



BRAZIL, URUGUAY AND ARGENTINA

From Liverpool
m.v. PARAGUAY Rio de Janeiro, Santos & Rio Grande 1st-half July
m.v. PARDO Rio de Janeiro, Santos & Rio Grande 1st-half August
m.v. PILCO-MAYO Rio de Janeiro, Santos & Rio Grande Early Sept.

From London

m.v. DRINA Buenos Aires 2nd-half July

WEST INDIES

From London
m.v. EMPIRE Bermuda, Nassau & Kingston (Jamaica) 1st-half July

SPANISH MAIN, CENTRAL AMERICA AND NORTH PACIFIC

From London
VESSEL Los Angeles Harbour, San Francisco, Victoria & Vancouver, via Panama Canal
m.v. LOMBARDY La Guaira, Barranquilla, Caracas (also Maracaibo with transshipment at Curacao) 2nd half July

ROYAL MAIL LINES, LTD.

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

OFFICIAL NOTICES

COMMISSIONERS OF IRISH LIGHTS

NOTICE TO MARINERS

[No. 9]

EAST COAST OF IRELAND

DONAGHADEE AND COPELAND SOUNDS

RE-ESTABLISHMENT OF BUOYS

IRISH LIGHTS OFFICE, DUBLIN, 26th June, 1946.

THE COMMISSIONERS OF IRISH LIGHTS HEREBY GIVE NOTICE

with reference to their Notice to Mariners, No. 8, of the 14th June, 1946, the following buoys have been re-established:—

GOVERNOR LIGHTED BUOY:—

(354 deg. distant 6.7 cables from Donaghadee Lighthouse.)

Can: Black: Exhibiting a red flash every 2 1/2 seconds. Duration of flash 1/2 second.

DEPUTY LIGHTED BUOY:—

(357 deg. distant 8.2 cables from Donaghadee Lighthouse.)

Conical: Red: Exhibiting two white flashes every 6 seconds. Duration of flash 1-3 second. Interval between flashes 1 second.

FORELAND LIGHTED BUOY:—

(345 deg. distant 9.8 cables from Donaghadee Lighthouse.)

Can: Black: Exhibiting a red flash every 2 1/2 seconds. Duration of flash 1/2 second.

NINION BUSHES BUOY:—

(Position 019 deg. distant 2 miles 5.2 cables from Donaghadee Lighthouse.)

Can: Black: Unlighted.

Approximate Geographical Position DONAGHADEE LIGHTHOUSE:—

Latitude 54 deg. 39 min. N. Longitude 5 deg. 32 min. W.

By Order, DAVID ROWLANDS, Secretary.

OFFICIAL NOTICES

PROPOSAL TO CHANGE A SHIP'S NAME

I, CAPTAIN O. R. D. STEPHEN, Authorised Officer of Union Steamship Co. S.A., Ltd., Cape Town, HEREBY GIVE NOTICE that, in consequence of change of ownership, I have applied to the Minister of Transport, under Section 47 of the Merchant Shipping Act, 1894, in respect of my ship "EMPIRE TRENT," of West Hartlepool, official No. 139247, of gross tonnage 5006 tons, of register tonnage 3072 tons, heretofore owned by His Majesty represented by the Minister of Transport, of Berkeley Square House, London, W. 1, for permission to change her name to "GENERAL EDGE BRINK," to be registered in the said new name at the Port of Cape Town, as owned by the Union Steamship Co. S.A., Ltd.

Any objections to the proposed change of name must be sent to the Registrar-General of Shipping and Seamen, Llantrisant Road, Llandaff, Cardiff, within seven days from the appearance of this advertisement.

Dated in London this 15th day of July, 1946.

O. R. D. STEPHEN, Authorised Officer of Union Steamship Co. S.A., Ltd.

LLOYD'S LIST AND SHIPPING GAZETTE (Established 1734)

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

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

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

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

TUESDAY, JULY 16, 1946
High Water, London Bridge ... 04 14 16 18
High Water, Liverpool ... 01 12 13 35
Sun Rise ... 04 58 Sun Sets ... 02 13
Moon Rise ... 06 43 Moon Sets ... 22 51
The above times are B.S.T.

TO-DAY'S WEATHER

Meteorological Office Forecast

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

General inference: A depression centred over West Scotland will move slowly South-East and fill up; and a trough of low pressure is approaching from the Atlantic. There will be rain at times in most districts, while in the North there will be showers. It will be cool.

Further outlook for the British Isles: Unsettled and cold, with occasional rain or showers in most districts.

DOVER-OSTEND SERVICE

Centenary Celebrations in Belgium

The programme for the International Maritime Congress which is to be held at Ostend from July 18 to 22 includes the presentation of a number of papers. One of these, by Professor R. Dauwe, deals with a century of evolution of the Ostend-Dover mail packets; another, by M. G. Verhofstadt, of the Cockerill yards, deals with the latest improvements in motor mail packets. M. S. Lastchenko, of the Cockerill yards, discusses "Half-a-century of evolution of the Ostend-Tilbury fast coasters: Considerations on Channel coasters." The fishing fleet of the future, electricity in the service of fishing, and recent developments in dredging equipment, are the subjects of other papers.

The congress is part of the programme arranged on the occasion of the centenary of the Ostend-Dover mail service and the fifth centenary of the foundation of the port of Ostend. The festivities started at the end of June and last until the end of July. The arrangements include an official cruise from Antwerp to Ostend in the mail packet Prince Baudouin on July 22 and an official cruise in her from Ostend to Dover on July 24-25, with an excursion to Canterbury.

DUTCH COASTERS EMPLOYED IN MEDITERRANEAN

By a Rotterdam Correspondent

The political situation having changed in the Baltic, Dutch coasting shipowners have turned to another area, namely, the Mediterranean. A new company has been formed under the management of the firms of Dammers & v.d. Heyde, Rotterdam; Gruno's Scheepvaartbedrijf, Amsterdam; J. J. Onnes, Groningen; and J. Tavenier, Zaandam, and an office has been opened at Marseilles, Rue Beauvais 14. Some of the motor vessels are already engaged in the ore trade between France and Italy, and other trades: the Prima, Willem Barendsz and Martha. More vessels are to follow soon.

LLOYD'S AGENCIES

The Committee of Lloyd's have re-appointed the following agent: Esbjerg (Denmark), Mr. Ludvig Christensen. Postal address: Havnegade 83, Esbjerg. Telegraphic address: "Breinholt."

The Committee of Lloyd's have declared Lloyd's Agency at Frederikshavn vacant and applications for the appointment are invited until Aug. 31.

MANPOWER

Unemployment Rising

The rising trend of unemployment in Great Britain continues. According to the Ministry of Labour return of employment and unemployment the number of insured persons registered as unemployed at June 17 was 376,167, compared with 374,876 on May 13. In addition to the total for June 17 there were 6731 uninsured persons, including 3641 boys and girls under 16 who had not yet entered industry.

The total working population in May, 1946, was 20,321,000—14,612,000 men and 5,709,000 women. The total working population is estimated to have decreased in May by 100,000 (men 32,000, women 68,000). The total reduction since June, 1945, is 1,248,000 (men 234,000 and women 1,014,000). The total working population at the end of May, 1946, was greater than at mid-1939 by 571,000 (men 44,000 fewer and women 615,000 more).

In the 11 months from mid-1945 to the end of May, 1946, there has been a decrease of 2,833,000 (men 2,554,000 and women 279,000) in the numbers in the Forces and Auxiliary Services. The total stood at 2,497,000 in May. The number employed in industry in May was 16,800,000 compared with 16,622,000 in April. Between mid-1939 and mid-1945 recruitment for the Forces, partly offset by substantial new intake from the non-industrial section of the population, reduced the numbers in industry (17,920,000) by over 1,700,000. The retirement of large numbers of men and women added during the war, offset partly by the return of men and women from the Forces, led to a further reduction of 239,000 by the end of 1945. In the first five months of 1946, however, the intake from demobilisation has exceeded net losses from other causes and the numbers in industry increased by 830,000. Between mid-1945 and May, 1946, there was thus a net increase of 591,000 (men increased by 1,424,000, women decreased by 833,000).

The numbers employed in industry in May for home civilian needs and for export in the manufacturing industries, together with the numbers in the basic industries, and in building and civil engineering, the distributive trades and other civilian services totalled 15,952,000, compared with 15,665,000 in April and 16,650,000 in mid-1939. Between mid-1939 and mid-1943 the numbers employed in this sector were reduced by about 4,710,000 or 28 per cent. There was an increase of 380,000 between mid-1943 and mid-1945. There was a further increase of 3,630,000 between mid-1945 and May, 1946, and at the latter date the number employed in this sector was about 700,000 fewer than the number at mid-1939 (or about 1,000,000 below the normal pre-war level). Between mid-1939 and mid-1943 the numbers employed on manufactures for home market and export were reduced by just over 3 millions or 53 per cent. Between mid-1943 and mid-1945 there was an increase of 372,000. Between mid-1945 and May, 1946, there was a further increase of 2,748,000, and the total at the latter date was 119,000 above the number at mid-1939. The numbers employed on manufacture for export increased from mid-1945 by 849,000 and at the end of May exceeded the mid-1939 figure by 276,000 (metals and chemicals + 358,000, other manufactures - 82,000).

DUNDEE INDUSTRIAL ESTATE

One-third of Proposed Factory Space Let

From Our Own Correspondent

DUNDEE, Monday. Sir STEVEN BILSLAND, chairman of Scottish Industrial Development Estates, said at a Press conference in Dundee that many inquiries had been received about factory space in the city's new industrial estate, but few from local firms. The full development of the Dundee estate would provide 1,000,000 sq. ft. of factory space and give work to 5000-6000 people. So far they had let and were building 327,000 sq. ft., and had placed contracts for 417,000 sq. ft., which left 90,000 sq. ft. available. Inquiries for 150,000 sq. ft. were under consideration. The smallest factory for which they were prepared to entertain inquiries was for 1200 sq. ft.

EUROPEAN TELEPHONE PROSPECT

Within the next three to five years the Post Office hopes it will be possible for any telephone subscriber in this country to obtain connection with any telephone in Europe on a "no delay" basis. Traffic over the Anglo-Continental circuits is rising rapidly, and in some cases exceeds the pre-war level. It is hoped to make available double, or even treble, the number of circuits existing before the war. Immediate expansion is hampered by the lack of plant in the war-ravaged areas of Europe, but when plans have matured it will be as easy for a caller in, say, Manchester to telephone his friend in Prague or Budapest as it is to speak to one in a neighbouring town.

CARGO FOR INDIA

Registration System Eased

The Joint India, Ceylon and Burma Conference in a notice to shippers regarding the registration system state:—

"While in present circumstances it is not practicable to dispense with the registration system in the Indian trade, it is now possible to ease its operation by amending the rule that cargo must be registered for shipment either at one named port or at any port nominated by the shipowners. In future the Lines will in addition be willing to accept registrations for shipment from any pair of ports (e.g. London or Liverpool, Liverpool or Glasgow, London or Hull, &c.), and shippers wishing to avail themselves of this new arrangement should enter the two ports required in the space provided in the calling forward notice, and delete the underlined words immediately following. The registers will then be suitably marked and the cargo ordered forward in accordance with shippers' wishes. It will be understood that the facilities for registering cargo for shipment from one named port, or from the full range of ports, are still available."

The Lines concerned are:—Anchor Line, Bibby Line, British India Steam Navigation Company, Brocklebank Line, Brocklebank's Well Line, City Line, Clan Line, Hall Line, Harrison Line, P. Henderson & Co., Peninsular & Oriental Steam Navigation Company, and Wilson Line.

MERSEY SHIPYARD DISPUTE

Union Representatives to Meet Employers

From Our Own Correspondent

LIVERPOOL, Monday. At a meeting in Birkenhead Park of 1300 men on strike at Messrs. Cammell Laird & Co.'s shipyard, new developments in the dispute were indicated. Mr. W. A. Tudor, leader of the Birkenhead Labour Party and district secretary of the Power Workers' Union, reported on a conference he had had with the management of Cammell Laird & Co., Ltd. "We could not reach an agreement on the question of an inquiry by an independent tribunal into the general working conditions obtaining in the shipyard," said Mr. Tudor. "We have now got to re-examine the position in order that an inquiry can take place. It has been considered advisable to accede to the request of the stewards of the Clarence Dock power station, the crane drivers at Cammell Laird's, and the pump men and the power house men to see whether direct action will speed up an investigation. The whole of this has been reported to local M.P.s, who will no doubt raise the matter with the appropriate ministers."

"The emergency committee of the Confederation of Shipbuilding and Engineering Unions are to meet on Merseyside, and proposals will be placed before them requesting that an official deputation be sent to meet the Civil Lord of the Admiralty, Mr. W. J. Edwards, M.P., in order that he can request Cammell Laird & Co., Ltd., to accede to the suggestion for an independent inquiry in the shipyard," Mr. Tudor said. "A conference is also to take place between the emergency committee of the Confederation of Shipbuilding and Engineering Unions and representatives of Cammell Laird & Co. at the shipyard. On behalf of the members of the Confederation a claim is to be made for a return of the moneys deducted from men's wages on the alleged grounds that they had ceased work before the stipulated time."

The strikers, with 10 dissentients, approved a resolution deciding to stay on strike, and to hold a further meeting on Wednesday afternoon.

Obituary

LORD COPE

We regret to announce the death, which occurred suddenly yesterday, of Lord COPE, K.C., T.D., J.P. Lord Cope, who was aged 75, was the only son of Mr. Matthew Cope, and was educated at Repton and Clare College, Cambridge, where he obtained a Rugby Blue. He subsequently played for Wales against Ireland and Scotland. As Mr. William Cope he was M.P. (U.) for Llandaff and Barry from 1918 to 1929. He was a Lord Commissioner of the Treasury, 1923-24, and November, 1924-January, 1928, and Comptroller of H.M. Household 1928-29. He was created a baronet, 1928, and raised to the Peerage as Baron Cope of St. Mellons in 1945. He was elected an underwriting member of Lloyd's in 1923.

IMPORT OF SALMON FROM NORWAY

The Minister of Food announces that limited supplies of salmon are now available for import from Norway until further notice. Applications for import licences should be made in the usual way to the Board of Trade, Import Licensing Department, Regent Street, London, W. 1. The Ministry of Food will support applications by pre-war importers, provided that the c.i.f. price United Kingdom port does not exceed 3s. 9d. per lb.

10 P.C. DISBURSEMENTS

WARRANTY

Clause Not Good but "Has Not Worked Badly"

To the Editor of "LLOYD'S LIST"

SIR,—I have had a belated opportunity of reading the article and correspondence in your columns on the above clause. It requires courage to enter the lists when the subject of controversy is so thorny a one as the 10 per cent. Disbursements Clause, but O.B.B. has brought to its consideration his usual vigorous and well-equipped mind. The clause in question is admittedly not a good clause, but in practice it has not worked badly. It has largely achieved the purpose for which it was designed. The broker who regards it as a maze in which the unwary may easily go astray, usually resolves his doubts by betaking himself to his hull underwriters and submitting his case for their consideration; a wise precaution, as it is they who have the right to object if there are grounds for objection.

It is unfortunately a matter for question whether by the terms of the clause, when 15 per cent. on freight for time is covered in addition to 10 per cent. disbursements, the policy on freight may be made P.P.I. The ambiguity which appears to exist has been dispelled by the decision of underwriters that such a policy must not be made a wager policy. O.B.B. would have the hull underwriters remove from the hull clauses the present provisions regarding permitted freight insurances and put in their place a simple stipulation that whatever insurances of this category were effected must be in terms of Institute Freight Clauses which he proposes should lay down, in a series of options, various bases of recovery in the event of the total loss of the vessel. I doubt if such a plan would appeal to hull underwriters if for no other reason than that it would appear that they were concerned only to see that Institute clauses were used and were not vitally interested in what other interests those clauses authorised. The point may seem unimportant, but it raises practical issues and might be found to have sufficient weight to turn the scale against the proposed change.

In the present 10 per cent. Disbursements Clause the principle is maintained that insurances on freight interests specifically effected are to be reduced as earned. O.B.B.'s draft does not appear to uphold this principle and in this matter his option (ii) seems to be somewhat ambiguous. I think it might be held to be a weakness in his draft that three of the five options are in form arbitrary.

It should not be thought that the market has not given much consideration to this subject in the past. Why then, it may be asked, have not the acknowledged defects of the present clause been remedied by a redrafted form? Perhaps the answer is that while the clause works as well, on the whole, as it has done despite its defects, there has not been found sufficient reason to depart from what the market has become accustomed to in favour of attempting a comprehensive code which must necessarily run into new complications. Such an attitude is at least characteristic of the ways of the market.—Yours faithfully,

VORTEX.

July 15, 1946.

THEFTS FROM THE DOCKS

Alleged Receiver Sent for Trial

From Our Own Correspondent

BRISTOL, Monday. William Alfred Gilson (37), of Gwiliam Street, Bedminster, was at Bristol Magistrates' Court committed for trial on a charge of receiving a quantity of bacon, valued at £701. The charge arose, according to the prosecution, following the theft of 52 hales of bacon unloaded from a vessel at Avonmouth Docks into lorries for distribution by the Ministry of Food. It was alleged that accused had 10 hales of the bacon dumped at his house, Afterwards he invited the police to go to a yard in Feeder Road, St. Philips, where a missing lorry and 32 hales of bacon were found. A further 10 hales were recovered from a third place. It was stated that the weight of the bacon was 5 tons 16 cwt.

SHIP'S ENGINEER ABSENT WITHOUT LEAVE

From Our Own Correspondent

DUNDEE, Monday. William Alexander Gellatly, third engineer officer, of Gardiner Street, Dundee, was fined £5 by Sheriff Miller at Dundee for absenting himself without leave from the steamer Carlton at Hongkong on Mar. 7, 12 and 13 last. Defendant pleaded guilty.

Defendant's agent said that he met friends and stayed ashore when he should have been on duty. He had come back with the ship to Cardiff and was now on 56 days' accumulated leave.

Messrs. Lykes Bros. Steamship Company, Inc., have opened an office at Bremen under the title Lykes Bros. Steamship Agency, the postal address being APO 751, Bremen. Telegraphic address: Lykes Bremen.

OFFICIAL NOTICES

GOVERNMENT SURPLUS STORES

THE MINISTRY OF SUPPLY has for immediate disposal the following CENTRIFUGAL PUMPING SETS located as shown below:

IDENTIFICATION NUMBERS:

ITEM 1—K/823/29/71-74 WO/BM 1472/E.5.G./ ENC. TO 57/SUR/2416

QUANTITY—FOUR

SPECIFICATION:—

CENTRIFUGAL PUMPING SETS, Petrol Engine Driven, each consisting of a Mather & Platt Plurovane pump having 3 in. suction and 2 in. delivery and capable of delivering 3000 gallons of water per hour against a total head of 250 ft. direct coupled to a Ford 8 H.P. engine. Pumps and Engines mounted on combination Baseplates, including tools and spares, foot valves and strainers. Condition unused.

LOCATED at R.E. Stores Depot, E.S.C.D., Long Marston, near Stratford-on-Avon. For inspection only, contact Disposal Section, Telephone Peabworth 256, Ext. 66.

ITEM 2—K/800/29/96 WO/BM/1472/E.5.G./ ENC. TO 57/SUR/2416

QUANTITY—ONE

CENTRIFUGAL PUMPING SET, specification and details exactly as above excepting suitable for total head of 125 ft.

LOCATED at R.E. Stores Depot, E.S.C.D., Long Marston, near Stratford-on-Avon. For inspection only, contact Disposal Section, Telephone Peabworth 256, Ext. 66.

ITEM 3—K/608/39/117-125 A 703062/44 W5d. QUANTITY—NINE

CONTRACTORS PORTABLE CENTRIFUGAL PUMPING SETS each consisting of a Ransomes & Rapier Pump having 2 in. suction and delivery, output up to 8000 gallons of water per hour and driven by a 5 H.P. Jap Petrol Engine. Condition requires minor overhaul.

LOCATED at R.A.F. Plant Depot, Air Construction Service, Mill Green, Hatfield, Herts. For inspection only, contact Officer Commanding, Telephone Hatfield 2774, Ext. 24.

ITEM 4—K/608/22/129-132 A 703062/44/W5d. QUANTITY—FOUR

CONTRACTORS PORTABLE CENTRIFUGAL PUMPING SETS manufactured by C. H. Johnson & Son, each consisting of a Pump having 2 in. suction and delivery, direct coupled to a 2 H.P. Petrol Engine. Condition requires minor overhaul.

LOCATED at R.A.F. Plant Depot, Air Construction Service, Mill Green, Hatfield, Herts. For inspection only, contact Officer Commanding, Telephone Hatfield 2774, Ext. 24.

ITEM 5—K/801/17/138 WO/BN 1472/E.5.G./ ENC. TO 57/SUR/2416

QUANTITY—ONE

CENTRIFUGAL PUMPING SET, Petrol Engine Driven, consisting of a Harland Pump capable of delivering 4000 gallons of water per hour against a total head of 300 ft., and direct coupled to a Morris 12/24 H.P. engine. Including tools, spares and foot valve and strainer. In good secondhand condition.

LOCATED at R.E. Stores Depot, E.S.C.D., Long Marston, near Stratford-on-Avon. For inspection only, contact Disposals Section, Telephone Peabworth 256, Ext. 66.

ITEM 6—K/868/34/13-52 WO/BN/1472/E.5.G./ ENC. TO 57/SUR/2416

QUANTITY—FORTY

HORIZONTAL DUPLEX PISTON PUMPING SETS, Petrol Engine Driven, each consisting of a Pean Pump, 2 1/2 in. by 3 in., capable of delivering 1000 gallons of water per hour against a total head of 400 ft. at 92 R.P.M. and driven through "V" ropes and clutch by a Ford 8 H.P. Engine. Including tools and spares. Condition packed and unused.

LOCATED at R.E. Stores Depot, c/o Clinton Contractors, Ltd., Crabtree Depot, Higher Road, Halewood, Liverpool. For inspection only, contact Mr. Unwin, Telephone Hale 2187.

ITEM 7—K/621/55/10101-10116 N.S. 37951/45 C.P. 80587/43

QUANTITY—SIXTEEN

HAND OPERATED PUMPS, double acting "Downton" Pillar type, suitable for a maximum duty of 20 gallons per minute at 45 ft. head when operated at 30 double strokes per minute. Condition unused.

LOCATED at S.C.W.S. Linoleum Works, Falkland, Fifeshire. For inspection only, contact Superintending Naval Store Officer, H.M. Dockyard, Rosyth, Telephone Inverkeithing 234, Ext. 551.

ITEM 8—K/621/55/10117-10131 K/621/55/10132-10134 N.S. 37951/45

QUANTITY—EIGHTEEN

HAND OPERATED PUMPS as above, but located at R.N. Store Depot, Gask Sidings, Lathalmond, Dunfermline, Fifeshire. For inspection only, contact Superintending Naval Store Officer, H.M. Dockyard, Rosyth, Telephone Inverkeithing 234, Ext. 551.

Arrangements for inspection can be made by prior application to the addresses named, but no undertaking is given that facilities will be available for working or load tests. Purchasers must take delivery free on rail location within two weeks of the date of issue of Release Instructions. Offers for any or all of these items are invited. They should be addressed to:— Ministry of Supply, Director of Contracts, Great Westminster House, Horseferry Road, London, S.W. 1.

to arrive not later than 10 a.m. on 12th August, 1946. Envelopes must be marked "Tender No. 088801," returnable 10 a.m., 12th August, 1946. Failure to mark the envelope correctly may result in a Tender not being considered. Any Contracts made as the result of this tendering will be subject to the Department's usual Conditions of Sale (Form C.C.C./Sales/1), a copy of which may be obtained, if desired, from the Ministry of Supply, Contracts Directorate (C.B.4), Great Westminster House, Horseferry Road, London, S.W. 1. Reference No. 088801 should be quoted when applying for this Form.

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

PASSENGER AND CARGO VESSELS TURBINE AND DIESEL MACHINERY WATERTUBE BOILERS DRY DOCK 502 Ft. by 68 Ft.

London Office 64 VICTORIA ST., S.W. 1 NEWCASTLE-ON-TYNE

FREIGHT MARKETS

Business Restricted

By Our Own Correspondent
THE BALTIC, Monday
 Operations in the chartering market over the week-end have been on a small scale, despite the fact that a large number of orders continue to be circulated. On time charter basis the inquiry in some directions is quieter, although further tonnage is required by the liner companies, and a few ships are wanted for 1/2/3 years' trading. A vessel of about 10,000 tons for July is reported to have been fixed for delivery and redelivery United Kingdom for one West African round at 20s. 6d. Homeward bookings are virtually at a standstill for the time being, and there are no reports of any business having been concluded in the outward coal trade.

A featureless state of affairs continues to rule in the River Plate section, although it is understood that tonnage might be worked to fire on the basis of recent values. There is a miscellaneous inquiry from Brazil, but no reports of any business having been concluded. It is reported that Chilean nitrate shippers are prepared to entertain offers of vessels on time charter. In the North American market tonnage continues to be directed to lift grain and other essential cargoes from the St. Lawrence and United States Atlantic ports. There is a good inquiry for coal carriers from the Northern Range, and values rule firm, particularly for July loading. Gulf charterers are in the market for asphalt, sulphur and phosphate, and tonnage is wanted for sugar from Cuba.

There is some inquiry for various classes of cargo from Australia, and space is required for a variety of cargoes from India. A British vessel of 9000 tons for August loading has been fixed for salt from Djibouti to Calcutta at 55s., while business is reported to have been concluded from Massowah a few days ago at the same figure. The rate for similar cargoes from Aden to Calcutta remains at Rs.34. Tonnage is working for coal from Durban to West Italy and also to Rio Janeiro, and for phosphate from Sfax. Huvelva pyrites shippers are inquiring for further tonnage to the Continent, and Spanish Mediterranean salt exporters have many unfilled orders.

FIXTURES
DJIBOUTI to CALCUTTA.—British steamer, 9000 t., 55s. per ton, salt, Aug. TIME CHARTER.—Steamer, about 10,000 t., 20s. 6d. per t. d.w., delivery and redelivery U.K., one West African round, July.

PROVINCIAL REPORTS

From Our Own Correspondents
LIVERPOOL, Monday
 In addition to an active interest in grain and coal freights, especially from North America a large miscellaneous business offers in the market, for which tonnage is difficult to arrange. River Plate grain remains quiet, and Brazilian orders meet little response. A shortage of shipping restricts Eastern chartering, with requirements for the ore, coal, salt and phosphate trades.

CARDIFF, Monday
 Demand for foreign trades is restricted and there is only quiet chartering. Home coasting orders come on slowly. Fixtures:—MALTA (ldg. Cardiff)—2600 t., 25s., spot. PHILIPPEVILLE (ldg. Humber)—3500 t., 25s., ppt.

SWANSEA, Monday
 Only a small inquiry circulated for near Continental ports, while business in overseas trades is held in check by lack of coal cargoes. Coastwise operations, too, are still of limited volume.

NEWCASTLE, Monday
 North European inquiries are numerous, but chartering is extremely difficult, owing to the absence of cargoes. Foreign tonnage is scarce. In the home coast trade July stems are difficult to arrange. There is a moderate tonnage supply, but chartering matures slowly. Inquiry for the coaling ports is lifeless.

GLASGOW, Monday
 The market is on holiday.

TANKER CHARTERING

Howard Houlder & Partners, Ltd., in their weekly tanker market report, state that rather more fixtures for

Sole Makers of the Lion Stockless Anchor

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New and Secondhand. Largest Stocks in the Kingdom

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 Tel. "Authority Pen London" (Royal 2162)
 "Cables Cardiff" (Cardiff 8338/9)
 "Bealson Newcastle-on Tyne" (Wallsend 63743)

LAW REPORTS

COURT OF APPEAL
 Monday, July 15, 1946

COLLISION IN THE GULF OF ADEN

OWNERS OF S.S. "KARLSHAMN" v. OWNERS OF S.S. "CLAN LAMONT"

Before Lord Justice SCOTT, Lord Justice TUCKER and Lord Justice BUCKNELL, sitting with Rear-Admiral K. D. W. MACPHERSON and Captain W. P. TOWNSHEND, Nautical Assessors

This was an appeal by the owners of the steamship *Clan Lamont*, Clan Line Steamers, Ltd., from a decision of Mr. Justice Pilcher in the Admiralty Division in an action brought against them by the owners of the steamship *KarlsHAMN*, of Stockholm, arising out of a collision between the two vessels in the Gulf of Aden about 3.15 a.m. on Aug. 2, 1943. The owners of the *Clan Lamont* counterclaimed. Mr. Justice Pilcher held that neither vessel was to blame and dismissed both claim and counterclaim.

The case for the *KarlsHAMN* was that she was on a voyage from Aden to Durban, and when the *Clan Lamont* came into view, approaching at considerable speed, the wheel of the *KarlsHAMN* was put hard-a-starboard, and very shortly afterwards her engines were put full astern. Before the order to the engines could be effectively carried out, the *Clan Lamont*, crossing ahead of the *KarlsHAMN*, struck with her starboard side the stem and port bow of the *KarlsHAMN*.

The case for the *Clan Lamont* was that she was on a voyage from Calcutta to Aden when the unlighted boom of the *KarlsHAMN* suddenly appeared distant about 100 to 300 yards, heading for the *Clan Lamont*. The wheel of the *Clan Lamont* was put hard-a-starboard in order to narrow the angle, but the collision occurred before any other steps could be taken.

There was an admission in the argument that the *Clan Lamont* was in no way to blame, and Mr. Justice Pilcher held that, in view of the evidence that the *KarlsHAMN* was subjected to a strong southerly set, which was an unusual phenomenon in that locality at that time of the year, and that a northerly set was reasonably to be expected, no negligence could be attributed to the master of the *KarlsHAMN* for setting the course he did.

The judgment appealed against was reported in LLOYD'S LIST of Apr. 2.

Mr. K. S. Carpmal, K.C., and Mr. O. L. Bateson, K.C. (instructed by Messrs. Coward, Chance & Co.), appeared for the appellants; Mr. R. F. Hayward, K.C., and Mr. Waldo Porges (instructed by Messrs. Ince, Roscoe, Wilson & Griggs) represented the respondents.

Mr. CARPMAEL said the only point in the appeal was whether the *KarlsHAMN* was negligent in being where she was, well over in the *Clan Lamont's* water, because Mr. Justice Pilcher had held, and it was accepted by the appellants, that there was no negligence on the part of either vessel after they came in sight of each other at a distance of about 300 yards. His (Counsel's) allegations of negligence against the *KarlsHAMN* were that she failed to keep a good look-out, failed to keep the routed course or track, navigated in water assigned to westbound traffic on Admiralty instructions, and failed to keep north of a line indicated in Admiralty instructions.

Counsel said that the evidence was that currents in the area in which the ships were navigating were unpredictable, and the advice given to Mr. Justice Pilcher by the Elder Brethren was: "It is quite impossible to calculate currents in this part of the world more than a few hours ahead. You may find, at that time of the year, the monsoon coming on; you may get a set of one sort over one eight hours and a completely different set over the next eight hours."

Mr. Justice Pilcher had said that the question was whether it had been established that the master of the *KarlsHAMN* was negligent in allowing his vessel to get substantially to the southward of the Admiralty line, and had held that he was not. Counsel argued that Mr. Justice Pilcher had put the onus in the wrong way. There was an admitted breach by those on board the *KarlsHAMN* of the instructions given to them, and Counsel submitted that it was for them to establish that that breach occurred without negligence on their part. Moreover, it was a breach which in fact, as found by Mr. Justice Pilcher, led directly to the collision.

The hearing was adjourned.

KING'S BENCH DIVISION
 Monday, July 15, 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 plaintiffs 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 plaintiffs 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 Alexandria in 1943. The *Delphinula* was laden with 11,433 tons of benzine 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, 11, 12 and 13.

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

Continuing his argument in support of the defendants' case, Sir WILLIAM MCNAIR submitted that the physical condition of the ship on May 18, 1943—before the fire—was such that she was a constructive total loss. If she had been floated off and taken into port it would have been found, he submitted, that the cost of repairs would have exceeded her value. As to the cargo, Counsel pointed out that it was leaking away from May 10, so that a substantial loss must have occurred, due to the stranding before the compressors were used on May 17.

A further point to be considered in assessing the value of the ship and cargo, Counsel submitted, was that, had it been possible to get the ship into safety, with some of her benzine, they would have been charged with a salvage award had the Admiralty thought fit to advance a claim. In the circumstances it would have been an award on a high scale.

Sir William McNair submitted that a different standard of care was required of a salvor than would be required in a common law action based on tort. If a salvor did his best and did nothing grossly wrong, he was not to be held responsible for any incidental damage which occurred. A right to a salvage award did not arise from a request for salvage service, but from the rendering of the service, and therefore there was no need to imply from the request any contract with its attendant implied terms as to the use of seamanlike skill. It would be entirely contrary to public policy to impose upon the salvors any such high standard of skill and care as was suggested by the plaintiffs in the present case. One could not demand from a salvor a higher standard of skill, or a higher appreciation of danger, than he in fact possessed. So far as he (Sir William) had been able to ascertain, there was no reported case where a claim for damages had been brought successfully against unsuccessful would-be salvors.

A salvor who—there being no other salvor available—undertook to try to get off a petrol-laden tanker was not to be charged with a knowledge of all the propensities and dangers of petrol, especially in a case like the present, where he had at hand, and working with him, the ship's own officers, and technical experts of the shipowning company.

Conceding that there was some interaction between operations on the *Delphinula* as salvage and also from the operational necessity of getting her clear of the entrance to Alexandria, Sir William McNair submitted that anything done purely as an operational measure would not give rise to any right of action so far as plaintiffs were concerned. Assuming that it was a salvage operation, that proper instructions for fire precautions had been given, and that the fire was caused by a casual act of disobedience by an Arab or Greek seaman, the salvor would not be liable. He did not guarantee the crew and the plaintiffs must take a salvor as they found him.

Counsel submitted that the doctrine of *res ipsa loquitur* applied only against a person who was in sole charge. It did not apply in the present case because, although the naval authorities were to some extent in charge of the operation, it was not an operation conducted by the naval authorities *in vacuo*, but by them in the presence of and in co-operation with the ship's officers.

The hearing was adjourned until to-morrow.

NORWEGIAN SHIP PURCHASES

Reports of several purchases of ships by Norwegian owners have recently been reported in the Norwegian Press. The motor tanker *Cleopatra*, 10,170 tons d.w., has been bought from the Rederi-a.b. Transocean, Gothenburg, by the Skips A/S Trama (Messrs. Olaf Boe & Co.), Arendal, with delivery in the first half of 1948. She was built at Gothenburg in 1933. Messrs. Olsen & Ugelstad, Oslo, have sold the steamer *Makelfell* to the D/S A/S. Ibis (Mr. Johs. Larsen), Bergen, with delivery at the end of July; a vessel of 2400 tons d.w., she was built in 1932. Victor Millers Rederi, Bergen, have sold their steamer *Vim* (1800 tons d.w., built 1913), to Wallen & Co.'s Rederi, Bergen. The wooden motor vessel *Glup* (110 tons gross, built 1898), belonging to Messrs. Lothe Brothers, Haugesund, has been sold to Mr. R. Larson, Hammerfest.

SHIPPING VENTURES IN SOUTH AFRICA

U.S. Participation in New Company

From Our Own Correspondent
DURBAN, July 5
 A number of shipping developments in South Africa have recently been announced, including the formation of a new company with American participation. This is the South African Marine Corporation, which has been formed by Mr. H. D. Mercer, president of the States Marine Corporation, New York, in conjunction with Dr. van der Bijl, of Iscor.

Before the war the States Marine Corporation maintained a monthly service from the United States to South Africa, the bulk of its cargo being motor cars. This line loaded in opposition to the Conference lines, but did not interfere with the homeward berth. The States Marine Corporation has recommenced its monthly service to South Africa, and will load homewards to America as well. The South African Marine Corporation, of which Air Chief Marshal Sir Arthur Harris has been appointed managing director, intends to acquire ships and trade them between the Union and America with a monthly service under the South African flag, employing South African personnel. The two services will work jointly and provide a fortnightly service. Head agents in the Union will be Messrs. King & Sons.

With a capital of £1,000,000, the Alpha Steamship Company has been formed and intends to buy four British or Canadian vessels and use them to export coal, produced by collieries owned by Alpha Industries, to South America and return with general cargo. The directors are Mr. H. J. Leiton, a former Postmaster-General, Mr. Morris Kenridge, a Member of Parliament, Mr. Thos. Boydell (managing director), a former Member of Parliament and Senator, and Mr. Shaban, a company promoter and moving spirit in Alpha Industries and associated companies.

A further registration is the National Navigation Company of S. A. Ltd., which, with a capital of £100,000, has been formed to operate ships on "regular trade routes." They vaguely mention trading to the Mediterranean, Sweden, Canada and South America, and may possibly work in conjunction with the South African Marine Corporation. The managing director, Mr. L. A. J. Keeble, has stated that the company would be associated with the Federal Navigation Company of Canada. The other directors are Mr. W. Grant Mackenzie, Mr. Cecil Campbell (of the Marconi Company), and Mr. Ernest Pathy, of Canada.

It is stated that another company has been formed by Mr. Charles Verster, of Versters Cold Storage, and is reported to have purchased two vessels which it is proposed to trade between the Union and the West Coast of Africa. Some ex-naval officers have formed the Union Steamship Company of Cape Town, and apparently intend operating in the coastal trade and to West African ports. A Dutchman named De Bie, who has recently arrived in this country, has announced that he proposes trading between the Union, West African ports and the Continent.

STEEL CONSUMPTION

Government Estimate for 1955

In the House of Commons yesterday Sir WALDRON SMITHERS (Con. Orpington) asked the Minister of Supply what were the facts which formed the basis that home consumption of steel would be 13,000,000 tons and exports 3,000,000 tons in 1955, considering that the mean curve from 1910 to 1945 included two wars during which steel production was abnormally high.

Mr. J. WILMOT said he assumed the member referred to the estimate made by the British Iron and Steel Federation in their recent report, which was published as a White Paper. The estimate of home consumption of 13 million ingot tons per year assumed full employment, and had regard to the long term upward trend of steel consumption in all industrial countries. The estimated export of 3,000,000 tons was based on the potential world demands, and changes in supply position since the inter-war years.

Sir Waldron Smithers: How can the Government dare take such a gamble on such slender evidence?

Mr. Wilmot: The estimates were made by all those most informed in the steel industry and the Government has no reason to differ from it on examination.

INSURANCE "CHARITIES" APPEAL

The Council of the Chartered Insurance Institute announce that the Insurance "Charities" Day appeal, made through the local insurance institutes, produced the sum of £4882 9s. 6d., and cheques for £3746 18s. 2d., £1134 10s. 4d., and £118. have been handed to the Insurance Orphanage, the Insurance Benevolent Fund and the Victory Thanksgiving Fund respectively. The council and the committee responsible for the arrangements desire to express their thanks to all those who contributed to the very satisfactory result of the appeal, and their appreciation of the help and co-operation given by the local insurance institutes.

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THE COAL TRADE

Special Market Reports

From Our Own Correspondents

CARDIFF
Home market demands are as brisk as ever and suppliers are taking almost everything they can lay their hands on to help them keep up steady deliveries. Only some of the very poorest sorts are left for disposal abroad, with the result that activities in this branch are kept at a low ebb. Occasional quantities come on for shipment as a result of the lifting of Government emergency dumps, which include a little of the better qualities, but it is mostly anthracite duff and coke breeze which are available for export.

SWANSEA
Anthracites are mainly only reservedly available. Priority inland consumers continue to have first claim on current deliveries. Only relatively limited quantities are left for export. Washed stove nuts are still keenly sought, but fresh transactions are exceedingly difficult to arrange.

NEWCASTLE
With prompt supplies scarce and in keen demand there is an active bunker trade for both ships' use and coaling stations, but supplies available for early loading remain inadequate. Blyth, Tyne and Durham screened steams and single, double and treble nuts are all heavily booked. Working on low stocks, consumers are pressing keenly for supplies. Durham gas and coking coal, blast-furnace and foundry cokes find ready outlets, but domestic cokes continue in more plentiful supply.

HULL
Activity is still centred in the inland sections of the market, in which direction collieries are concentrating their efforts. Priority claims are exceptionally heavy and engage the biggest proportion of outputs. There is a steady demand for screened steam smalls and washed thirds for bunkers, but no expansion of exports. Cokes are fully booked for home consumption.

MERSEY
The Mersey bunker market opened with a strong tone for Yorkshire/Derbyshire washed thirds and washed steam mixtures. With several Midland pits going on holiday it is anticipated that shippers will be compelled to draw supplies from other counties. The coastwise section continues brisk, with no surplus household coal available for outside business. Exports are limited, with inquiry good.

COMMODITIES

GRAIN
LONDON (Baltic Exchange), Monday
WHEAT.—No actual offers were submitted to the Control to-day and prices were nominally unchanged. Quotations: No. 1 Northern Manitobas, for July shipment, from St. Lawrence, 174c.; from West St. John-Halifax, 175c.; from Baltimore or Philadelphia, 178c.; and from New York, 179c. per bushel, f.o.b. No. 2 grade, 3 cents less in each case. Australian, July/August shipment in bulk, 64s. 6d. per 480 lb., f.o.b.
MAIZE.—Argentine firmer but quiet. September/October shipment from up-River quoted 93s., and from down-River 94s. 9d. per 480 lb., f.o.b.

OILS AND OILSEEDS
LONDON (Baltic Exchange), Monday
OILS.—LINSEED.—Raw 46s. RAPE.—Crude 491. COTTON.—Crude 552 2s. 6d. CASTOR.—First 482; second 480. GROUNDNUT and SUNFLOWER.—Crude 564 10s. per ton.
ROBIN.—American grades F to M, 47s.; WG, 48s. 6d.; WW, 52s. 6d. per cwt.
OILSEEDS.—For shipment. CASTOR-SEED.—Bombay 443 10s. per ton. Other oilseeds and groundnuts all unquoted.

FOREIGN PRODUCE
LONDON (Mincing Lane), Monday
SPICES.—CLOVES.—Zanzibar spot 1s. 1d. per lb. sellers, c.i.f., July-Aug. 94d. buyers' licence; afloat 10d. per lb. sellers. PIMENTO.—Easier. Spot 1s. 1 1/2d. per lb. sellers. CHILLIES.—Mombasa spot 150s. per cwt. sellers. MACÉ.—West Indian pale spot 6s. nominal per lb.
JUTE.—Daisee 2-3 new crop Oct.-Nov. shipment 444 10s. per ton nominal.
SHELLAC.—Open market quotations quiet, on the basis of 377s. 6d. sellers, for F.O.T.N. pure.

METALS
LONDON (Metal Exchange), Monday
TIN.—The Directorate of Non-Ferrous Metals supplies tin of 99 per cent. to under 99.75 per cent. at £300 per ton delivered, plus prices and charges, if any, for grades, sizes of ingots, bars and strip, granulated and small lots; export £357 per ton, f.o.b. United Kingdom.
TINPLATES.—For home delivery 32s. 6d. basis I.C. 14 x 20 f.o.t. makers' works; export 38s. to 42s., basis f.o.b. South Wales. Uncoated plates 27s. a box.
COPPER.—Electrolytic and wire bars 484 per ton delivered.
COPPER SULPHATE.—98/100 per cent. 433 10s. per ton (less 2 per cent.) in 2 cwt. bags (free), f.o.b.
ALUMINIUM.—Ingots and bars for home delivery £67 per ton delivered.
ANTIMONY.—English 99 per cent. £125, and crude 70 per cent. £105 per ton delivered.
TUNGSTEN ORE.—The official selling price stands at 75s. per unit delivered works.
PLATINUM.—Refined maintained at £17 per troy ounce.
PIG IRON.—No. 3 Cleveland 163s. per ton delivered Middlesbrough area.

In the House of Commons yesterday the Bromborough Dock Bill (Lords) was read a second time.

REPORTS AND DIVIDENDS

Dundee, Perth & London Shipping Co.

The profit of the Dundee, Perth & London Shipping Company, Ltd., for the year ended May 31, after charging insurance, repairs, stores, establishment expenses, taxation and depreciation, also reserves for repairs and taxation, amounted to £16,550, compared with £16,107 for the previous 12 months, and £12,985 (£12,878) was brought in, making £29,535 (£28,985). The directors recommend a final dividend of 6 per cent., making 10 per cent., less tax, for the year, the same as for several years past, leaving to be carried forward £14,696, subject to directors' fees. It is added that capital gains on ships, &c., and investments have been applied to depreciation. The balance sheet totals at £526,356 (£484,173). On the assets side, ships at cost, less written off, stand at £232,850 (£176,700).

The report, which will be submitted to the meeting to be held at 26, East Dock Street, Dundee, on July 19, at 12 30 p.m., states that during the year the fleet has been released from requisition, but on certain ships reconditioning work has not been fully completed. The steamer *Perth*, after 31 years of useful service, has been sold, and the steamer *London* has been acquired by the Government. Delivery of the motor vessel *Lunan*, now fitting out at Aberdeen, is expected in August. Two motor vessels renamed *Govrie* and *Edina* have been purchased. The coasting liner services of the company have been maintained as far as possible, and while there are signs of a slight increase in the quantity of cargo offering, the amount is far short of the average tonnage carried before the war. The loss of the company's wharf at London is a considerable handicap and permission to rebuild has not yet been obtained.

WILLIAMS DEACON'S BANK LIMITED.—The statement of accounts at June 30 shows:—Liabilities: Capital issued, £1,875,000; reserve fund, £1,100,000; current deposit and other accounts, £90,846,098; acceptances and credits opened on account of customers, £249,046; and endorsements and other obligations on account of customers, £2,146,693. Assets: Coin, bank notes, and balances with the Bank, £9,608,050; balances and cheques in course of collection, £4,773,695; money at call, £7,201,196; bills discounted, £4,850,237; Treasury deposit receipts, £22,000,000; British Government Securities, £29,600,917; other investments, £882,126; advances to customers and other accounts, £14,036,374; bank premises account, £868,504; liabilities of customers for acceptances and credits opened, £249,046; and liabilities of customers for endorsements and other obligations, £2,146,693.

PRINCE OF WALES DRY DOCK COMPANY, SWANSEA, LTD.—The trading profit for the year ended Apr. 30, including dividends receivable from subsidiary companies, interest, and after making provision for income tax and E.P.T., amounted to £44,598, against £36,119 for the preceding year, and adding £22 (£25) transfer fees, there was a total available of £44,620, compared with £37,586 for the previous 12 months, when the accounts were credited with £1442 Exchequer grants on A.R.P. expenditure. After paying directors' fees, Debenture interest, &c., the net profit was £41,615 (£34,033), and £19,788 (£20,255) was brought in, making £61,403 (£54,288). The sum of £10,000 (same) has been transferred to central depreciation reserve account, £7133 (£5000) to reserve for contingencies account and £10,000 (£7000) to general reserve. The directors recommend a dividend of 7 1/2 per cent., plus a bonus of 2 1/2 per cent., the same as before, leaving to be carried forward £20,520. The balance sheet totals at £535,315 (£525,714), of which current assets account for £182,381, subsidiary companies for £225,429 and fixed assets for £127,505. The report states that the amount charged in profit and loss account in respect of taxation is £39,104, this being a provision for the liability which will arise on the profits of the year under review. Now that hostilities have ceased a start has been made with deferred repairs and work is proceeding as and when labour and materials are available.

FAIRFIELD SHIPBUILDING AND ENGINEERING COMPANY, LTD.—Warrants have been posted in respect of interest on the 5 per cent. "A" Mortgage Debenture stock, and dividend on the 6 per cent. Cumulative Preference shares for the half-year ended June 30.

IMPERIAL BANK OF INDIA.—The net profits for the year ended June 30 amounted to Rs. 54,97,200 (Rs. 49,22,400), and Rs. 39,08,200 (Rs. 43,54,900) was brought forward, making Rs. 94,05,400. The directors have declared a dividend of 14 per cent. per annum, free of tax (same), transferred Rs. 5,00,000 (same) to reserve fund, Rs. 1,03,800 (Rs. 1,10,000) to pension fund, and Rs. 9,25,000 (Rs. 8,50,000) bonus to staff, leaving to be carried forward Rs. 39,39,100 (Rs. 38,79,200).

The London head office of the Chartered Bank of India, Australia & China have received a telegram from their Singapore manager advising that a branch of the bank was opened at Sandakan, British North Borneo, on June 25.

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MONEY MARKET

Fair Demand for Bills

There was quite a good demand for loans in the early hours, but subsequently conditions became easier, and overnight loans were easily arranged at 1/2 per cent. In the discount market the banks were fairly good buyers of September Treasury bills. A small trade inquiry for silver was satisfied by official sources at unchanged prices. Foreign exchange rates were unaltered.

"THE ABC AIR GUIDE"

"The ABC Air Guide" now makes its first appearance as a separate publication and will appear in future during the first week of every month. It will be published under the same auspices as the well-known official London "ABC Railway Guide" (established in 1853), and every effort is being made to ensure that the new "Air Guide" will be of the greatest use to those engaged in air travel.

The text of the "Air Guide" comprises three sections. First, a gazetteer informing the user how to reach each place from the United Kingdom. Secondly, numbered timetables in which are shown the times, principal fares and baggage charges of the main airways and important branch services, together with lists of routes and journey times of the more distant and remote services. Finally, a section devoted to useful features, such as general information for the air traveller, rates of exchange, health and passport regulations, &c. "The ABC Air Guide" is published at 2s. 6d. (2s. 9d. post free). Owing to paper restrictions supplies are limited and it is advisable to place an order for twelve months at a charge of 31s. post free.

Mr. A. F. C. Bowerman has now been released from naval service to rejoin Messrs. Bowerman Bros., steamship, chartering and insurance agents. Temporary address: 1, Bridge Way, Ickenham. Telephone: Uxbridge 313. Telegrams and cables: "Bowerstela," Uxbridge.

STOCK EXCHANGE

Advance in Prices

A cheerful tone characterised the Stock markets yesterday, following the granting of the American loan, but there was no material expansion in the volume of business. In the gilt-edged section there was a fair inquiry for British Government stocks, which closed 1-16 to 1/2 dearer, the larger movement being shown in Victory Bonds to 119 1/2. Home railway Ordinary stocks were steady to firm. Southern Deferred advanced 1/2 to 20 1/2, while gains of 1/2 were registered in Great Western to 57 1/2 and North Eastern Preferred to 5 1/2.

Business in shipping issues was on more active lines, and price movements were all in the upward direction. Indo-China Deferred improved 1/2 to 13 1/2, Furness, Withly Preference 1/2 to 12 1/2 and the Ordinary 6d. to 34s. 6d., while Irrawaddy were 1s. 6d. firmer at 29s. 6d. Gains of 6d. were shown in Anchor to 56s. 6d., P. & O. Deferred to 57s., Reardon Smith to 33s., Royal Mail to 30s., and Union-Castle to 31s. 6d., while Aviation & Shipping were 3d. up at 3s. 9d.

In the shipbuilding, iron, coal and steel section, transactions were on a decidedly larger scale, with price changes in the upward direction. Beardmore Preference rose 3d. to 24s. 9d., Colvilles a similar amount to 24s. 3d., and Richardsons, Westgarth 4 1/2d. to 9s. 7 1/2d. Numerous issues were 3d. to 6d. up, the larger movement being shown in Barrow Hematite to 30s. 7 1/2d., Bolsover Colliery to 50s., Guest, Keen to 40s. 7 1/2d., Hadfields to 25s. 6d., Powell Duffryn to 22s. 6d., Sheepbridge to 38s. 6d., Shipley Collieries to 37s., and Stewarts & Lloyds Deferred to 50s. 3d.

There were several firm features in the commercial and industrial group. Tobacco issues were supported, British American at 6 1/2 and Imperials at 8 both showing gains of 1-32, while Guinness rose 1s. to 161s. 6d. and Distillers 6d. to 135s. 3d.

Forethought

For the benefit of family and friends none would grudge time and effort, and a little forethought can do much to help them. Consider, then, the advisability of making an appointment—appoint the executor of your will. You alone can do it; upon your present forethought depends the future protection and comfort of those whose welfare you have at heart.

In this and similar matters the Midland Bank Executor and Trustee Company are ready to help. You may appoint them as your sole executor, or to serve jointly with a member of your family or a friend. The Company will always be there to act in the best interests of all concerned, bringing the long experience and sympathetic understanding of those who have devoted their life's work to this service. The Manager at any branch of the Bank will welcome inquiries concerning this undertaking, or you may call at the Company's own offices in London and in convenient provincial centres.

MIDLAND BANK EXECUTOR AND TRUSTEE COMPANY LIMITED

OVERSEA MOVEMENTS: Latest Reports

UNITED KINGDOM

GRAVESEND AR Tim, Jly 14 Amsterdam for London Dock Kortenaar Rotterdam for Tunnel Wharf Oise for St George's Wharf Spica Rotterdam for Royal Albert Dk Finland for Symon's Wharf Mies for Greenhithe Frederik, Jly 14 Rotterdam for Royal Albert Dock Sancia, Jly 15 Gtthbrg for Millwall Dock Clan Maeneil Rangoon for Tilbury Kyle Castle Copenhagen Supremity Ornskoldsvik Clifford E. Ashby Cuba for Royal Albert Dk GRAVESEND SD Wego, Jly 13 Bajamar, Jly 15 Las Palmas SHELL HAVEN AR Fort Lane, Jly 13 Aruba SHELL HAVEN SD Fort Lane, Jly 15 Trinidad Pd Down SANDERRY, Jly 14 THE DOWNS Anch Yearby, Jly 14 David Caldwell San Amado Jasper F. Cropsey John L. McCauley Johns Hopkins Clyde L. Seavey Kratos Cragpool Mervede, Jly 15 Joseph Hewes American Builder THE DOWNS SD Cragpool, Jly 14 David Caldwell Bosphorus Sambalt Ubari Westminster Victory Johns Hopkins Salando Clyde L. Seavey Kratos Orvar, Jly 15 Jasper F. Cropsey John L. McCauley San Amado Lillian Nordica Yearby Mervede American Builder DOVER Pd E Tennaten, Jly 14 Empire Concession Theomitor, Jly 15 Empire Garland Mount-Restveloke Park Ebro (tug) (with tow) DOVER Pd W Schelde (tug), Jly 14 Blankenburg (tug) White Oak, Jly 15 Dania, Jly 15 DUNGENESS Pd E Ask-ladden, Jly 14 Vingaren, Jly 15 for Antwerp DUNGENESS Pd W Yser, Jly 14 Norg (pres) Stad Maasltuis, Jly 15 BEACHY HEAD Pd W Hast III, Jly 14 Kirsta Calanda St. Rosario Samboston, Jly 15 Newcombia for Curacao Paraguay, Jly 15 SPITHEAD Pd In Longwood, Jly 15 Rowallan Castle, Jly 15 SPITHEAD Pd Out Athlone Castle, Jly 14 ST CATH'S Pt Pd W Empire Witham, Jly 14 Redstone Seam Samindoro Hood Victory Vanellus HAMBLE SD Arzella, Jly 13 SOUTHAMPTON AR Pollux (Pa) (251), Kutno, Jly 12 Cowes Jly 13 Bremerhaven President Tyler N York Carnarvon Castle, Jly 14 Haskerland Rotterdam Queen Mary New York SOUTHAMPTON SD Pollux (Pa) (251), Washington New York Princessa Giovanna Naples Empire Witham, Jly 14 Hongkong Port Wyndham New York Athlone Castle, Jly 14 Naples, Port Said and Bombay WEYMOUTH AR Isolda (aux) (Sw), Jly 13 Kristinehamn TEICMOUTH SD Algarve, Jly 12 Obo (3 Abo) PRAWLE POINT Pd E Hovroy Bratt, Jly 14 Anesham Gezina Kenyon L. Butterfield Gleniffer Jly 15 British Supremacy PRAWLE POINT Pd W Colinga Hills, Jly 15 Pittston Victory LIZARD Pd E John Ericsson (pres) Kristian American Ranger LIZARD Pd W Vardland, Jly 14 Enstey City Port Wyndham for New York Empire Yukon for New York Vanellus for Liverpool Joe C. S. Blackburn Jly 15 for New York Pittsburgh Seam Port Orange for New York Jan Lievens for Newport Beaverlegn for New York Starckenburgh, Jly 15

3 BLYTH AR Hoop op Zegen, Jly 14 London SD BLYTH Hoop op Zegen, Jly 14 Grangemouth TYNE AR Iberia, Jly 14 Gothenburg Ariel Torrevieja Lovaas Barcelona Holmside, Jly 14 Virgo London Oleum Middlebrough Jupiter, Jly 15 Bergen Garesfield Bilbao Torkistan, Jly 14 Antwerp Trinidad TYNE SD Cheltenham, Jly 14 Hartlepool AR Hartlepool AR Sheet Harbour MIDDLESBRO AR Dornoch, Jly 14 Peppel Benlawers London Veenhuys Rotterdam MIDDLESBRO SD Oleum, Jly 14 Tyne Tempo, La Goulette Empire Fraser Singapore Fort Macin Montreal FLAMBORO HD Pd N Beika, Jly 15 Telesora de Larrinaga FLAMBORO HD Pd S Glanton, Jly 14 Tempo SPURN HEAD Pd In Polaris, Jly 13 Ploca Rota, Jly 14 Westlaan Rio de Muros J. C. Jacobsen, Jly 15 Forshuli Friga, Jly 15 SPURN HEAD Pd Out Alexandra, Jly 13 Empire Panfae Bergenhus Empire Spearhead Forgas Helsingborg Froste Christianstad Okswie Oskarshamn Trinidades Nordost Gdansk Tasso Hull Soya II, Jly 13 Malmø Angia Manchester HOGANAS AR Arasvall, Jly 10 Lulea HOGANAS SD Ara, Jly 9 Gdansk Arasvall, Jly 12 Gdansk HELSINGBORG AR Mauritz, Jly 11 Gothenburg Froste, Jly 13 Gothenburg HELSINGBORG SD Hildur, Jly 11 Gdansk Capella (Sw), Jly 12 Holmsund Mauritz Hudiksvall Avanti, Jly 13 Stockholm Froste Helsingborg Pd N Tritonia, Jly 11 Foglio, Jly 12 (of Gothenburg) Inger (of Helsingborg) Saturnus (5818) Ball (of Rotterdam) HELSINGBORG Pd S Ivernia, Jly 11 Hebe (of Helsinki) Owin B.T. IV. Lagarfos, Jly 12 Herma Gorthon Spero (of Hull) Bolivia (Da) KOPPARVERKS. HAMN AR Rudolf, Jly 12 Thamshavn KOPPARVERKS. HAMN SD Halmsstad (Sw), Jly 9 Gdynia LANDSKRONA AR Verma, Jly 12 Gdynia Herma Gorthon Ellesmere Port MALMO AR Mansuria, Jly 11 Liverpool Twee Gebroeders Granada, Jly 12 Gdansk Solgry Odda Helsinki MALMO SD Liberty, Jly 11 Lulea Ingeborg (Fi), Jly 12 Helsinki Hedera Ghent Solgry Veersteras YSTAD SD Bertil, Jly 12 Lulea AHUS AR Eva (Fi), Jly 13 Kemi KARLSHAMN AR Foodasia, Jly 7 Ventspils Regin, Jly 7 Copenhagen Halvard Bratt Halmsstad Plato, Jly 8 Gothenburg Nima Lau Mariager Satakunta, Jly 8 Wismar Graculus, Jly 9 Holmsund Naboland Malmø KARLSHAMN SD Foodasia, Jly 6 Szczecin Halvard Bratt, Jly 7 Gdynia Valencia Gdynia Nima Lau Gdansk Satakunta, Jly 8 Tallinn Graculus, Jly 9 Ellesmere Port Naboland Kotka RONNEBY AR Elisabeth, Jly 5 Copenhagen Heron, Jly 6 Ronneby KARLSKRONA AR Anna-Greta, Jly 8 Bergqvara KARLSKRONA SD Storfors, Jly 8 Karlstad Birte Ghent WESTERVIK AR Birgitta (aux), Jne 28 Oskarshamn Kaizergracht, Jly 5 Helsinki Kijkduin Copenhagen Phoenix (Du) Copenhagen WESTERVIK In Port Orkan, Jne 19 WESTERVIK SD Birgitta (aux), Jly 1 Ramsgate Edo, Jly 3 Oskarshamn Kijkduin, Jly 8 Dordrecht Keizergracht, Jly 5 Rotterdam OXELOUND AR Ljustero, Jly 12 Stockholm Ingaro Stockholm

4 STAVANGER AR Castor (No), Jly 7 Rotterdam Deneb (No), Tromso Lysaker IV., Jly 8 Gothenburg Drammensfjord Bremen STAVANGER SD Castor (No), Jly 7 Bergen Deneb (No) coastwise OSLO AR Vera (Fi), Jly 10 Helsinki Marga Emden Empire Gangway, Jly 11 Hull OSLO SD Finse, Jly 11 Heroya Samev Brevik Real II, Jly 12 Curacao UDDEVALLA SD Gripen, Jly 6 Gdynia Göttingen AR Hilda, Jly 4 Lubeck Gledan, Jly 6 Aalborg Ludvig, Jly 11 Malmø Venezuela Antwerp Empire Contyne Copenhagen Tritonia, Jly 12 Landskrona Normandia Antwerp Aspen Rotterdam Sagoland Boulogne Falken (224), Jly 13 Gdynia Göttingen SD Agne, Jly 11 Calais Dagmar Bratt Bristol Rudolf (Sw) Limhamn Lazaroff Copenhagen Forshult Shoreham Tankland, Jly 12 Stockholm Bore Antwerp via Gofle Bele Amsterdam Tidaholm, Jly 10 New Orleans and Veracruz Veracruz Tonghai Brevik Fern Stromstad Froste Helsingborg Vilja Christianstad Okswie Oskarshamn Trinidades Nordost Gdansk Tasso Hull Soya II, Jly 13 Malmø Angia Manchester HOGANAS AR Arasvall, Jly 10 Lulea HOGANAS SD Ara, Jly 9 Gdansk Arasvall, Jly 12 Gdansk HELSINGBORG AR Mauritz, Jly 11 Gothenburg Froste, Jly 13 Gothenburg HELSINGBORG SD Hildur, Jly 11 Gdansk Capella (Sw), Jly 12 Holmsund Mauritz Hudiksvall Avanti, Jly 13 Stockholm Froste Helsingborg Pd N Tritonia, Jly 11 Foglio, Jly 12 (of Gothenburg) Inger (of Helsingborg) Saturnus (5818) Ball (of Rotterdam) HELSINGBORG Pd S Ivernia, Jly 11 Hebe (of Helsinki) Owin B.T. IV. Lagarfos, Jly 12 Herma Gorthon Spero (of Hull) Bolivia (Da) KOPPARVERKS. HAMN AR Rudolf, Jly 12 Thamshavn KOPPARVERKS. HAMN SD Halmsstad (Sw), Jly 9 Gdynia LANDSKRONA AR Verma, Jly 12 Gdynia Herma Gorthon Ellesmere Port MALMO AR Mansuria, Jly 11 Liverpool Twee Gebroeders Granada, Jly 12 Gdansk Solgry Odda Helsinki MALMO SD Liberty, Jly 11 Lulea Ingeborg (Fi), Jly 12 Helsinki Hedera Ghent Solgry Veersteras YSTAD SD Bertil, Jly 12 Lulea AHUS AR Eva (Fi), Jly 13 Kemi KARLSHAMN AR Foodasia, Jly 7 Ventspils Regin, Jly 7 Copenhagen Halvard Bratt Halmsstad Plato, Jly 8 Gothenburg Nima Lau Mariager Satakunta, Jly 8 Wismar Graculus, Jly 9 Holmsund Naboland Malmø KARLSHAMN SD Foodasia, Jly 6 Szczecin Halvard Bratt, Jly 7 Gdynia Valencia Gdynia Nima Lau Gdansk Satakunta, Jly 8 Tallinn Graculus, Jly 9 Ellesmere Port Naboland Kotka RONNEBY AR Elisabeth, Jly 5 Copenhagen Heron, Jly 6 Ronneby KARLSKRONA AR Anna-Greta, Jly 8 Bergqvara KARLSKRONA SD Storfors, Jly 8 Karlstad Birte Ghent WESTERVIK AR Birgitta (aux), Jne 28 Oskarshamn Kaizergracht, Jly 5 Helsinki Kijkduin Copenhagen Phoenix (Du) Copenhagen WESTERVIK In Port Orkan, Jne 19 WESTERVIK SD Birgitta (aux), Jly 1 Ramsgate Edo, Jly 3 Oskarshamn Kijkduin, Jly 8 Dordrecht Keizergracht, Jly 5 Rotterdam OXELOUND AR Ljustero, Jly 12 Stockholm Ingaro Stockholm

5 OXELOUND SD Middlebrough STOCKHOLM AR Avenir, Jly 4 Ventspils Alea (Fi), Jly 8 Ljustero, Jly 9 Baltimore Norcita, Jly 10 Ronen Orinoco Buenos Aires Empire Ganymede, Jly 11 London Belostrov London Cape Lilibeo Pt Arthur Ellinor Antwerp British Commodore Abadan Marianne Bratt Newport June, Jly 11 Goole Vega, Jly 12 Ghent STOCKHOLM SD Avenir, Jly 8 Spjutsund Brasil, Jly 9 Buenos Aires via Hallstavik Fogdo, Jly 9 Newport Fiducia, Jly 9 Rotterdam Gefion Rotterdam Monica (Sw), Jly 10 Gothenburg and Copenhagen Belos, Jly 10 Amsterdam via Gofle Rotterdam Hugin London and Hull via Rundvik Freja Rio Janeiro Norma (Sw) Grangemth via Hornsand Ring, Jly 10 Calais/Brest range via Gofle Erland Portland (Me) via Fagervik Bore Antwerp via Gofle Bele Amsterdam Tidaholm, Jly 10 New Orleans and Veracruz Veracruz Tonghai Brevik Fern Stromstad Froste Helsingborg Vilja Christianstad Okswie Oskarshamn Trinidades Nordost Gdansk Tasso Hull Soya II, Jly 13 Malmø Angia Manchester HOGANAS AR Arasvall, Jly 10 Lulea HOGANAS SD Ara, Jly 9 Gdansk Arasvall, Jly 12 Gdansk HELSINGBORG AR Mauritz, Jly 11 Gothenburg Froste, Jly 13 Gothenburg HELSINGBORG SD Hildur, Jly 11 Gdansk Capella (Sw), Jly 12 Holmsund Mauritz Hudiksvall Avanti, Jly 13 Stockholm Froste Helsingborg Pd N Tritonia, Jly 11 Foglio, Jly 12 (of Gothenburg) Inger (of Helsingborg) Saturnus (5818) Ball (of Rotterdam) HELSINGBORG Pd S Ivernia, Jly 11 Hebe (of Helsinki) Owin B.T. IV. Lagarfos, Jly 12 Herma Gorthon Spero (of Hull) Bolivia (Da) KOPPARVERKS. HAMN AR Rudolf, Jly 12 Thamshavn KOPPARVERKS. HAMN SD Halmsstad (Sw), Jly 9 Gdynia LANDSKRONA AR Verma, Jly 12 Gdynia Herma Gorthon Ellesmere Port MALMO AR Mansuria, Jly 11 Liverpool Twee Gebroeders Granada, Jly 12 Gdansk Solgry Odda Helsinki MALMO SD Liberty, Jly 11 Lulea Ingeborg (Fi), Jly 12 Helsinki Hedera Ghent Solgry Veersteras YSTAD SD Bertil, Jly 12 Lulea AHUS AR Eva (Fi), Jly 13 Kemi KARLSHAMN AR Foodasia, Jly 7 Ventspils Regin, Jly 7 Copenhagen Halvard Bratt Halmsstad Plato, Jly 8 Gothenburg Nima Lau Mariager Satakunta, Jly 8 Wismar Graculus, Jly 9 Holmsund Naboland Malmø KARLSHAMN SD Foodasia, Jly 6 Szczecin Halvard Bratt, Jly 7 Gdynia Valencia Gdynia Nima Lau Gdansk Satakunta, Jly 8 Tallinn Graculus, Jly 9 Ellesmere Port Naboland Kotka RONNEBY AR Elisabeth, Jly 5 Copenhagen Heron, Jly 6 Ronneby KARLSKRONA AR Anna-Greta, Jly 8 Bergqvara KARLSKRONA SD Storfors, Jly 8 Karlstad Birte Ghent WESTERVIK AR Birgitta (aux), Jne 28 Oskarshamn Kaizergracht, Jly 5 Helsinki Kijkduin Copenhagen Phoenix (Du) Copenhagen WESTERVIK In Port Orkan, Jne 19 WESTERVIK SD Birgitta (aux), Jly 1 Ramsgate Edo, Jly 3 Oskarshamn Kijkduin, Jly 8 Dordrecht Keizergracht, Jly 5 Rotterdam OXELOUND AR Ljustero, Jly 12 Stockholm Ingaro Stockholm

6 LULEA AR Rautas, Jly 8 Tyne Taarnborg, Jly 10 Norresundby Lissa, Jly 11 Abo Axel Alfa Gofle Mim (Sw), Jly 12 Helsingborg LULEA SD Dania, Jly 8 Workington Nils Sture, Jly 9 Gdansk and Gdynia Rautas, Jly 10 Newport Arabritt Gdansk and Gdynia Lissa, Jly 11 Abo Taarnborg Hamburg KEMI SD Eva, Jly 8 Ahus Hull HAUKIPUDAS AR Kara, Jne 29 SD OULU SD Sonja (aux), Jly 9 Gothenburg YXPILA AR Ivan Kondrup, Jne 30 Helsinki Ioannis Frangos, Jly 3 Mantyluoto Crackshot, Jly 4 Newcastle JACOBSTAD AR Gummy, Jly 2 Himango JACOBSTAD SD Gummy, Jly 9 London MANTYLUOTO AR Wm. Th. Malling, Jly 10 Helsinki MANTYLUOTO SD Valborg (aux) (Fi), Jly 7 Gdynia Holmside, Jly 9 Tyne ABO AR Gotfrid, Jly 5 Kyndby ABO SD Aretinus (Fi), Jly 8 Copenhagen HELSINKI AR Ysa, Jly 4 Kemi Kirsta, Jly 6 Kotka Regin (Sw), Jly 8 Stockholm Clio, Jly 9 Abo Virgo Marieborg, Jly 10 Lubeck HELSINKI SD Zephyr (Fi), Jly 4 Lovisa Ysa Leningrad Vera (Fi), Jly 5 Oslo Castor (Fi), Jly 9 Antwerp Wm. Th. Malling Mantyluoto Garonne Venezuela Clio Antwerp Kirsta, Jly 7 Mariehamn Regin (Sw), Jly 10 Stockholm KOTKA AR Sweden, Jly 2 Wismar KOTKA SD Navigator, Jne 25 Bristol Kirsta, Jly 6 KOTKA LENINGRAD AR Alden, Jly 7 Helsinki VENTSPILS AR Korso (Fi), Jly 10 Riga GDANSK AR Oja, Jly 9 Norrkoping (Crown King) Elsy (aux) Gdynia Luez, Jly 10 Kramfors Knoll Odense Snofrid Antwerp Albert, Jly 11 Lulea Gdynia Gdansk Segrel Lulea (Sw) Hoganas Omberg, Jly 12 Gothenburg Tanto Gothenburg Carbonia Gothenburg Wilno Gdynia South Bend Victory North Down, Jly 12 Belfast GDANSK SD Knit, Jne 20 Maghild, Jly 9 Oslofjord Copenhagen Inger Elko Victory Finland Barham Victory, Jly 10 US Lecko foreign Johan Jansson Sweden Sollund Oslofjord Motto Helsinki Katowice Ronnskar Granada Sweden Frigg Sweden Pendlope Rouen Nancy Lau, Jly 11 Denmark Lona Lulea Glitt foreign Helle, Jly 12 foreign Tom foreign Molla Oslofjord Elsy (aux) Kalmar Scandia (1014) Copenhagen Kirsten Mærsk Dieppe GDYNIA AR Othen, Jly 8 Helsingborg Alden, Jly 8 Norrkoping Lotte Skou Aarhus Royal, Jly 9 Copenhagen Oddevoid Hargshamn Kalmarsund X. Lulea Halvard Bratt Halmsstad Raftsunnd Bergen Plato Karlshamn Gripen Trolleborg Daisy, Jly 10 Ystad Nima Lau, Jly 10 Karlshamn Sanyale, Jly 13 SD GUSTAF (aux), Jne 25 Helsinki (No.) Hafnia (Da), Jly 8 foreign Sweden Parma, Jly 9 foreign Elsy (aux) Gdansk Hanna Kalmar Pelle Sweden Polkirkeln, Jly 10 Lulea Othem Sweden Falken (Sw) Kalmar Karibia Leningrad Kormnessa New York Maria (Fi), Jly 10 (for orders) SWINEMUNDE AR Suderpiet (tug), in tow of Ortrud (tug) ROSTOCK SD Korso (Fi), Jly 3 Riza LUBECK AR Gluckauf (981), Jly 12 Skien Thalatta, Jly 12 Trondheim Borge Landskrona Switzerland Copenhagen Sivas London Skild, Jly 12 Stockholm Skier, Jly 12 Drammen LUBECK SD Sandar, Jly 12 Vesteras Thalatta, Jly 12 Norway

7 NEUSTADT SD Undine, Jly 13 Christiansand KIEL AR Jana (Da), Jly 9 Gothenburg Lalandia, Jly 11 Bremm KIEL SD Twee Gebroeders, Jly 10 Hengelo & Malmø Ali, Jly 10 Odense KIEL CANAL PD Spring Hill, Jly 9 for Gdansk Vesta (Du), Jly 10 for Rotterdam Lelle for Groningen James G. Blaine, Jly 10 for Gdansk Badzo for Sarpsborg Hermodia for Koge Tyr for Malmøsdud Noordster Rotterdam for Copenhagen Odin, Jly 11 Emden for Nyborg Freaan Middlebrough for Kastrup Henry Tegner Antwerp for Gdynia Savonia Antwerp Carelia (Fi) Hull for Abo Stephen R. Mallory Newport News for Gdansk Grenaa, Jly 11 Habershus for Kiel Hanne Skou for Ronne Doggersbank Lillberg for Odense Nyvalve for Gdynia Sinec (1150) for Lubeck Tessa (aux) for Westervik Sumatra (165), Jly 11 Falkenberg for Rotterdam Elisabeth (188) Ronneby for Rotterdam Oranje (106) Bergqvava for Rotterdam Keizersgraacht Helsinki for Rotterdam Heron (Du) for Dordrecht Holmside, Jly 12 for Newcastle Rogaja for Dordrecht Lillie Matthiesen, Jly 12 for Stockholm Siak for Gdansk Deneb for Copenhagen COPENHAGEN AR Fige, Jly 10 Aarhus Katja Lau Aarhus Fano Gdansk Noreo, Jly 11 Emden Joyce Kilmer Philadelphia Hebe (Fi), Jly 11 Odense Bormasen Gdynia Betty Mærsk Oslo Cyril Emden Lagarfos, Jly 12 Gothenburg Patricia (aux) Yxpila Bolivia Elsinore Otava, Jly 13 Kotka Stadion II. Sarpsborg Garonne (No) Helsinki COPENHAGEN SD Silkeborg, Jly 9 Kotka Empire Islander, Jly 10 Dronning Alexandrine Thorshavn Margrethe Odense Empire Contyne Zaun, Jly 11 Skelleftea Hebe (Fi), Jly 11 Abo Primula Helsinki Kyle Castle London Switzerland Lubeck Lapponia Gdynia Oxelosund Gdynia Zorro Norresundby Hans Mærsk, Jly 12 Jacobstad Jutlandia New York Bolivia New York Pano Hemsand ELNINORE Pd N Sollund, Jly 13 Foglo Inger Halvard Bratt, Jly 14 William Homan Jly 15 British Commodore ELNINORE Pd S Basto, Jly 10 Australia Victory Argentina, Jly 15 Lissa (No) Laura Dan NYBORG AR Scandia (6524), Jly 13 Aruba NYBORG SD Dania (588), Jly 11 Esbjerg ODENSE SD Margrethe, Jly 11 Copenhagen ODENSE SD Hebe (Fi), Jly 11 Abo MIDDELFART SD Rene, Jly 12 Horsens AABENRAA SD N. J. Ohlsen, Jly 10 Svendborg FREDERICIA AR Laura Dan, Jly 8 Emden Vega (aux), Jly 9 Naestved FREDERICIA SD Benjamin Sherburn, Jly 9 Ornskoldsvik VEJLE SD Odin, Jly 11 Emden Laura Dan Fredericia VEJLE SD Mars (aux), Jly 11 Copenhagen HORSENS AR Capella (Da), Jly 10 Tyne Lynaes, Jly 11 Svendborg Rene, Jly 12 Middelfart HORSENS SD Da Costa, Jly 11 Ronneby Lynaes, Jly 12 Nykobing (M) Consul Bratt Struer AARHUS AR Margrethe, Jly 12 Odense Carl Clausen Antwerp AARHUS SD Frigga (Da), Jly 11 Astrid, Jly 12 Gdansk Margrethe, Jly 13 London Carl Clausen Gothenburg Paraguay Porto Alegre RANDERS AR Trio, Jly 10 Drammen Irish Beech Randers Grangemth ROSTOCK SD Trio (Da), Jly 11 Skien Kaupanger Gdansk Irish Beech, Jly 12 Kotka

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14 HONGKONG SD Barbara C., Jly 13 Manila BARON STRANRAER, Singapore RUPERT PARK, Vancouver DOCTOR LYKES, Jly 14 Cebu City of Paris Cebu YOKOHAMA AR Wolf Creek, Jly 4 Manila AUSTRALASIA AND Pacific Islands FREMANTLE AR Forthbank, Jly 13 Cochinchina Sambrian, Jly 15 Sydney FREMANTLE SD King Edgar, Jly 14 Bombay PORT PIRIE AR Ocean Messenger, Jly 14 Dicto, Jly 15 Sydney PORT PIRIE SD Cleodora, Jly 13 Adelaide ADELAIDE AR Dorrigo, Jly 15 Sydney Empire Fawley Sydney ADELAIDE SD Empire Cowdray, Jly 13 Whyalla Samite Singapore Waipawa, Jly 14 Melbourne MELBOURNE AR Empire Prospect, Jne 13 Vinland, Jly 14 Adelaide Empire Capulet, Jly 14 Sydney Samadang Vancouver Port Steele Cochin Boogabilla Melbourne MELBOURNE SD Chyebassa, Jly 13 Sydney Mongabarra San Francisco Vinland, Jly 14 Montreal Port Melbourne, Jly 15 Adelaide TRIENZA, Naum PORT KEMBLA AR Teviotbank, Jly 12 Geelong Fawknar Park, Jly 14 SYDNEY AR Neo Hebrides, Jly 13 Tai Ping Yang Manila Arimading, Jly 14 Three Rivers Mongabarra Melbourne MELBOURNE SD Chyebassa, Jly 13 Sydney Samcalia Chyebassa Empire Dynasty Kent New York SYDNEY SD Port Chesterfield, Jly 14 Newcastle (NSW) NEWCASTLE, NSW AR Port Chesterfield, Jly 14 SAIGON NEWCASTLE, NSW SD Trident, Jly 13 Brisbane Ramsay Melbourne BRISBANE SD Samson, Jly 14 Sydney TOWNSVILLE SD British Caution, Jly 13 Cairns CAIRNS AR British Caution, Jly 14 Northern Traveller, Jly 15 Hongkong CAIRNS SD Port Senneville, Jly 13 Singapore Northern Traveller, Jly 15 Sydney British Caution Abadan Islander (Christmas Is) AUCKLAND AR Tekoa, Jly 13 Montreal Papanui, Jly 14 Sydney Tunga, Jly 15 Sydney AUCKLAND SD Kairanga, Jly 12 Sydney VIII, Jly 13 Suva BLUFF AR Loch Dee, Jly 13 Dunedin DUNEDIN AR Kaitoraki Dunedin DUNEDIN AR Port St. John, Jly 14 Philadelphia TIMARU SD Waitomo, Jly 8 Lyttelton Kauri, Jly 9 Napier Samsylvan, Jly 11 Port Chalmers LYTTELTON AR Catspaw, Jly 15 Wellington STANVAC WELINGTON AR Port St. John, Jly 13 Dunedin PORT ALMA, Jly 14 Panama AMERICA, N.&S. Pacific Coast PORT ALBERNI SD Gerard Dou, Jly 10 San Francisco QUAYQUIL SD Lotia Dan, Jly 14 Buenaventura TOCOPILLA AR Germa, Jly 14 Iquique TOCOPILLA SD Antiope, Jly 14 Talara S. AMERICA Atlantic Coast MONTEVIDEO AR Durango, Jly 13 Rio Grande SD Seringa, Jly 14 Singapore Fredrika Rio Janeiro Berkeley Victory Sao Francisco do Sul VICTORIA, Braz SD Este, Jly 13 Buenos Aires PARA AR Denison Victory, Jly 14 Pernambuco Basil Victoria (Braz) PARA SD Denison Victory, Jly 14 Basil WEST INDIES Gulf Ports, &c. BARBADOS AR Geologist, Jly 13 Glasgow JUCARO SD Laura Maersk, Jly 7 Cienfuegos HAVANA AR The report of the arrival of Habana on Jly 10 was erroneous

13 CASABLANCA SD Ernesto, Jly 8 Antwerp Cap Pinede, Jly 9 Trieste TRIESTE AR Pacific Victory, Jly 13 Baltimore SAMFORTH, Jly 14 Sydney STANBURY TRIESTE SD Port Grouard, Jly 15 PORT SAID PIRAEUS AR Korytza, Jly 5 Crete Dekanisos Galveston Antiklia, Jly 6 Syria PORT PIRAEUS SD Herma, Jly 7 Empire Trotwood, Jly 5 Haifa Flora Nomico Zonguldak Samgallion, Jly 7 Casablanca Pirecis Thessaloniki Eleni Kios ISTANBUL AR Cumhuriyet, Jly 5 Trabzon ANKARA, Jly 6 Izmir Kades, Jly 8 Izmir Yelkeni Zonguldak Agios Vlasios, Jly 13 Cotton Mather Savona Constantinos H. Odessa ISTANBUL SD Uskudar, Jly 5 Zonguldak Istikbal, Jly 6 Zonguldak Tirhan, Jly 7 Izmir Yilmaz, Jly 8 Zonguldak Ankara, Jly 9 Trabzon Cumhuriyet Izmir Gunesu Alexandria Agios Vlasios, Jly 13 Zonguldak Cotton Mather N York Constantin H. Tunis IZMIR AR Ankara, Jly 3 Istanbul Petros J. Gouladris, Jly 4 Piraos Kades, Jly 5 Istanbul IZMIR SD Odysseus, Jly 3 Amsdm Ankara, Jly 4 Istanbul FAMAGUSTA AR Destrian, Jly 10 BEIRUT AR Samdak, Jly 12 for Haifa & Tel Aviv HAIFA AR Darien II, Jly 12 Empire Russell, Jly 13 Piraos Sirocco, Jly 14 New York Basari, Jly 14 Istanbul ISTANBUL, Jly 15 HAIFA SD Darien II, Jly 13 Port Said Zahra Casablanca Gluxinia Nefisha Suderholm Xaros Empire Russell, Jly 14 Alexandria Tripolitania Famagusta Ee Sang Manchester Fasarai Istanbul Samolnd, Jly 1 Piraos PORT SAID AR Empire Concrete, Jly 13 Almazouca Southampton Bencuarhan London Thomas Cresap Baltimore Peter J. McGuire, Jly 14 Baltimore GLOXINIA Southampton HAIFA SD Alexandria Aclantara Southampton PORT SAID SD Atreua, Jly 13 Panaghiotis, Jly 13 Dunnottar Castle Almazouza, Jly 13 Colombo and Rangoon Empire Pym, Jly 14 Cape Howe City of Florence Philadelphia Solip British Major Swansea City of Hongkong Liverpool Clan Chisholm Liverpool Alcantara, Jly 14 East Africa SUEZ AR Steel Engineer, Jly 13 (put back) British Major Abadan Nea Hellas Durban Empire Tugela, Jly 13 Calcutta British Governor Abadan Jly 14 Empire Grenadier SUEZ SD Samaria, Jly 13 Durban Port Ronille, Jly 13 (Verion) Abraham Lincoln James M. Gillis, Jly 14 Port Royal Talalaha Canton ALEXANDRIA AR Empire Gain, Jly 13 Haifa Castillo Montaguado, Jly 14 Ceuta Alabama Norresund Gudrun Empire Battaxe Toulon Empire Coppice, Jly 15 Suderholm Empire Pym Port Said ALEXANDRIA SD Sirocco, Jly 13 Haifa Paris City, Jly 14 Bona Hermund Marseilles TRIPOLI, Libya AR Port Poplar, Jly 6 Alexandria BIZERTA AR Medie II, (Fr), Jly 14 BIZERTA SD Irena S. Embiricos, Marseilles ALGIERS AR President de Lavit, Jly 9 Sete Cap Tafelneh, Jly 10 Sete Kristel Nemours (Chief), Jly 11 Sete ALGIERS SD Gouverneur General Lepine, Jly 9 Port Vendres Ville de Bougie Sete Ville de Tenes Sete President de Lavit, Jly 10 Sete Elvy Sete Jeanne Schiaffino, Jly 11 Mostaganem NEMOURS AR Janine, Jly 2 Oran P. L. M. 14 AFRICA West, South & East CASABLANCA AR Masen, Jly 8 Gothenburg Marrakech, Jly 9 Bordeaux

12 TARANTO AR Torrance Hills, Jne 28 Trieste TRIESTE AR Pacific Victory, Jly 13 Baltimore SAMFORTH, Jly 14 Sydney STANBURY TRIESTE SD Port Grouard, Jly 15 PORT SAID PIRAEUS AR Korytza, Jly 5 Crete Dekanisos Galveston Antiklia, Jly 6 Syria PORT PIRAEUS SD Herma, Jly 7 Empire Trotwood, Jly 5 Haifa Flora Nomico Zonguldak Samgallion, Jly 7 Casablanca Pirecis Thessaloniki Eleni Kios ISTANBUL AR Cumhuriyet, Jly 5 Trabzon ANKARA, Jly 6 Izmir Kades, Jly 8 Izmir Yelkeni Zonguldak Agios Vlasios, Jly 13 Cotton Mather Savona Constantinos H. Odessa ISTANBUL SD Uskudar, Jly 5 Zonguldak Istikbal, Jly 6 Zonguldak Tirhan, Jly 7 Izmir Yilmaz, Jly 8 Zonguldak Ankara, Jly 9 Trabzon Cumhuriyet Izmir Gunesu Alexandria Agios Vlasios, Jly 13 Zonguldak Cotton Mather N York Constantin H. Tunis IZMIR AR Ankara, Jly 3 Istanbul Petros J. Gouladris, Jly 4 Piraos Kades, Jly 5 Istanbul IZMIR SD Odysseus, Jly 3 Amsdm Ankara, Jly 4 Istanbul FAMAGUSTA AR Destrian, Jly 10 BEIRUT AR Samdak, Jly 12 for Haifa & Tel Aviv HAIFA AR Darien II, Jly 12 Empire Russell, Jly 13 Piraos Sirocco, Jly 14 New York Basari, Jly 14 Istanbul ISTANBUL, Jly 15 HAIFA SD Darien II, Jly 13 Port Said Zahra Casablanca Gluxinia Nefisha Suderholm Xaros Empire Russell, Jly 14 Alexandria Tripolitania Famagusta Ee Sang Manchester Fasarai Istanbul Samolnd, Jly 1 Piraos PORT SAID AR Empire Concrete, Jly 13 Almazouca Southampton Bencuarhan London Thomas Cresap Baltimore Peter J. McGuire, Jly 14 Baltimore GLOXINIA Southampton HAIFA SD Alexandria Aclantara Southampton PORT SAID SD Atreua, Jly 13 Panaghiotis, Jly 13 Dunnottar Castle Almazouza, Jly 13 Colombo and Rangoon Empire Pym, Jly 14 Cape Howe City of Florence Philadelphia Solip British Major Swansea City of Hongkong Liverpool Clan Chisholm Liverpool Alcantara, Jly 14 East Africa SUEZ AR Steel Engineer, Jly 13 (put back) British Major Abadan Nea Hellas Durban Empire Tugela, Jly 13 Calcutta British Governor Abadan Jly 14 Empire Grenadier SUEZ SD Samaria, Jly 13 Durban Port Ronille, Jly 13 (Verion) Abraham Lincoln James M. Gillis, Jly 14 Port Royal Talalaha Canton ALEXANDRIA AR Empire Gain, Jly 13 Haifa Castillo Montaguado, Jly 14 Ceuta Alabama Norresund Gudrun Empire Battaxe Toulon Empire Coppice, Jly 15 Suderholm Empire Pym Port Said ALEXANDRIA SD Sirocco, Jly 13 Haifa Paris City, Jly 14 Bona Hermund Marseilles TRIPOLI, Libya AR Port Poplar, Jly 6 Alexandria BIZERTA AR Medie II, (Fr), Jly 14 BIZERTA SD Irena S. Embiricos, Marseilles ALGIERS AR President de Lavit, Jly 9 Sete Cap Tafelneh, Jly 10 Sete Kristel Nemours (Chief), Jly 11 Sete ALGIERS SD Gouverneur General Lepine, Jly 9 Port Vendres Ville de Bougie Sete Ville de Tenes Sete President de Lavit, Jly 10 Sete Elvy Sete Jeanne Schiaffino, Jly 11 Mostaganem NEMOURS AR Janine, Jly 2 Oran P. L. M. 14 AFRICA West, South & East CASABLANCA AR Masen, Jly 8 Gothenburg Marrakech, Jly 9 Bordeaux

11 GIBRALTAR Pd E Dagmar Salen, Jly 14 Thomas Hart Benton Wave Baron for Abadan George Dewey, Jly 15 Haarfagre James McHenry Masilia GIBRALTAR Pd W Roswell Victory, Jly 14 Castillo Coca, Jly 14 Dunay Jose Tarterie Storffm Charles W. Wooster Del Ouro Slemmestad Samalness, Jly 15 Victory Loan Avonmoor Cristina Villa de Madrid VALENCIA AR Darro (Sp), Jly 4 Rey Jaime I, Jly 5 Palma (Maj) Monte Bizcargui, Jly 9 Sagunto Rey Jaime I. Iviza Domine Barcelona Cabo Espartel, Jly 10 Alicante Sendeja Gijon Monte Corona, Jly 11 Alicante VALENCIA SD Rey Jaime I, Jly 5 Palma (Maj) Darro (Sp) Alicante Norte (Sp) Gijon Monte Bizcargui, Jly 9 Alicante Rey Jaime I. Iviza Domine, Jly 10 Cadiz and Santa Isabel Cabo Espartel Barcelona SAGUNTO AR Victor de Charvarti, Jly 5 San Esteban Monte Bizcargui, Jly 8 Tarragona SAGUNTO SD Victor de Charvarti, Jly 8 San Esteban Monte Bizcargui Valencia BARCELONA AR Ria de el Ferrol, Jly 5 Aviles Camprodon Tarragona Monte Galera, Jly 9 Aviles Gijon Camprodon, Jly 8 Tarragona J. J. Sister, Jly 10 Genoa Camprodon, Jly 11 Tarragona BARCELONA SD Monte Bizcargui, Jly 7 Mieres, Jly 8 Carthagena Camprodon Tarragona Camprodon, Jly 9 Tarragona Gayarre Gijon Generalife Torreveja Monte Galeta Ceuta Clirnum, Jly 10 Gijon Camprodon, Jly 11 Tarragona Benicarlo Civitavecchia PORT VENDRES AR Kloveren, Jly 10 Gouverneur General Lepine SETE AR Brazmor, Jly 10 Mostaganem Prima Portligione Tiger Lavera Finistere, Jly 11 Algiers Ville de Bougie Algiers Sylva (aux) Marseilles Ville de Tenes, Jly 12 Algiers Cap el Hank Marseilles SETE SD Brazmor, Jly 10 Marseilles Sprucebranch Algiers Gerdmor Oran Prima, Jly 11 Polonica Tiger Port de Bouc Aghia Thalassini Bougie Sokok Marseilles Erna Bona Finistere, Jly 12 Algiers Oran ALMA II, ORAN Marseilles ALMA II, Bona Jurko Topic Genoa Medea, Jly 11 Bona Brazmor, Jly 11 Mostaganem Sodok Owen Summers Naples Samtrusty, Jly 14 MARSEILLES SD Anatoli Serov, Jly 10 Split Sidi Ibrahim Ajaccio Capitaine St. Martin Oran Gouverneur General Chanzly, Jly 11 Tunis Marika Protopapa Nice Shelspra La Mede Ville d'Oran Philippeville Augustin Le Borgne Chelma, Jly 12 Le Seyne Kouistra Gulf of Fos (to be broken up) TOULON AR Empire Harmony, Jly 10 Genoa Empire Rival Middle East Empire Ebdystone, Jly 12 Alexandria TOULON SD Empire Rival, Jly 12 Middle East SAVONA AR Tintern Abbey, Jly 13 Rotterdam ROTTERDAM Transport Genoa GENOA AR Sea Shark, Jly 13 Bombay Philadelpha William Rawle Rosario Runswick Antwerp Marie, Jly 15 Antwerp Robert T. Hill San Francisco GENOA SD Svolder, Jly 13 Curacao Samtrusty, Jly 13 Marseilles and Cadiz Meroe, Jly 14 London Cervino Casablanca Eugene Field New York EGHORN SD Zecana, Jly 10 N York NAPLES AR Luana, Jly 9 Messina Ormonde, Jly 14 Takoradi Empire Dnunet Salvore, Jly 15 Thesus Genoa MALTA AR Rolf Jarl, Jly 13 Antwrp Skipjaek ROSA SMITH, Jly 13 Gelfe Torfinn Jarl, Jly 14 London Ulla Stfax At Liban, Jly 15 Marseilles MALTA SD Durban Castle, Jly 13 Toulon Rosa Smith, Jly 13 Haifa

10 BILBAO SD Ayala, Jly 8 Sn Esteban Cabo Roche, Jly 10 Pasajes Caruso Aviles ARGENTINA SD SANTIANDER AR Empire Clausman, Jly 11 Nantes Camperon Port Arthur Aragon Pasajes Cabo Roche, Jly 12 Pasajes Glanrhyd Port Talbot SANTIANDER SD Empire Clansman, Jly 12 Port Talbot Camperon Bilbao Gijon FERROL AR Sea Fisher, Jly 8 Manchester VILLAGARCIA AR Cabo Razo, Jly 6 Pasajes Galdames, Jly 7 Aviles Villagarcia SD Cabo Razo, Jly 8 Ceuta VIGO AR Castillo Penafiel, Jly 9 Marin Poeta Arolas Las Palmas VIGO SD Romeu, Jly 9 Cadiz Castillo Penafiel Cadiz VIANNA AR Joao Jose Segundo (aux), Jly 10 Oporto VIANNA SD Joao Jose Segundo, Jly 13 Bona LEIXOES AR Gullborg, Jly 10 Oporto Costeiro, Jly 11 Lisbon Gyda, Jly 13 Antwerp LEIXOES SD Mjølner, Jly 11 Oporto Santa Joana, Jly 13 Aveiro Dahlia Gothenburg S. Thome, Jly 14 Lisbon Gullborg Jersey OPORTO AR Rainha Santa Isabel (aux), Jly 9 Lisbon Mjølner, Jly 11 Antwerp Maria Joana Setubal Roelf (Du), Jly 13 Antwerp OPORTO SD Joao Jose Segundo (aux), Jly 9 Vianna Gullborg, Jly 10 Leixoes Mr. Linthorst Homan, Jly 11 Lisbon via Leixoes Petrel, Jly 13 London San Miguel Madeira Mjølner Lisbon Borgila (aux), Jly 14 Bayonne LISBON AR Martha, Jly 11 Oporto Amisil (aux) Oporto Sao Macario Bona Masilia Gothenburg Gdynia, Jly 12 Leixoes Exporter Istanbul Cabo de Hornos, Jly 13 Buenos Aires Dagmar Salen Montreal Poca Loch Ryan, Jly 14 for Brazil and River Plate LISBON CLD Gros Pierre, Jly 12 Setubal Gylva Leixoes Cid Setubal LISBON SD Gorgulho, Jly 11 Madeira Cid, Jly 13 Setubal Lugela, Mozambique Cabo de Buena Esperanza Bnos Aires SETUBAL AR Maria Joana, Jly 6 Lisbon Madeirairene, Jly 7 Lisbon Ze Manel LISBON SD Anfitrite 1 (aux), Jly 10 Lisbon ANTEBIAL SD Madeirairene, Jly 8 Ze Manel Bordeaux Tilly, Jly 9 Lipari Maria Joana Oporto Amisil (aux), Jly 10 Lisbon NURIA AR Maria R., Jly 1 Ceuta Maria R., Jly 3 Malaga Susanna (It), Jly 5 Lisbon HUELVA SD Huelva, Jly 2 Corunna Inake, Jly 3 Gijon Nuria R., Jly 4 Pasajes Susanna (It), Jly 5 Genoa Maria R., Jly 6 Ceuta SEVILLE AR Campestre, Jly 8 Barcelona Monte Espaden Vigo SEVILLE SD Castillo Almenara, Jly 11 Trinidad CADIZ AR Cabo Creux, Jly 7 Malaga Ciudad de Sevilla, Jly 8 Barcelona Ciudad de Valencia, Jly 9 Canary Is Darro (Sp), Jly 10 Ceuta CADIZ SD Cabo Corona, Jly 8 Melilla Cabo Creux Seville Ciudad de Sevilla Canary Is Monte Faro, Jly 9 Seville Vasco, Jly 8 Aviles Ciudad de Valencia, Jly 10 Seville MEDITERRANEAN SEA Including Black Sea and Sea of Azov ALGECIRAS SD Churruca, Jly 14 GIBRALTAR AR Sunnanland, Jly 14 Santos Epiros Karavostasi Indian City Bona ELKANAH CROWELL Valencia George Chaffey Savona Cyrus W. Field Naples Prociris, Jly 15 Colombo Bothnia Liverpool Dante, Jly 15 Genoa Bravo I, Valencia GIBRALTAR AR Asbjorn, Jly 14 Odessa Hildur I, Norway Sunnanland Genoa Epiros Havre Indian City Tyne ELKANAH CROWELL Manchester George Chaffey New York Cyrus W. Field Hampton Roads

9 DORDRECHT AR Kijduin, Jly 12 Heligena FLUSHING AR Neaton, Jly 11 Antwerp Stentor (tug) (Du) Ymuiden FLUSHING SD Noord Stad, Jly 11 Cherbourg Aberdeen Despatch Margrethe Bakke Galveston Mudo Sweden Tyr Esbjerg Rex Odense Zuidland Dundee ANTWERP AR Saphir, Jly 13 London British Tenacity Abadan Empire Gaunet London Grim Herosand Boreland Alexandria Malmaland Narvik Gees Teignmouth Clara Clausen Seville Effie Mærsk Baden Pedje Paul Bunyan Pdelphia Waigstilt Avery Philadelphia Grodn, Jly 14 London India Bahia Blanca Egholm Copenhagen Ferroland Narvik Paul de Rousiers (alais Triton Rotterdam Zeehoond Rotterdam Algarve Amsterdam Kuwi Richard H. Alvey New York James Gunn Philadelphia Mingo Seam Charleston Orion Cagliari Olympos Bahia Blanca Doris Grangemouth Linda Clausen Aalborg Clio, Jly 15 Castor Rouen Cecilia Odense Walonia Rouen ANTWERP SD Marg Guff, Jly 11 Port Arthur Margrethe Bakke Valparaiso Benjamin R. Curtis New York Tyr Esbjerg Delftdijk New York Mudo Stockholm Att 8, Lisbon Rex Stockholm Belgian Tenacity Odense Lagarto, Jly 12 Valparaiso Samafaric Manila Gunda Tunis Selvik, Caen Bali (No) Oslo Katholm Copenhagen Fylla Aarhus Audaz Rouen Stanley R. Fisher New York Bomma, Jly 13 Oslo Aslog, Jly 13 Malmo Vanellus Manchester Joe C. S. Blackburn New York Bente Mærsk, Jly 13 Lisbon Gdynia Valborg Aarhus Mimer Lisbon Ransater Grangemouth Casland Gothenburg Saphir Ostend Yeer Casablanca Loire Leixoes Jan Lievens W Africa Rembrandt Rotterdam Bernina Copenhagen Castor Middelfart Fennia Helsinki Barosund Abo Sofie Bakke Gothenburg Vesta Bergen Stad Maassius, Jly 14 Sigrid Mathiesen Gothenburg Clara Clausen Esbjerg Fedje, Jly 14 Baesroed Pacific Shipper Rotterdam Badjestan Immingham Dicky Jersey Hochelaga Panama GHEBEL AR Karen Toft, Jly 11 Lapaloto Antwerp Birte, Jly 12 Helsinki Anna Gole Zwaantiena Amsterdam Tahchee, Jly 13 Southampton GHENT SD Luossa, Jly 13 Narvik Anna Middlesbrough Zwaantiena Aarhus DIEPPE AR Guadeloupe, Jly 8 Basse Terre Eems, Jly 9 Rotterdam HAVRE AR Monica, Jly 11 Honfleur HAVRE SD Brali, Jly 11 Aruba Monica Amsterdam CHERBOURG AR Oliver Westover, Jly 5 Baltimore PAIMPOL AR prev Jly 13 Sapho (aux) (Fr) BREST TO CARAMINAL POINT BREST AR William Johnson, Jly 11 Philadelphia BREST SD Spanker, Jly 11 Sunderland BLAYE AR Psara, Jly 10 Cyprus BORDEAUX AR A. J. Cernak, Jly 9 Houston Belinda, Jly 10 Pauillac Cornemack Liverpool Lapwing Liverpool PAULLAC AR Belinda, Jly 9 New Orleans PAULLAC SD Belinda, Jly 10 Bordeaux PASAJES AR Candina, Jly 8 Ferrol Aragon, Jly 9 Santander Monte Banderas Santander Cabo Roche, Jly 10 Bilbao PASAJES SD Ula, Jly 9 Bilbao Monte Banderas Bilbao Aragon, Jly 10 Santander BILBAO AR Reus, Jly 9 Corunna Rio Nansa, Jly 10 Santander

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MARINE CASUALTIES

A. D. CROSBIE (aux.). - St. John's, N.F., July 9. - Auxiliary fishing schooner A. D. Crosbie sank in St. Lewis Bay at 5 p.m., July 6, and is a total loss. The crew were landed at Battle Harbour. (See issue of July 9.)

ABOYNE. - London, W., July 15. - Steamer Aboyne fouled propeller while moored at south side of Victoria Dock, Dundee, on July 8. Three blades were damaged at tips and were wound round propeller shaft.

ALMIRANTE DEL SANCHO (training ship). - See Almirante Saldanha (training ship).

ALMIRANTE SALDANHA (training ship). - New York, July 12. - Brazilian training ship Almirante Saldanha (not Almirante del Sancho as before reported), which arrived here to-day, ran into scow D.S. No. 7, Department of Sanitation, which was in tow of tug EDWARD CARD, and, as a result, was damaged. The Almirante Saldanha docked at Pier 26, North River. (See issue of July 13.)

ATHELTARN. - Wick Radio, July 15. - Following received from British tank steamer Atheltarn (Iceland for Thames Haven) at 2 57 a.m., G.M.T.: Require immediate assistance, completely out of bunkers; position lat. 60 42 N., long. 03 18 W.

Following received from Norwegian motor tanker Beaumont at 5 25 a.m., G.M.T.: Are 71 miles from that position, have you heard anything about assistance?

Following message sent from Atheltarn at 5 32 a.m., G.M.T., to Beaumont: Atheltarn position lat. 60 42 N., long. 03 12 W.

Following message sent from Beaumont at 5 35 a.m., G.M.T., to Atheltarn: Position at 5 a.m., G.M.T., lat. 59 38 N., long. 02 21 W., do you need assistance?

Following message sent from Beaumont at 5 55 a.m., G.M.T., to Atheltarn: Tanker Beaumont, loaded, bound for New York, will proceed to our destination, if way, inform if necessary to stand by, if not we will proceed to our destination.

Following message sent from Atheltarn at 5 56 a.m., G.M.T., to Beaumont: Please proceed.

Lerwick, July 15. - British tank steamer Atheltarn, position about fifty miles NW. of Papa Stour, reports bunkers exhausted and has asked for assistance. British steamer (Antick Head, of Leith, with part cargo cement on board, proceeded from Lerwick at 9 o'clock this morning to her assistance and expects to reach her at 10 o'clock to-night; weather fine.

BARRINGTON COURT. - Montreal, July 13. - Steamer Barrington Court, agreed cost of permanent repairs \$1829. - Salvage Association's Surveyor. (See issue of Apr. 24.)

BEDALE. - Goole, July 15. - Motor tanker Bedale H. left here yesterday for Billingham. (See issue of June 20.)

CHARLES M. FAUCI, JR. - Halifax, July 10. - Trawler (Charles M. Fauci, Jr., of Boston, was reported drifting rudderless last Sunday (July 7) and has now been taken in tow near Sable Island by tug Foundation Franklin and is being taken to Halifax. - New York Maritime Association.

CITY OF HONGKONG. - Port Said, July 14. - Steamer City of Hongkong: Temporary repairs completed, sea trial on July 13, lasting five hours satisfactory. Vessel sailed at 9 30 a.m., to-day. Lloyd's Agents per Salvage Association. (See issue of July 8.)

COTTELL. - Liverpool, July 15. - The owners of the steamer Cottell report that the vessel left Table Bay on July 13. (See issue of July 11.)

D.S. No. 7 (lighter). - See Almirante Saldanha (training ship).

DONACILLA. - Cape Town, July 15. - Sub-Agents at Walvis Bay report that motor tanker Donacilla (from Abhadan) has slight leakage in collision bulkhead. Surveyor recommended further attention at Capetown.

EDWARD CARD. - See Almirante Saldanha (training ship).

EMPIRE MACANDREW. - Liverpool, July 14. - Spark from a railway engine caused a slight fire on board the motor vessel Empire Macandrew, lying in Alexandra Dock, early yesterday morning. Damage was confined to three planks and vessel later proceeded to Montreal.

FALEM (barge). - London, July 15. - At 3 26 p.m., to-day a fire occurred on the barge Falem, owners Mercantile Lighterage Company, loaded with 200 tons of palm kernels, damaging the cargo; extent not yet known. The fire was caused by a spark from an acetylene burner being used on the steamer FORT FRASER, alongside M warehouse, Millwall Dock. Fire brigade in attendance. At 6 50 p.m. fire was still smouldering and vessel is to be towed into the river.

FORREBANK. - Melbourne, May 7. - British motor vessel Forrebank was surveyed here on Apr. 10 and subsequent dates in consequence of damage to No. 3 port and starboard and No. 6 port double bottom tanks which, it was stated, may have been sustained through striking submerged object in the Delaware River on May 17, 1943, or grounding at Chittagong on Apr. 25, 1944. Eight hundred and fifty defective rivets in No. 2 tanks and 260 rivets in No. 4 port tank were renewed, but when riveting was being effected several shell rivets in No. 3 starboard tank slackened. Vessel was drydocked and remainder of riveting effected and tanks tested before undocking on Apr. 30. Shell plating of B strake was found to be set up over a length of about 50 feet and repairs to this remain to be effected at owners' convenience.

Motor vessel Forrebank: Surveyor reports starboard engine camshaft drive after bearing cracked for lower intermediate gear wheel fractured, due to failure of forward bearing studs. He recommends new after bearing bracket, new bearing studs and upper and lower intermediate bracket bearings, and examination of inlet and exhaust valve spindles. Extent of damage not yet ascertained but vessel is expected to complete repairs on July 17. - Lloyd's Agent per Salvage Association. (See issues of July 9 and 10.)

FORT FRASER. - See Falem (barge).

GAIEY GIRL (yacht). - Liverpool, July 14. - Yacht Gaiey Girl, one of the Hoylake Sailing Club's Opera Class, capsized during strong wind while rounding a mark at a regatta off Hibble Island yesterday. Two of the crew were drowned, including the owner, Mr. N. B. Corlett. Liverpool, July 15. - Yacht Gaiey Girl was carried in and later taken to New Brighton with assistance of New Brighton lifeboat.

GALLARETA (lighter). - See Golondrina (lighter).

GIRONDE. - Antwerp, July 11. - Belgian steamer Gironde, which left Bonn for Antwerp on June 29 with a cargo of wine, reports having experienced heavy weather on the voyage, during which pumping brought up wine.

GLYVRSNAES (aux.). - Bergen, July 10. - Auxiliary schooner Glyvrsnaes arrived here on July 8 from Thorshavn. (See issue of July 8.)

COLONDRINA (lighter). - Buenos Aires, July 8. - Argentine steel lighter Golondrina was surveyed here on May 17 in consequence of damage, stated to have been sustained through collision with lighter GALLARETA at Santa Fe on July 7. Repairs to shell plating on starboard side, forecastle, bulwarks, and frames and lifeboat deck, are estimated to cost 9000 pesos, Argentine paper.

Argentine steel lighter GALLARETA was surveyed here on May 23 in consequence of damage, stated to have been sustained through collision with lighter Golondrina at Santa Fe on May 7, the latter vessel being moored against the wharf at the time. Three bridge deck stanchions were found to be badly buckled and fractured on port side aft, lifeboat damaged on port side and stanchions on main deck damaged. Estimated cost of repairs 1900 pesos, Argentine paper.

GRIMSBY TOWN. - London, July 15. - In reply to inquiry with reference to trawler Grimsby Town Lloyd's Agents at Grimsby write under date of July 12: We have to report that salvage operations on a "no cure no pay" basis are continuing and will, if found necessary, continue until after the next equinoctial tides. (See issue of June 20.)

HARLAU. - See Olev.

HILDE. - Odense, July 15. - Danish steamer Hilde, bound Haderslev (from Gdansk (Danzig)), cargo coal, went aground last night at Tonneshage, Little Belt; vessel tight. Arrangements are being made for lightening.

J.F.V. - Dover, July 14. - Steamer J.F.V.: Low pressure ring of piston rod bent at taper end, caused by junk ring slackening off and getting between piston and cover when steaming near South Falls Buoy at about 9 o'clock on Friday morning (July 12) in good weather. Rod now in Southern Railway Company's workshop for straightening; expect repair and enable steamer to sail on Wednesday at midnight. Estimate cost of repairs is around £75. - Lloyd's Agent per Salvage Association. (See issue of July 13.)

JEAN (yacht). - Ipswich, July 9. - Cabin cruiser-type motor launch Jean (not SPEED as published in issues of July 5 and 6) was found totally wrecked 2 1/2 miles SW. of Orfordness Lighthouse on July 4. The engine, gear and fittings have been saved and are lying at the coastguard station, Orfordness.

KALOCK. - London, W., July 15. - Steamer Kalock (Glasgow for Bilbao, cargo general, was off Isle of Man on July 7 when starboard engine failed. On July 8 starboard boiler was blowing water and steering gear was faulty. (See issue of July 11.)

KING EDGAR. - Fremantle, July 15. - Steamer King Edgar left here on July 14 for Bombay. (See issue of July 15.)

KNEBWORTH. - London, W., July 15. - Motor vessel Knebworth, London for Hamburg, cargo grain, struck submerged wreck between Yantlet Buoy and Tower on June 24, sustaining rent approximately 12 in. long and 4 in. wide at turn of bilge. (See issue of June 26.)

MATHILDA. - Bergen, July 8. - Norwegian steamer Mathilda: Diver's examination shows minor bottom damage and bilge keel bent over a length of seven metres. Vessel proceeded on Saturday evening (July 6) to Trondheim, where she arrived this morning. The grounding was due to a faulty tele-motor, which has lately given trouble without any apparent fault being found. (See issue of July 8.)

NARRABEE. - Melbourne, May 7. - Wooden steamer Narrabee was surveyed here on Apr. 10 and subsequent dates in consequence of damage, stated to have been caused by grounding while leaving Currie Harbour, King Island, on Apr. 2. Vessel was drydocked on Apr. 10 and the following repairs were effected: One hundred and twenty feet of bottom planking on port side renewed, seams caulked and timbers in way repaired, and 35 ft. of planking on port bilge keel renewed. Vessel was undocked on Apr. 29 and repairs completed afloat on Apr. 30.

NORDIC. - Athens, July 15. - Fire broke out on July 13 in No. 4 'tween deck of steamer Nordic, ex Pomona (at Piraeus). The fire, which extended to ten yards means, damage slight. It is presumed that cargo of oats in lower hold, consigned to U.N.R.R.A., sustained no damage; being surveyed.

OLEV. - London, W., July 15. - British steamer Olev, London for Goole, cargo wool, fouled a buoy and was in collision with steamer HARLAU off Free Trade Wharf, London, on June 16. Olev sustained broken starboard hawsepape.

PRESTO. - Leith, July 15. - Small Dutch motor vessel Presto, from Belgium to Grangemouth, cargo bricks, has been beached between Battery Point and Inverkeithing, on the north side of the Firth of Forth. Understand an explosion occurred, necessitating beaching, and that a tug is arriving from Grangemouth to-night to tow her there. - Lloyd's Agents.

QUEEN MARY. - Southampton, July 15. - Steamer Queen Mary (from New York), in docking last night, scraped her bottom on a pile, to ten yards of planking on jettty lifted and broken. Slight damage to paint work on Queen Mary amidships.

QUEEN'S PARK. - Cristobal, July 15. - Steamer Queen's Park, Galveston for Vancouver, in ballast, arrived here on Friday night (July 12). On examination after tipping, propeller was found slack on shaft and 8-in. longitudinal crack in shaft in way of key way. Lloyd's surveyor recommends installation of new propeller shaft.

ROBIN ADAIR. - New York, July 15. - Steamer Robin Adair was taken in tow by tug Pianta last night and is due at Bermuda to-morrow night; position lat. 33 40 N., long. 66 39 W., speed 5 1/2 knots. (See issue of July 15.)

ROGER SHERMAN. - Messina, July 6. - Steamer Roger Sherman was surveyed here on June 26 and surveyor recommended the following repairs: Bulkhead buckled by heat between Nos. 2 and 3 holds and upright supports to be straightened, buckled plates in Nos. 4 and 5 holds to be removed and straightened, bulkheads between Nos. 4 and 5 holds to be removed and replaced, bent beams to be repaired, &c. (See issue of July 1.)

ROMNEY. - Melbourne, May 7. - Steamer Romney was surveyed here on Apr. 30 and subsequent dates in consequence of damage, stated to have been sustained through heavy weather between Dec. 20 and Apr. 8. Forty rivets in shell plating were found to be slack and were renewed, and plating seams in No. 1 hold, port side, were caulked and tested. (See issue of Feb. 16.)

ROYAL EMBLEM. - London, W., July 15. - While in Buenos Aires Roads on Apr. 27 steamer Royal Emblem, San Lorenzo for Durban, cargo maize, lost port bower anchor and seven fathoms of chain cable, and sustained damage to port side frame and clutch gear of windlass.

SATURUS. - Hull, July 11. - While Swedish steamer Saturnus was loading at Kristinehamn on July 5 an able seaman poured petrol on cargo in No. 1 hold and set it alight. About 30 bales of paper and pulp were damaged; no damage to vessel.

SPEED (yacht). - See Jean (yacht).

STANFORD. - London, W., July 15. - British steamer Stanford, Antwerp for Bahia, cargo general, struck lock entrance at Siberia Dock, Krusschans Sluice, on June 30, and had 11 frames fractured, one plate holed and one buckled, also collision bulkhead fractured. (See issues of July 1 and 8.)

TEMPLE ARCH. - London, W., July 15. - Fire broke out at Liverpool on July 2 in No. 4 lower hold of steamer Temple Arch, from Houston with cotton. The fire was quickly extinguished. No damage to vessel; damage to cargo by fire and water. (See issue of July 4.)

TORDENSKJOLD (warship). - London, July 15. - In reply to inquiry, Lloyd's Agent at Narvik writes under date of July 5: Norwegian warship Tordenskjold, while on a voyage from Svalvaer to Narvik with a German crew and no pilot, stranded in position lat. 68 13 30 N., long. 14 46 E., 52 miles 252 deg. from Husholm Light (during the war).

TORSA. - Bristol, July 15. - Steamer Torsa: Essential to complete discharge of whole cargo in Cumberland Basin as feared patch may shift if vessel moved. Discharge proceeded day and night throughout week-end, hoped to complete to-morrow. All cargo in forward lower hatch damaged. (See issue of July 15.)

TROPIC STAR. - Singapore, July 15. - Motor vessel Tropic Star arrived here on July 13. (See issues of July 5 and 6.)

TYNE. - Bergen, July 10. - Tug Tyne left here on July 8 for Rotterdam towing two Dutch lighters. Just outside Bergen one of lighters became leaky and the tug returned to Bergen on July 9. The tug left again the same evening towing the sound lighter.

WELSH TRADER. - London, W., July 15. - Steamer Welsh Trader struck quay at Buenos Aires on May 22 and had one plate on starboard side indented and one plate badly scored.

WILLIAM WIRT. - New York, July 15. - Steamer William Wirt was taken in tow by salvage steamer Willet yesterday in position lat. 21 21 N., long. 84 14 W., and is now bound for Mobile. (See issue of July 15.)

WURI. - Gothenburg, July 15. - After-part of motor vessel Wuri, recently bought by Stockholm shipowners, sprang a leak and sank while being towed from Copenhagen to Gothenburg last Friday (July 12). Refloating operations have commenced and are expected to take two weeks before being completed. (See under "The War" in issue of July 13.)

Part of motor vessel Wuri, belonging to Rederi Aktiefondet Sosa, Stockholm, in tow of two Switzer steamers, sank on July 11 at Hallands Vadero in 20 ft. of water. Salvage vessels Garm, Karl and Harald attending.

WEATHER AND NAVIGATION

MINES REPORTED. - Niton Radio, July 13. - Mines have been reported as follows:

At 7 30 a.m., G.M.T., July 12, by steamer St. Helier in position lat. 49 18 N., long. 02 21 W.

At 8 a.m., G.M.T., July 12, by steamer Andre in approximate position lat. 49 05 N., long. 02 19 E.

At 2 23 p.m., G.M.T., July 12, by motor vessel River Fisher in approximate position 14 miles 352 deg. from Cap d'Antifer Lighthouse.

Land's End Radio, July 13. - Mines have been reported as follows: -

At 5 30 a.m., G.M.T., July 12, by steamer Ocean Volunteer in position lat. 48 58 N., long. 07 02 W.

At 7 5 a.m., G.M.T., July 12, by steamer Olypos in position lat. 49 32 N., long. 04 22 W.

At 3 30 p.m., G.M.T., July 12, by motor vessel Empire Punch in approximate position 18 miles SW., magnetic, of South Lundy Light.

At 3 56 p.m., G.M.T., July 12, by motor vessel Braga in position lat. 50 49 30 N., long. 06 25 W.

At 10 5 a.m., G.M.T., July 13, by turbo-electric tanker Fort Hoskins in position lat. 49 05 N., long. 06 37 W.

At noon, G.M.T., July 13, by motor tanker Salsags in position lat. 51 12 N., long. 04 23 W.

At 2 25 p.m., G.M.T., July 13, by steamer Empire Mandarin in position lat. 51 13 N., long. 04 20 30 W.

At 4 9 p.m., G.M.T., July 13, by motor vessel Race Fisher in position lat. 51 05 N., long. 05 25 W.

At 10 p.m., G.M.T., July 13. - Following received from steamer Empire Torrent: At 11 10 p.m. G.M.T., floating mine in position lat. 50 43 30 N., long. 04 54 30 W.

Portpatrick Radio, July 12. - Following received from steamer Shina at 5 20 p.m., G.M.T.: Drifting mine observed at 1 30 p.m., July 11, in position lat. 56 23 N., long. 06 31 W.

LIFERAFT REPORTED

Valencia Radio, July 15. - Following received from British steamer Fort Perrot at 11 59 a.m., G.M.T.: Passed ship's life-raft in position lat. 49 00 N., long. 20 30 W. TIMBER WASHED ASHORE. Amsterdam, July 12. - Sixty-two boards, marked "H.S.U.N.U.", three unmarked boards, 39 unmarked slabs, and 50 pieces of timber from wreck have been washed ashore at Torschelling.

ATLANTIC WEATHER REPORTS

We have received from the Meteorological Office the following wireless reports, dated July 14, from vessels in the North Atlantic. The times given are G.M.T.:

ARABIAN. - Noon, 39 06 N., 09 36 W.; NNW, mod.; overcast; bar. 30 06, 6 p.m., 40 00 N., 09 36 W.; N, strong; cloudless; bar. 30 03.

ASCANIA. - Noon, 40 30 N., 09 48 W.; N, by W, strong; partly cloudy; bar. 30 06, 6 p.m., 41 54 N., 09 42 W.; N, by W, strong; cloudless; bar. 30 06.

CARNARVON CASTLE. - 6 a.m., 49 00 N., 03 18 W.; NW, by W, gentle; drizzle; bar. 30 06.

CAVINA. - Noon, 55 24 N., 14 48 W.; NW, fresh; partly cloudy; bar. 30 15, 6 p.m., 54 12 N., 16 54 W.; NW, gentle; partly cloudy; bar. 30 18.

CAXTON. - Noon, 56 00 N., 18 00 W.; calm; cloudy; bar. 30 21, 6 p.m., 56 00 N., 18 24 W.; N, gentle; partly cloudy; bar. 30 24.

CITY OF BARCELONA. - 6 p.m., 53 30 N., 09 12 W.; N, by E, fresh; partly cloudy; bar. 30 18.

COLUMBIA STAR. - Noon, 36 48 N., 13 42 W.; NNE, mod.; cloudy; bar. 30 18, 6 p.m., 38 00 N., 12 48 W.; NNE, fresh; cloudy; bar. 30 15.

DILWARA. - Noon, 36 54 N., 08 54 W.; N, by W, mod.; cloudless; bar. 30 00, 6 p.m., 38 00 N., 09 24 W.; N, by W, mod.; partly cloudy; bar. 30 03.

EMPIRE MACANDREW. - Noon, 55 48 N., 09 30 W.; WNW, strong; partly cloudy; bar. 29 92, 6 p.m., 56 00 N., 11 30 W.; NW, strong; cloudy; bar. 29 97.

HIGHLAND BRIGADE. - Noon, 48 00 N., 05 42 W.; NW, by W, fresh; cloudy; bar. 30 03, 6 p.m., 46 42 N., 06 42 W.; WNW, fresh; cloudy; bar. 30 12.

LOCH RYAN. - 6 a.m., 40 00 N., 09 42 W.; N, by W, strong; cloudless; bar. 30 06.

MANCHESTER PORT. - Noon, 57 42 N., 18 00 W.; W, by N, light; drizzle; bar. 30 21, 6 p.m., 51 48 N., 20 36 W.; SW, light; overcast; bar. 30 21.

MEMLING. - Noon, 41 24 N., 10 30 W.; N, light; partly cloudy; bar. 30 15, 6 p.m., 40 00 N., 11 12 W.; N, fresh; cloudy; bar. 30 18.

PARDO. - Noon, 42 48 N., 10 24 W.; N, by E, strong; partly cloudy; bar. 30 12, 6 p.m., 43 30 N., 09 24 W.; N, by E, mod.; cloudy; bar. 30 15.

RIMUTAKA. - Noon, 43 00 N., 21 48 W.; NE, gentle; partly cloudy; bar. 30 42, 6 p.m., 42 18 N., 23 24 W.; NE, gentle; cloudless; bar. 30 45.

ROBERT F. HAND. - Noon, 42 36 N., 27 06 W.; NE, gentle; cloudless; bar. 30 48, 6 p.m., 42 00 N., 29 00 W.; E, by N, light; cloudless; bar. 30 45.

ROWALLAN CASTLE. - Noon, 48 12 N., 05 36 W.; NW, strong; heavy rain; bar. 30 03.

SOUTHERN COLLINS. - Noon, 48 18 N., 07 18 W.; NW, by W, fresh; partly cloudy; bar. 30 06, 6 p.m., 47 06 N., 08 00 W.; NW, by N, mod.; partly cloudy; bar. 30 15.

SOVAC. - Noon, 40 48 N., 29 18 W.; calm; cloudy; 6 p.m., 40 36 N., 29 48 W.; E, by N, overcast; bar. 30 42.

THAMESFLEET. - Noon, 42 48 N., 22 18 W.; NE, mod.; partly cloudy; bar. 30 45, 6 p.m., 43 30 N., 21 06 W.; N, gentle; cloudless; bar. 30 45.

MISCELLANEOUS

STRIKE OF SHIPYARD WORKERS AT MONFALCONE. Trieste, July 15. - Six thousand shipyard workers at Monfalcone, near Trieste, went on strike this morning. They are demanding the dismissal of about 1000 men who carried on working during the recent Slovene general strike in Trieste. The communist and Slovene flags were fixed on top of a high crane in the docks as well as an Italian flag with a red star stamped on it. The strike has stopped work on 11 ships, including two Norwegian vessels belonging to the Fearnley & Eger and the Wihl. Wilhelmson lines. - British United Press.

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COASTWISE & HOME TRADE MOVEMENTS

Table with columns C1, C2, C3, C4, C5 listing ship names, destinations, and agents. Includes entries for LONDON, BEACHY HEAD, and various coastal routes.

LONDON-IN DOCK

Table listing ship arrivals and departures from London docks, including ship names, origins, and agents.

SHIPS IN PORT

Table listing ships currently in port, including ship names, companies, and agents.

Table listing ships in port, including ship names, companies, and agents. Includes entries for FFERA, EMPIRE CHAMOIS, and others.

LONDON - IN THE RIVER

Table listing ships in the River London, including ship names, companies, and agents.

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Table with columns C6, C7, C8, C9, C10 listing ship names, destinations, and agents. Includes entries for SEAHAM, PLAMORO, and others.

SHIPS IN PORT

LONDON IN THE RIVER—Cont. from p. 8

TRENTWOOD, Blyth's Wf., Stepney, Thurley & Co.
TRELPAT, of Coryton, F. T. Bverard & Sons
WELLANDOC, Chalk Jty., W. Thurrock

MERSEY—IN PORT

Docks are at Liverpool unless otherwise shown
+ indicates Birkenhead

Vessel Tons Gross Dk. or Wf. Broker
ALCA 3712, King's 1, Yeoward Bros.
ALCUMYNT, 352, Bromborough, Caleb Brett & Son

LANCASHIRE COAST

LESTRIS, 1850, Wellington
LETCHEWORTH, 2873, W. Float, T. Phelan & Co.
LIBERIAN, 5129, Queen's 2, H. Tyrer & Co.

TYNE IN PORT

Vessel Tons Gross Dk. or Wf. Broker
ACTIVITY, 9700, Palmers Dry Bk., Hebburn, Runciman Shipping Co.
AGAMENNON, 7593, Walker Naval Yd., Wallsend

SWANSEA IN PORT

J. STAIN A. MITCHELL, 1926, South Shields
Buoy's, France Fenwick Tyne & Wear Co.
JUPITER, 1588, Tyne Commission Qys., N. Shields, P. H. Matthiessen & Co.

BRISTOL IN PORT

(Including Avonmouth & Portishead)
Vessel Tons Gross Dk. or Wf. Broker
SHEPHERD, 238, Ichen, Dawson Bros.
SOLACE (yacht), Marchwood
SOUTHGATE, 143, Ichen Qys.

LLOYD'S LIST

Tues., July 16, 1946 Page 9

PORT ST. REGIS, 7140, Queen Alexandra
PORT SIMPSON, 7133, Roath, Martyn, Martyn & Co.
GOLDFINDER, 294, Bute E., Lovering & Sons

AVONMOUTH

DURENDA, 7241, Avonmouth, Bethell, Gwyn & Co.
EMPIRE MOLE, 4876, Avonmouth, Elders & Fyffes

GLoucester—IN PORT

(Including Sharpness)
Vessel Tons Gross Dk. or Wf. Broker
CROWPILL, 190, Gloucester, V. W. Rowles & Co.
SNOWCRUTE, 251, Gloucester, V. W. Rowles & Co.

NEWPORT IN PORT

Vessel Tons Gross Dk. or Wf. Broker
BARDISTAN, 7264, South, Strick, Gorchs & Co.
CATRINE, 5218, Mount Stuart Dry 2, Dunn & Co.

CARDIFF IN PORT

(Including Barry & Penarth)
Vessel Tons Gross Dk. or Wf. Broker
ADOLF BRATT, 1498, Queen Alexandra
ALBETA, 3085, Mount Stuart Dry

SOUTHAMPTON IN PORT

Vessel Tons Gross Dk. or Wf. Broker
ARA, 7938, Berth 108, Western
ABERDONIAN, 1648, Berth 16, Inner

GARSTON IN PORT

Vessel Tons Gross Dock Brokers
ASHFIELD, 426, Old, W. A. Savage
BEN WOOD, 274, Stalbridge, J. Darlington

MANCHESTER IN PORT

Vessel Tons Gross Dk. or Wf. Broker
AMY SUMMERFIELD, 407, Slate Wf., A. E. Bowen
B.P. SPIRIT, 440, Anglo-American Oil Co. Petroleum Board

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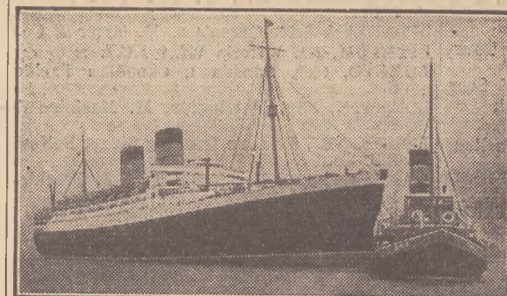
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VESSELS EXPECTED AT UNITED KINGDOM PORTS

Showing Vessel, Voyage, Probable Date, Broker and Berth

Table listing vessels expected at United Kingdom ports, including columns for Vessel Name, Voyage, Probable Date, Broker, and Berth. Includes sections for LONDON, BRISTOL, SWANSEA, MERSEY, and SOUTHAMPTON.

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