sea trades. Chartering prolowever, remains slow, limited tonnage is available. A timber fixture is reported from Eastern Canada to United Kingdom, a steamer of 800 standards having been booked at the schedule rate for DBB for July North American grain cargoes offered te European ports, and numerous coal orders are quoted from Northern Range to South American and European discharging ports. Iron ore has been fixed from Almeria to United Kingdom, a steamer of 4000 tons for July securing 35s. 6d.

CARDIFF, Thursday Home coasting demand is quiet. In the deep sea foreign section there limited employment, and also in the nearer oversea trades. Fixtures: GRANVILLE (ldg. Swansea).-580 t., 18s.

spot. SAVONA.—5500 t., 25s., ppt.

SWANSEA, Thursday Business in the short coast trades emains quiet, as demand is rather limited and stemming difficult to arrange. For distant destinations inquiries are restricted, while only a few orders are quoted for near foreign

NEWCASTLE. Thursday Neutral shippers press many Continental orders, but cargoes remain extremely scarce and tonnage is not pressing. In the home coast trade early stems are well booked. For more forward positions there is an active general inquiry, with tonnage in moderate supply. Stemming is becoming difficult. For the coaling ports and Stemming is becoming other deep water trades demand is

GLASGOW, Thursday A little business is in negotiation in the deep sea trade, but there is no consumers during the holiday. Conhave a carrying capacity of about greater volume of inquiry in the nearer 10,800 tons d.w. and about 200,000 trades. The tonnage supply continues cu. ft. of refrigerated space, more than double that of the original "Beavers." rates obtainable abroad.

The tollings supply continues position most diment, but some relief has been found in releasing an emergency stock.

LLOYD'S LIST

Friday, July 12, 1946

Page 3

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Special Market Reports

From Our Own Correspondents

CARDIFF Keen inquiry is encountered for most grades of coal, and strong conditions rule because of the extreme scarcity of most qualities. There is no sign of any early material expansion in output Tight watch is kept on foreign export the only kinds being spared some of

the liberated countries are authracite.

duff and coke breeze, while some col-

SWANSEA

liery smalls are allowed Eire.

Busy conditions continue among anthracites as far as the inland trades are concerned, but fresh export operations disclose little expansion owing to the general shortage of fuels. Washed boiler nuts are entirely absorbed by home demands, and machine-made grains have become exceedingly difficult to obtain. Red vein large, together with lower graded big veins, are finding a ready sale with home consumers

NEWCASTLE

Industrial demand for all classes of fuel is as insistent as ever, though immediate requirements are being steadily met so far as the North East is concerned. With iron and steel works operating to capacity there is sustained demand for blast furnace and foundry cokes, producers readily clearing production.

GLASGOW

It is expected that arrangements which have been made will ensure satisfactory supplies for high priority tinued pressure for bunkers makes the position most difficult, but some relief gency stock.

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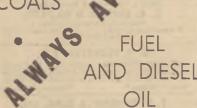
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MONEY MARKET

Small Demand for Bills

In Lombard Street vesterday, in spite of the fact that some of the banks were calling in, credit supplies in the afteron the previous day, and overnight loans were arranged without much difficulty at 1 man long plenting than long previous day, and overnight loans were arranged without much difficulty at 1 man long plenting than long plent culty at ½ per cent. In the discount market there was a small demand for September Treasury bills. Foreign exchange rates and silver prices were

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 sec- G.B.E. (the chairman and managing our South African Mail Service, tion changes were confined to gains of director), in the course of his speech, referred to in the directors' report, will $\frac{1}{8}$ in the 4 per cent. Consols to $113\frac{1}{8}$ said: and the 4 per cent. Funding to 1171 In the foreign bond section Far almost the same as for 1944. 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 Transport "C" dropped another 1 to 58½, but gains of ½ were shown in Midland to 27, Southern Deferred to 19¾ Argentine railway issues failed to another $\frac{1}{4}$ 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 shipbuildiron, 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 1½ to 116½. Leyland rose 1-16. to 53, Imperial Tobacco 1-32 to 7 29-32, while a few other shares showed gains ranging from 12d. 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 ZEA-LAND, 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 41 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 taxa-(£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 12½ per cent., less tax, is proposed on the "B" 1945 was 8,931,774 barrels, compared may exist. with 8,931,371 barrels in 1944. Hurghada field produced 437,091 barrels, a decrease of 49,337 barrels on the 1944 production. A. C. COSSOR, LTD .- At the extra-

ordinary 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

Company Meeting

UNION-CASTLE MAIL STEAMSHIP

Prospects

HIGH LEVEL OF COSTS

Sir Vernon Thomson's Survey

pany. Ltd., was held yesterday at 3-4, Fenchurch Street, London, E.C.

Sir F. VERNON THOMSON, Bart.

The profit on trading for 1945 is Eastern issues were easier, Chinese providing for depreciation and allocat-5 per cent. 1912 losing 2 to 49 and ing £250,000 to general reserve account, the directors are pleased to be able to recommend the increased divirailway Ordinary stocks. London dend 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 Comand North Eastern Preferred to 51. pany is in a strong position financially; it should however be borne in mind maintain early improvements, due that we have lost 15 vessels so that. to profit taking. Entre Rios rose 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. Unprefuture 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 prorided abundantly by South Africa. Ship repairs effected in the Union constituted a record at a time when facilities in Britain were strained to the

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 tion, the net profit was £143,289 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 strateshares, leaving to be carried forward gically and commercially, the more so £200,098. The report states that the as long as possibilities of difficulty in production from the Ras Gharib field in the Mediterranean and Middle East

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, he one new share for every five shares scope for both sea and air transport. In my belief, the public will not lightly ton delivered Middlesbrough area.

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 excel-

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 The annual general meeting of the Union-Castle Company are Union-Castle Mail Steamship Comdetermined to provide the best ships that British shipbuilding and engineering skill can produce. We believe that the two vessels now building for exemplify this. The construction of two vessels of this class to replace those After lost during the war will cost about £5,000,000 and take two years. 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 dictable and disquieting features of the 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 reonverted 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."

during the war years, coupled with the recent further discovery of gold, and the readiness of the South African satisfactory outward cargoes for some time to come, while, in view of this country's need of the primary products I improved dealt with 190 000 000 to 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 of 12,000 snips, each of to be docked, unloaded, perhaps re-

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 OHS.—LINSEED.—Raw £65. RAPE.—Crude £91. COTTON.—Crude £52 2s. 6d. CASTOR.—First £82; seconds

£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. CASTOR-SEED.—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.

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

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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 The development which has taken and 3812 were seriously injured. Ten place in the Union of South Africa thousand of their homes were completely destroyed and 184,000 damaged. Showing how the port hit back it is market to absorb goods of British pointed out that during the 68 months manufacture, leads us to believe that of war, despite everything the enemy our vessels should be able to obtain could do to hinder and destroy by

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, It is the company's policy to provide paired, fitted out, loaded and sent out again, all with the utmost speed and urgeney. 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 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 impor-tance. 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

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

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 COPPER.—Electrolytic and wire bars considerable corner stone in the international effort and remain as a tribute to good management and good work.

UNITED KINGDOM

GRAVESEND AR DEVONPORT Nivernais, Jly 10 Paris Iris Holmsund for Northfleet Port Jackson Sydney for King George V Dk Glenearn, Jlv 10 tor King George V Dk
Kilworth Copenhagen
Oleum, Jly 11 Rouen
for Ordnance Wharf
Drakensberg Castle
Beira for Royal Albert
Dock
Albier Stor Ur. 11 Albion Star, Jly 11 Fenja (aux), Jly 9
Solvesborg Green Gables Park
New Westminster for Surrey Commercial Dk
Baltara
for Hay's Wf
Beaverglen (put back)
Nijenburgh, Jly 11
Rotterdam

Green Gables Park
Lord Kelvin (cable),
Jly 10 Halifax
Robert F. Hand
Puerto Ja Cruz
Hickory Stream, Jly 11
LIZARD

KIRKWAL
Francis Dra
Hannis Tay
DUNDEE
Mies, Jly 9 Buenos Aires Royal Albert Dk Green Gables Park New Westminster for

Reavergien (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

Heckery Stream, Jly 11
LIZARD
War Pathan, Jly 10
for Queenstown
Lord Kelvin (cable)
Torsa (pres)
Marchport, Jly 11
Houston (Figure 1)
Belgien
GRANGEI Silva Graves No. 19 (1997) (19

Stegeoorg Sambre Hervor Bratt Eemstroom Waimea, Jly 11 (ordered Hampton Roads (f.o.) Black Ranger, Jly 9-10
Portland
RIDHAM DOCK SD
Maria Gorthon, Jly 8
Tyne
THE DOWNS Anch

New York City

Avonmouth Port Talbot

Belgian Amity, Jly 10 Pittsburgh Seam SWANSEA AR Gloucester City, Jly 10 John Barton Payne
THE DOWNS SD Fort Brisebois, Jly 10 Joaquin Miller Pittsburgh Seam Fredman, Jly 11 Clan Alpine James McCosh Cannon Beach, Jly 11

Bayano John Barton Payne DOVER London-Istanbul (ferry Pd W DOVER

London-Istanbul (ferry) Francis C. Harrington Silverpeak, Jly 11 Daniel Hiester Pd E Kordecki, Jly 11

Merchantman (tug), Jly 10 (with tow) Inger Lise Hermiston, Jly 11

DUNGENESS Pd W

William Few, Jly 10

Harold I. Pratt Virginia Wairangi Donald S. Wright

Thistlemuir W. S. Jennings
Jly 11
Alexander Baranoff Elisavet Empire Wye

DUNNET HEAD Pd E Hannis Taylor, Jly 10 Argentina for Methil Amasa Delano, Jly 11 Irish Fir DUNNET HEAD Pd W Shuna, Jly 10 Empire Jet SD

Samaye, Jly 11 Nordkap KIRKWALL

Empire Halberd, Jly 9
('uxhaven (not on Jly 10 as before reported) Empire Rapier, Jly 10 Cuxhaven Anna Dickinson London Berkelstroom, Jly 11 Amsterdam

Vestria, Jly 11 (aen Hervor Bratt Bristol Empire Halberd, Jly 10
('uxhaven
Hroar Aalesund
Empire Paragon, Jly 11
London SWANSEA SD British Lancer, Jly 9 Abadan
Egron St John (NB)
Baron Dunmore Savona
Lieutenant Lancelot
Sables d'Olonne
Flimston, Jly 10
Garston

Garston

Consultation

Abadan

Kwiek, Jly 10
Immingham
IMMINGHAM
White Oak, Jly 9
Consultation

Consult

GOTHENBURG AR

Hudiksvall
Marianne Bratt, Jly 9
Stockholm
HELSINGBORG Pd N AR Monita

darne & Svartvik
Birka
Calais/Brest range via
Sundsvall & Vifstavarf
Johanna (Sw), Jly 8
Ansterdam
Grim, Jly 8
Antwerp
Irene (No) (486), Jly 8
Oslo
Caring, Jly 9

Caring, Jly 9

Ameryl
Earlham Victory, Jly 11
Joseph A. Brown
ELSINORE
Pd S
Polly, Jly 10
Jlv 11
South Bend Victory
Carbonia
Joyce Kilmer
Avanti

Caring, Jly 9
Great Yarmouth via Umea (ballast)
Ceres (Du), Jly 9
Amsterdam via Dalaro (ballast)
Rane, Jly 9
Calais Industria (Sw) Lisbon & Valencia via Swedish ports
Swedish ports
SKILTSKAR Sp

Swedish ports

SKUTSKAR
Galeon, Jly 7 Gdansk
tham
AR
GEFLE
AR

CUXHAVEN
SD
Hull
CUXHAVEN
SD
Hernodia, Jly 4 Emden
CUXHAVEN
SD
Hernodia, Jly 4 Emden
CUXHAVEN
SD
Leoville, Jly 7

Cimbria

GDYNIA

Karhula, Jly 5

Murmansk
Navitas

Mariager
Elsy (aux) Stockholm
Drottning Victoria

Trelleborg

(Sw) (348), Jly 6

Christiansand (f.o.)
Spes, Jly 5

Christiansand (f.o.)
Spert, Jly 5

Shon, Jly 5

Pax Christi, Jly 5

Lisbon
William Rav
William Rav
Niso
Horseshoe
Tegelberg
Thomas H.

GIBRALT
Duala, Jly
Gleniffer
Uslunteer

Elimpire Wys
Empire Wy

Bantry Bay San Juan (PR) SD An Loh LUBECK GOTHENBURG AR LUBECK SD An Loh Newcastle Hada, Jly 8 Copenhagen Rataj (Ph) (970) Gdynia Nedjan, Jly 10 Visby Suecia (2422) London Franciska Hendrik Trivitation Research Regyvara Oranjepolder London Franciska Hendrik
Fisser Christiansand
KIEL AR
GOTHENBURG SD
Pskov, Jly 8 Batum
Elisabeth Bakke
Hudiksvall
Marianne Bratt, Jly 9

Franciska Hendrik
Fisser Christiansand
KIEL AR
Vilnius, Jly 7 Leningrad
for New York
Pulkova (Ru) (2068)
Sassnitz for Novoressisk

Oranjepolder ROTTERDAM
SD
Antwerp and Tampico
Varegg Christiansand
Washington Express
Gothenburg

sisk
Orion (Da)
Lulea
for Hamburg
Zeus (Du)
Aalborg
for London
Jeannette
Oslo
for Rotterdam
Barosund, Jly 8 Finland
for Antwerp
Wanda
Ronneby
Abo
Ronneby

John La
New York
Wallonia
Rouen
Rollenartney
Middlesbro
London and Shanghai
Amsterdam (tug), Jly 9
Ymuiden
Limburg
Antwerp
Ton S.
Rouen
Rouen RKWALL

Ancis Drake, Jly 9
New York

Iannis Taylor, Jly 10
Boston

KIRKWALL

Boston

Kanda
Korekena

Kodansk

KIEL

SD

Kolaisdale

Piombino

Kolaisdale

Frascholl

Rouen

Goliaf (tug)

Kulku)

Kanden

Santraden

Jakoh Mærsk

Kerkena

Goliaf (tug)

Kolaisdale

Monter

Kerkena

Goliaf (tug)

Kolaisdale

Frascholl

Rouen

Samaye, Jly 8 Glasgow
Aba, Jly 9
GUXHAVEN
Empire Lance, Jly 9
Funnis Speech

Stallarholmen (CORUNNA AR)
Worte Banderas, Jly 4
Villagarcia (Galdames San Esteban (CORUNNA SD)

October (CORUNNA AR)
Worte Banderas, Jly 4
Villagarcia (Galdames San Esteban (CORUNNA AR) CORUNNA

Vinagarcia
Esperanza Bnos Aires

PORT VENDRES

AR Cabo Silleiro, Jly 4 Monte Banderas Gijon Monte Orduna, Jly 9 Ceuta CORCURION CORCUBION

WILLAGARCIA
Monte Banderas, Jly 2
Barcelona
VILLAGARCIA
SD
VILLAGARCIA
SD
Nanceen Jly Lulea (amburg Wallonia Rouen Monte Facho, Jly 5

John J. McGraw, Jly 10 Middlesbrough Venezuela, Jly 10 Majfrid

Springhaven Nijkerk Vliestroom Angeja Blommersdijk SD Thomas Sim Lee lask 'apella Sammex, Jly 11 AR CALAIS Skaane, Jly 3 Ronnskar Japos, Jly 4 Aarhus

AR

Flimston, Jly 10

Wilk Copenhages
Streefkerk, Jly 10

Wilk Copenhages
Tortuguero, Jly 10

Wooten Genoa
Fort Anne
For

SEA

Concubion
Cementos Rezola No. 2,
Jue 28 Gijon
VILLAGARCIA
Monte Banderas, Jly 2

SETE
Doorman, Jly 5 Algiers
Shelspra
L'Avera
Patrick Henry, Jly 7
Nicolaieff, Odessa & SD SETE

WILLAGARCIA SD Monte Banderas, Jly 3 (Corunna AR) Nanceen, Jly 5 Oran Shelspra, Jly 6 Port de Bouc VIGO AR Romeu, Jly 8
Villagarcia
VIGO SD Ville de Bougie, Jly 6
Algiers
President De Lavit
Algiers
Algiers Seville Doorman, Jly 8 Oran Cadiz Gijon SD nux), ST LOUIS, Rhone AR Willem Barendsz, Jly 6 Follonica Marie Louise le Borgne

Santa Madalena (aux),
Jly 9 Casablanca
LEIXOES
SD
Marie Louise le Borg
ST LOUIS, Rhone Capitaine St. Martin,
Jly 6 Marseille
SD
LA MEDE
SE Martha, Jly 10 Lisbon
LISBON
San Miguel (No), Jly 6
Alicante
Leixoes
Alicante
Leixoes
Alicante
Capitaine St. Martin,
Jly 6 St Louis (Rhone)
Ville D'Oran
Algiers
Genoa
Rona
Rona Alicante
Leixoes
Leixoes
Ville D'Oran
Roger Griswold
Brush
Cairo, Jly 8
Mont Liban
Gibraltar
Matelots Pillien
Peyrat
Peyrat
Leixoes
Roger Griswold
Genoa
Bona
Haifa
Haifa
Algiers
Algiers
Peyrat
Liban
Roger
Roger Sutherland, Jly 8 Peyrat A London Julia P. Shaw, Jly Finland Setubal Huelva George Durant, Jly 10 Philadelphia Philadelphia Marseilles SD

LISBON
Madeirense, Jly 6
Madeira
Rainha Santa Isabel
(anx)
Oporto
Matelot Becuwe, Jly 7
Port de Bouc
Heliopolis (yt), Jly 8
Piraeus Dunkerque Ajaccio Transic (ex Eva) (Sw) Sfax Malmo (adynia tavanger ockholm Malmo (bell) (astillo la Mota Bilbao Benedict Liverpool Gamo (aux) Oporto Ze Manel Setubal Nereida Setubal Nereida Sarga Omlandia Antwerp Venus San Miguel (No) Oslo Cabo Verde, Jly 10 Hampton Roads Falix Roussel, Jly 10 Casablanca Information Malmo Samlouis Liverpool Antonin Dvorak, Jly 10 Hampton Roads Falix Roussel, Jly 10 Casablanca Information Malmo Casablanca Information Malmo Samlouis Liverpool Antonin Dvorak, Jly 10 Hampton Roads Falix Roussel, Jly 10 Casablanca Information Malmo Casablanca Information Malmo Samlouis Liverpool Antonin Dvorak, Jly 10 Hampton Roads Falix Roussel, Jly 10 Casablanca Information Malmo Samlouis Liverpool Antonin Dvorak, Jly 10 Hampton Roads Falix Roussel, Jly 10 Casablanca Information Malmo Samlouis Liverpool Antonin Dvorak, Jly 10 Hampton Roads Falix Roussel, Jly 10 Casablanca Information Malmo Malmo Samlouis Liverpool Antonin Dvorak, Jly 10 Hampton Roads Falix Roussel, Jly 10 Casablanca Information Malmo Malmo Samlouis Liverpool Antonin Dvorak, Jly 10 Hampton Roads Falix Roussel, Jly 10 Casablanca Information Malmo Malmo Samlouis Liverpool Antonin Dvorak, Jly 10 Hampton Roads Falix Roussel, Jly 10 Casablanca Information Malmo Malmo Samlouis Liverpool Antonin Dvorak, Jly 10 Hampton Roads Falix Roussel, Jly 10 Dakar Geno A Republication Malmo Ma

Castillo Figueras Gijon SEVILLE SD Albisola. Jne 28 SEVILLE
Ita, Jly 3
Tormes
Ciliagarcia
Effle Mærsk
Villagarcia
Unaria
Gothenburg
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Lunaria Gothenburg Dante Hampton Roads George Shiras New York Castillo Figueras, Jly Aviles AR Haifa NAPLES Tavil Burghaz Ranchi, Jly 11 London MEDITERRANEAN NAPLES SD Including Black Sea Atid, Jly 8
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Ldn. Dk., G. S. N. Co.

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St. Katharine's Wf., G. S. N. Co. 2647 PORT JACKSON, Br, 5820, Swan, Sydney & Fremantle, King George V. Dk., Port Line.

Dk., Port Line.

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Foreign Maritime Agencies,

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Delfzyl, Albert Dk. Hsts., F. T. Everard

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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 &

2641 BAJAMAR, No. 1243, Dahl, Teneriffe & Las Palmas, West India Dk., F. Dessen & Co. 2636 CITY OF LONDON, Br, 355, Apthorp, Brussels, Ldn. Dk., Brussels Steamship Co.

2633 EMERALD QUEEN, Br, 257, McGrattan, Jersey & Guernsey, Free Trade Wf., British Channel Islands Shipping Co.

2642 ESTER THORDEN, Br. 1130, Purvis, Caen, Greenhithe, S. Cater & Co. 2644 IRIS, Sw. 839, Jansson, Holmsund, Bowater's Wf., John Carlbom & Co. 2645 KILWORTH, Br, 370, Hudson, Copenhagen, Regent's Canal Dk., Grand Union (Shipping).

2646 THEEMS, Br, 286, Langmead, Antwerp, Regent's Canal Dk., Walford

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July 10
GRANGEMOUTH, Hoop op Zegen, Du, 121, Veling, Bow Creek, International Shipbrokers. July 11
BILLINGHAM-ON-TEES, Oleum, Du, 173, Schuringa, Ordnance Wf., E. A. Gibson & Co.

BOMBAY, Johilla, Br. 2395, Mervik, Royal Albert Dk., P. & O. S. N. Co.

Albert Dk., P. & O. S. N. Co.
HJALTEYRI, Empire Tegleone, Br. 395,
Temple, Thames Haven, Harris & Dixon.
MALMO & HELSINGBORG, Norden. Sw.
274, Waller, Willson's Wf., British &
Northern Shipping Agency.
NEW YORK, American Importer, Am,
4918, Sanders, Royal Albert Dk., United
States Lines.
PARIS Rhope Br. 99, Pholon. St George's

States Lines.

PARIS, Rhone, Br. 99, Phelan, St.George's Wf., W. H. Muller & Co.

ROTTERDAM, Gruno, Du. 97, Vliestra, Tunnel Cement Wf., International Shipbrokers.

ROTTERDAM, Kortenacr, Du. 208, Bot. Tunnel Wf., West Thurrock, G. A. Tom

ROTTERDAM, Majori, Du. 115, Westers, Tunnel Wf., Thurrock, Freight Express.

ROTTERDAM, Sambre, Du. 225, Kuizenga, Custom House Qy. W. H. Muller & Co.

ROUEN, Magrix, Br, 224, Bugg, Mast Pond Wk, S. Cater & Co. ROUEN, Mons, Br, 1359, Summers, An-gerstein's Wf., H. Maclaine & Co. (Lon-don).

TABLE BAY, DURBAN & BEIRA, City of Barcelona, Br. 3523, Williams, Royal Albert Dk., Ellerman & Bucknall Steam-

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.

July 11 AMERICAN IMPORTER, Am, 4918, Sanders, New York, Royal Albert Dk., United States Lines.

CITY OF BARCELONA, Br. 3523, Williams, Table Bay, Durban & Beira, Royal Albert Dk., Ellerman & Bucknall Steamship Co.

EMPIRE TEGLEONE, Br. 395, Temple, Hjalteyri, Thames Haven, Harris & Dixon.

GRUNO, Du, 97, Vliestra, Rotterdam, Tunnel Cement Wf., International Ship-

JOHILLA, Br, 2395, Mervik, Bombay, Royal Albert Dk., P. & O. S. N. Co. KORTENAER, Du, 208, Bot, Rotterdam, Tunnel Wf., West Thurrock, G. A. Tom & Co.

MAGRIX, Br. 224, Bugg. Rouen, Mast Pond Wf., S. Cater & Co. MAJORI, Du, 115, Westers, Rotterdam, Tunnel Wf., Thurrock, Freight Express.

MONS, Br. 359. Summers, Rouen, Anger-stein's Wf., H. Maclaine & Co. (London). NORDEN, Sw. 274, Wallen, Malmo & Helsingborg, Willson's Wf., British & Northern Shipping Agency. OLEUM, Du, 173, Schuringa, Billingham-on-Tees, Ordnance Wf., E. A. Gibson &

RHONE, Br. 99, Phelan, Paris, St. George's Wf., W. H. Muller & Co. SAMBRE, Du, 225, Kuizenga, Rotterdam, Custom House Qy., W. H. Muller & Co.

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

VIRGINIA, Am, 8562, Goodlet, Bahrein, Isle of Grain, Wm. Hurst (Sheerness). July 11

July 11
BERGENHUS, Da. 798, Leth. Aalborg,
Cotton's Wf., United Shipping Co.
EK, No, 578, Pohlmann, Oslo, Convoys
Wf., Fred Dessen & Co.
EMPIRE GANNET, Br. 3445, Tristram,
Antwerp, West Woolwich Bys., Ernest
Bigland & Co.

HIGHLAND BRIGADE, Br, 8713, Jones, Cochin via Port Said, Victoria Dk., Royal Mail Lines, OCEAN WAYFARER, Br. 4279, Barkess, Eastern Canada (St. Lawrence River), West India Dk., The Thompson Steam-shipping Co.

ORION, Sw, 1162, Broneus, Stockholm, Bowater's Wf., John Carlbom & Co. SAGA, Sw, 3352, Pehrson, Gothenburg, Gravesend Reach, British & Northern Shipping Agency.

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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 practicable to state prospects of salving 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 Salvage Association. (See issue of July 8.)

ALBERT PARK .- See Rio Chubut, BEAVERGLEN.—London, July 11.—The owners of the British turbo-electric vessel Beaverglen, London for Montreal, advise that the vessel is returning to Tilbury from a position about three miles below Southend in order to rectify mechingry defects.

machinery defects. Turbo-electric vessel Beaverglen put back to Tilbury this afternoon.

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

BURHANIYE.—Genoa, July 5. — It is reported from Savona that Turkish steamer Burhaniye, 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 25.)

CORMEAD .- See John W. Arey.

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 8½ miles ENE. of your station; everything O.K. and am proceeding on

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

Staner 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

FORT BELL. — Rosario, July 10. — Steamer Fort Bell has refloated. Certificate 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.)

on June 29 to ascertain damage stated to have been sustained through port propeller having struck an object in the Caribbean Sea. Three blades of the propeller were found to have been slightly damaged, but vessel's seaworthiness was not affected. 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.—Salvage 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.

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 Djupekas, while proceeding to Edstrands Kajin 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 Saltsjokvarns buoy, where temporary repairs were effected, — "Svensk Sjofartstidning."

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.)

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.)

MOSHILL.—Melbourne, May 24.—According 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 following 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.

Morthern Sun, —New York, July 10.—
Motor tanker Northern Sun, damage in February, cause unknown:
generator, crank case, engine housing and one cylinder head and liner renew, together with sundry damages; cost \$11,000.—Salvage Association's Surveyors.

July 10. (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, generators, 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

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, sustained no damage. (See issue of July 10.)

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

Barrow. (See issue of July 3.)

RICHLUBE. — London, July 11. — Information 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.—

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 yesterday

RIO LACARES.—London, July 11.—Information from Bilbao, dated July 4, states: Efforts to refloat the trawler Rio Lagares are being made and are expected to be successful in the near future. (See issue of May 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 Containing Wool in Italy" under "Non-

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 Mountain, damage, cause and date unknown: Two plates renew, frames and stringers part renew, together with sundry dam-ages; cost \$8092.—Salvage Association's Surveyors.

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 Eric 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 Toryisland, Fraserburgh for Tyne, in ballast, lost a liferaft in the North Sea on July 5.

North Sea on July 5.

VERNA.—Gothenburg, July 4.—According to protest made at Kristianstad, the steamer Verna, of Gothenburg, grounded in Kodjupet in Stockholm skerries 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 Neptunbolagets 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 Sjofartstidning." sustained stidning."

WINDA (aux.).-See Karin (aux.). ZANESVILLE VICTORY. - See Escape

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 8½ miles £NE. of your

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

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 recessel Empire Rupper passed here to dor.

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 No. 1 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

HAVRE

Paris, July 4.—The Cie. de Remorquage et de Sauvetage "Les Abeilles," working in conjunction with the Overseas Towage & 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. 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. 6 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 HEREFORD.—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. egentle; 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; 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. LANCASHIRE.—6 p.m., 48 36 N., 07 24 W.; NE. by N., light; cloudless; bar.

30 36. 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.

MISCELLANEOUS

STRIKE OF DOCK WORKERS AT OSLO

Gothenburg, July 6.—Owing to strike of harbour workers at Oslo, which began on July 4, the Swedish motor vessels BULLAREN and HALLAREN left Oslo yesterday short of 200 and 100 tons of cargo respectively.—"Goteborgs Handels och Sjofarts-Tidning."

STRIKE OF DOCK WORKERS AT GHENT Antwerp, July 11.—Dock labourers went

on strike yesterday morning at Ghent on account of the deduction of social charges from wages.—Lloyd's Agent. STRIKE OF DOCK WORKERS AT

BOMBAY

Bombay, July 10.—The P. & O. Steam Navigation Company has given notice to Navigation Company has given notice to 5000 dock workers engaged in a sit-down strike at the Mazagon Docks in Bombay that they will be locked out unless they resume work to-morrow. Loading and unloading ships at the Mazagon Docks has been at a standstill since Saturday (July 6) as a result of the strike, which arose from a dispute between the workers and the management over the appointment of a labour officer.—Reuter.

Empire Macrae.—56 24 N, 31 36 W, Jly 10, midnight Empire Spearhead.—54 18 N, 06 24 E, Jly 10, noon Fort Caribou.—Land's End, Jly 11, 12 21 a.m., 47 53 N, 06 05 W

Georgic.—54 54 N, 21 54 W, Jly 10, midnight Empire Spearhead.—54 18 N, 06 24 E, Jly 10, noon Fort Caribou.—Land's End, Jly 11, 12 21 a.m., 47 53 N, 06 05 W

Georgic.—54 54 N, 21 54 W, Jly 10, midnight Empire Spearhead.—54 18 N, 06 24 E, Jly 10, noon Fort Caribou.—Land's End, Jly 11, 12 21 a.m., 47 53 N, 06 05 W

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Georgic.—54 54 N, 31 36 W, Jly 10, noon Fort Caribou.—Land's End, Jly 11, 12 21 a.m., 47 53 N, 06 05 W

Georgic.—54 54 N, 21 54 W, Jly 10, midnight Empire Spearhead.—54 N, 06 24 E, Jly 10, noon Fort Caribou.—Land's End, Jly 11, 12 21 a.m., 47 53 N, 06 05 W

Georgic.—54 54 N, 21 54 W, Jly 10, midnight Empire Spearhead.—54 N, 06 24 E, Jly 10, noon Fort Caribou.—Land's End, Jly 11, 12 21 a.m., 47 53 N, 06 05 W

THE STEAMER "GEMLOCK" Alexandria, July 11.—Steamer Gemlock left here yesterday and it is understood from the vessel's agents that she will be sunk off Alexandria.—Lloyd's Agent.

Land's End Radio, July 11.-Following received from master of Dutch motor vessel Tiba at 12 21 a.m., G.M.T.: Just passed steamer FORT CARIBOU, bound London (from Lagos), radio officer seriously ill, no watchkeeping. Position of Tiba lat. 47 53 N., long. 06 05 W., bound

Antwerp.
Land's End Radio, July 11.—Following received from master of Dutch motor vessel Tiba at 12 47 a.m., G.M.T.: From FORT CARIBOU: If operator's condition worsens we will make English Channel Port.

Bermuda, July 10. — Russian steamer KASHIRSTROI (from Marseilles) arrived here to-day to land sick man and pro-ceeded for Galveston,

THE WAR

BOUGAINVILLE.—London, French steamer Bougainville was chartered by the Japanese on Apr. 28, 1942, and renamed TEIHU MARU. She was subsequently sunk off Takao on Jan. 21,

CAP VARELLA.—London, July 11.— French steamer Cap Varella was chartered by the Japanese on Apr. 28, 1942, and renamed TEIKO MARU. She was subsequently sunk off Moji on May 7, 1945.

CAPELLA.-London, July APELLA.—London, July 11.—Panamanian steamer Capella, which was captured by the Japanese in December, 1941, off Cape St. Jacques, Saigon, was condemned as a prize in the Sasebo Prize Court on Dec. 17, 1942. Vessel was renamed MINAMI MARU and was subsequently sunk off Kitadaitojima on Apr. 1, 1944. (Before reported as Apr. 1, 1945. See issue of Feb. 23.)

CHANGSHA.—London, July 11.—British steamer Changsha, which was seized by the Japanese in December, 1941, was condemned as a prize in the Sasebo Prize Court on May 17, 1942. Vessel was renamed RYUZAN MARU and was subsequently sunk in the Yangtsze River on Jan, 27, 1945.

CHENGLEE.—London, July 11.—Chinese steamer Chenglee was chartered by the Japanese in September, 1942, and re-named SEIRI GO. She was subse-quently sunk off Fusan on May 11, 1945.

ESBJERG.—Copenhagen, July 7.—Salvage operations are in progress on the sunken motor vessel Esbjerg. The vessel has been raised somewhat with the aid of four pontoons. The work is difficult as the vessel is lying in 25 metres of water.—"Borsen." (See issue of of way. May 18.)

MAAS.—See "Havre" under "Weather and Navigation."

MINAMI MARU.—See Capella.

RYUZAN MARU.—See Changsha.

SARGASSE.—Paris, July 4.—According to advices from Cherbourg, the motor Telephone BLYTH 755 (5 lines) lighter Sargasse, which was sunk at the time of the Allied landing and was afterwards salved, effected repairs at the Chantiers Hamel and has left the port for Havre. — "Journal de la Marine Marchande." (See issue of Apr. 12.)

SEIRI GO .- See Chenglee. TEIHU MARU.—See Bougainville. TEIKO MARU .- See Cap Varella.

NON-MARINE

THEFT OF LORRY CONTAINING

WOOL IN ITALY Genoa, July 2.—A motor lorry, containing 91 bales of wool ex British steamer SAMOA, from Durban, was stolen a short time ago on the road from Parma to Mantova.—Lloyd's Agent.

THE STRIKE OF TEA AND RUBBER WORKERS IN CEYLON

Colombo, July 11.—Strike of Indian labourers on tea and rubber estates has terminated.—Lloyd's Agent.

WIRELESS REPORTS

noon Andes.--44 30 N, 08 24 W, Jly 10, 6 p.m. Arawa.--Portishead, Jly 9 Ariguani.--40 18 N, 22 30 W, Jly 10, 6 p.m. Beaverford.—56 06 N. 17 06 W. Jly 10,

midnight British Lancer.—47 12 N, 07 30 W, Jly 10,

p.m. Empire Ayr.—46 36 N, 08 08 W, Jly 11, 6 a.m. Empire Halberd —53 54 N, 03 24 E, Jly 10, 6 a.m. Empire Lance—54 06 N. 06 18 E, Jly 10,

THE ACCIDENT TO DRY DOCK AT GREENOCK

Glasgow, July 11.—Garvel Dry Dock, Greenock, is again operative from to-day.

Lloyd's Agent.

Lancasnire.—48 30 N, 07 24 N, 51 V 10, 6 p.m. Gruna.—43 12 N, 09 24 W, Jly 10, 6 p.m. Samanco.—45 06 N, 31 54 W, Jly 10, noon Sovac.—48 54 N, 09 36 W, Jly 10, 6 p.m. Tiba.—Bd Antwerp, 47 53 N, 06 05 W, Jly 11, 12 21 a.m.

Licenseds Manufacturers of Installations for BURNING OIL FUEL SHIPREPAIRED Graving Dock: 540 fee Liverpool Office: Cup Londom Office: 34, Gt. St Head Office & Works: SLIPWAY

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8

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Fri., July 12, 1946

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GABANO.—Montreal, July 10.—While burning armaments from chartroom on steamer ('abano on June 8, charts, furnishings and instruments were destroyed by fire caused by burner's torch. Salvage Association's Surveyors.

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; approximate cost \$4500. Permanent repairs to ice damage sustained on Apr. 25, affecting six bow plates, deferred; approximate cost \$5000.—Saivage Association's Surveyors.

vage Association's Surveyors.

EMPIRE CONCESSION.—London, W.,
July 11.—British steamer Empire Concession, 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.)

proceeded on her voyage early to-day (See issue of July 10.)

GRISSLEHAMN.—Teneriffe, July 4.— Swedish motor tanker Grisslehamn (from Aruba) was surveyed afloat here

M.L. 435.—See Pride of Devon.

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.

OLE WEGGER.—Gothenburg, July 6.—
The A.B. Gluckmanns Metaliaffar, here, the present owners of the oil refinery. Ole Wegger, will make a careful examination of the vessel before coming to a decision as to her fate. It is still possible that she will be repaired and reconstructed. — "Goteborgs Handels och Sjofarts-Tidning." (See issue of May 9.)

Amersham.—48 12 N, 28 30 W, Jly 10,

6 p.m.
('ity of Hereford.—46 36 N, 08 18 W, Jly 10, 6 p.m.
Corfu.—48 36 N, 05 12 W, Jly 10, 6 p.m.
Darro.—46 24 N, 07 12 W, Jly 10, 6 a.m.
Devonshire.—53 06 N, 05 30 W, Jly 10, midnight
El Gallo.—46 30 N, 19 30 W, Jly 10, 6

Empire Lance—54 06 N. 06 18 E, Jty 10, 6 p.m.

Empire Macalpine.—56 36 N, 19 30 W, Jty 10, midnight

Empire Macrae.—56 24 N, 31 36 W, Jty 10, midnight

Empire Spearhead.—54 18 N, 06 24 E, Jty 10, noon

Fort Caribou.—Land's End, Jty 11, 12 21 a.m., 47 53 N, 06 05 W

Georgic.—54 54 N, 21 54 W, Jty 10, midnight

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Telegrams: "Mountstuart"

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

(yacht)

| MOUNTSTUART. | CHANNEL & BUTE | GRAVING DOCKS | BARRY | No. 1 | No. 2 | No. 3 | Channel | Bute | No. 1 | No. 2 | No. 2 | No. 1 | No. 2 | No. 2 | No. 2 | No. 2 | No. 440 | Ft. | 480 | Ft. | 550 | Ft. | 635 | Ft. | 600 | Ft. | 755 | Ft. | 620 | Ft. | 656 | Ft. | 775 | Ft. | 656 | F

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C1. LONDON Entered | SPITHEAD Cantick Head, Jly Lincolnbrook, Jly 10 Cortachy, Jly 11 Blyth Tyne | Angularity SPITHEAD Chartsman, Jly 11 Empire Clara (tug) Gerco Thames Coast Tyne PORTSMOUTH
Blyth Empire Factor. Jly 9
Newlyn PORTSMOUTH Tyne Blyth Colwith Force, Jly 10
Newport Collingbourne Cormuli Tyne
Cormain Tyne
Pass of Leny Plymouth
Rochester
Rochester CLD PORTSMOUTH LONDON Falmouth & Plymouth Cornishbrook, Jly 11
Middlesbrough
Ester Thorden Lpool Camroux II, Middlesbro Gerco Grangemouth Lady Wolmer Glasgow
Lady Wolmer Glasgow
NEEDLES Pd E
BARRY AR
Donaghadee, Jly 10
Methil Collin, Jly 10 Hayle Ben Robinson Functional Avonmouth ST CATH'S PT Pd W Collin, Jly 10 Fowey Barry Briarfield, Jly 11
Penmaenmawr Meath
Belfast Douglas Falmouth & Plymouth ornishbrook, Jly 11 Monkwood, Jly 10 GRAVESEND AR Adaptity, Jly 10 Rouen Marsworth Rotterdam for Regent's Canal Dk Prince Henry Plover Antwerp City of London Brussels Brendonia Penzance Hudson Bay Tyne Ben Johnson Hartlepool King's Cross (tug)
Middlesbrough (towing two barges)
Emerald Queen, Jly 11
Ringwood
HAMBLE
(thousand Lifeguard Hantonia, Jly 11
Ringwood
HAMBLE

Guernsey
heems Antwerp
for Regent's Canal Dk
SOUTHAMPTON AR Arbroath, Jly 11 Queensland Sunderland Gasight Sunderland Electro Antwerp Lady Wolmer Channel Is Cameo, Jly 10 Glengarriff Glengarriff feeswood Sunderland Anticosti, Jly 11 Tyne Amberwell Tyne Corundum, Jly 10 SD Eilian Hill Polurrian (ex Broomlands)

two barges) Acclivity GRAVESEND Fauvette, Jly 11 Grangetoft

Corcrest King's Cross (tug) Cerne, Jly 11 St. Kenneth

CLIFFE SD Error
Empire Cheyne, Jly 11
Aberdeen
SOUTHEND Pd Up
Parkstone, Jly 10
Cormain
Carrick Coast, Jly 11
Carrick Pd Down
Carrick Coast, Jly 11
Carrick Coast, Jly 11
Bannthorn
Lady Sheila
PLYMOUTH
Pass of Leny, Jly 9
Fawler Larchfield Bullfinch Edenwood Themston Effra Birker Force, Jly 11

Rondo Corcrest King's Cross (tug),Jly 11 Norman Queen Eastwick ROCHESTER Asa Lothrop, Jly 11 Richborough

Richborough
SHEERNESS AR
Robert Middeton, Jly 10
Devonprt for Chatham
RIDHAM DOCK SD
Accruity, Jly 9 Hull

RIDHAM DOCK SU
Accruity, Jly 9 Hull

RIDHAM DOCK ST
Accruity, Jly 9 Hull

RIDHAM DOCK ST
Accruity, Jly 9 Hull

RIDHAM Stream Fisher

for Hamburg

for Hamburg

LIZARD Pd E
Kildrummy, Jly 10
for Plymouth
Ballerina (yacht)
Fulham VI., Jly 10
Stream Fisher

for Hamburg

for Hamburg

for Hamburg

LIZARD Pd E
MILFORD HAVEN SD
Nugget
Nugget
Nugget
Steersman, Jly 10
HOLYHEAD AR
Glenageary, Jly 1
HOLYHEAD AR
Staley Bridge
Silverthorn R

Pd In NEWPORT

Blyth

Empire Alderney, Jly 10
Ben Johnson
Corundum

erises natwerp nal Dk Blyth Blyth Blyth Blyth Dinard Dover Isle of Sark (Channel Is Empire Polly (tug) Gravesend Whitsfable, Jly 11 Empire Fashion for Sharpness BARRY IS Pd Down Cameo, Jly 10 Blyth Dinard Dover Seaham Isle of Sark Channel Is Empire Polly (tug) Gravesend Aptwern

Corundum, Jly 10
Channel Is
Lady Stella Birdwood Tyne Queens Cross (tug). Jly 11 Tees (towing Empire Lifeguard Channel Is Channel Is Channel Is Queenworth Wallace Rose Empire Flora (tug)
Ringwood Channel Is
Colonel Crompton AR Sir Alexander Kennedy Empire Skipper

SID Shelbrit 4, Jly 10 Southampton Southampton POOLE Southampton Durhambrook, Jly 10 Middlesbrough Energie Southampton Carrick Coast Empire Skipper PORT TALBOT AR Dorsetbrook, Jly 10 Portsmouth SWANSEA Empire Jonquil, Jly 9 Liverpool Empire Jondun, Jly 9 Liverpool Camborne (aux), Jly 10 Avonmouth Mary Stewart (aux) Fremington Southampton
TEIGNMOUTH AR
Tyne Charles M., Jly 10 Blyth PRAWLE POINT Pd E Enid (aux). Jly 11 Bideford

PLYMOUTH Eddystone, Jly 8 Ability, Jly 9 Sunderland

Brockley Combe

Errol, Jly 9 Falmouth
Quentin, Jly 10 Shoreham

Shoreham

WIMBLES

Pd

Sharpi
Mary Stewart (aux)
Freming SD Empire Jonquil, Jly 10
Jly 11 FALMOUTH SD Empire Winnie (tug), Jly 10 Graveser Gravesend Mary Stewart (aux)
Pd E
Haldon (aux)

Jly 11 Brockley Combe

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AR SD Rockabill, Jly 10 Waterford Queenworth, Jly 10
Ghent Warrior (tug) Severn Industry Bristol
Cameo Belfast
Holderness Antwerp
H.R.B., Jly 11
Avonmouth
PENARTH AR Pengagnan Warrior (tug)
(towing dredger)
(taking a proper of the properties of the prope Avonmouth
AR
Penstone Penmaenmawr

SD SILLOTH

Thorn Glenbride Islesman

Spirality

Rowanfield, Jly

Glencullen
Multistone
T. P. Tilling
TROON

Stormlight

Glas Island, Jly 10

IRVINE Cranley, Jly 8 IRVINE

ARDROSSAN

Alpha Saxon

Saxon

Dundrum

Dundalk

Portreath

Belfast

Shoreham
Douglas
Watchet
Avonmth
19 11
London
SD
er, Jly 10
Polymer | Watch | Shoreham | Belfast | Douglas | Douglas | Seaville | Douglas | Hender | Seaville | Douglas | Seaville | Seaville | Douglas | Seaville | Douglas | Seaville | Radstock Watchet Dorrien Rose Avonmth Fulham II., Jly 11 London Empire Runner, Jly 10 Hayle

Broomfield
Penmaenmawr (not on Penmaenmawr (not on Jly 9 as before reported)
Colonel Crompton Lndn
Sir Alexander Kennedy
London
BARRY IS Pd Up
Crewhill, Jly 10

Penmaenmawr (not on Jly 9 as before reported)
Denbigh Coast Glasgow for Manchester
Clarecastle Dublin
Denvi Clarecastle Dublin
Clarecastle Dublin
for Manchester
Dennis Rose Belfast
for Ellesmere Port
Stormout Belfast
for Manchester
Portayoria Belfast Portavogie Benzer for Manchester Stanlow

LIVERPOOL SD Amy Summerfield, Jly 9 Penmaenmawr Saint Barchan, Jly 10 Belfast Lady Anstruther, Jly 10 Irvine Kylecroft Ayr Carrowdore

Egret Authority Manchester Glasgow Rotterdam Clyde Coast Ousel Ramsey Dundalk Ulster Prince Longford Welsh Coast The Viceroy Belfast Newport Cardiff Ocean Coast
Tid 156, Jly 11
Warrior (tug) (to
dredger), Jly 11

Empire Skipper Sharpness PRESTON AR Mary Eliezer (aux)
Highbridge
Highbridge
Heysham Purbeck Fremington
Britannia Liverpool
Atlantic Coast Bristol

Henny Summerfield,
Jly 10 Penmaer

Bristol Jly 10 Penmaenmawr SD Staley Bridge Dublin Pass of Leny, Jly 9

Chemong Grimsby Monkstone Barry PLYMOUTH SD Eddystone, Jly 8

Hanna (aux), Jly 9

Avonmouth And Avonmouth Empire Laird, Jly 10

Hayle Hayle Empire Convoy Newport Stanley Force, Jly 10

Garefon Coleman Heysham Heysham Manchester Granville Third I Garston Thorn

Empire Jonquil Garston Thorn Broom Sharpness PRESTON Belfast SD Shelbrit 3, Jly Fremington Heysham
MUMBLES Pd Out Penstone Penmaenmawn Windermere (aux)

Heysham Great Western, Jly 10
HOLYHEAD AR
Cambria, Jly 10
Kingstown
HOLYHEAD SD

Kingstown
Amy Summerfield
Dublin
Dublin

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LONDON-IN DOCK Tons Gross Station Dock Brokers AARHUS, 1843, 26 Shed, Tilbury, Clemt AKAROA, 15,130, 25 & 27 Sheds, Royal Albert, Shaw Savill & Albion Co. ALOUETTE, 276, E. Qy., Regent's Canal G. S. N. Co.
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Dublin
Dublin
Liverpool
AR
Jly 10
Loch Ewe
Paisley
Implettown
Millport
Lamlash
Stratlebay
Broadford
Interpool
Castlebay
Broadford
Implettown
Millport
Lamlash
Millport
Lamlash
Stratlebay
Broadford
Implettown
Millport
Lamlash
Lamla Irvine & Co. CLAN RANALD, 5447, Green's Dry No. 1. Cayzer, Irvine & Co.
COTEAUDOC, 1975, H Shed, West India, W.
Cory & Son
CRANE, 785, W. Dk., Ldn. Dk., G. S. N. Co.
DOMINION MONARCH, 27,155, Dry Dk., King
George V., Union-Castle Mail S.S. Co.
DRAMATIST, 5443, Dry Dk., West India, T. &
J. Harrigon Carnduff, Jly 11 Belfast DRINA, 9789, Z Shed, Victoria, Royal Mail Belfast DROMORE, 4096, E Shed, West India, G. S. N. Co. DRONNING MAUD, 1886, 25 Shed, Tilbury,

Invercloy, Jly 8 Troon Little Orme Port Ellen ARDROSSAN AR Esso Dakotah Heysham Discording Dorolds and Consequence of Cork Mest Consequence of Cork Weston Consequence of Cork Weston Consequence of Cork Weston Consequence of Challenger W Highlands Hebrides, Jly 9 W Highlands Hebrides, Jly 9 W Highlands Hebrides, Jly 9 Consequence of Crossbill Consequence of Cork Weston Consequence of Cork Weston Challenger W Highlands BELFAST AR Slieve Bloom, Jly 9 Heysham Lairdsgrove Chagger Corssbill Douglas Tammamore Griss Of Cork Miles Consequence of Cork Weston Crossbill Douglas Tammamore Griss Of Cork Miles Consequence of Cork Weston Crossbill Consequence of Cork Weston Challenger W Highlands BELFAST AR Slieve Bloom, Jly 9 Gereack Cork Weston Challenger W Highlands BELFAST AR Slieve Bloom, Jly 9 Gereack Cork Weston Challenger W Highlands BELFAST AR Slieve Bloom, Jly 9 Gereack Cork Weston Challenger W Highlands BELFAST AR Slieve Bloom, Jly 9 Gereack Cork Weston Challenger W Highlands BELFAST AR Slieve Bloom, Jly 9 Gereack Cork Weston Challenger W Highlands BELFAST AR Slieve Bloom, Jly 9 Gereack Cork Weston Challenger W Highlands BELFAST AR Slieve Bloom, Jly 9 Gereack Cork Weston Challenger W Highlands BELFAST AR Slieve Bloom, Jly 9 Gereack Cork Weston Challenger W Highlands BELFAST AR Slieve Bloom, Jly 9 Gereack Cork Weston Challenger W Highlands BELFAST AR Slieve Bloom, Jly 9 Gereack Cork Weston Crossbill Douglas Tammamore Grist Miles Cork Weston Crossbill Douglas Tammamore Grist Miles Cork With Cork With Cork Miles Cork With Cork W SD

Ayr
Ayr
Ayr
Ayr
George Union-Castle Mail S. S. Co. Carnduff Rivelin Clandeboye Donaghmore

Chattenden Londonderry Ayr Bowling SD Oneida BELFAST Duke of Argyll, Jly 8 Heysham Lairdsburn Glasgow Aranmore, Hy 9

C 6

Edina, Jly 8 Aberdeen
Edina, Jly 9 Greathope
Fraserburgh
AR Helmwood
Wellandoc,

LERWICK

AR J. F. V. Aberdeen Empire Farouche

Mountstewart Liverpool Findhorn Bristol Lairdscrest, Ayr Ulster Castle Londonderry Crossbill Preston Ayr Cross Archroya, dy
Archroya, dy
Archroya, dy
Archroya, dy
FRASERBURGH SD
Maryport
Garston
Garston
Ardrossan
Ardrossan
Ardrossan
Ardrossan
Ardrossan
Archroya, dy
FRASERBURGH SD
Cantick Head London
Invertyne Sunderland
Lambtonian, Jly 11
London Heysham Tamnamore

Tamnamore
First, Jly 9
Ardrossan
May
Preston
P

KENTISH HOY, 142, Empire Mills, Victoria KING LEAR, 309, S. Lay-bye, Surrey Com-mercial, Ocean Salvage & Towage Co. KNEBWORTH, 857, Albion Yd. Crosswall, Surrey Commercial, Grand Union (Ship

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Shaw Savill & Albion Co.
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India, Currie Line
MANTOLA, 9065, 3a Shed, Royal Albert, Gray,
Dawes & Co.

MARSWORTH, 366, D Qy., Regent's Canal, Grand Union (Shipping) MASSEY SHAW (firefloat), —, Nelson Dry, L.C.C.
MOHAWK PARK, 7163, 2 Dolphin, Millwall, Eggar, Forrester & Verner
MOOLTAN, 20,952, 13 Shed, King George V., P. & O. S. N. Co. P. & O. S. N. Co.
MYTILUS, 5963, Blackwall Bsn., West India
NEW ZEALAND STAR, 10,745, 13 Shed, Royal
Albert, Blue Star Line
NORMAN STAR, 6817, A Shed, Victoria, Blue Star Line OCEAN WAYFARER, 7178, Eastern Dry Dk., Royal Albert, Thompson Steamshipping

G. S. N. Co. PORT ADELAIDE, 8515, 8 Shed, King George V.. Port Line PORT FAIRY, 8336, 10 Shed, King George V., Port Line PORT JACKSON, 9687, 7 Shed, King George V., Port Line PRESTON, 3234, 7 Shed, Tilbury, Sir R.

PRESTON, 3234, 7 Shed, Tilbury, Sit R.
Ropner & Co.
PRINCETON VICTORY, 7607, 33 Shed, Royal
Albert, Birt, Potter & Hughes
SAKARA, 2743, N. Qy. Bsn., East India,
G. S. N. Co.
SAMDERRY, 7219, 4 Shed, Tilbury, Clemt
SAMEARN, 7219, 13 Shed, Royal Albert,
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S.S. Co. S.S. Co.
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India, C. Rowbotham & Sons
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Dry Dk., Tilbury, Tilbury vontravens, Dredging Co. STORK, 493, E. Qy., Regent's Canal, G. S. N. SCO. STRATHEDEN, 23,722, 32 Shed, Tilbury, P. & O. S. N. Co.
STRATHMORE, 23,428, 15 & 16 Sheds, Tilbury, P. & O. S. N. Co.
SUNSIRD, 64, Thames Dry No. 1
SVANGEN, 999, G. Shed, South-West India, Cie. Nantaise
TAMAROA, 12,405, 4 Shed, King George V., Shaw Savill & Albion Co.
THAMES COAST, 1053, 7 Shed, Tilbury, Coast Lines

THEEMS, 553, C Qy., Regent's Canal, Walford THESEUS, 6527, --- Royal Albert, Killick, THESEUS, 5021,
Martin & Co.
TROJAN STAR, 9037, 11 Shed, Royal Albert,
Blue Star Line
VAGRANT, 2226, 5 Shed, Royal Albert,
United States Lines
WHITESHELL PARK, 7139, B Shed, West
India, A. Weir & Co.
WOODLARK, 1501, 18 Shed, Tilbury, G. S. N.

LONDON—IN DRY DOCK

GREEN'S No. 1.—Clan Ranald, KIMM GEORGE V.—Dominion Monarch, MILLWALL.—Cefn-y-Bryn. NELSON.—Empire Daffodil. Massey Shaw (fire float). ROYAL ALBERT.-Ocean Wayfarer. THAMES No. 1.-Sunbird. Carpio. THAMES No. 2-Ary TILBURY.-Stewart Clan (hopper dredger). UNION.—Kowel. WEST INDIA.—Dramatist.

LONDON—IN THE RIVER

Station ACCLIVITY, Jurgen's Jty., Purfleet, F. T Everard & Sons ACTIVITY, Everard's By., Greenhithe, F. T. ADAPTITY. Plaster Products Wf., Green hithe, F. T. Everard & Sons AGILITY, Everard's Jty., Greenhithe, F. T Everard & Sons ALBION STAR, for Royal Albert Dk., Blue ALBION STAR, for Royal Albert Dk., Blue Star Line
ALEXANDRA, Mark Brown's Wf., Bermondsey, United Shipping Co.
ALF EVERARD, Everard's Wf., Greenhithe, F. T. Everard & Sons
ANTICOSTI
APTITY, Everard's Jty., Greenhithe, F. T. Everard & Sons
ARBROATH
BALTARA, for Hay's Wf., Bermondsey, United Baltic Corporation
BEAVERGLEN, off Tilbury, Canadian Pacific

BEAVERGLEN, off Tilbury, Canadian Pacific
BELHAVEN, Carron Wf., Wapping, London & Edinburgh Shipping Co.
BELRAVOCK, Irongate Wf., Tower Bridge, Clyde Shipping Co.
BELRAVOCK, Irongate Wf., Tower Bridge, Clyde Shipping Co.
BELVINA
BIRDWOOD
BIRKER FORCE, Kent Portland Cement Works, Stone, T. Cook
BRENDONIA, Mast Pond Wf., Woolwich Such & Schooley
CAMBERWELL, South Metropolitan Gas Co.
CAMROUX, II., Anchor Wf., E. Greenwich, Such & Schooley
CARRICK COAST, Coast Lines
CHELWOOD, Hanover Hole Tr., Rotherhithe, W. France, Fenwick & Co.
CITY OF LONDON, Brussels S.S. Co.
CORBRIDGE, Galleons Tr., Woolwich, W. Cory & Son
CORFERRY, Lower Tr., W. Woolwich, W. CORY & Son

CORFLOW, W. Cory & Son CORFLOW, W. Cory & Son CORMAIN, Power Station, Barking, Coastwise Colliers
CORMARSH, S.S.O.C.A. Jty., Purfleet, W. Cory & Son
CORMULL, Power Station, Barking, Coastwise Colliers
CORNISH BROOK, Hulk "Artemis," Gravesend, Comben, Longstaff & Co.
DALEGARTH FORCE, Lower Tr., Beckton,
T. Cook

T. Cook
DRAKE, off Butler's Wf., Bermondsey,
G.S.N. Co. G.S.N. Co.
DRAKENSBERG CASTLE, Gravesend Reach,
Union-Castle Mail S.S. Co.
EK, Convoy's Wf., Deptford, F. Dessen & Co.
ELECTRO, Antwerp S.S. Co.
EMERALD QUEEN, British Channel Islands
Shinging Committee of the Shipping Co.
EMPIRE CONCAVE, Convoy's Wt., Deptford,
Clyde Shipping Co.
EMPIRE CONDOR, Kent Portland Cement Works, Stone, G. A. Tom & Co. EMPIRE FABLE, Lower Prince's Tr., Rotherhithe, G. S. N. Co. EMPIRE FANE, Everard's Jty., Greenhithe EMPIRE GANNET, Upper Tr., W. Woolwich,

E. Bigland & Co.
EMPIRE SCOUT, Thunderer Jty., Dagenham,
B. E. Moors & Co.
EMPIRE SNOWDROP, Aberdeen Wf., Limehouse, British Channel Islands Shipping EMPIRE SPINNEY, Stowage Wf., Deptford

EMPIRE SPINNEY, Stowage Wf., Deptford Creek, G. S. N. Co.
EMPIRE SWALLOW, St. George's Wf., Deptford, W. H. Muller & Co.
EMPIRE TEGLEONE, Harris & Dixon
EMPIRE TIGITY, Everard's By., Green hithe, F. T. Everard & Sons
ESTER THORDEN. Kent Portland Cement Works, Stone, S. Cater & Co.
FIRESIDE, Cokemart, Ltd.
FRANCIS FLADGATE, Deptford Power Station, Stephenson Clarke, Ltd.
FRED EVERARD, Everard's Wf., GreenHithe, F. T. Everard & Sons
FREEMAN HATCH, Tunnel Jty., W. Thurrock, W. Cory & Son
FULHAM, Stephenson Clarke, Ltd.
GASLIGHT, Cokemart, Ltd.
GERCO, Cawood, Wharton & Co.

GASLIGHT, Cokemart, Ltd.
GERCO, Cawood, Wharton & Co.
GOLDFINCH, E. Lane Tr., Bermondsey,
G. S. N. Co.
GREEN GABLES PARK, for Surrey Commercial Dk., Tatham, Bromage & Co.
GREENSEA, Lower Tr., Erith, Matthewa & GREYFRIARS. Deadman's Bys., Deptford.
M. A. R., Milton & Co.
GRUNO, Badcock's Wf., E. Greenwich, International Shipbrokers
HOLBURN HEAD, Alpha Jty., Cliffe, C. Rowbotham & Sons
HOOP-OP-ZEGEN, off Bow Creek, International Shipbrokers

(Continued on page 9)

IPSWICH

SD

C 10

GOOLE

London London Highland Queen, Jlv 11 Friargate Empire Bank Charles Parsons, Jly 11 AR FLAMBORO HD Pd S

Broughty

Littlehampton

C 8

GOOLE SD
Empire Sportsman,
Jly 10 Gravesend,
Kindiesel Teignmouth
Blyth Rotterdam
Faxfleet, Jly 11 Ipswich
KEADBY AR
Scheldt, Jly 9 Caen
Assiduity, Jly 10

Margate
KEADBY SD
Scheldt, Jly 10 London
IMMINGHAM AR
Moorwood, Jly 11
GRIMSBY AR
Polkerris, Jly 9 Hull
KING'S LYNN AR
Empire Seaport, Jly 10

Manyman
Hook of Holland
Manxman
Hook of Holland
Manxman
Hook of Holland MONTEN STATE CONTINUES AND STATES Ben Read, Jly 11 EMDEN
Middlesbro
KING'S LYNN SD Guelder Rose, Jly 7 KING'S LYNN Lady Jean (aux), Jly 10 Wallroy London EMDEJ Shelbrit 2 Salt End Constance H., Jly 11 EMDEN SD Sarnia, Jly 6 Jersey

EMDEN HOOK OF HOLLAND Antwerp, Jly 10 Harwich Duke of York Harwich HOOK OF HOLLAND Prague, Jly 9 Harwich St. Andrew Harwich Empire Wansbeck
Harwich
ROTTERDAM AR Marsworth, Jly 9
London & Antwerp
The President Barry
Sheringham, Jly 9
Harwich Kylebay, Jly 10 Lndn ROTTERDAM SD Kylebay, 513 ROTTERDAM SD Foreland, Jly 9 Blyth Melrose Abbey, Jly 9 Hull

Ino Antwerp and Bristol
Belgian Coast Tyne
London Empire Congo, Jl ANTWERP Grimsby | Great Western, Jly 9 | Sishquard Pisisquard Rockabill Liverpool Liverpool Liverpool LONDONDERRY AR Overton, Jly 9 Maryport Melissa, Jly 10 | Ayr Victor Ayr Uster Castle Liverpool LONDONDERRY SD Empire Pathon, Jly 11 BLYTH Baron Studerland Lairdsloch Glassow Lairdsloch Glassow STORNOWAY AR Moorlands, Jly 9 | STORNOWAY AR Moorlands, Jly 9 | Studerland STORNOWAY SD Empire Firth, Jly 9 | London STORNOWAY SD Empire Firth, Jly 9 | Celtic Queen London STORNOWAY SD Empire Firth, Jly 9 | Celtic Queen London St. Jly 10 | London

HUDSON BAY, Upper Tr., Erith, J. Hudson
& Co.
IRIS, for Northficet, J. Carlbom & Co.
J. C. JACOBSEN, Mark Brown's Wf., Bermondsey, United Shipping Co.
IRIS, ALL Purflect Wf. J. A. Finzi, Lay-

KILWORTH, Bow Creek Wf., Grand Union (Shipping)
KOLNO, Deptford Creek Tr., Wainwright, Bros. & Co.

KORTENAER, Tunnel Portland Cement Works, W. Thurrock, G. A. Tom & Co.
LADY DOROTHY, I.C.I.
LADY WOLMER, for Cliffe
MAGRIX, Dowell's Wf., Deptford
Temple Thomas J. C. JACOBSEN, Mark Brown's Wf., Bermondsey, United Shipping Co.
JELVA LAU, Purfleet Wf., J. A. Finzi, Layman, & Co.

MAGRIX, Dowell's Wf., Deptford Creek, Temple Thomson & Clark MAJORI, Tunnel Portland Cement Works, W. Thurrock, Freight Express MISTLEY, Thames Wf., Plaistow, M. F. Hor-lock & Co.

MISTLEY, Thames Wf., Plaistow, M. F. Horlock & Co.

MONMOUTHBROOK. Comben Longstaff &

MONS. Angerstein's Wf., Charlton, H.

Maclaine & Co.

NIERBEIDGE.

MISTLEY, Thames Wf., Plaistow, M. F. Horlock & Co.

INSHOWEN HEAD, 5294, Toxteth. G. & Forwood Heyn
INVELLA, 5026, Canada 2, Toft & Co.

INVERPOOL. 620. Morpeth,† Petroleum
Bout

bom & Co.

KARAMEA, 10,530, Gladstone 2, A. Holt & Co.

KERRY, 1411, Prince's, Coast Lines

KHETI, 2734, Langton Branch, Moss Hutchl-

Thomson & Clark
PINZON, for Mark Brown's Wf., Bermondsey,
MacAndrews & Co.
PLOVER, G. S. N. Co.
QUEEN'S CROSS (tug)

KHETI, 2734, Langton Branch, Moss HutchlWILKENNY, 1320, Brocklebank
British & Irish S. P. Co.
KYLEBANK, 969, Bramley-Moore, Monroe

RATHLIN Chamberlain's Wf., Bermondsey, Clyde Shipping Co.
RENE PAUL, Dodd's Wf., E. Greenwich
RHONE, St. George's Wf. Doubter St. George's Wf. George's Wf QUEENSLAND, Jurgen's Jty., Purfleet, Ship-

LADY GERTRUDE COCHRANE, 539.

MARSDALE, 4890, Alexandra 3, R. P. Houston

MOUNTSTEWART, 1099, W. Trafalgar, J. J.

RENE PAUL, Jodds Wil. E. Greenwich
RHONE, St. George's Wf., Deptford, W. H.
Muller & Co.
RIJNSTROOM, for Fennings' Wf., London
Bridge, British & Foreign Maritime
Agencies
SAGA. British & Northern Shipping Agency
SAMBRE, Custom House Qy., W. H. Muller &
Co. SAMOUSE, White's Jty., Swanscombe. Royal Mail Lines SCHELDT, Greenhithe Bys.

SLASK
SODALITY, Royal Albert Dk. Hoists, F. T
Everard & Sons
STANHILL, Ford's Jty., Dagenham, Stanhope S.S. Co.

MARY KINGSLEY, 5021, Harrington, Elder
MEATH, 1434, Prince s, British & Irish S.P. hope S.S. Co.
STARLING, Stowage Wf., Deptford Creek,
G. S. N. Co.
SUFFOLK COAST, Tate's Wf., Silvertown,
Coast Lines
TEESWOOD, Wouldham's Wf., Grays, S. Cater

MEDINA VICTORY, 7607, Alexandra 1,
MERCHANT PRINCE, 5229, Herculaneum
Dry 4, Siyewright, Bacon & Co.
Dry 4, Siyewright, Bacon & Co. TSELFAT, off Thames Haven, F. T. Everard

Son
VIRGO Imperial Paper Mills, Gravesend, J.
Carlbom & Co. VIRGO Imperial Paper Mills, Gravesend, J. Carlbom & Co. WANDLE, Wandsworth Gas Works, Wands-worth & District Gas Co. ZEBLAND. Point Pleasant Wt., Wandsworth, Freight Express

MERSEY-IN PORT

Vessel Tons Gross Dk. or Wf. Broker
ADJUTANT, 1942. Herculaneum Branch, Moss
Hutchison Line
ALCA, 3712. King's 1. Yeoward Bros.
ALGOL, 1566, Morpeth, † Monroe Bros.
ANDREW JACKSON, 6166, Qladstone 1, ANTILOCHUS 9082, Gladstone 1, A Holt & APPLIANCE, 200, Canning Dry 2, W. A. BONTFACE, 4928, Lamston, Hootu S.S. Verge BRITISH COATING, S.S. Verge BRITISH PRIDE, 746. Cammell Laired Co.'s Web Bass, Carriers, W.A. Savare BROWNILL, S.S. Verge BROWNING, S.S

EMPIRE FABIAN, 411, Brocklebank, J. W. EMPIRE GARLAND, 1925, Hornby, Mac-Andrews & Co.

EMPIRE GULLIVER, 2905, Hornby, Sivewright, Bacon & Co.
EMPIRE IASS, 813, Grayson, Rollo
Clover's Dry 5,† Brinings (Shipping)
EMPIRE MCANDREW, 7952, Alexandra 2. EMPIRE MACKENDRICK, 7933, Alexandra 2 H. Tyrer & Co.
EMPIRE MARINER, 4957, Langton, Sivewright, Bacon & Co.
EMPIRE MIGHT, 9209, Huskisson 3, Lamport
RLACK EMPIRE NICKLEBY, 320, Lpool EMPIRE PIBROCH, 7046, Alexandra 2, Houl-EMPIRE PIBROCH, 7046, Alexandra 2, Houlder Bros. & Co.

EMPIRE PLOVER, 6109, Langton, T. & J.

EMPIRE URE, 2570, Stalbridge, E. W. Turner

EMPIRE REAPER, 332, Carriers, H. Tyrer

FLIMSTON, 4674, Stalbridge, E. W. Turner EMPIRE RODEN, 2837. Alexandra, Ellerman & Papayanni Lines EMPIRE SPINEL, 650. Trafalgar Branch.

EMPIRE SYBIL (tug), 276, Birkenhead, Mersey Docks & Harbour Board EMPIRE TEGAMBIA (ex Herman Andersen) 1171, Victoria, Houlder Bros. & EMPIRE TRUMPET, 7059, Huskisson 3, T. & EMPIRE VENTURE, 12,639, W. Float, † H. EMPIRE WAVENEY, 12.844, Canada Tongue, Cunard White Star EMPIRE WISDOM, 9208, Bidston,† Blue Star

EMPRESS OF SCOTLAND, 26,032 Gladstone 1, Canadian Pacific 8.8.
ENID, 250, Collingwood
ESKBANK, 5137, Alexandra 1, Canadian Pacific S.S.
ESSO CADILLAC, 8142, Cammell Laird &
Co.'s Wet Bsn.,† Furness, Withy & Co.
FER. 151, Alexandra, R. D. Jones
FORT CAMOSUN, 7126, Brocklebank Branch,
T & J. Brocklebank

CAELIC (aux), 224, North, Brown & Kinch LAPLAND 2897, Stalbridge E Nicholson LODESTONE, 4877, Stalbridge, Vogt & IAPIAND 2897. Stabbridge. Vost & Malsender. 10DESTONE. 4877. Stabbridge. Vost & Malsender. 10DESTONE. 4878. Stabbridge. Vost & Malsender. 10DESTONE. 4879. Stabbridge. Vost & Malsender. 10DESTONE. 10DE

CO.
TTD 163 (tug), 50. Lpool, T. Phelan & Co.
TRADER, 6087, W. Float, † T. & J. Harrison
VASCO, 2878, Queen's 2. Moss, Hutchison Line
VIC 34, 42 (net), Morpeth†
VIBEKE CHRISTENSEN, 1290, Alexandra 2.
Sivewright, Bacon & Co.
WALTER RAU 13,761, Brocklobank Dry
H. Tyrer & Co.
WALTER, Co.
WALTER, S05, W. Float Dry 1,† J. S. Jones
WHEATCROP, 523, W. Float,† Spillers S. S.
Co.

GARSTON—IN PORT

Vessel Tons Gross Dock Brokers BLACKSOD, 500, Stalbridge, J. Darlington CASTLE COMBE. 454, Stalbridge, H. Tyrer &

LONDON IN THE RIVER—Cont. from p. 8

LONDON IN THE RIVER—Cont. from p. 8

Andrews & Co.
FORT MAUREPAS, 7150, Canada
Andrews & Co.
FORT NIPIGON, 7132, Hornby, Lamport &
Coleraine, 743, Shed 6, Dk. 9, H. Watson
With Line
FORT RALEIGH, 10,448, Lpool
FORT RA DENBIGH COAST, 484, Shed 4, DK. 4, Coast Lines

DIVINA, 643, Barton Oil Wf., Vogt & Maguire EGRET, 1391, Eastham, Wilson, Son & Co. EMPIRE AUDREY, 656, Warrington, Caleb Brett & Son EMPIRE CONSTITUTION, 1598, Runcorn Lay-bye, Clark & Grounds

EMPIRE FARAWAY, 411, Weston Marsh Lock, Clark & Grounds

EMPIRE FARAWAY, 411, Weston Marsh Lock, Clark & Grounds

ESKDALEGATE, 4250, Partington, Cunard White Star

GUINNESS, 1121, Shed 1, Riverside Qy., A. Gninness, Son & Co.

HERBERT W. WALKER, 365, Irlam, H. SOMERSET, 9800 Stobcross, T. Law & Co. SOMERSET, 9800 Stobcross, T. Law & Co. HAMPSHIRE COAST, 1224, Princes, Coast

HELLAS, 2081, Queen's, American S.S. Lines

HILARY, 7403, Cammell Laird & Co.'s Dry 6,†

Booth S.S. Co.

HOPPER NO. 32, — Alfred,† T. Phelan &

KENTISH COAST, 459, Shed 4, Dk. 3, Coast

Lines KILLURIN, 565, Pier 8, A. E. Bowen LACKLAN, 8670, Stanlow Oil Dk. 3, Furness Withy & Co. MANCHESTER COMMERCE, 5343, Shed 7.
Dk. 9. Manchester Liners
ANCHESTER DIVISION,
Dk. 9. Manchester Liners NIJENBURGH
NIVERNAIS, G. T. Symons & Co.
NORDEN, Willson's Wf., Bermondsey, British
& Northern Shipping Agency
NORDEN, Willson's Wf., Swanscombe, Temple
Thomson & Clark
OLEUM, for Ordnance Wf., E. Greenwich,
OLEUM, for Ordnance Wf., E. Greenwich,
ORION, Bowater's Wf., Northfleet, J. Carlbom & Co.

NIJENBURGH
NIVERNAIS, G. T. Symons & Co.
JAVANESE PRINCE, 8875, Hornby, Furness,
Wthy Co.
JAVANESE PRINCE, 8875, Hornby, Furness,
Wthy Co.
JAVANESE PRINCE, 8875, Hornby, Furness,
Wthy Co.
JONN HOLT, 3814, Cammell Laird & Co.'s
Wet Ben., T. Holt & Co.'s
Papayanni Lines
STAFANOS S., 646, Irlam, H. Watson & Co.
SYRIAN PRINCE, 1990, Dry Dk. 2, Gough &
Crosthwaite
TAARNHOLM, 1490, Shed, O. Di.

KARAMEA, 10,530, Gladstone 2, A. Holt & Co.
KERRY, 1411, Prince's Clast Lines

NIJENBURGH

MNCHESTER DIVISION, 6048, Shed 4,
Dk. 9, Manchester Liners

MANCHESTER DIVISION, 6048, Shed 4,
Dk. 9, Manchester Liners

MANCHESTER DIVISION, 6048, Shed 4,
Dk. 9, Manchester Liners

MANCHESTER DIVISION, 6048, Shed 4,
Dk. 9, Manchester Liners

MEWAY COAST, 1014, Shed 4, Dk. 4, Coast
Lines
SAMSHIRE, 7219, Shed 5, Dk. 7, Ellerman &
Papayanni Lines
STAFANOS S., 646, Irlam, H. Watson & Co.
SYRIAN PRINCE, 1990, Dry Dk. 2, Gough &
Crosthwaite
TAARNHOLM, 1490, Shed, O. Dk. 2, Gough &
T Crosthwaite
TAARNHOLM, 1420, Shed 9, Dk. 8, A.
Knudsen & Co.
TROJAN III., 1797, South Shed, Dk. 1, H.
Watson & Co.

TUDOR PRINCE, 1914, Shed 4, Dk. 7, Gough & Crosthwaite
WATERGATE, 499, Ellesmere Port, J. S. Jones CLYDE—IN PORT LETITIA, 13,595, Prince's Landing Stage,
Donaldson Bros. & Black
LIBERIAN, 5129, Queen's 2. H. Tyrer & Co.
LOCH RYAN, 9904, Huskisson 3, P. S. N. Co.
LORETO, 6682, Canada 1, Canadian Pacific Oocks are at Glasgow unless otherwise stated Vessel Tons Gross Dock or Wharf Broker ACASTA, 5229, Govan Dry 2, Gow, Harrison & Pessel APPLELEAF, 5892, Faslane Dk., Port Glasgow ARANMORE, 1135, Springfield Qy., Clyde S.S. LOUTH, 1915, Prince's, Belfast S.S. Co. MARCITA, 150. Morpeth, † T. Phelan & Co. MARQUITA, 6860. Alexandra 3, R. P. Houston Shipping Co.
ARRAN, 208. Rothesay Dk., Clyde Cargo Mack & Sons
NASSA, 8134, Grayson Rollo & Clover's Dry 6,†
Brinings (Shipping)
NORTHERN PIONEER, 1900. Wallasey,†
Hull, Blyth & Co.
OCEAN VAGRANT, 7174, Hornby, MacAndrews & Co.
OCEAN VICEROY, 7174, Vittoria,† Cayzer,
Irvine & Co. Archor Line Clan Brodle V., Shibby Bros. & Co.
PACHAUG VICTORY, 7607, Canada 2, American S. S. Lines
PANDORIAN, 5143, Queen's 1, Ellerman Lines
PARAGUAY, 5560, Alexandra 3, P. S. N. Co.
PEEBLES, 4982. Huskisson 3, Toft & Co.
PEEBLES, 4982. Huskisson 3, Toft & Co.
PENSTONE, 267, W. Float, t. W. A. Savage
PHILOSOPHER, 7010, Brunswick, T. & J.
Harrison
PORT FREMANTLE, 8497, Huskisson 1, Cunard White Star
Cunard White Star
PORTAVOGIE, 869, for Manchester
PRESTATYN ROSE, 1151, Alexandra 5, R.
Hughes & Co. APPLIANCE, 200, Canning Dry 2, W. A.

APPLIANCE, 203, Langton Branch, Moss
Hutchison Line
ASSURANCE, 203, E. Float.†

ATHELREGENT, 8881, Cammell Laird & Co.'s Wet Bsn., † Athel Line
ATLANTIAN, 6549, Canada 1, T. & J. Harrison
AYRSHIRE COAST, 775, Bramley-Moore, Balmaha, 1428, Harrington, A. Coker & Co.
BANTRIA, 2007, Wellington, Cunard S.S. Co.
BEECHFIELD, 449, Albert, W. A. Savage
BELNOR, 2277, Gladstone, Sivewright, Bacon
& Co.
BEN H. MILLER, 7219, Huskisson 1, EllerBONIFACE, 4928, Langton, Booth S.S. Co.
BEN H. MILLER, 7219, Huskisson 1, EllerBONIFACE, 4928, Langton, Booth S.S. Co.
BRIARFIELD, 446, Carriers, W. A. Savage
BRIARFIELD, 447, Alexandra, H. Tyrer & Co.
BRIARFIELD, 446, Carriers, W. A. Savage
BRIARFIELD, 450, Langton, Booth S.S. Co.
BRIARFIELD, 467, Carriers, W. A. Savage
BRIARF

EAGLESDALE, 8032, Wallsend, W. Mathwin & Son
EASTON, 1757, Northumberland Dk., R. S.
Dalgliesh & Co.
EMPIRE ATOLL, 692, Gateshead Qy., TyneTees Steam Shipping Co.
EMPIRE BAFFIN, 6978, Commissioners'
Staiths, N. Shields, W. Mathwin & Son
(Newcastle)
EMPIRE BILLOW, 215, Newcastle Qy., W.
Mathwin & Son (Newcastle)
EMPIRE BLLACKWATER, 2917, Howdon
Staiths, Willington Qy., F. Carrick & Co.
EMPIRE CONY, 997, Springwell Tr., Jarrow.
Hull & Chicken
EMPIRE CONYNGHAM (ex Friedrich), 1408.
Dunston, Richley, Halvorsen & Sample
EMPIRE CROCUS, 341, Clelands (Successors),
Ltd., Willington Qy., G. T. Gillie & Blair
EMPIRE DUNBAR, 8130, North Eastern
Marine Engineering Co.'s Yd., Wallsend
EMPIRE FAVOURITE, 410, South Shields
Bys.
EMPIRE GANTOCK 7331 Walker LAIRDSCREST, 789, Broomielaw, Burns & Laird Lines LAIRDSGI.EN. 1276, Broomielaw, Barns & Laird Lines
LAIRDBLOCH, 1530, Broomielaw, Burns & LAIRDBLOCH, 1530, Broomielaw, Burns & LAIRDBROSE, 1098, Broomielaw, Burns & EMPIRE GLORY, 7290, South Shields Bys., EMPIRE GLORY, 7290, South Shields Bys., EMPIRE GLORY, 7290, South Shields Co.

EMPIRE GLORY, 7290, South Shields Bys., EMPIRE GLORY, 7290, South Shields Co.

EMPIRE GLORY, 7290, South Shields Bys., EMPIRE GLORY, 7290, South Shields Co.

EMPIRE GLORY, 7290, South Shields Bys., EMPIRE GL Laird Lines LAIRDSHILL, 1776. Broomielaw, Burns & MANULIA, 8303, Queen's, Q. S. N. Co. MANUULA, 1965, Queen's, J. C. Peacock & Co. MARINE RAVEN, 11.757, Prince's, W. B. Woolley MATINA, 7000, A. Stephen & Sons Yd., Linthouse
MELAMPUS, 5962, King George V., Roxburgh,
Colin Scott & Co.
MELISSA, 520, Rothesay Dk., Clydebank.
J. B. Couper
MEXICAN, 8030.
MINARD, 241, Kingston Dk., Port Glasgow,
Clyde Cargo Steamers
MONARCH (cable), 8100, Clyde Anchorage
MONTE ROSA, 13.882, Shieldhall Wf., T. Law
& Co.

Greenock, Lithgows, Ltd. SOMERSET, 9800 Stobeross, T. Law & Co. SOUTHERN COLLINS, 9796, Govan Dry, Chr.

WAVE CHIEF (ex Empire Edgehill). 8159, Harland & Wolff's Basin, Govan WELLPARK (new), Queen's, J. & J. Denholm WHIN, 466, Queen's, Colin McPhail & Co. WINONA PARK, 7147, King George V., Gillespie & Nicol

MALINES, 2980, Dunston Staiths, H. Gay TYNE-IN PORT ACTIVITY, 9700, Palmers Dry Dk., Hebburn, Runciman Shipping Co.

AGAMEMNON, 7593, Walker Naval Yd., Wallsend BRITISH SINCERITY, 8533. Wallsend Slipway, F. C. Strick & Co. (Newcastle)
BRITISH TOMMY, 1411, Springwall Tr.,
Jarrow, F. C. Strick & Co. (Newcastle)
CAIRNESK, 5007. Newcastle Qy., (Zairns, Noble CEDARWOOD, 899, Newcastle Qy., Heslop &

& Co.
CEDARWOOD. 899. Newgastle Qy., Heslop & Robson
CERVIA (tug), 157, Baird's Dk., John Ridley, Son Tulley
CHARLES DICKENS (ex Gryfevale), 4434, Mercanfile D. Jarrow, Burnett & Co.
CHESTENHAM (ex Empire Envoy), 7046.
Commissioners Staiths, N. Shields, L. S.
Carr & Co.
CHESSINGTON 1750. Harton Staiths, Stephenson Clarke, Ltd.
CITY OF DIEPPE, 7953, Swan, Hunter, & Wigham Richardson's Yd., Walker. C. Hassell & Son
CITY OF NEW YORK, 8500, Walker Naval Yd., Walsend
CITY OF POONA, 9900, Swan, Hunter, & Wigham Richardson's Yd., Walker. C. LEMENT T. JAYNE, 1793, Tyne Dk., Speeding, Marshall & Co.
CLUNEPARK, 3491, Brigham & Cowan's Dk., S. Shields, J. & J. Denholm
COLLING BOURNE, 2847, Howdon Staiths, France, Fenwick Tyne & Wear Co.
CONAKRIAN, 4876, Smith's Dks., N. Shields, Mungo, Campbell & Co.
CORDALE, 2143, Smith's Dks., N. Shields, W. Cory & Son
CORSEA, 2764, Redhead's Dry, S. Shields, W. Cory & Son
CONSEA, 2764, Redhead's Dry, S. Shields, W. Cory & Son
CONSEA, 2764, Redhead's Dry, S. Shields, W. Cory & Son
CONDERNO, Son, Pelaw Main Staiths, Hargreaves (Newcastle)
DEWONBROOK, 2803, Pelaw Main Staiths, Hargreaves (Newcastle)
DIMITRIOS CHANDRIS, 4045, Mercantile
Dry Dks., Jarrow Anthony & Bainbridge Hargreaves (Newcastle)
DIMITRIOS CHANDRIS, 4643, Mercantile
Dry Dks., Jarrow, Anthony & Bainbridge
EAGLESDALE, 8032, Wallsend, W. Mathwin

man Shipping Co.

EMPIRE NUTFIELD, 1561, Pelaw Main Staiths, Hull & Chicken

EMPIRE PLANET, 4290, Sutherland Qy., Campbell, Mungo & Co.

EMPIRE RIDER, 965, Tyne Dk. Engineering Co., S. Shields, Heslop & Robson

EMPIRE SOAR, 2740, Tyne Dk., S. Shields, Common Bros. Common Bros.

EMPIRE TEGENYA (ex Lisa Essberger)
1172, Dunston, L. S. Carr & Co.

EMPIRE TESDALE, 980, Wallsend, Mann.

FORT CHURCHILL, 7129, W. Float, † Anchor During the Control of the

GOOLE No. 10 (tng). 169, South Shields Bys.
HARPAGUS, 7271, Swan, Hunter, & Wigham
Richardson's Yd., Wallsend, W. A. Souter
& Co.
HELICINA, 12,250, Swan, Hunter, & Wigham
Richardson's Yd., Wallsend
HETTON. 2714, — J. Hudson & Co.
HINDUSTAN, 5245, Swan, Hunter, & Wigham
Richardson's Yard, Walker, Common Bros.
HORNBY GRANGIE (new), Hawthorn Leslie
& Co.'s Yd., Hebburn
HROAR, 1401, Jarrow Staiths, Nielsen, Anderson & Co.
WILLY BY SEASON STAITHS, WILLIAM STAITHS, SON & Co.
WILLY BY SEASON STAITHS, WILLIAM STAITHS,

LAMBTONIAN, 2781, Dunston Staiths, Tan-

field S.S. Co. LANGLEBBROOK, 4246, Brigham & Cowan's Dk., South Shields, Connell & Grace LARGO, 2209, Jarrow Staiths, Pelton S.S. Co. LESTO, 1893, Readheads Dry Dk., S. Shields, Pelton S.S. Co. I.EVENWOOD, 1058, Johnson's Wf., Gates-head, Heslop & Robson LIDA, 1837, S. Shields Bys., W. Milburn & CO. IJMOU, 1159, Newcastle Qy., W. Mathwin & Son (Newcastle) LOCHSIDE II., 368, Newcastle Qy., Arthur Car, & Co.

& Co.

MARGO. 1412. Dunston, Hull & Chicken

MATCHING, 1321, Mercantile Dry. Jarrow,
Stephenson Clarke. Ltd.

MENENTHEUS, 7494, Palmers Dry Dk., Hebburn,
Runciman Shipping Co.

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Co., South Shields, W. Mathwin & Son
MIRALDA, 8013, Palmer's Dry, Hebburn,
Mann, George & Co.

MOORWOOD, 2034, Commissioners' Staiths.
North Shields. France Fenwick Tyne &
Wear Co.

Weidner, Hopkins & Co.

SAN MELITO, 12,226 Jarrow Slake, Mann. George & Co.

SCHUYLKILL, 8965, Dunston Staiths, Furness, Withly & Co.

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SCHURNGLI, Type DR., S. Shields, Weidner, Hopkins & Co.

SIERWOOD, 1530. Northumberland Dk., France, Fenwick Tyne & Wear Co.

SOLBRITT, 1885, Dunston Staiths, Harper Hopps & Co.

SOUTHERN GEM (whaler), 593, Middle Dks., S. Shields, Cairns, Noble & Co.

SOUTHERN TRUCE (whaler), 364, S. Shields Bys., Cairns, Noble & Co.

SOUTHERN WAVE (whaler), 319, Middle Dks., S. Shields, Runciman Shipping Co.

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SOUTHERN TRUCE (whaler), 321, Middle Dks., S. Shields, Cairns, Noble & Co.

SOUTHERN TRUCE (whaler), 364, S. Shields Bys., Shields, Co.

SOUTHERN TRUCE (whaler), 364, S. Shields, Stephenson (Larke, Ltd., Thanka, 3971, South Shields Bys., Dent & Co.

THORSHOVDI (forepart), Dunston Staiths, C. Lochen & Co.

THORSHOVDI (afterpart), 9944, Tyne Main Bnoys, C. Lochen & Co.

TORYISLAND, 300, Dunston Staiths, Hargreaves (Newcastle)

Buoys, C. Lochen & Co.
TORYISLAND, 300, Dunston Staiths, Hargreaves (Newcastle)

SOUTHAMPTON-IN PORT

Vessel Tons Gross Dk. or Wf. Broker ABERDONIAN, 1648, Berth 16, Inner AQUITANIA, 44,786. Dry Dk. 7, Cunard White Star

ARZELLA (ex Chant 60) (yacht), 401, Itchen ATHLONE CASTLE, 25,564, Berth 105, Western, Union-Castle Mail S.S. AUTOCARRIER, 822, Berth 33, Itchen Qys., Southern Railway

LLOYD'S LIST Fri., July 12, 1946 BEN OLLIVER, 147, River BRITTANY, 1445, Berth 3, Outer, Southern Railway CALDERGATE 138, Itchen, Petroleum Board

9

CAMPEADOR (yacht), Empress CHARTSMAN, 340, Hamble, Wainwright Bros. & Co.
CRANMERE, 248, Berth 11, Inner
DEAL, 698, Berth 4, Outer, Southern Railway
DINARD, 2313, Berth 19, Inner
DUIVELAND, 1004, Berth 20, Empress
EDDYSTONE, 1452, Berth 101, Western.
Coast Lines EMPIRE BASCOBEL (tug), 460, Berth 24. Empress
EMPIRE FLAMINIAN, 2763, Marchwood, McGregor, Gow & Holland
EMPIRE JULIA (fug), 592, Berth 27, SOUTHERN COLLINS, 9796. Govan Dry, Chr. Salvesn & Co. SOUTHERN COLLINS, 9796. Govan Dry, Chr. Salvesn & Co. STAMFORD VICTORY, 7606, Queen's, Furness, Withy & Co. STAMFORD VICTORY, 7606, Queen's, Furness, Withy & Co. STRAMORE, 266, Rothesay Dk., J. B. Couper THE MONARCH, 1059, King George V., Shields, J. Hay & Son THERMOL, 1902, Greenock THORN, 256, Queen's, T. Dougal TILSINGTON COURT, 6910, Rothesay Dk., Clydebank, J. B. Couper TOPAZ, 577, Rothesay Dk., Clydebank, W. Milbros. Robertson Court of the Control of t

Qys. ENERGIE, 501, Hamble FORD FISHER, 449, Itchen, Dawson Bros FORD FISHER, 449, Itchen. Dawson Bros.
FOREMOST 18 (tug), Berth 24, Empress, Risdon Beazley
FOREMOST, 191 (hopper barge), 833, River
FORT HOSKINS, 10.448, Agwi Oil Jty.,
Anglo-American Oil Co.,
HASLEMERE, 756, Berth 32, Itchen Bys.
ISER (trlr), —, Itchen
ISLE OF JERSEY, 2143, Berth 8, Outer,
Southern Railway

Southern Railway
ISLE OF SARK, 2211, Berth 9, Outer, Southern Railway
JOHN L. MANSON, 2490, Berth 26, Empres
Sandell Bros. Sandell Bros. KAIDA, 510, Berth 4, Outer

KROSNO, 1896, Berth 34, Itchen Qys., Benj Ackerley & Son KYLE FISHER, 604, Berth 23, Empress

MERSTONE, 342, Dry Dk. 4, Southern Railway MILTRAP, 312. Town Qy.. Dawson Bros NATHANIEL MATHEWS, 2437. Berth 26, Empress, Sandell Bros. NORDERNEY (cable), 1487, Dry Dk. 4 OGARITA, 99. Heckey Dawson Bros

NORDERNEY (cable). 1487, Dry Dk. 4
OGARITA, 99, Itchen, Dawson Bros.
PACIFIC ENTERPRISE. 6736, Berth 103,
Western
PORT WYNDHAM, 8680, Berth 41, Test Qys.,
Cunard White Star
PRINCIPESSA GIOVANNA, 8955, Berth 108,
Western, Escombe, McGrath & Co.
QUEEN ELIZABETH, 83,673, Berth 101,
Western, Cunard White Star
ROCHESTER CASTLE, 7795, Dry Dk. 5.
Union-Castle Mail 8.S. Co.
ROXBURGH CASTLE, 8003, Berth 104,
Western, Union-Castle Mail 8.S. Co.
RUSTENBURG CASTLE, 8700, Berth 38, Test
Qys., Union-Castle Mail 8.S. Co.
SAMBALT, 7219, Berth 23, Empress,
McGregor, Gow & Holland
SAMWATER, 7219, Dry Dk. 6
SHIFTER (tug), 218, Itchen, Dawson Bros.
SIVIN (salvage), —, Berth 24, Empress,

Risdon Beazley SOLACE (vacht), —, Marchwood SOUTHGATE, 143, Agwi Oil Jty., Petroleum SPRAYVILLE, 466, Berth 14 Inner, Dawson Bros.
STRATHNAVER, 22,283, Berth 43, Ocean, bscombe, McGrath & Co.
THE COUNTESS, 824, Itchen, Wainwright

Bros. & Co.

TORNADO II., , Town Qy., Wainwright Bros. & Co.

WHITSTABLE, 787, Berth 102, Westerr, Wainwright Bros. & Co.

WHITSTABLE, 787, Berth 31, Itchen Qys.

WINCHESTER CASTLE, 20,012, Berth 107, Western, Union-Castle Mail S.S. (Co.)

WINCHESTER VICTORY, 7607, Berth 47, Test Qys., Wainwright Bros. & Co.

PORT TALBOT-IN PORT

Vessel Tons Gross Berth Broker BAILEY FOSTER, 1791, Hoist 3 Gueret, Llewellyn & Merrett DORSETBROOK, 700, Hoist 1, A. R. Cann & JUSTIN DOANE, 1791, Steel Wf., Gueret, Llewellyn & Merrett

SWANSEA—IN PORT

Vessel Tons Gross Dk. or Wf. Broket ATLANTIC COAST, 890, South, Coast Lines BRITANNIA, 623, Prince of Wales BRITISH CAVALIER, 9891, Queen's, Burgess BRITISH HONOUR. 6991, Prince of Wales Dry, Burgess & Co. CAMBORNE (aux.), 118, King's, G. Shepherd EAST COASTER, 469, South, G. Shepherd & Co EMPIRE MILNER, 8135, King's, Burgess & TORYISLAND, 300, Dunston greaves (Newcastle)

WENTBURN, 2842. Dunston Staiths, Stephenson Clarke, Ltd.

WERTOWN, 710, Tyne Dk., Engineering Co.'s
Yd. S. Shields, Connell & Grace
WOOLER, 507, Mercantile Dry Dk., Jarrow,
Tyne-Tees Steam Shipping Co.
WORTHING, 2294, Jarrow, W. Milburn & Co.
YEWARCH, 827, Pelaw Main Staiths, G. T.
Gillie & Blair.

EMPIRE Rolfe
Rolfe
ENID (aux.), 131, South, G. Shepherd & Co.
ENID MARY, 582, South Dry, Richards,
Turpin (Shipping)
FACTO, 1522, Prince of Wales, Gueret,
CRES & Co.
YEWARCH, 827, Pelaw Main Staiths, G. T.
Gillie & Blair.

EMPIRE Rolfe
Rolfe
Rolfe
ENID (aux.), 131, South, G. Shepherd & Co.
ENID MARY, 582, South Dry, Richards,
Turpin (Shipping)
FACTO, 1522, Prince of Wales, Gueret,
CRES & Co.
FORT DEASE LAKE, 7126, King's, Simpson
Bros. (Swansea), Ltd.
GLOUCESTER CITY, 3071, King's, Houlder
Bros. & Co. EMPIRE SKIPPER. 313, King's, Stone & Bros. & Co.
HERVOR BRATT. 1178, Prince of Wales.
Asdnesen & Dahl
IRISH COAST, 243, North, T. H. Couch
LE TRAIT. 1158, King's, Worms & Co.
MARY ELLEZER (aux.), 195, King's, G. Shepherd & Co. herd & Co.
NORTH TIPPERARY, 1570, King's, Maris
Export & Trading Co.
OCBAN VULCAN, 7174, King's, Sir J. German OTTINGE, 2870, King's, Stone & Rolfe PURBECK, 210, King's, G. Shepherd & Co. VESTRIA, 555

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| | United States Lines. Arawa, Wellington via Southampton, Jly 17 Shaw Savill & Albion Co. | El Nil, Hou |
| y | Aune H., Kasko, H. Lange, Bell & Co. | Jellicoe Wa (Ph |
| | (Surrey Commercial). Australia Star, Sydney, Aug 2 Blue Star Line. | John E Ben Lady N |
| | Baharistan, Sydney via Antwerp, Aug 6 | Lady I |
| | Baltannic, Wellington, mid-Aug J. B. Westray & Co. | Llanste |
| 3 | Baronesa, Buenos Aires, Houlder Bros. & Co. Bayano, Montreal, Jly 12 | Ormond Esc |
| | Cunard White Star. Benvorlich, Hongkong, end Jly | Orontes |
| | Galbraith, Pembroke & Co. Churruca, Barcelona. Jly 17 MacAndrews & Co. (Ldn. Dk.). | Otranto |
| | Cid, Lisbon, MacAndrews & Co. (Ldn. Dk.) Jly 17 | Queen Cun Rowalla |
| | City of Keelung, Calcutta Jly 18 A. Howden & Co. (Tilbury). | Uni- Stirling |
| | City of Lille, Shanghai, Montgomerie & Workman (Tilbury). | The Vi Wai |
| | City of Swansea, Beira, Aug 5 Montgomerie & Workman. City of Tokio, Singapore. Aug 28 | (Soi |
| 3 | Montgomerie & Workman. Clan Macinnes, Cochin. Jly 18 | Empire Bell |
| | Cayzer, Irvine & Co. Ulan Macnair, Madras, Cayzer, Irvine & Co. Jly 29 | Fort Al |
| | Clan Macneil, Rangoon, Cayzer, Irvine & Co. | Gem, L |
| 1 | Clifford E. Ashby, Cuba, United States Lines. | Graigla C. |
| | Columbia Star, Buenos Aires, Blue Star Line. Coptic, Napier, Jly 23 | Kaikou Betl |
| | Coptic, Napier. Shaw Savill & Albion Co. Dalmore, Montreal, R. S. Dalgliesh. Jly 13 | Meadow Beth |
| | Duniel Willard Savannah Ilv 24 | Ocean Jam |
| | W. H. Muller & Co. Darro, River Plate, Royal Mail Lines (Victoria). | Whi Port Sy |
| | Denbighshire, Sydney, Jly 28 Glen Line. | Jam William Jam |
| , | Deseado, Buenos Aires, Royal Mail Lines Jly 28 | Boston |
| 1 | Dunster Grange, Buenos Aires, abt Jly 25 Houlder Bros. & Co. Empire Clarendon, Sydney, Aug 17 | C. I Kirsta, Jam |
| | Empire Garston, Stockholm and | Knoll, E Whi |
| | United Shipping Co. | Linda I Whi |
| | T. & J. Harrison (West India). | Magna, Mar Torsa, I |
| | Shaw Savill & Albion Co. | Mar SHAF |
| | Empire Paragon, Hull, P. & O. S. N. Co. Empire Raja, Singapore, P. & O. S. N. Co. Empire Regent, Houston, abt Jly 20 | Calvin Jam East Ar |
| | | Jam Empire |
| | Empire Success, Mombasa, Union-Castle Mail S.S. Co. Finland, Lisbon, Currie Line | NEW |
| | Foreland, Genoa, Currie Line (London Dk.) | Fogdo, W. Jan Lie Mor |
| | E. H. Mundy & Co. (Millwall). | Mor Samesk, Beth |
| | Anderson, Green & Co. Fort Sakisdac, Auckland, Jly 26 | Sammex Beth |
| | J. B. Westray & Co. Fort Thompson, W.C. Africa, end Jly E. H. Mundy & Co. | Empire |
| | E. H. Mundy & Co. Frederick Banting, Sydney, Ellerman & Bucknall S.S. Co. Gleniffer, Singapore. Jly 15 | Empire Eml (Roa |
| | Gleniffer, Singapore, Glen Line Glenogle, Shanghai, Glen Line. Aug 28 | Kengis, C. V Meadow |
| | Greta Thorden, Abo, II. Lange, Bell & Co. | W. O |
| | Glen Line. Greta Thorden, Aho, II. Lange, Bell & Co. Harpefjell, Chicago & Quebec via Halifax, Rotterdam & Antwerp. Jly 19-20 Tatham, Bromage & Co. Hermiston, Ciudad Trujillo, R. Chapman & Son. | Empire Gue |
| | | Atlantia |
| | Shaw Savill & Albion Co. Idomeneus, Newcastle (N.S.W.), Aug 9 | Burg British Burg |
| | Glen Line. Jamaica Producer, Kingston, Ja., Kaye, Son & Co. (West India). | Forest, Burg Four La |
| | Kaste, Rafso, H. Lange, Bell & Co. | Hegra. |
| | (Surrey Commercial) Kenyon L. Butterfield, New York, Jly 16 United States Lines. | Burg Hickory Burg |
| | Kindat, Vizagapatam via Liverpool, early Aug | MERS |
| | P. Henderson & Co. King James, Manzanillo (Cuba), Jly 13 Dodd, Thomson & Co. | A. I America |
| | Nodel Manual Lines. | Unit America |
| | A Howden & Co. | C. G Anglia, |
| | Mahanada, Calcutta, Jly 25 A. Howden & Co. | Bahi Ascania, Cuna |
| | Mahia, New Plymouth, Shaw Savill & Albion Co. Maihar, Calcutta, A. Howden & Co. | Beaverfe Cana |
| | A. Howden & Co. Alacca, Shanghai, Escombe, McGrath & Co. Malakand, Calcutta, Jly 23-24 | Benedict Boot Cisneros |
| - 1 | Malakand, Calcutta, A. Howden & Co. Masirah, Bombay, Aug — | Cisneros Mac. City of Hall |
| | Masirah, Bombay, Anchor Line. Meadowbank, Sydney, Jly 13 | City of Hall City of Hall |
| 1 | Anchor Line. Meadowbank, Sydney, P. & O. S. N. Co. (King George V.) Mission Park, Vancouver, Furness, Withy & Co. (Surrey Commercial). (Surrey Auckland via | Hall |
| | Furness, Withy & Co. (Surrey Commercial). | City of Hall City of Hall |
| | J. B. Westray & Co. | City of |
| | | Clan Alg Elde Clan Ch Cayz Clan Fa Cayz Clan Ma Cayz Cordiller |
| | Perim, Sydney. Perim, Sydney. P. & O. S. N. Co. Rangitata, Wellington, J. B. Westray & Co. Riverdale Park, Montreal via Rouen, Jly 14 | Clan Fa |
| - 1 | Canadian Facult 5.5. | Clan Ma Cayz |
| 1 | at Clears Trinidad mid Ilv I | Dona |
| | Port Line Sampan, Beira via Antwerp, mid-Aug | Hall Devis, I Lam |
| | Samspring, Haiti & Santa Domingo, end Jly Royal Mail Lines. | Dramati T. & Duchess |
| | San Wenceslao, New York, abt Jly 15 Eagle Oil & Shipping Co. Selandia, Bangkok. | Cana |
| | Escombe, McGrath & Co. Sestroretsk, Leningrad. Jly 16 | Empire J. G Empire |
| | Howard Tenens. Samhorn, Lyttelton via Antwerp, Jly 31 Port Line Sampan, Beira via Antwerp, mid-Aug Union-Castle Mail S.S. Co. Samspring, Haiti & Santa Domingo, end Jly Royal Mail Lines. San Wenceslao. New York, abt Jly 15 Eagle Oil & Shipping Co. Selandia, Bangkok, Sep 4 Escombe, McGrath & Co. Sestroretsk, Leningrad, Jly 16 L. W. Morland & Co. Sobo. W.C. Africa, Jly 21 Kilick, Martin & Co. Scottra, Melbourne, Jly 31 P. & O. S.N. Co. Strathaird, Singapore, early Aug P. & O. S. N. Co. Stratharver, Bombay via Southampton Jly 13 | Yeov |
| | Socotra, Melbourne, P. & O. S.N. Co. Strathaird, Singapore, | Empire P. S Empire J. D |
| | P. & O. S. N. Co. Strathnaver, Bombay via | Empire H. 1 |
| | P. & O. S. N. Co. Tortuguero, Montreal. Aug 7 | Empress |
| 1 | P. & O. S. N. Co. Tortuguero, Montreal. Canadian Pacific Steamships Trevince. Bahia Blanca, Hain S. S. Co. Umgeni, Beira. Jly 27 Jly 27 | Esneh, Eller Fanad |
| 1 | Hain S. S. Co. Umgeni, Beira. Bullard, King & Co. | Florista |
| | Bullard, King & Co. Valacia. New York, Cunard White Star (King George V.) Vega. Mantyluoto via Hull, C. Gee & Co. (Surrey Commercial). | Hall Fulani, Elde |
| 1 | C. Gee & Co. (Surrey Commercial). Wario, Helsinghers via Antworp | Glaucus, A. H Glenapp |
| | Warjo, Helsingborg via Antwerp & Middlesbrough now due British & Northern Shipping Agency (Willson's Wf.). | Glenapp A. H Glenbeg. A. H |
| | PORTSMOUTH | Glenfinia A. E |
| | Longwood, Curacao, H. W. Richards & Sons | Heien, W. Hereford |
| 1 | SOUTHAMPTON Alcantara, Mombasa, mid Aug Royal Mail Lines. | T. & Historia |
| 1 | Alcantara, Mombasa, mid Aug Royal Mail Lines, Arawa, Wellington, Jly 16 Cunard White Star | T. & Kaituna, J. D. Kenilwo |
| | Atlantis, Melbourne, mid Aug Royal Mail Lines. Broomlands, Newport, now due | Elder |
| | Cunard white Star Atlantis, Melbourne, Royal Mail Lines, Broomlands, Newport, Wainwright Bros. & Co. (Southern Whves, Itchen). Carnarvon Castle, Table Bay, Union-Castle Mail S.S. Co. | Kindat, |
| 1 | Union-Castle Mail S.S. Co. | P.S.1 |
| | | |

Date, Broker and Berth Hills, Curacao, o-American Oil Co. (Fawley). , Lagos, mbe, McGrath & Co. Bombay, alder Bros. & Co. Rose, Portland inwright Bros. & Co. oenix Wf.).
Cricsson, New York, J. Ackerley & Son. Jly 21 Jly 13 Jly 13 Jly 14 elson, Halifax, ard White Star. Rodney, Halifax ard White Star Jly 13 phan Castle, Bombay, on-Castle Mail S.S. Co. le, W.C. Africa via Naples, ombe, McGrath & Co. Bombay, mbe, McGrath & Co. Jly 16 early Aug Hongkong, mbe, McGrath & Co. Jly 14 Mary, New York, ard White Star (Ocean) in Castle, Durban, on-Castle Mail S.S. Co. Jly 14 Aug 5 Castle, Melbourne, on-Castle Mail S.S. Co. ceroy, Bristol Channel, nwright Bros. & Co. (thern Whyes., Itchen) Jly NPORT Jly 14 Mars, Abadan, amy & Co., Plymouth. HTUOM lavik, Sydney, es & Hodder. Aug 4 Jly 12-13 Baker & B. Norman. s, Canada, Hill & Sons. Jly -Jly 25 a, Cairns, ell, Gwyn & Co. bank, Sydney via London bank, Sydney via London lell, Gwyn & Co. Fame, W.C. Africa, les Hodder and Mark twill & Son. Jly 29-30 Jly 15 dney, Buenos Aires, es & Hodder. Jly 23 Jly 17 H. Daniels, es & Hodder TOL TOL
City, New York,
Hill & Sons.
Masnedsund,
tes & Hodder
E. Norway,
twill, Cole & Co.
Dan, Finland,
twill Cole & Co.
Raltic.
Raltic. now due Jly 14 end Jly abt Jly 22 Baltic, Whitwill & Son. Jly 22 now due altic, Whitwill & Son rpness Coggin, Liverpool, es & Hodder. es & Hodder Fashion, Dublin, V. Rowles & Co. PORT
Oxelosund,
J. Barnett.
svens, Rotterdam,
dey, Son & Co.
Port Kembla,
nell, Gwyn & Co.
G. Wellington via Antwerp.
nell, Gwyn & Co. now due now due Jly 20 Haldane, Melilla, Mandarin, Takoradi, yn-Jones, Griffin & Co. Narvik, Brice. ank, Sydney via London, ory & Son. Jly 20-23 TALBOT Trent, Melilla, et, Llewellyn & Merrett NSEA

an, Liverpool,
gess & Co. (King's).
Major, Abadan,
gess & Co.
Cardiff,
gess & Co. (King's).
akes, Abadan,
gess & Co.
Galveston,
gess & Co.
Cardiff,
Ca Jly 15-16 Jly 26 Jly 12 Jly -Jly 15 Dale, Newport, ess & Co. (King's). Jly 15 Respective for the control of the co Durham, Bombay,
Line.
Exeter, Karachi & Bombay
Line
Hongkong, Bombay,
Line
pine, Mombasa via London,
ir Dempster Lines
iisholm, Beira,
zer, Irvine & Co.
Irqubar, Melbourne,
zer, Irvine & Co.
acdonald, Sydney,
zer, Irvine & Co.
acdonald, Sydney,
zer, Irvine & Co.
set, Line.
Buenos Aires,
port & Holt Line.
iist, Cochin via London,
if J. Harrison (Brunswick)
if Bedford, Freetown via
Maples
adian Pacific S.S. Jly 15 dian Pacific S.S. yr, Naples, nn & Son elmsdale, Las Palmas, Heimsdale, Las Paln ard Line. Lady, River Plate, N. Co. Nile, Calcutta, owie & Co. Ruby, W.C. Africa, yrer & Co. mborough or Weast orough or Weaste).
Australia, Singapore,
n Pacific S.S. sbon, an & Papayanni Lines. ad, Montreal, Forwood Heyn. Beira, end Aug

Jly 15-20 Jly 18-19 Beira.
Line
W.C. Africa,
Dempster Lines.
Shanghai,
olt & Co.
s. Hongkong,
olt & Co. slo, . Stott & Co. shire, Rangoon, J. Harrison

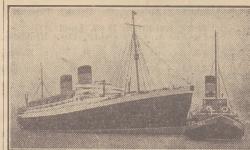
mid Jly Thomas Holt, W.C. Africa, J. Holt & Co. (N.W. Brunswick). Jly 15 Torr Head, Montreal, G. & Forwood Heyn. William Brewster, Schlutup, H. Watson & Co. (Salford) Jly 13
Jly 18
Jly 18
Jly 18
Jly 18
J. Fisher & Co.
Fjeld, Narvik,
J. Fisher & Sons. end July

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| Lycaon, Hongkong, A. Holt & Co. | Jly 18 | WILLIAN |
|--|--------------|---|
| Mafuta, Matadi, | Jly 21 | TY AMADALANT. |
| H. Tyrer & Co. (Bromborough | 1), | SEA A |
| Malakand, Calcutta via London & | dee, end Jly | Fenton Hou |
| T. & J. Brocklebank | | T T |
| Marshall, Buenos Aires, R. P. Houston & Co. | abt Aug 6 | Teleph Telegr |
| Millais, Buenos Aires, Lamport & Holt Line. | Jly 24 | TereR |
| Nestor, Newcastle (N.S.W.), A. Holt & Co. | Aug 25 | ELLIOT |
| New Northland, W.C. Africa, Elder Dempster Lines. | Jly 15 | POWER |
| Northwestern Victory, Houston, American S.S. Lines. | Jly 19 | Vessels to Apply—60. Fe Grams—"Dick |
| Ocean Verity, Singapore, A. Holt & Co. | Sep 2 | 'Phones-Ro |
| Ocean Wanderer, Vancouver & San Fran | cisco Aug 4 | GASEL |
| Donaldson Bros. & Black Orduna, Rangoon, | Jly 13 | |
| P.S.N. Co. (Canada). | | Towage |
| Pardo, Brazil, P. S. N. Co. | Jly 15 | 6/8.FENCHUR |
| Port Campbell, Lyttelton, Cunard White Star. | Jly 27 | Tele |
| Procris, Port Sudan, Marwood & Robertson. | Jly 19 | Night Phones Telegram |
| Samanco, Valparaiso, P.S.N. Co. (Canada). | Jly 13 | GAMECOCK |
| Sambrake, Calcutta via Bonlogne Hall Line | Jly 25 | Sea & River |
| Samgara, Port Pirie via Antwerp A. Holt & Co. | , end Jly | Equipped t |
| A. Holt & Co. | abt Aug 6 | And at TE Gram Phone No |
| J. Dowie & Co. | Jly 20 | Apply-48/50, 9 |
| ansu, W. C. Africa, Elder Dempster Lines | mid-end Jly | Phone Grams- |
| antander, Valparaiso, P.S.N. Co. | mid Aug | ROBINSO |
| | end Jly | Manage |
| ttler, Demerara, T. & J. Harrison | | TOW AN |
| Akoradian, W.C. Africa, | Jly 23-24 | TOW MIN |

now due Wheaton Victory, New York, Anchor Line. Jly 19 Zilos, Finland via Manchester, W. H. Stott & Co. Jly 25 MANCHESTER American Forwarder, New York via Dublin Jly H. Watson & Co. Anglia, Gothenburg, Bahr, Behrend & Co. (Salford) Bridgepool, Melilla, H. Watson & Co. (Irlam) Jly 17 now due H. Watson & Co. (Irlam)
Caxton, Dalhousie,
H. Watson & Co. (No. 9 Dk.).
Heien, Oslo via Liverpool,
Elierman's Wilson Line
(Salford).
Manchester City, Montreal,
Manchester Liners
Manchester Exporter, St. John (N B.).
Manchester Liners
Manchester Liners
Manchester Liners
Manchester Liners
Manchester Liners
Masunda, Wabana,
H. Watson & Co.
(Irwell Park Wf.). Jly 17 abt Jly 16 Jly 13

Olavus, Iceland, H. Watson & Co. (Salford) Palestinian Prince, Alexandria, Gough & Crosthwaite. Jly 17 Recorder, Barranquilla, J. W. Jones & Sons. Voco, Philadelphia, Manchester Liners. now due

Zilos, Finland, Ellerman's Wilson Line Carsiogie, Newcastle (N.R.), R. & D. Jones, Etd. Tetela, Port Antonio Elders & Fyffes.

Aug 17
Jly 16
ClyDE
Boryslaw, Bona,
Cheshire, Rangoon via W. Africa,
Roxburgh, Colin Scott & Co.
City of Carlisle, Beira via Liverpool, Jly 26
City Line.
Clan Macaulay, Sydney,
Cayzer, Irvine & Co.
Devonshire, Port Said,
Roxburgh, Colin Scott & Co.
Empire Ken, W.C. Africa
Boyal Mail Lines.
Glenearn, Colombo via Devonport,
Jly 12
Langleggale, Bona,
Maihar, Calcutta via London
Anchor Line

CLYDE

8ht Jly 14
Cheshire, Rangoon via W. Africa,
Alty 19
Cayzer, Irvine & Co.
Devonshire, Port Said,
Roxburgh, Colin Scott & Co.
Generock)
Jly 12
Langleggale, Bona,
Maihar, Calcutta via London
Anchor Line

Anchor Line and Dundee end Jly

Anchor Line
Nea Hellas, Durban,
Anchor Line.
Nestor, Newcastle (N.S.W.) via
Liverpool,
Anchor Line
Nestor, Newcastle (N.S.W.) via
Roxburgh, Colin Scott & Co.
Samidway, Melbourne via Liverpool mid Aug
Aitken. Lilburn & Co.

DUBLIN Jly 15
American Forwarder, New York,
G. Bell & Co.
Jly 26
G. Bell & Co.
Jly 12
Jly 12
Wexford S.S. Co.
Shung Syndeyell Jly 14 Shuna, Sundsvall,
G. Bell & Co.
Jly 23 Zena, Gothenburg,
Geo. Bell & Co.

Jly 17

Jly 14

now due

Jly 25

Jly 12

Jly 23
City of Keelung, Calcutta via London, Jiy 28
C. Barrie & Sons
Clan Macnair, Madras via London, Aug 4
B. L. Nairn & Co.
Empire Tugela, Calcutta via
Boulogne, end Jly Jly 27

Jly 18

Jly 15

Aug 4

Morison, Pollexfen & Blair.
Magdapur, Calcutta via London,
T. & J. Brocklebank

Malakand, Calcutta via London,
T. & J. Brocklebank Aug 10 Jly --

GRANGEMOUTH end Aug

Aug 20

British Fusilier, Koweit.
Hopkin, Paton & Co.
British Supremacy, Curacao via Jarrow Jly 21
Hopkin. Paton & Co.
Durward, Amsterdam via Leith.
Stancourt, Pepel,
Gillespie & Nicol.

mid Aug

Jly 16

Historian, Mombasa, end Jly

T. & J. Harrison

Historian, Mombasa, end Jly

T. & J. Harrison

Kaituna, Melbourne,
J. Dowie & Co.

Mid Aug

now due

Elder Dempster Lines.

Kindat, Vizagapatam,
Lamport & Holt Line.
Losada Valparaiso,
P.S.N. Co.

Stancourt, Pepel;

Gillespie & Nicol.

LEITH

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George Gibson & Co. (Albert).

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George Gibson & Co. (Albert).

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G. Gibson & Co. (Albert).

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F. C. Strick & Co.

F. C. Strick & Co. pool, Jly 26
Aug 11

A abt Jly 12

MIDDLESBROUGH Anna, Ghent, J. G. Peckston, Ltd. (Corporation Qy.) abt Jly 20 abt Jly 12

Corporation Qy.)

Anne,
McGregor, Gow & Holland
(Corporation Qy.)

Brika, Benisaf,
Escombe, McGrath & Co.
(Dent's Wf.)

Cairnesk, Tyne
Cairne HULL
Arabistan, Port Sudan,
F. C. Strick & Co.
Calumet, W.C. Africa,
McGregor, Gow & Holland (Alexandra).
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Ellerman's Wilson Line (Albert)
Empire Game, Hamburg,
Weidner, Hopkins & Partners, Ltd.
Empire Garston, Stockholm &
E. Sweden, now due

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Frigga, Aarhus & Aalborg, Jly 14 Ellerman's Wilson Line (Wm. Wright).
Gitano, New York, Ellerman's Wilson Line.
Gloucester, Port Chalmers, Jly 27 G. S. N. Co.
Lech, Iceland via Amsterdam, McGregor, Gow & Holland (Albert)
Peterston, Haliax, W. Brown, Atkinson & Co.
Pinzon, Valencia via London, McGregor, Gow & Holland (Alexandra).
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Tasso, Gothenburg.
Ellerman's Wilson Line (Albert).
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