ILOYD'S LIST

LONDON: TUESDAY, JULY 16, 1946

PRICE TWOPENCE



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Closing London July 30 (K.G.V.) For Fremantle, Adelaide, Melbourne, Sydney FAR EAST

Closing M'bro Closing London FER ... — Aug For Straits and Hongkong Aug 7 (E.G.V.

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For Wellington, Auckland, Lyttelton and Port
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All vessels may call at my post on or of the tonic
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(other Kathiawar Ports if inducement)

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From LIVERPOOL
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RECEIVING CARGO To be announced

For Information, communicate with

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LONDON to FAR EAST

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Closing Southampton. 103 Berth
FEMPIRE COLNE End July
Aug 24

SDENBIGHSHIRE Aug 24
SPOrt Said and Labuan.
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London. Hall Line, Limited, Liverpool, The City Line, Ltd., Glasgow, C.2. Cargo bookings are only made conditional upon the cessel named herein. or if no vessel is named a suitable cessel being available tor the voyage and is subject to my direction or control by the British Government. GELLATLY, HANKEY & CO., LTD

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From LIVERPOOL

\*†\$AMERICAN FORWARDER July 15—July 23 \*STEAMER ... ... July 29—Aug 1 Loading Berth-N.E. No. 2 Gladstone Dock From BELFAST \*\$AMERICAN FORWARDER July 22—July 25 \*STEAMER ... Aug 5—Aug 9 Loading Berth : No. 3 Dufferin

From GLASGOW \*STEAMER... July 25—July 35
\*STEAMER... Aug 15—Aug 20
Loading Berth: 6 Yorkhill
\$Loading W.B. cargo at Dublin on E.B. voyage
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For New York only Closing
STANLEY R. FISHER
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PAUL BUNYAN from Antwerp July 2
AMERICAN SHIPPER FOOM HAVE July 2
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CLOSING FOR CARGO Accepts Cargo for HICKORY DALE July 15 -THESEUS ANTILOCHUS

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## **AUSTRALIA** AND

From MANCHESTER and From LIVERPOOL Closing Closing of Measure Weight ment ESSEX ... AUG. 13 AUG. 15

TROJAN STAR AUG. 10 AUG. 12 SYDNEY BRISBANE RARANGA ... JULY 19 JULY 22 All dates and sailings are subject to charge, substitution or cancellation with or without notice Particulars of passenger service on application,

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MELBOURNE...

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From Liverpool

m.v.PARAGUAY Rio de Janeiro, Santos 1st-half & Rio Grande July m.v. PARDO Rio de Janeiro, Santos 1st-half & Rio Grande Augus

m.v. PILCO- Rio de Janeiro, Santos Early MAYO & Rio Grande Sept

From London m v. DRINA Buenos Aires

WEST INDIES

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

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#### 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 that 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 21 seconds. Duration of flash 1 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:-1345 deg. distant 9.8 cables from Donaghadee Lighthouse.)

Can: Black: Exhibiting a red flash every 2½ seconds. Duration of flash 1 second. NINION BUSHES BUOY:-

(Position 019 deg. distant 2 miles 5.2 cables from Donaghadee Lighthouse.)
Can: Black: Unlighted.

Approximate Geographical Position DONAGHADEE LIGHTHOUSE:— 54 deg. 39 min. N. 5 deg. 32 min. W. Latitude

By Order, DAVID ROWLANDS, Secretary

#### 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 QUANTITY-FOUR WO/BM 1472/E.5.G./ ENC. TO 57/SUR/2416

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, loot valves and strainers. Condition

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

ITEM 2-K/800/29/96 QUANTITY-ONE WO/BM/1472/E.5.G./, ENC. TO 57/SUR/2416

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 Pebworth 256,

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. Condi-

tion 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, 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.

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 PUMPING SET, Petrol Engine Driven, consisting of a Hariana 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 Pebworth 256,

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

consisting of a Pearn Pump, 21 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. Uuwin, 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.

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

Arrangements for inspection can be made by prior application to the addresses ed, 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

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.

PASSENGER AND CARGO VESSELS

Landon Office 54 VICTORIA ST., S.W-1

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

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.

TURBINE AND DIESEL MACHINERY WATERTUBE BOILERS

DRY DOCK 502 Ft. by 88 Ft.

#### 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 GEORGE BRINK." London, W. I, for permission to change her name to "GENERAL GEORGE BRINK,"

name to "GENERAL GEOHGE 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

SHIPPING GAZETTE (Established 1734)

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

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 Rises
 ...
 04 58
 Sun Sets
 ...
 21 13

 Moon Sets
 ...
 06 43
 Moon Rises
 ...
 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-Est 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 vards, discusses "Half-a-century of evolution of the Ostend-Tilbury fast coasters: Considerations on Channel export increased from mid-1945 by coasters." The fishing fleet of the 849,000 and at the end of May exceeded future, electricity in the service of fishing, and recent developments in and chemicals + 358,000, other manuredging 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 Baudonin 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 hanged 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 Beaurais 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-Postal address: holt.

declared Lloyd's Agency at Frederiks-havn vacant and applications for the Prague or Budapest as it is to speak NEWCASTLE-ON-TYNE appointment are invited until Aug. 31. to one in a neighbouring town.

#### MANPOWER

#### Unemployment Rising

The rising trend of unemployment 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 distribution to the total for June 17 there registration system in the Indian trade, 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. number employed in industry in May 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 in industry at the end of May, 1946, were about 1,120,000 below the numbers at mid-1939. This difference consisted of a decrease of 1,673,000 men, partly offset by an increase of 553,000 in the number of women.

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 the mid-1939 figure by 276,000 (metals factures - 82,000).

#### DUNDEE INDUSTRIAL ESTATE

#### One-third of Proposed Factory Space Let

From Our Own Correspondent

DUNDEE, Monday Sir Steven Bilsland, chairman of Obltuary 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 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, appointed the following agent: Esbjerg or even treble, the number of circuits (Denmark), Mr. Ludvig Christensen. existing before the war. Immediate Postal address: Havnegade 83, expansion is hampered by the lack of Esbjerg. Telegraphic address; "Brein- plant in the war-ravaged areas of Europe, but when plans have matured The Committee of Lloyd's have it will be as easy for a caller in, say,

#### CARGO FOR INDIA

#### Registration System Eased

The Joint India, Ceylon and Burma in Great Britain continues. Accord- Conference in a notice to shippers ing to the Ministry of Labour return regarding the registration system

"While in present circumstances it

were 6731 uninsured persons, including it is now possible to ease its operation 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, Brocklebanks' 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 300 men on strike at Messrs. Cammelf 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 shippard," 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 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 reased 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.

#### 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 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 by amending the rule that cargo must 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

It is unfortunately a matter for question whether by the terms of the clause, when 15 per cent, on freight for time s covered in addition to 10 per cent. disbursements, the policy on freight may be made P.P.I. The ambiguity 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 men and the power house men to see 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

market .- Yours faithfully,

July 15, 1946.

### THEFTS FROM THE DOCKS

characteristic of the ways of the

VORTEX.

Alleged Receiver Sent for Trial

From Our Own Correspondent BRISTOL, Monday William Alfred Gilson (37), of Gwilliam 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 bales 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 bales of bacon were found. A further 10 bales were recovered from a third place. It was stated that the weight of the bacon was 5 tons 16 ewt.

#### 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 Com-

pany, Inc., have opened an office at Bremen under the title Lykes Bros. pre-war importers, provided that the Steamship Agency, the postal address c.i.f. price United Kingdom port does being APO 751, Bremen. Telegraphic address: Lykes Bremen.

By Our Own Correspondent

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 circu lated. 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 Jul is reported to have been fixed for delivery and redelivery United Kingdom for one West African round at 20s. 6d. Homeward bookings are vir tually 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 Eire 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 Chilian 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. charterers are in the market for asphalt, sulphur and phosphate, and tonnage is wanted for sugar from

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 Djihouti 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 for phosphate from Sfax. Huelva pyrites shippers are inquiring for further tonnage to the Continent, and have many unfilled orders.

FIXTURES

DJIBOUTI to CALCUTTA. — British stmr., 9000 t., 55s. per ton, salt, Aug.

TIME CHARTER.—Stmr., about 10,000 t., 20s. ld, 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

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

SWANSEA, Monday oversea 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 matures slowly. Inquiry for the coaling ports is lifeless.

GLASCOW, Monday The market is on holiday.

TANKER CHARTERING

Howard Houlder & Partners, Ltd. state that rather more fixtures for crane near the dockhead.

ingle voyages have been reported mainly transatlantic, and a good demand continues for both clean and dirty tonnage for single or consecutive royages. Confirmation is awaited of a report that American charterers have conceded \$2.25 for 10 years' time char-THE BALTIC, Monday are negotiating at about 11s, 3d. for OWNERS OF S.S. "KARLSHAMN" five years Eastern trading. Fixtures:

CURACAO to ONE PORT NORTH AFRICA. — Lillohus (m.s.), 12,000 t., 28s., July-Aug.

ARUBA/CURACAO to U.K./CONT.-Dovrefjell (m.s.), 14,000 t., 32s. 6d., U.S. Gulf 39s., early Sept. ARUBA to ANTWERP/AMSTERDAM.—

Tankland (m.s.), 12,000 t., \$6.55, early

ARUBA to GDYNIA. — Avanti (m.s.), part cargo, 13,300 t., \$7.85, U.S. Gulf \$8.95, July. DIRTY

ARUBA/CURACAO to U.K./CONT.— Petter II., 10,000 t., 32s. 6d., U.S. Gulf 38s., freight payable in dols., July. ARUBA/CURACAO to U.K./CONT.-

Thorsholm (m.s.), 14,000 t., 32s. 6d., U.S. Gulf 38s., Aug. Sept. ARUBA/CURACAO to U.K./CONT.— Garonne (m.s.), 10,000 t., 32s. 6d., U.S. Gulf 38s., gas oil, early Aug.
ARUBA to GDYNIA.—Bern (m.s.), 8000 t., \$7.85, U.S. Gulf \$8.95, diesel, July.

S. NORTHERN STATES to ANT-WERP/AMSTERDAM. — Dordrecht (m.s.), 5500 t., \$7.50, lubricating, Aug.

ABADAN RANGE to U.K./CONT.— Vera (m.s.), 9000 t., 57s. 6d., Bahrein

54s., Aug.-Sept. ARUBA/CURACAO to LAS PALMAS.-Nicolaou Maria, 8500 t. 24s. 6d., St Vincent 21s., Gibraltar 28s., July followed by ARUBA to U.K./CONT. 32s. 6d., U.S. Gulf 38s.

#### U.S. WAR RISK INSURANCE

#### Deletion of Seizure and Trading With Enemy Clauses

The New York "Journal of Commerce" reports that the American Institute of Marine Underwriters has in order to narrow the angle, but the on a high scale. agreed to settle claims under war risk collision occurred before any other policies as if provisions referring to steps could be taken. seizure by the Allies and Trading with the Enemy had been deleted on or ment that the Clan Lamont was in no required in a common law action based after Feb. 18, 1946.

The deleted Provisions are: "This working for coal from Durhan to West policy is warranted free of any claim the Karlshamn was subjected to a Italy and also to Rio Janeiro, and arising from capture, seizure, arrest, restraint or detainment by the Government of the United States or of any of its Allies. It is understood Spanish Mediterranean salt exporters and agreed that the following shipments are excluded from any coverage whatsoever under this insurance, viz. shipments to or from an enemy country or any country or territory with which trading is forbidden by the laws of the United States or the laws of Great Britain; shipments carried on vessels operated or controlled from any such country or territory.

#### LARGER U.S. SUBSIDY PAYMENTS TO SHIPPING

Effects of Wage Increases

According to a report on merchant Department of Commerce, taking into account the greatly increased wage bill for American-flag ships; the post-war ship operating subsidy payments may total \$30,000,000 a year, as compared with \$12,000,000 in the pre-war period. The report, prepared by Mr. Paul M. Zeis, of the Department's Transportation Division, points out (states the New York "Journal of Commerce" that before the war somewhat fewer than 150 vessels were covered by subsidy payments, while the past-war subsidised fleet will include at least twice as many Only a small inquiry circulated for vessels and a number of the new ships near Continental ports, while business will be passenger liners which carry large crews and entail heavy crew and subsistence expenses. The post-war wage bill is almost certain to be double that of the pre-war period, and will probably range between \$40,000,000 and \$50,000,000 a year.

#### MELBOURNE'S NEW FLOATING CRANE

Melbourne Harbour Trust now owns difficult to arrange. There is a moderate tonnage supply, but chartering tralia, a 40-ton diesel-electric unit which was recently assembled in the port. The hook of the crane is 88 ft. above water level, and a 300-h.p. engine drives a generator to supply the electric energy. The crane was built by the new Melbourne Harbour Trust Williamstown shipyard in two parts, which had to be towed to North Wharf in their weekly tanker market report. for assembly by the 60-ton fixed steam

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#### LAW REPORTS

COURT OF APPEAL Monday, July 15, 1946

ter, and British independent charterers collision in the gulf of ADEN v. OWNERS OF S.S. "CLAN LAMONT

> Before Lord Justice Scott, Lord Justice Tecker and Lord Justice Bucknill, 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 counterclaim.

The case for the Karlshamn was that 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 stranding before the compressors were ahead of the Karlshamn, struck with used on May 17. her starboard side the stem and port bow of the Karlshamm.

that she was on a voyage from Calcutta had it been possible to get the ship into the Karlshamn suddenly appeared dis- would have been charged with a salfor the Clan Lamont. The wheel of the

way to blame, and Mr. Justice Pilcher held that, in view of the evidence that strong southerly set, which was an un- tal damage which occurred. A right usual 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 use of seamanlike skill. reported in Laoyo's Last of Apr. 2.

Mr. K. S. Carpmael, 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 danger, than he in fact possessed. So

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 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 able, 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 given, and that the fire was caused by curve from 1910 to 1945 included two 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 Karlshamu 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

leum Company, Ltd., and the Asiatic Hammerfest.

#### Petroleum Company, Ltd., Helen's Court, London, E.C., owners of the motorship Delphinula and her cargo respectively, and the respondents were the Admiralty. The suppliants U.S. Participation in New were also plaintiffs in an action against Captain G. C. C. Damant, R.N. (Ret.). who had been nominated by the

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,

was Superintendent of Salvage at

4, 5, 6, 9, 10, 11, 12 and 13. Mr. Patrick Devlin, K.C., and Mr. Knox Cunningham (instructed by Messrs. Waltons & Co.) appeared for the suppliants; Sir William McNair, K.C., Mr. Owen L. 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 blame and dismissed both claim and McNair submitted that the physical condition of the ship on May 18, 1943 -before the fire-was such that she was she was on a voyage from Aden to 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

A further point to be considered in assessing the value of the ship and The case for the Clan Lamont was cargo, Counsel submitted, was that, to Aden when the unlighted loom of safety, with some of her benzine, they tant about 100 to 300 yards, heading vage award had the Admiralty thought fit to advance a claim. In the circum-Clan Lamont was put hard-a-starboard stances it would have been an award Mr. Morris Kentridge, a Member of

Sir William McNair submitted that a different standard of care was There was an admission in the argu- required of a salvor than would be on tort. If a salvor did his best and did nothing grossly wrong, he was not to be held responsible for any incidento 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 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 from a salvor a higher standard of skill, or a higher appreciation of Mr. Ernest Pathy, of Canada. far as he (Sir William) had been able been brought successfully against un-

successful 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, about 300 yards. His (Counsel's) especially in a case like the present, allegations of negligence against the where he had at hand, and working Karlshamn were that she failed to 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 ships were navigating were unpredict- anything done purely as an operational measure would not give rise to any ton) asked the Minister of Supply what salvage operation, that proper instruc- be 13,000,000 tons and exports 3,000,000 tions for fire precautions had been tons in 1955, considering that the mean a casual act of disobedience by an Arab or Greek seaman, the salvor would not abnormally high. be liable. He did not guarantee the Mr. J. WILMOT said he assumed the crew and the plaintiffs must take a member referred to the estimate made salvor as they found him.

of res ipsa loquitur applied only against a person who was in sole estimate of home consumption of 13 charge. It did not apply in the present case because, although the naval full employment, and had regard to authorities were to some extent in the long term upward trend of steel charge of the operation, it was not an operation conducted by the naval The estimated export of 3,000,000 tons authorities in rucuo, but by them in was based on the potential world the presence of and in co-operation demands, and changes in supply posiwith the ship's officers.

The hearing was adjourned until to-morrow.

#### NORWEGIAN SHIP PURCHASES Reports of several purchases of

recently been reported in the Nor- tion. vegian Press. The motor tanker Teopatra, 10,170 tons d.w., has been bought from the Rederi-a.b. Transocean, Gothenburg, by the Skips A/S. in 1933. Messrs. Olsen & Ugelstad, stitutes, produced the sum of Oslo, have sold the steamer Makefiell £4882 9s. 6d., and cheques for end of July; a vessel of 2400 tons d.w., ance Orphanage, the Insurance Beneshe was built in 1932. Victor Müllers volent Fund Rederi, Bergen, have sold their Thanksgiving Fund respectively. The steamer 1'im (1800) tons d.w., built council and the committee responsible 1913), to Wallem & Co.'s Rederi, for the arrangements desire to express The hearing was continued of Bergen. The wooden motor vessel Glup their thanks to all those who contrithese proceedings, by way of peti- (110 tons gross, built 1898), belonging buted to the very satisfactory result tion of right, in which the sup-pliants were the Anglo-Saxon Petro-has been sold to Mr. R. Larson. of the appeal, and their appreciation of the help and co-operation given by

#### SHIPPING VENTURES IN LLOYD'S LIST SOUTH AFRICA

#### Company Admiralty to defend the action. He

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 particiformed 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, in tends 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 ser vice. 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. Lenton, a former Postmaster-General. 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 men-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 The other directors are Mr. present case. One could not demand W. Grant Mackenzie, Mr. Cecil Campbell (of the Marconi Company), and

It is stated that another company has been formed by Mr. Charles Verto ascertain, there was no reported ster, of Versters Cold Storage, and is case where a claim for damages had reported to have purchased two vessels which it is proposed to trade between the Union and the West Coast of 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. Orpingwere the facts which formed concerned. Assuming that it was a that home consumption of steel would wars during which steel production was

by the British Iron and Steel Federa-('ounsel submitted that the doctrine tion in their recent report, which was published as a White Paper. The million ingot tons per year assumed consumption in all industrial countries.

> on such slender evidence? Mr. Wilmot: The estimates were

made by all those most informed in the ships by Norwegian owners have no reason to differ from it on examina-

INSURANCE "CHARITIES" APPEAL

The Council of the Chartered Insur-Fruma (Messrs. Olaf Boe & Co.), ance Institute announce that the Arendal, with delivery in the first half Insurance "Charities" Day appeal, of 1948. She was built at Gothenburg made through the local insurance into the D/S. A/S. Ibis (Mr. Johs. £3746 18s. 2d., £1134 10s. 4d. and Larsen), Bergen, with delivery at the £1 ls, have been handed to the Insurthe local insurance institutes.

## Tues., July 16, 1946

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On Admiralty and Ministry of Shipping Lists

In the House of Commons yesterday read a second time.

#### REPORTS AND DIVIDENDS

**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

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 ship-ment 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

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

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,

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

ections of the market, in which direc-

tion collieries are concentrating their

efforts. Priority claims are excep-

cionally 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

with a strong tone for Yorkshire/ Derbyshire washed thirds and washed steam mixtures. With several Mid-

land pits going on holiday it is antici-

pated 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

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, 175fc.; from Baltimore or Philadelphia, 178fc.; and from New York, 179fc. per bushel, fo.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 £65. RAPE.—Crude £91. COTTON.—Crude £52 2s. 6d. CASTOR. — Firsts £82; seconds £80. GROUNDNUT and SUNFLOWER.—Crude £56 10s. per ton.

ROSIN.—American grades F to M, 47s.; WG, 48s. 6d.; WW, 52s. 6d. per-cwt.
OILSEEDS.—For shipment. CASTOR-SEED.—Bombay £43 10s. per ton. Other oilseeds and groundnuts all unquoted.

FOREIGN PRODUCE

FOREIGN PRODUCE

LONDON (Mincing Lane), Monday SPICES.—CLOVES. — Zanzibar spot 1s, 1d, per lb. sellers, c.i.f., July-Aug. 9\frac{1}{2}d. buyers' licence; afloat 10d. per lb. sellers. PIMENTO.—Easier. Spot 1s. 1\frac{1}{2}d. per lb. sellers. (HILLIES.—Mombasa spot 150s. per cwt. sellers. MACE.—West Indian pale spot 5s, nominal per lb. JUTE.—Daisee 2-3 new crop Oct.-Nov. shipment \(\frac{1}{2}44\) 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.

The Mersey bunker market opened

Tyne and Durham screened steams and

exceedingly difficult to arrange.

deliveries.

Only some of the very

#### Dundee, Perth & London Shipping Co.

The profit of the Dundee, Perth & London Shipping Company, Ltd., for the year ended May 31, after charging in the charging the state of the charge o 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. motor vessels renamed Gowrie 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 actounts 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, 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 invest-ments, £882,126; advances to customers and other accounts, £14,036,374 hank 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 £7133 (£5000) to reserve tingencies account and £10,000 (£7000) to general reserve. The directors recommend a dividend of 71 per cent., plus a bonus of 2½ 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 re serve 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).

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. C'OPPER.—Electrolytic and wire bars £84 per ton delivered.

C'OPPER SULPHATE.—98/100 per cent. £33 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. £17 per troy ounce.
PIG IRON.—No. 3 Cleveland 163s, per con delivered Middlesbrough area. 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 the Bromborough Dock Bill (Lords) was Sandakan, British North Borneo, on June 25.

## FLETAMAR, S. L.

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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 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 123 and the Ordinary 6d. to 34s. 6d.. those engaged in air travel.

The text of the "Air Guide" com-

prises 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 were 3d. up at 3s. 9d. fares and baggage charges of the main airways and important branch services, together with lists of routes and jour-

rejoin Messrs. Bowerman Bros., steam- the commercial and industrial group. ship, chartering and insurance agents. Temporary address: 1, Bridge Way, Ickenham. Telephone: Uxbridge 313. Telegrams and cables: "Bowerstela,"

### 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 4 dearer, the larger movement being shown in Victory Bonds to 1194. Home railway Ordinary stocks were steady to firm. Southern Deferred advanced ½ to 20½, while gains of 4 were registered in Great Western to 574 and North Eastern Preferred to  $5\frac{1}{2}$ .

Business in shipping issues was on more active lines, and price move-ments were all in the upward direction. Indo-China Deferred improved 1 to 131, Furness, Withy Preference 1 to 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

In the shipbuilding, iron, coal and steel section, transactions were on a decidedly larger scale, with price ney times of the more distant and changes in the upward direction. remote services. Finally, a section devoted to useful features, such as general information for the air travel-24s. 3d., and Richardsons, Westgarth 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.

24s. 3d., and Richardsons, Westgarth 4½d. to 9s. 7½d. Numerous issues were 3d. to 6d. up. the larger movement being shown in Barrow Hematite to 30s. 7½d., Bolsover Colliery to 50s., Guest, Keen to 40s. 7½d., Hadfields to 25s. 6d., Powell Duffryn to 22s. 6d., Sheepbridge to 38s. 6d., Shipley Collieries to 37s. and Stewarts & Lloyds Mr. A. F. C. Bowerman has now Deferred to 50s. 3d.

There were several firm features in

Tobacco issues were supported, British American at 61 and Imperials at 8 both showing gains of 1-32, while Guinness rose 1s. to 161s. 6d. and Distillers 6d.

# 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.

EXECUTOR AND TRUSTEE COMPANY LIMITED

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for St George's Wf Spica Rotterdam Matheran Middlesbro	Devon, J. AVONMO White Ri			
for Royal Albert Dk Finland Lisbon for Symon's Wharf	AVONMO			
for Grannhithe	Turkistan Valldemo			
Frederik, Jly 14 Rotterdam for Royal Albert Dock	Boston (			
Snecia, Jly 15 Gthenbrg for Millwall Dock	Maj, Jly NEWPO			
Clan Macneil Rangoon for Tilbury Kyle Castle Copenhagn	Sammex,			
for Tilbury Kyle Castle Copenhagn Supremity Ornskoldsvis Clifford E. Ashby Cuba for Royal Albert Dis CRAVESEND SD	NEWPO!			
GRAVESEND SD Wega, Jly 13 Bajamar, Jly 15	Empire ( Fort St.			
Wega, Jly 13 Bajamar, Jly 15 Las Palmas SHELL HAVEN AR Fort Lane, Jly 13 Aruba: SHELL HAVEN SD  SHELL HAVEN SD	Hickory			
Fort Lane, Jly 15 Trinidad	CARDIF Maj, Jly Empire T Empire			
Samderry, Jly 14				
THE DOWNS Yearby, Jly 14 David Caldwell	Fort St. Hwa Foo			
San Amado Jasper F. Cropsey John L. McCarley	Ocean W Errington			
Johns Hopkins Clyde L. Seavey Kratos	Fort Cor			
Cragpool Merwede, Jly 15 Joseph Hewes	Pilar de			
American Builder THE DOWNS SD	Gezina Boston ( Castor (			
Cragpool, Jly 14 David Caldwell Bosphorus	BARRY Stanhill,			
Sambalt Ubari Westminster Victory	BARRY Fort Fro			
Johns Hopkins Salando Clyde L. Seavey	BARRY Castor, J Fort Fro			
Kratos Orvar, Jly 15 Jasper F. Cropsey John L. McCarley	PORT T Spero, Ji			
San Amado	SWANS Hickory			
Lillian Nordica Yearby Merwede	MUMBL Ottinge,			
American Builder DOVER Pd E Temnaren, Jly 14	(not before MILFOR A. J. Bu			
Empire Concession Theomitor, Jly 15 Empire Garland Mount Revelstoke Park	Anticosti			
Ebro (tug) (with tow)	EASTHA Killurin,			
Schelde (tug), Jly 14 Blankenburg (tug) White Oak, Jly 15 Dania, Jly 15	Nassariu			
	Comanch			
Askeladden, Jly 14 Vingaren, Jly 15 for Antwerp	Nassariu RUNCO			
DUNGENESS Pd W Yser, Jly 14 Noreg (pres)	Hindshol			
Stad Maasshus, Jly 15  BEACHY HEAD Pd W	Killurin, MANCH Masunda			
Hast III., Jly 14 Kirsta Calanda	MANCH Voco, Ji			
St. Rosario Samboston, Jly 15 Newcombia for Curacao	LIVERP			
Paraguay, Jly 15 SPITHEAD Pd In	Glaucus Ocean V			
Eongwood, Jly 15 Rowallan Castle, Jly 15 SPITHEAD Pd Out	Raranga Fort Tic			
Rowallan Castle, Jly 15 SPITHEAD Pd Out Athlone Castle, Jly 14 ST CATH'S PT Pd W Empire Witham, Jly 14	Cavina,			
Samindoro Seam	Karames			
Hood Victory Vanellus HAMBLE SD	Ocean V			
Arzella, Jly 13 SOUTHAMPTON AR Pollux (Pa) (251), Jly 12 Cowes	Reina de PRESTO Bohus,			
Kutho, Jly 13	DOUGL. Saarenta			
Bremerhaven President Tyler N York Carnaryon Castle, Jly 14 Haskerland Rotterdom	CLYDE			
Haskerland Rotterdam Queen Mary New York SOUTHAMPTON SD	TAIL O			
Pollux (Pa) (251) Jly 13 Lisbon Washington New York	William TAIL OI Raranga			
Principessa Giovanna Naples Empire Witham, Jly 14	War Pin Marine I GLASGO			
Hongkong Port Wyndham New York	City of			
New York Athlone Castle, Jly 14 Naples, Port Said and Bombay	Gadila, GLASGO Wave K			
WEYMOUTH AR Isolda (aux) (Sw), Jly 13 Kristinehamn	Empire Anton			
Algarye, Hy 12	BELFAS George I			
Obo (? Abo) PRAWLE POINT Pd E Hervor Bratt, Jly 14	Ripon, J			
Amersham Gezina Kenyon L. Butterfield	BELFAS George 1			
Glenifier Jly 15 British Supremacy PRAWLE POINT Pd W	Pontfield			
Coalinga Hills, Jly 15 Pit(ston Victory	Washing Havre QUEEN			
John Ericsson (pres)	Washing			
Turkistan American Ranger	Cantick DUNDE			
Vaderland, Jly 14 Ensley City	Zuidland GRANGI Grimsnes			
Port Wyndham for New York	BO'NESS Empire V			
Vanellus for Liverpool	Setas			

| The content of the

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Twin Screw Motor Vessel WHITE LADY II.

Built Steel 1899 at Wivenhoe. Dimensions: 68 ft. by 15 ft. by 6.1 ft. Draft 4ft. 9in. aft. by 3 ft. 6in. forward. 60 H.P. Atlantic and 60 H.P. Parsons, made about 1938 and 1935 respectively. Finel—Petrol/Parafiin. Speed about 8/9 knots. Good Sea Boat. In 1939 heid B.O.T. Certificate for 135 passengers. Has been on Admirally service, and accommodation requires to be re-instated and certificate obtained. Registered tonnage 47 tons gross, 29 tons nett. Price £1,500. Inspectable River Dart.

Particulars believed to be correct, but not guaranteed).

For further information apply Sole Brokers. H. E. MOSS & CO.

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The STEEL COASTING STEAMER "ZILLAH" Built of steel in 1901. 100 Al. About 420 tons d.w. on 12 ft. 3 in. mean. Comp. engines and 1 S.E. boiler, 130 lbs. w.p. About 8 knots on 8 tous. Two latches and one hold.

DIMENSIONS: About 143 ft. by 24 ft. 1 in. by 11 ft. 5 in. Not accountable for errors in description)

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147 ft. x 22 ft. 6 in. x 6 ft. 0 in. draught
M.O.T. (LIMITED) STEAM 3 & 5 certificate
for 271 passengers, Steel construction, built
1945. Twin serew Paxman diesel engines and
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Speed \*\*14 knots. Accommodation comprises
bridge and boat deck, weather deck with
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Twin screw Parsons pet/par marine engines
electric lighting. Speed 10 knots. Accommo
dation comprises weather deck with seating
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STERI, TUG HULLS, one 40 ft. by 10 ft. 6 in... two 46 ft. by 10 ft. 6 in... Apply, A. V. Jackson, Boat Builder and Repairer, 73, North Street, Stanground, Hunts.

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Galvester M. A. Vacancoo C. Park J. Strands C. Strands Anus Stockholl Leixoes

Rex Odense
Belgian Tenacity
New York
Lagarto, Jly 12
Velparaiso

Leixoes
Petrel, Jly 13
London Madeira
Lisbon
Madeira
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Camprodon, Jly 9
Carthagna
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Valparaiso
Manila
Tunis
Caen
Amisil (aux)
Setubal
Sao Macario
Bona
Aarhus
Rouen
Fisher
New York
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Oslo
Malmo
Mannchester
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New Bomma, Jry
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Vanellus Manchester
Joe C. S. Blackburn
New York

Tues., July 16, 1946 10 DORDRECHT AR Kijduin, Jly 12

Helgena Cabo Roche, Jly 10

Pasajes Necton, Jly 11 Antwerp Stentor (tug) (Du) Argentona Ymuiden SANTANDER Stentor (tug) Ymuiden Ymuiden SD Shord Stad. Jly 11 Cherbourg Cherbourg Aragon Aragon Stentor Stenton Storfonn Cherbourg Stentor Stenton Cherbourg Campero Aragon Stentor (tug) Ymuiden SANTANDER Empire Clansman. Jly 11 Nantes Storfonn Cherbourg Stentor (tug) Ymuiden SANTANDER Empire Clansman. Jly 11 Nantes Storfonn Cherbourg Stentor (tug) STENTOR (tug)

Dagmar Salen, Jly 14
Thomas Hart Benton
Wave Baron for Abadan
George Dewey, Jly 15
Haarfagre
James McHenry
Masilia GIBRALTAR Pd W Aviles Aviles Castillo Coca, Jly 14
Dunay

Dunay Storfonn Obarles W. Wooster Aberdeen Ke Cabo Roche, Jly 12 Pasajes Samalness, Jly Victory Loan

GIBRALTAR

Iveston Sweden Esbjerg Odense Dundee AR London London FERROL Ily 8

Glanrhyd Port Talbot SANTANDER SD Avonmoor Cristina Cristina Ulla de Madrid VALENCIA Darro (Sp), Jly 4 Barcelona Rey Jaime I., Jly 5 Palma (Maj) Rizeargui, Jly 9

Pd E TARANTO

Port Said
AR
Korytza, Jly 5 Crete
Dodekanisos Galveston
Antiklia, Jly 6 Syra
Fort Pembina

Port Said
AR
London
Manila
Sobo, Port Harcourt
Empire Balfour
Buenos Aires
LAS PALMAS

AUSTRALASIA Fulani, Jly 12 (not as before reported) PIRAEUS 

TARANTO AR
Torrance Hills. Jne 28
TRIESTE AR
Pacific Victory, Jly 13
Baltimore
Samforth, Jly 14 Sydney
Stanburn
TRIESTE SD
Fort Grouard, Jly 15
Port Said
PIRAEUS AR
Korytza, Jly 5 Crete

TARANTO AR
CASABLANCA SD
Ernesto, Jly 8 Antwerp
Cap Pinede, Jly 9
Cap Pinede, Jly 13
Coastal Observer, Jly 6
New Orleans
La GUAIRA
Spalcoa Pennaut, Jly 14
Cap Cap Naciouver
Doctor Lykes, Jly 14
Cap Cap Naciouver
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Manila
Scamforth, Jly 14
Coastal Observer, Jly 6
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AND Pacific Islands

NEWCASTLE, NSW SD
Trident, Jly 13 Brisbane
Ramsay Melbourne
BRISBANE
SD
Samson, Jly-14 Sydney
TOWNSVILLE
British Caution, Jly 13
Cairns
CAIRNS
Rritish (Saution, Jly 14
Mercican Press, Jly 7-8
AR
British W Indies
Vretaholm, Jly 14
Stockholm
Coffeyville Victory
Stockholm
Oscar F. Barrett
Houston
Abigail Gibbons
Genoa
WEST BAY, NS

Hampton Roads
for Sverige
LAS PIEDRAS SD
Clydefield, Jly 10
Lnd's End (for orders)
CRISTOBAL
Queens Park, Jly 12
Queens Park, Jly 12
Gelveston
Marchen Mærsk
San Francisco
John F. Appleby
Bordeaux
Belgian Dynasty
Machanicavill, Antwerp Queens Park, Jr.
Galveston
ALVARDO, Mex SD
Amendra, Jne 10
Brownsville
AR

AR
Arehold
Eastern Guide
Philadelphia Chyebassa Calcutta
Reynella
Empire Dynasty
Kent New York
Sydnkey
Ianchester
Alexandria
Batavia
Batavia
Sod New CASTLE,NSW AB
Fort Chesterfield, Jly 14
Saigon

Chyebassa Calcutta
Bandelier Port Said
Barren Hill Philadelphia
Contreras Newhaven
Gulfbreeze Port St. Joe
K. J. Knudsen Houston
George W. Goethals
Bremerhaven
Philadelphia
Port ARTHUR SD
Saigon

Compille Jly 6

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Corpus Christi
Samlorian
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Gulfbreeze Port St. Joe
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Pocorpus Christi
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Port Arthur
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Port Said
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Shanghai
Corpus Christi
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Port Said
Samlorian
Port Said
Samlorian
Port Arthur
Pocorpus Christi
Samlorian
Port Arthur
Pocorpus Christi British W Indies

> Graiglas, Jly 1 for Avonmouth ICELAND, &c.

In Port

Empire Tigaven, Jly 10 Atheltarn, Jly 11
Thames Haven via

Seydisfjord

Reykjavik Tjaldur (Da), Jne 25 Copenhagen AR Vilma (No), Jly 8
Fleetwood Tarrytown Vilma, Jly 9 Reykjavik

6 p.m. Ascania.—41 54 N. 09 42 W. Jly 14, 6 p.m. Beaumont.—59 38 N. 02 21 W. Jly 15, <sup>5</sup> a.m. Braga.—50 49 N, 06 25 W, Jly 12, Cavina.—54 12 N, 16 54 W, Jly 14, 6 p.m. Cavina.—54 12 N, 16 54 W, Jly 14, 6 p.m. Caxton.—56 00 N, 16 24 W, Jly 14, 6 p.m. City of Barcelona.—53 30 N, 09 12 W,

Empire MacColl.—40 24 N, 09 54 W, Jly 14, noon Empire MacDermott.—55 24 N, 11 30 W, 6 p.m.
Empire Spearhead.—54 12 N. 07 24 E,
Jly 14, noon
Empire Tagalam.—52 42 N, 21 00 W,

Jly 14, 6 p.m. Exporter.—Gibraltar, Jly 8, 10 56 p.m., bd Lisbon Fantee.—23 06 N, 29 54 W, Jly 14, noon Fort Hoskins.—49 05 N, 06 37 W, Jly 13, 10 5 a.m. Fort Perrot.—49 00 N. 20 30 W. Jly 15,

noon Fort Pic.—Gibraltar, Jl<sub>v</sub> 6, 7 35 a.m., bd Highland Brigade.—46 42 N, 06 42 W, Jly 14, 6 p.m.

Memling.—40 00 N. 11 12 W. Jly 14, 6 p.m.

Olgo Tonic Ollowski Manchester Port.-57 48 N, 20 36 W. 6 p.m.

Olga Topic.—Gibraltar, Jly 7, 8 30 a.m., bd Split, 60 m E

Pardo.—43 54 N, 09 24 W, Jly 14, 6 p.m.
Rimutaka.—42 18 N, 23 24 W, Jly 14,

6 p.m. Robert F. Hand.—42 00 N, 29 00 W, Jly 14, 6 p.m.

Salsaas.—51 12 N. 04 23 W. Jly 13, noon
Southern Collins.—47 06 N. 08 00 W,
Jly 14, 6 p.m.

Sovac.—40 36 N, 29 48 W, Jly 14, 6 p.m.
Thamesfield.—43 30 N. 21 06 W, Jly 14,

LONDON CUSTOM HOUSE ENTERED IN

Rotation Number, Vessel, Flag, Net Tonnage, Master, From, Station, Agents or Brokers. July 2675 CHANNEL QUEEN, Br. 275, Lucas, Channel Isles, Free Trade Wf., British Channel Islands Shipping Co.

2676 FORT LANE, Am. 6301, Johnson, Aruba, Shell Haven, Davies & Newman. 2677 BULLFINCH, Br, 194, Mace, Rotterdam, Regent's Canal Dk., G. S. N.

2688 DALMORE, Br. 3164, Scott, Montreal, Victoria Dk., R. S. Dalgliesh. 2692 DICKY, Br, 210, Wormald, Antwerp, Fennings Wf., British & Foreign Maritime Agencies.

2680 EMPIRE FARNHAM, Br. 189, Gardner, Amsterdam, Gravesend, S. Cater & Co.

2700 FAUVETTE, Br. 217, Paterson, Antwerp, St. Katharine's Wf., G. S. N.

81 FIDRA, Sw. 776, Holmer, Dieppe, Millwall Dk., British & Northern Shipping Agency.

594 FINLAND, Br, 552, Wil Setubal, Symon's Wf., Currie Line, 2696 FORELAND, Br. 523 Webster, Naples, London Dk., Currie Line.

2697 FREDERIK, Du, 199, Timmerman, Rotterdam, W. Woolwich Bys., J. A. Finzi, Layman & Co. 2690 HIGHLAND PRINCESS, Br, 8714,

Berry, Wellington, Royal Albert Dk., Shaw Savill & Albion Co. 2687 KING JAMES, Br. 3118, Metcalf, Manzanillo, West India Dk., Dodd, Manzanillo, Wes Thomson & Co.

2685 KORTENAER. 85 KORTENAER, Du, 208, Bot, Rotterdam, Tunnel Wf., G. A. Tom &

2698 LOMBARDY, Br. 2066, Giller, Bermuda, Victoria Dk., Royal Mail Lines.

2693 MARIA (aux.), Du, 113, Mooy, Rotterdam, Greenhithe Bys., C. Hoff-mann & Co. 2702 MEADOWBANK, Br, 4696, Stewart, Sydney, Victoria Dk., P. & O. S. N. Co.

2691 MISSION PARK, Br. 4294, Buchanan, Vancouver, Surrey Commer-cial Dk., Furness, Withy & Co. 2689 OISE, Du, 104, Gaag, Paris, St. George's Wf., W. H. Muller & Co.

2699 ORANJEPOLDER, Du. 442, Witte, Rotterdam, Custom House Qy., W. H. Muller & Co. 2679 REDSTART, Br. 230, I Amsterdam, Tilbury Dk., Clemt. 2695 RIKA, Du, 92, Vast. Antwerp, Eternit Wf., Freight Express.

2684 RIVERDALE PARK, Br. 4243, Muir, Rouen, Victoria Dk., Canadian Pacific S.S.

2678 TERN, Br. 96, Urquhart, Brussels, London Dk., Brussels S.S. Co. 2682. THEMSTON, Br. 283, Hewetson, Antwerp, Regent's Canal Dk., S. Instone

& Co. 2686 TIM, Du, 93, Engelsman, Amster-dam, London Dk., Transport Exchange

2701 TSELFAT, Fr. 227, Kerjolis, Rouen, Coryton, F. T. Everard & Sons.

ENTERED OUT For, Vessel, Flag. Tonnage, Master, Station, Agents or Brokers

July 13 HAMBURG, Woodlark, Br. 694, Hatcher, Tilbury Dk., Clemt. ROTTERDAM, Zeemeeuw, Du, 120, Swart, Tunnel Wf., C. Hoffmann & Co.

July 14

ROTTERDAM, Belgian Coast, Br. 234, Rodick, Free Trade Wf., Tyne-Tees Shipping Co.

ANTWERP, Rene Paul, Be, 266, Schroeyens, New Fresh Wf., L. Dens & Co.

ANTWERP, Zeeland, Du, 137, Haringa, Butler's Wf., Freight Express. KINGSTON (Ja.), Empire Wharfe, Br. 1757, McColm, West India Dk., Kaye Son & Co.

LISBON, Hel, Ph, 504, Piekarski, Mark Brown's Wf., Howard Tenens. ROTTERDAM, Ittersum, Du, 3159, Borsch, Surrey Commercial Dk., Phs. Van Ommeren (London).

ROUEN, Tselfot, Fr. 227, Kerjolis, Coryton, F. T. Everard & Sons. TENERIFFE, Bajamar, No. 1243, Dahl. West India Dk., F. Dessen & Co.

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

July 13 WOODLARK, Br. 694, Hatcher, Hamburg, Tilbury Dk., Clemt.

ZEEMEEUW, Du. 120, Swart, Rotterdam, Tunnel Wf., C. Hoffmann & Co. July 14 BELGIAN COAST, Br. 234, Rodick, Rotterdam, Free Trade Wf., Tyne-Tees Shipping Co.

July 15
BAJAMAR, No. 1243, Dahl, Teneriffe.
West India Dk., F. Dessen & Co.

EMPIRE WHARFE, Br. 1757, McColm, Kingston (Ja.) West India Dk., Kaye, Son & Co.

HEL, Ph. 504, Pickarski, Lisbon, Mark Brown's Wf., Howard Tenens. ITTERSUM, Du, 3159, Borsch, Rotterdam, Surrey C. Dk., Phs. Van Ommeren.

RENE PAUL, Be, 266, Schroeyens, Antwerp, New Fresh Wf., L. Dens & Co. TSELFAT, Fr. 227, Kerjolis, Rouen, Coryton, F. T. Everard & Sons. ZEELAND, Du, 137, Haringa, Antwerp, Butler's Wf., Freight Express.

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

BALMORAL QUEEN, Br. 573, Lanng, Antwerp, Mast Pond Wf., British Channel Traders. FORT LANE, Am, 6301, Johnson, Trini-dad, Shell Haven, Davies & Newman.

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## MARINE CASUALTIES

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 wire wound round propeller shaft.

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

ALMIRANTE SALDANHA ship).—New York, July 12.—Brazilian training ship Almirante Saldanha (not ALMIRANTE DEL SANCHO as before 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; damage, if any, unknown. 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 assis-

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.

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 Norway, 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 lifty miles NW. of Papa Stour, reports bunkers exhausted and has asked for assistance. British steamer Cantick 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 Asssociation's Surveyor. (See issue

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

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.)

COTTRELL.—Liverpool, July 15.—The

cottreell.—Liverpool, July 15.—The owners of the steamer ('ottrell 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 Abadan) has slight leakage in collision bulkhead. Surveyor recommended further attention at Cape Town.

EDWARD CARD.—See Almirante Sal-EDWARD CARD.—See Almirante Sal-

EMPIRE MACANDREW. -July 14.—A 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.— 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, Milwall Dock. Fire brigade in attendance, At 6 50 p.m. fire was still smouldering and vessel is to be towed into the river.

FORRESBANK.—Melbourne, May 7.— British motor vessel Forresbank wa surveyed here on Apr. 10 and subse quent dates in consequence of damage to No. 3 port and starboard and No. 6 port double bottom tanks which, it was 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, or stranding in River Plate on Sept. 25, 1944. Eight hundred and fifty defective rivets in No. 3 tanks and 260 rivets in No. 6 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 rivetwas drydocked and remainder of rivet ing effected and tanks tested before un docking 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 Forresbank: Surveyor reports starboard engine camshaft drive after hearing bracket 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.) Colombo, July 12.

FORT FRASER.—See Falem (barge).

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

GALLARETA (lighter).—See Golondring GALLARETA (lighter).—See Golondrina

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

GLYVURSNAES (aux.).—Bergen, July 10.

— Auxiliary schooner Glyvursnaes arrived here on July 8 from Thorsbavn. (See issue of July 8.)

A. D. CROSBIE (aux.). — St. John's, NF., July 9.—Auxiliary fishing schooner A. D. Croshie 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.)

drina was surveyed here on May 17 in consequence of damage, stated to have been sustained through collision with lighter GALLARETA at Santa Fe on May 7. Repairs to shell plating on starboard side, forecastle bulwarks and frames and lifeboat, &c., 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.

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.)

HARLAW.—See Olev.

HARLAW.—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 refit and enable steamer to sail on Wednesday at midnight. Estimate of cost of repairs is around £75.—Lloyd's Agent per Salvage Association. (See issue of July 13.)

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 2½ miles SW. of Orfordness Lighthouse on July 4. The engine, gear and fittings have been salved and are lying at the Coastguard Station, Orfordness.

KAOLACK. — London, W., July 15. — Steamer Kaolack, 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.)

Motor vessel Knebworth, London for Hamburg, cargo grain, struck submerged wreck between Yantlet Buoy and Nore Tower on June 24, sustaining rent approximately 12 in. long and ½ in. wide at turn of bilge. (See issue of June 26.)

MATHILDA.—Bergen, July 8. — Norwe-

MATHILDA.—Bergen, July 8. — Norwe-gian 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 telemotor, which has lately given trouble, without any apparent fault being found. (See issue of July 8.)

NARRABEEN. — Melbourne, May 7.—Wooden steamer Narrabeen was sur-

Wooden steamer Narrabeen 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 ked renewed. Vessel was undocked on Apr. 29 and repairs completed affoat on Apr. 29 and repairs completed affoat

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).

steamer Nordic, ex Pomona (at Piraeus). The fire was extinguished by ship's own 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 HARLAW off Free Trade Wharf. London, on June 16 Olev

Inverkeithing, on the north side of the Firth of Forth. Understand an explo-sion occurred, necessitating beaching, and that a tug is arriving from Grangemouth to-night to tow her there. — Lloyd's

QUEEN MARY.—Southampton, July 15. Steamer Queen Mary (from New York), in docking last night, scraped jetty at Berth 42. Eight to ten yards of planking on jetty lifted and broken. Slight damage to paint work on Queen Mary English damage to paint work on Queen

Mary anidships.

QUEEN'S PARK.—Cristobal, July 15. Steamer Queen's Park, Galveston for Vancouver, in ballast, arrived here on Friday night (July 12). On examina-Friday night (July 12). On examina-tion 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 nev

streyor tecomined stratation of new propeller shaft.

ROBIN ADAIR.—New York, July 15.—
Steamer Robin Adair was taken in tow by tug Piaute last night and is due at Bermuda to-morrow night; position lat. 33 40 N., long. 66 39 W., speed 5½ 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: Bulkheads 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 straightand 5 holds to be removed and straight-ened, bulkheads between Nos. 4 and 5 holds to be removed and replaced, bent beams to be repaired, &c. (See issue of July 1.)

beams to be repaired, &c. (See issue of July 1.)

ROMNEY.—Melbourne, May 7.—Steamer Romney was survey. 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

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.

EMPIRE REGENT.—Noon, 41 06 N., 38 36 W.; S., light; cloudless; bar. 30 45. 6 p.m., 41 36 N., 36 36 W.; S., light; cloudless; bar. 30 45. 6 p.m., 41 26 N., 36 36 W.; S., light; cloudless; bar. 30 45. 6 p.m., 41 36 N., 36 36 W.; S., light; cloudless; bar. 30 45. 6 p.m., 41 36 N., 36 36 W.; S., light; cloudless; bar. 30 45. 6 p.m., 41 36 N., 36 36 W.; S., light; cloudless; bar. 30 45. 6 p.m., 52 42 N., 21 00 W.; SW.; bar. 30 15. 6 p.m., 52 42 N., 21 00 W.; SW.; bar. 30 15. 6 p.m., 52 42 N., 21 00 W.; SW.; bar. 30 15. SATURNUS. - Hull, July 11. - While

SPEED (yacht).—See Jean (yacht). STANFORD.— London, W., July 15. British steamer Stanford, Antwerp f

British steamer Stanford, Antwerp for Bahia, cargo general, struck lock entrance at Siberia Dock, Kruisschans 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 Svolvaer to Narvik with a German crew

skjold, while on a voyage from Svolvaer 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

Torsa: Essential to complete discharge of whole cargo in Cumberland Basin as feared patch may shift if vessel moved

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 the 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 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.)

and is now bound for Mobile. (See issue of July 15.)

WURI.—Gothenburg, July 15.—Afterpart 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.)

——Helsingborg, July 15.—Afterpart of motor vessel Wuri, belonging to Rederi Aktiebolaget Soya, Stockholm, in tow of two Svitzer 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

steamer St. Heller in position lat. 49 16 N., long, 02 21 W.
At 8 a.m., G.M.T., July 12, by steamer Andre Thome in approximate position lat. 49 53 N., long, 00 10 E.
At 2 23 p.m., G.M.T., July 13, by motor vessel River Pisher in approximate position 14 miles 352 deg. from Cap d'Antifer Lighthouse.

Land's End Radio, July 13.—Mines have

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 Olympos 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 posi-

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 turboelectric tanker Fort Hoskins in position lat, 49 05 N., long, 06 37 W.

At noon, G.M.T., July 13, by motor tanker Salsaas 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 Pisher in position lat, 51 05 N., long, 05 25 W.

Burnham Radio, July 13.—Following received from steamer Empire Torrent: At 1 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 Shuna 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

articles of timber from a wreck have been washed ashore at Terschelling.

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.:—

ARABISTAN.—Noon, 39 06 N, 09 36 W.; N.W., 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; dirizzle; 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., 16 24 W.; N., gentle; partly cloudy; bar. 30 18.

CITY OF BARCELONA.—6 p.m., 53 30

N., 16 24 W.; N., gentle; partly cloudy; bar. 30 18.

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.; NW. 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.

29 97.
EMPIRE MACCOLL.—6 a.m., 41 30 N., 09 42 W.; NNW., mod.; partly cloudy; bar. 30 12. Noon, 40 24 N., 09 54 W.; NNW., mod.; partly cloudy; bar. 30 12. EMPIRE MACDERMOTT.—Noon, 55 30 N., 13 24 W.; NW. by N., mod.; partly cloudy; bar, 30 15. 6 p.m., 55 24 N., 11 30 W.; NNW., strong; partly cloudy; bar. 30 06.

Hightanii Pricade.—Noon, 18 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.

30 06.

MANCH ESTER 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.

MEMILING.—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 54 N., 09 24 W.; N. by E., mod.; cloudy; bar. 30 15.

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

ROBERT F. HAND.—Noon, 42 36 N., 27 06 W.; N.E., 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.

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

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.; calm; overcast; bar. 30 42.
THAMESFIELD.—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 Moufalcone, near Trieste, went on strike this morning. They are demanding the dismissal of about 1000 men who carried on working during the recent proslovene 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 Wilh. Wilhelmsen lines.—British United Press.

### THE WAR

AGNES.—Hongkong, July 13.—Steamer Agnes, part loaded 250 tons general and 250 tons coal, struck a mine off Haiphong. Master was interviewed by Admiralty salvage officer, who reports vessel was mined on port side of No. 2 hold and the effect of the explosion practically severed the vessel, which sank in seven fathoms. Salvage considered impracticable.—Lloyd's Acting Agents per Salvage Association. (See issue of July 4.) BOYACA.—London, July 15.—Panamanian steamer Boyaca, which was seized by the Japanese at Shanghai in December, 1941, was condemned as a prize in the Sasebo Prize Court on July 30, 1942.

CHEKIANG.—London, July 15.—British steamer ('hekiang, which was seized by the Japanese in December, 1941, was condemned in the Sasebo Prize Court on Dec. 17, 1942, and renamed SEKKO MARU. (Note.—Vessel was subsequently reported to have been sunk by Alhed aircraft at Hongkong on Jan. 16, 1945. See issue of Mar. 2.)

KONISTRA.—Marseilles, July 12.—Steamer Konistra left here to-day for Golfe de Fos to be broken up. (See issue of July 15.)

SEKKO MARU.—See Chekiang.

WURI.—See under "Marine Casualties"

SEKKO MARU.—See Chekiang.
WURI.—See under "Marine Casualties."

## NON-MARINE

THE STRIKE OF POSTAL AND TELE-GRAPH WORKERS IN INDIA
London, July 14.—In Madras 900 postmen and telegraph messengers struck early this morning. Postal clerks helped to clear the mail. Lieut.-Colonel Sarbadhikari, Postmaster-General of Madras, stated to-day military help was not being sought at present. According to official reports in New Delhi, postmen in Coimbatore, an industrial town 300 miles south of Madras, resumed work yesterday after striking for two days.

Bombay, July 14.—According to official reports received in New Delhi, postmen have struck work at Lahore, in the Punjab, which was not previously affected.—Reuter.

-Reuter. Bombay, July 15.—Nearly 200 telegraph Wharf, London, on June 16. Olev sustained broken starboard hawsepipe.

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 Thyparkeithing of the staff of Bombay, July 15.—Nearly 200 telegraph messengers, linesmen and other members of the staff of Bombay, July 15.—Nearly 200 telegraph of the staff of Bombay City Telegraph Office parked their vehicles at one minute past middle the four department of the staff of Bombay City Telegraph Office parked their vehicles at one minute past middle the four department of the staff of Bombay City Telegraph Office parked their vehicles at one minute past middle the four department of the staff of Bombay City Telegraph Office parked their vehicles at one minute past middle the four department of the staff of Bombay City Telegraph Office parked their vehicles at one minute past middle the four department of the staff of Bombay City Telegraph Office parked their vehicles at one minute past middle the four department of the staff of Bombay City Telegraph Office parked their vehicles at one minute past middle the four department of the staff of Bombay City Telegraph Office parked their vehicles at one minute past middle the four department of the staff of Bombay City Telegraph Office parked their vehicles at one minute past middle the staff of Bombay City T

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 a wreck have been washed ashore at Terschelling.

Reuter.

Bombay, July 15.—As result of strike of lower-grade staff of Bombay Telegraph Department, from to-day delivery of telegrams is subject to delay but outward traffic is reported to be normal. The postal strike continues.—Lloyd's Agents. Reuter.

### FIRES

DOCK SHED, LIVERPOOL Liverpool, July 14.—Fire damaged a shed roof at Carriers Dock to-night, and

sned, roof at tarriers Dock to-night, and some trucks, part of a steamer's cargo, were damaged. The fire was extinguished an hour later,

Liverpool, July 15. — Fire in shed at Carriers Dock, Liverpool: Some stevedores' stores were destroyed but wet hides in shed are probably not seriously damaged. damaged.

damaged.

HARBOUR WORKS AND VESSELS,
PICTOU, NOVA SCOTIA
Pictou, N.S., July 15. — Damage estimated at between £250,000 and £500,000 was caused by a fire here late last night. An oil tanker and a Navy minesweeper are believed to have been lost, as well as the largest crane in the Canadian Maritime Provinces. Four people received minor injuries. The flames swept two Dominion Government sheds, a repair jetty and a new pier, and spread to at least and a new pier, and spread to at least three ships.—Reuter.

### CASUALTIES TO AIRCRAFT

FORCED LANDING NEAR KNEBWORTH, HERTFORDSHIRE London, July 15.—The following repor was received to-day from the Ministry of Civil Aviation. was received to-day from the Ministry of Civil Aviation: Tiger moth aircraft, G-AHIZ, owners London Aeroplane Ciub, Panshanger Aerodrome, Hertfordshire, made a forced landing at 5 20 p.m. on July 13 in a confield \(^{\frac{3}}\) mile north of Knebworth caused through the engine cutting out after the machine had completed a spin and loop. The aeroplane, which sustained a broken propeller, damaged fin, rudder and fuselage, was collected by De Havillands and is now at Panshanger Aerodrome. There were no passengers on board and the pilot was uninjured. THE FORCED LANDING IN THE

THE FORCED LANDING IN THE SOUTH ATLANTIC
Pernambuco, July 13.—Sub-Agent at Natal has telegraphed: Understand Bristol Wayfarer aircraft was last reported still afloat 90 miles east of Aracaju on July 9.—Lloyd's Agent.

LLOYD'S LIST Page Tues, July 16, 1946

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Balmoral Queen Blyth
Kentwood Blyth
Lady Jean King's Lynn
Vine May (8.V.)

ST CATH'S F1
Dorsetbrook, Jly 14
Twickenham Ferry
Slemish, Jly 15 Tyne Blyth ST CATH'S PT Alice May (s.v.) Ipswich ST CATH'S PT Pd W Tollesbury (s.v.)

Ipswich
Gravelines (s.v.) Ipswich
Forth
Leith
Grandle
Goole

ST CATHS F1 F2
Yewforest, Jly 13
Pass of Lenv
Alf Everard, Jly 14
Daniel M. (pres), Jl Goole Daniel M. (pres). Hy 1
Sir Alexander Kennedy
Eleanor Brooke Forth Farndale Lochee Corfirth Blyth NEEDLES Ringwood, Jly 15 Castle Combe Dunnet Head Middlesbrough Ben Johnson Bannthorn CLD NEEDLES LONDON Grangemouth
Devonbrook Sunderland
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Lochee Division Corundum, Jly 14
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Charter Empire Farringdon Middlesbrough Brittany, Jly 13 Isle of Sark Faxfleet Empire Lifeguard Sanda Norfolkbrook Charles Parsons, Jly 14 Tyne Haslemere, Jly 14 ham Isle of Jersey Jersey Amsterdam The Viceroy Newport Channel Queen Guernsey William Pearman Barry Holdernore Goole SOUTHAMPTON Yewmount Stelling Levenwood Lambtonian POOLE
The Marchioness, Jly 11
Blyth Mr. Therm ormoat. Sunderland Energie Southampton Dunnet Head Middlesbro Corchester Hartlepool Shelbrit Empire Polly (tug) Hartlepool Shelbrit 4, Jlv 11 mpire Polly (tag)
Southampton (towing The Marchioness, Jly 12
Seaham Rudderman Southamptn Jlv 15 Hambrg Barry Antwerp St. Helier, Jly 13 Jersey Dicky I'hemston Somerset Coast, Jly 15 Kirkcaldy WEYMOUTH Empire Seasilver, Jly 13 Hudson Bank Methil Capitol Lightfoot Sir David Seaham Sambur Sunderland Sunderland TEIGNMOUTH AR Kindiesel, Jly 12 Goole Mytongate, Jly 13 Dartmouth (towing two barges) Grangetoft, Jlv 15 GRAVESEND Boulogne Oriole, Jly 15 Bo Avonwood, Jly 15 Ardgryfe Security (tug), My 13 Moorwood Bushwood Fulham III. DARTMOUTH SD PRAWLE POINT Pd E Fireglow Content of the state of the sta Quentin Saxon Queen, Jly 15

SOUTHEND Pd Down Monksville for London Cairngorm, Jly 13

Perdita, Jly 13 Southampton St Helier Isle of Sark Sthampton HAYLE AR Irene (aux), Jly 12 (Cardiff Mayflower, J Empire Runner, Jly 12 MANCHESTER HARTLAND PT Pd In GARSTON Pd In Moyle, Jly 14
Moyle, Jly 14
Sir Joseph Swan, Jly 15
Ben Voor Empire Clansman Monkstone Empire Clansman
Monkstone
HARTLAND PT
Sheltering
Torbay Belle (yt), Jly 14
GARSTON
SD LUNDY IS Sheltering Stanley Force, Jly Cornish Rose, Jly 15 Roma, Jly 12 Newport Bolham, Jly 13 Point of Ayr Roma, Jly 12 Newport
FREMINGTON AR
Mary Stewart (aux),
Jly 11 Swansea
Herbert W. Walker,
Jly 13 Partington
Empire Fanal Maryport
FREMINGTON SD
FREMINGTON SD
Victor Portrus
Victor Portrus
Adding Coast, Jly 14 FREMINGTON SD Purbeck, Jly 10 Swansea Mary Stewart (aux), Jly 12 Swansea WATCHET AR Rushlight, Hy 12 Cardiff
Rushlight, Hy 12 Cardiff
St. Austell (aux)
Newport
Glamorgan Coast
Glamorgan Coast WATCHET SD St. Austell (aux), Jly 11 Newport Rushlight, Jly 12 Cardiff AVONMOUTH Portslade Ben Robinson, Jlv 13 Empire Nickleby Stanlow AR AVONMOUTH SD Chant 58 Stormont, Jly 15 Channel Is Newport Cardiff Kylebank Shell Mex 5 BRISTOL Ino, Jly 14 Poole Ino, Jly 14 Antwerp BRISTOL SD Findhorn, Jly 13 Belfast Guernsey SD SHARPNESS AR Kyles, Jly 14 Swansea Ringwood, Jly 13
Hantonia Jersey
Isle of Sark Channel Is
Cedartree Tyne

Portslade
SHARPNESS SID
Rotterdam
Rotterdam
Swansea
Swansea
Swansea
AR

Lady Thomas, Jly 14
Cardiff
PRESTON SID
Hawthorn, Jly 13
Swansea
Waterford Portslade SHARPNESS Snowcrete, Jly 15 Lpool NEWPORT AR Comber, Jly 13 Dublin Crossgar, Jly 14 Dublin St. Conan, Jly 14 Cork NEWPORT Capito, Jly 13 Antwerp CARDIFF AR SD Watergate, Jly 13 Penmaeumawr British Coast Liverpool Hatsuse (trlr), Jly 15 Ardrossan mptn
AR Shell Mex 5 Avonmouth
crsey (aux) Avonmouth
crsey (ARDIFF SD (CARDIFF SD (Aux), Jly 13

Ardrossan
BOOUGLAS
Bonawe, Jly 11 Maryprt
Liverpool
WHITEHAVEN SD
Carnduff, Jly 12 Larne Guernsey SD (ARDHEF SD WHITEHA Carnduff, J lly 13 Barnstaple Barrow Pearl Barrow Jersey Sea Nymph Belfast Kylebank Berry Head BARRY IS Pd Up
Empire Audrey, Jly 14
SD Donaghadee, Jly 15
13
SD BARRY IS Pd Down
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TROON
Haleyon, Jly 12 Arran
Turquoise, Jly 12 Irvine
The Monarch Swansea
Alpha, Jly 13
Lismore Is Mytongate, Jly 13

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Wallace Rose, Jly 13
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Guernsey | INCE | Bassethound, Jly 15 AR AR Loch Etive, Jly 14 Kinlochleven RUNCORN Mayflower, Jly 14 Liverpool SD SD Bassethound, Jly 15 GARSTON Ashfield, Jly 14 Waterford AR Stanlow Stanlow SD LIVERPOOL British Coast, Jly 12 rdiff | Cardiff | Cardiff | Andrey, Jly 13 Cardiff Lady Gertrude
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Loch Boisdale

BELFAST Greenisland, Jly 13 Clydebrae Donaghmore Cheshire Coast, Antrim Coast Ardchattan Eveleen Stramore Mountstewart, Jly Meath Kentish Coast Manchestr arrickmore Aspen Esso Dakotah Yewtree BELFAST Lairdshill, Jly 14 ARKLOW St. Conan STROMNESS Wishech, Jly 11 KIRKWALL Sunderland Denwick Head, Jly

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Lines Glasgow
Glamorgan Coast Lipool
Antrim Coast Liverpool
Antrim Coast Liverpool Antrim Coast Liverpool
Clemt
Cumbria Londonderry EDITH (ferry), 283, Norway Floating Dry, ELECTRO, 793, 11 Shed, Tilbury, Antwerp S.S. Windermere (aux).

Jly 11 Preston
QUEENSTOWN SD

ELECTRO, 793, 11 Sned, Tilbury, Antwerp S.S.

Co.
EMPIRE COMFORT, 1333, 26 Shed, Tilbury,
G. S. N. Co. (Clemt) EMPIRE PARAGON, 9892, 10 & 12 Sheds, Royal Albert, P. & O. S. N. Co.
EMPIRE REST, 1327, 26 Shed, Tilbury, G. S. N. Co. (Clemt)
EMPIRE RIDLEY, 6838, B Shed, West India, G. A. Tom & Co. G. A. Tom & Co. EMPIRE SHELTER, 1336, 1 Shed, Tilbury, Empire Constancy,
Jly 12 Leith
STORNOWAY
Antrim Coast, Jly 12
Abordon West India, G. A. STORNOWAY
ARANTIM (\*oast, Jly 12
Aberdeen
STORNOWAY
Moorlands, Jly 11 Medlui
Antrim Coast, Jly 12
Belfasi
KIRKWALL
Glenside, Jly 10
Sunderland
KIRKWALL
SD
Duppet Head, Jly 10
Line

STORNOWAY
ABPLETAW, 1499, —, West India, G. A.
TORNOWAY
Tom & CO.
WHIRE TAW, 1499, —, West India, G. A.
TORNOWAY
Tom & CO.
WHIRE TAW, 1499, —, West India, G. A.
TORNOWAY
Tom & CO.
WHIRE TAW, 1499, —, West India, G. A.
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WHIRE TAW, 1499, —, West India, G. A.
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WHIRE TAW, 1499, —, West India, G. A.
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WHIRE TAW, 1499, —, West India, G. A.
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WHIRE TAW, 1499, —, West India, G. A.
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TOM & CO.
WHIRE TAW, 1499, —, West India, G. A.
TORNOWAY
TOM & CO.
WHIRE TAW, 1499, —, West India, G. A.
TORNOWAY
TORNOWAY KIRKWALL
Dunnet Head, Jly 10
Lewick
INVERNESS
Holburn Head, Jly 12
London
INVERNESS
Empire Lethe, Jly 12
Wallsend
FRASERBURGH
Toryisland, Jly 12
Dunston
FRASERBURGH
Warren Court, Jly 11

Dunston
REAGLE
FORELAND, 1331, W. Dk., Ldn. Dk., Untrie
Line
FORT CARIBOU, 7132. J & K Whses., Mill-will, E. H. Mundy & Co.
FORT MCMURRAY, 7132. 21 Shed, Royal
Albert, A. Howden & Co.
FRANS HALS, 6626, 3 Shed, Victoria, Royal
Mail Lines
GLAMIS, 555, E. Dk., Ldn. Dk., Dundee.
Perth & London Shipping Co.
GOLDEN EAGLE, 793, 2 Shed, Tilbury,
G. S. N.
Co. Clemb. Warren Court, Jly 11
Tyne
Denwick Head, Jly 12

Bys., Surrey Commercial, Tatham, Bromge
GRONINGEN, 1205, 13 Shed, Tilbury, G. S. N. Seaham
Glen Mary Tyne
Florette (aux) Seaham
PETERHEAD AR
Charlus, Jly 11 Seaham
Empire Favourite,
Jly 11 Tyne
PETERHEAD SD
Nelkon, Jly 12
Great Yarmouth
Archvale Lerwick
DUNDEE AR
Arbroath, Jly 15 Ludon
Tayside, Jly 14
Newburgh
Welsh Coast, Jly 13
Belfast
Broughty London
Tuyside, Jly 15
Broughty London
Tayside, Jly 15
London
Tayside, Jly 15
Broughty London
Tayside, Jly 15
Broughty Jly 15
Broughty Jly 15
Broughty Jly 15
Broughty, Jly 12
Broughty, Jly 12
Broughty, Jly 13
Broughty, Jly 14
Broughty, Jly 15
Broughty, Jly 15
Broughty, Jly 16
Broughty, Jly 17
Broughty, Jly 18
Broughty, Jly 18
Broughty, Jly 19
Brought Seaham HERMISTON, 4813, C Shed, West India, R.

NEW ZEALAND STAR, 10,745, 13 Shed, Royal Albert, Blue Star Line Metropolitan Gas Co.

NORMAN STAR, 6817, A Shed, Victoria, Blue ELLIAN HILL, Middle Tr., Erith, W. Cory OCEAN COAST, 1173. W Dk., Ldn Dk., Coast OTTERHOUND, 860, E Shed, West India, Harris & Dixon PALACIO, 1346, 12 Shed, Tilbury, MacAndrews & Co. (Clemt)
PEGU 7838, 26 Shed, Royal Albert, Gray, PHILOMEL, 2122, T & TO TO. PORT ADELAIDE, 8515, 8 Shed, King George V., Port Line PORT FAIRY, 8336, 10 Shed, King George V. PORT JACKSON, 9687, 7 Shed, King George PORT JACKSON, 9687, 7 Shed, King George V. Port Line PRESTON, 3234, 7 Shed, Tilbury, Sir R. Ropner & Co. PRINCETON VICTORY, 7607, 33 Shed, Royal Albert, Birt, Potter & Hughes QUEEN'S CHANNEL (hopper barge), 583, Green's Dry No. 2, Tilbury Contracting & Dredging (n.

Dredging Co. REDSTART, 600, 19 Shed, Tilbury, Clemt RIVERDALE PARK, 7132, B Shed, Victoria Canadian Pacific S.S. ROCHESTER CASTLE, 7795, 18 Shed, Royal Albert, Union-Castle Mail S.S. (°o. SAKARA, 2743, N. Qv. Bsn., East India. Albert, Union-Castle Mail S.S. Co.
SAKARA, 2743, N. Qy. Bsn., East India,
G. S. N. Co.
SAMEARN, 7219, 13 Shed, Royal Albert,
Houlder Bros. & Co.
SAMNEBRA, 7219, Transit Shed W., Surrey
Commercial, Royal Mail Lines
SAMOUSE, 7219, 29 Shed, Royal Albert,
Cunard White Star
SAMSHEE, 7210, Empire Mills, Victoria, Hain S.S. Co.
SAMTANA, 7210, 7 & 9 Sheds, Royal Albert,
Gray Dawes & Co.
SANDA, 1028, W. Dk., Ldn, Dk., Clyde Shipping Co.
SONTAY, 8917, 9 Shed, King George V., Messageries Maritimes STEWART CLAN (hopper dredger), 398, N.E. Dry Dk., Tilbury, Tilbury Contracting &

STRATIBLE STRATES OF STRATES OF SUNBIRD, 64, Thames Dry No. 1
TAMAROA, 12,405, 4 Shed, King George V.,
Shaw Savill & Albion Co.
TERN, 213, Shad Bsn., Ldn. Dk., Brussels

#### LONDON IN THE RIVER

Station Everard's Jty., Greenhithe, F. T.

Edinburgh Shipping Co
BETTY HINDLEY, beadman's Bys. Deptford, Stephenson Clarke, Ltd.
BULLFINCH for Regent's Canal Dk., G. S. N. Co. CAMROUX 1., Rosebank Wf., Fulham, T. CAPITOL, for Fulham Gas Works, Coke-

CAPTION, for Fulliam Gas Works, Cokemark, Ltd.

CARRICK COAST, Tate's Wf., Silvertown,
Coast Lines
CELTIC QUEEN, N. Woolwich Tr., British
Channel Traders
CHANNEL, QUEEN, Free Trade Wf., Rat-

Irvine & Co.
CLIFFORD E. ASHBY, for Royal Albert
Dk., W. H. Muller & Co.
COLDSTREAM, Power Station, Barking, COASTWISE Colliers COLLINGBOURNE, Power Station, Barking, Coastwise Colliers COLONEL CROMPTON, Stephenson Clarke, COLWYN, Lower Tr., Erith, Coastwise CORCHESTER, Upper Tr., Erith, W. Cory CORFEN. Upper Tr., Erith, W. Cory & Son CORFIRTH, Power Station, Woolwich, W CORGLEN, Royal Albert Dk. Hoists, W. Cory CORMINSTER, N. Woolwich Tr., W. Cory &

CORMORANT, G. S. N. Co. CORMOUNT, Cory's Jty., Erith, W. Cory &

Cook
Un's Wf.. Grays.
O.
Bys.. British & SUECIA, for Millwall Dk., British & Northern Shipping Agency
SUPREMITY, F. T. Everard & Sons
THE EARL. Tunnel Portland Cement Works.
W Thurrock, Temple Thomson & Clark
THEMSTON. for Regent's Canal Dk., S.
Instone & Co.
TIM, for Ldn. Dk., Transport Exchange Co.
TRANSOII. off Thames Haven. F. T. Everard
& Sons

ELLIAN HILL, Middle Tr., Erith, W. Cory EMPIRE CHAMOIS, Moxon, Salt & Co. EMPIRE CONDERTON, Bellamy's Rotherhithe EMPIRE CONONLEY, Convoy's Wf., Dept-EMPIRE FABLE, Platform Tr., Rotherhithe EMPIRE FANE, off Greenhithe, F. T EVERT FANDS. OF Gravesend, S EMPIRE FARNHAM, off Gravesend, S EMPIRE FARRINGDON, Thames Wf., Silver town, S. Cater & Co. EMPIRE FATHOM. No. 1 By., Charlton EMPIRE GAFFER, Hay's Wf., Bermondsey. United Baltic Corporation EMPIRE LEECH, Greenhithe Bys., Mitre EMPIRE POLLY (tug) EMPIRE SCOUT, Thunderer Jty., Dagenham, B. E. Moors & Co.
EMPIRE SNOWDROP, Aberdeen Wf., Lime-house, British Channel Islands Shipping EMPIRE SPINNEY, Stowage Wf., Deptford.

Creek, G. S. N. Co.
EMPIRE SWALLOW, St. George's Wf., Deptford, W. H. Muller & Co.
EMPIRE TIGHTY, Everard's By., Greenhithe, F. T. Everard & Sons
ESTER THORDEN, Imperial Paper Mills.

FREDERIK, N. Woolwich Tr., J. A. Finzi, Layman & Co.
FULHAM H., Hanover Hole Tr., Rotherhithe, Stephenson Clarke, Ltd.
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GANNET, G. S. N. Co.
GLASHAVEN Brantford Dk. Freight Express Dry Dry Co.
Dredging Co.
STRATHEDEN, 23,722, 32 Shed, Tilbury,
P. & O. S. N. Co.
STRATHMORE, 23,428, 15 & 16 Sheds, Tilbury,
P. & O. S.N. Co.
STRATHNAVER, 22,283, 31 Shed, Tilbury,
P. & O. S. N. Co.

STAR, 9037, 11 Shed, Royal Albert, Blue Star Line WEST COASTER, 361, Shad. Bsn., Ldn. Dk., WHITESHELL PARK, 7139, B Shed. West India, A. Weir & Co.

Sons Free Trade Wf., Ratcliff, F. T. Everard & Sons
ADAPTITY, Plaster Products Wf., Greenhithe, F. T. Everard & Sons
AGILITY, Everard's Jty., Greenhithe, F. T.
Everard & Sons Everard & Sons AKTIO, Allsop's Wf., Wandsworth, Freight ARCHGROVE
BALMORAL QUEEN, Mast Pond Wf., Woolwich, British Channel Traders
BALTARA, Willson's Wf., Bermondsey, United Baltic Corporation
BELGRAVE, Lower Tr., Erith, J. Hudson & BELVINA, Carron Wf., Wapping, London &

MARIA (aux.), Everard's By., Greenhithe, C MARLWOOD, Dagenham Dk. MARLWOOD, Dagenham Dk. MIERVALDIS, Royal Arsenal Jty., Woolwich, R. S. Dalgliesh MIES, Greenhithe Swing By., G. A. Tom & MONMOUTH BROOK, Power Station, Dept-ford, Comben, Longstaff & Co. MR. THERM, Lower Tr., Charlton, Cokemart,

CHARLES M.
CHARLES PARSON, Lower Tr., Deptford,
Stephenson Clarke, Ltd.
CHESSINGTON, Wandsworth Gas Works,
Wandsworth Control of the Control Muller & Co.
OTTERHOUND, Greenhithe Bys.
PINZON, Mark Brown's Wf., Bermondsey.
MacAndrews & Co.
REDRIFF, Lower Tr., Charlton, South
Metropolitan Gas Co.
RENE PAUL, Fresh Wf., London Bridge,
I., Dens & Co.
RIKA, Eternit Wf., Fulham, Freight Express
RIVER FISHER, off W. Thurrock, S. Cater
& Co. ESSINGTON, Wandsworth Gas Works, Wandsworth & District Gas Co. IN MACNETL, for Tilbury Dk., Cayzer.

SPICA SPRINGCRAG. anchored Gravesend Reach STARLING, Stowage Wf., Deptford Creek, G. S. N. Co.
STELLING, Lower Tr., Beckton, Cokemart. CORMOAT, Upper Tr., Woolwich, W. Cory &

CORNWOOD. Galleons Tr., woodwich.
Foster & Co.
Poster & Co.
DALEGARTH FORCE, Kent Portland Cement
Works, Greenhithe, T. Cook
DEVONBROOK, Wouldham's Wf., Grays,
Comben, Longstaff & Co.
DICKY, No. 1 Charlton Bys., British &
Foreign Maritime Agencies
DUNNET HEAD, St. Clement's Reach,
Temple Thomson & Clark
EASTON, Lower Tr., Erith, R. S. Dalgliesh
EASTWICK
EDDYSTONE. Cotton's Wf., Bermondsey,
Clyde Shipping Co.

Clyde Shipping Co. EDENWOOD, Kent Portland Cement Works, Stone, Temple Thomson & Clark

(Continued on page 9)

C 10

Gravesend, S. Cater & Co. FARNDALE, Brewery Wf., Deptford Creek,

C. Rowbotham & Sons
FAUVETTE, St. Katharine's Wf., Tower

Bridge, G. S. N. Co. FAXFLEET, Ratcliff Cross Tr., S. Cater &

FINLAND, Symon's Wf., Bermondsey, Currie

FORELAND, Lower Tr., Erith, Shipping &

GANNET, G. S. N. Co. GLASHAVEN, Brentford Dk., Freight Express GOLDFINCH, East Lane Tr., Bermondsey,

G. S. N. Co. HAWKWOOD. Barking Tr., W. France Fen-

HETTON, Williams' Jty., Dagenham, J

HUDSON BANK, off Purfleet, J. Hudson &

INNISSHANNON, Chalk Jty., W. Thurrock

G. A. Tom & Co. IRIS. Bowater's Wf., Northfleet, J. Carlbom

JELVA LAU, Purfleet Saw Mills, J. A. Finzi,

JUPITER, Swanscombe Tr. for Imperial Paper

Mills, Gravesend, J. Carlbom & Co. KINGFISHER, Ratcliff Cross Tr., G. S. N

KOLNO, Deptford Creek Tr., Wainwright,

Bros. & Co. KOOLGA, Free Trade Wf., Ratcliff. Aber-

KORTENAER, Chalk Jty., W. Thurrock, Q. A.

KYLE CASTLE
LADY DOROTHY, I.C.I.
LAMBTONIAN, Upper Tr., Erith
LEVENWOOD, White's Wf., Swanscombe,
Temple Thomson & Clark
LIGHTFOOT
MALLARD, Victoria Wf., Limehouse, G. S. N.
Co.

NORTHGATE
OISE, St. George's Wf., Deptford Creek,
W.H. Muller & Co.
OLIVER BURY, Upper Tr., Woolwich
ORANJEPOLDER, Custom House Qv., W. H.

& Co.

ROBRIX, Co-operative Wf., Gravesend, London & Rochester Trading Co.

SAMUR, Tunnel Portland Cement Works, W.

SLASK, St. Katharine's Wf., Tower Bridge United Shipping Co. SOMERSET COAST, Coast Lines SOUTHPORT, Angerstein's Wf., Charlton. Wirral Shipping Co.

hurrock )N QUEEN, British Channel Traders RWOOD, Rotherhithe Gas Works DAVID, Cokemart, Ltd. DID, Ford's Jty., Dagenham, United

Co. Katharine's Wf., Tower Bridge

KOWEL, Wainwright Bros. & Co.

NORTHGATE OISE, St. Ge

HEL

Mark Brown's Wf., Bermondsey, Howard

FORTH, Carron Wf., Wapping, Carron Co.

AR FLAMBORO HD Pd S

SPURN HEAD Pd In Lincolnbrook (pres) Shelbrit 2

Antiquity Empire Condover,Jly 1/ Holderness SPURN HEAD Pd Out

Accruity (pres), Jly 14

SUNDERLAND SD Archallan, Jly 13 Fraserburgh Icemaid, Jly 14 Cedartree Spray Aberdeen Edenwood London Marena Fraserburgh Dexterous (tug) Earner (tug), Jly 15 (with tow) Bedale H. Shoreham Pulborough Sir David, Jly 14 London | Fireguard, Jly 15 | Lightfoot | London | Ewell | Shelbrit 5, Jly 15 | Salt End | London Queen |

Highland Queen

**C** 8

Empire Seabank Ipswich Rosehill Jersey Dominence, Jly 15
Rochester
GOOLE
Bedale H., Jly 14
Billingham
Acrity, Jly 15 Margate
KEADBY
Assurity Jly 12
Great Yarmouth

Rochester
Antiquity, Jly 14
Boston Trader, Jly 14
Geisha (s.v.), Jly 15
Tid 100
IPSWICH
Faxfleet, Jly 12
Great Yarmouth

Great Yarmouth

Great Yarmouth

Great Yarmouth

Great Yarmouth

Great Jarmouth

Great Yarmouth

Great Jarmouth

Great Ja Dominence, Jly 15 Rochester

GT YARMOUTH RDS

Holderness, Jly 14 GT YARMOUTH RDS Empire Fanfare, Jly 14
AR | Nelkon, Jly 15 GT YARMOUTH RDS

Elysian Coast, Jly 14
London
Mavis
Blyth Rotterdam Parkwood
Rose, Jly 15
Gerco, Jly 15 (put back) Dorrien Rose, Jly 15 Avonmouth GT YARMOUTH RDS

HULL Sp. Sp. Sp. Shelbrit 2, Jly 14 King's Lynn Acelivity, Jly 14 Lndn GOOLE AR Yorkbrook, Jly 14 Portsmouth Empire Sportsman Springersek Jly 15 Empire Sportsman Springcreek, Jly 15 London Acclivity

AR EMDEN SD Wallroy, Jly 10 Jersey GT YARMOUTH Empire Fanfare, Jly 14
Brendonia
GT YARMOUTH SD Drake, Jly 14 London

Signality, Jlv 12
Hartlepool ANTWERP

Acrity, Jly 15 Margate
KEADBY
Assurity Jly 12
Great Yarmouth
BOSTON, Lines SD
Lizzie & Aunie, Jly 15
Hull
KING'S LYNN
Shelbrit 2, Jly 14
Salt End
KING'S LYNN
SD
Tillerman, Jly 14
Chant 67
CT VARMOUTH RDS

AR
Jaxfeet, Jly 12
Groat, Jly 12
Groat, Jly 13
Isle of Grain
Newport
Empire Coast, Jly 13
Isle of Grain
Newport
Empire Seabank
Goole
HARWICH
Sheerness
Sheerness
HARWICH
Sheerness
HARWICH
Sheerness
Sheerness
Sheerness
Sheerness
Sheerness
Goole
Gravareness
Goole
Cat o Bristol AR Empire Continent,

Hamburg AR
Polglen, Jly 7 London
Race Pisher, Jly 9 Lpool
Caspian Coast, Jly 10
Lerwick
Dorian Coast, Jly 11
Tyne
Calvin Coggin Bremen
HAMBURG SD
Race Fisher, Jly 10
Liverpool
Polglen, Jly 11
Grangemouth
Caspian Coast Peterhead
CUXHAVEN PD
Mari H. Jly 11
for Hamburg
Caspian Coast
for Peterhead
Caspian Coast
for Peterhead
Solvent Continent,
Jly 11 Goole
West Coaster
London
Tyne
Holdion
Tyne
Chenic
Tyne
Chent
Larchfield
London
Themston
London
Dicky, Jly 14
CALAIS
AR
CALAIS
SD
Victoria, Jly 13
Dover
CALAIS
SD
Victoria, Jly 13
DiEPPE
AR
SIGNOR
ANTWERIT
Tyne
Tyne
Chent

Caspian Coast
for Peterhead
EMDEN AR
Porthrepta, Jly 9
Loanda, Jly 10
Galacum, Jly 11

BRITISH COAST LINES SEAWAYS

COAST LINES ORGANISATION Coast Lines Ltd.

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Control of the contro

Dempster Lines DEFENDER, 8258, Canada, T. & J. Harrison DEIDO, 3894, Herculaneum Dry 2, Elder Dempster Lines
DERBYSHIRE, 11,660, Bidston, † Bibby Bros. DORSETSHIRE, 9717, Bidston. † Bibby Bros. DUNDALK, 699, Prince's, British & Irish S. P.

CO. DURHAM COAST. 783, Victoria, Coast Lines ELDORITA, 201. Alexandra 3, T. Phelan & Co. ELMFIELD, 450, Bramley-Moore, W. A. EMPIRE AYR, 5064, Hornby, MacAndrews & EMPIRE GULLIVER, 2905, Hornby, Sive-Wright, Bacon & Co. EMPIRE HELMSDALE, 2978, King's 1, Yeoward Lines EMPIRE JONQUIII, 369, Trafalgar, J. J. Mack & Sons EMPIRE LASS, 813, Grayson, Rollo & Clover's Dry 5,† Brinings (Shipping) EMPIRE MACKENDRICK, 7933, Alexandra 2, EMPIRE MACKENDRICK, 7933, Alexandra 2, H. Tyrer & Co.
EMPIRE MARINER, 4957, Langton, Sivewright, Bacon & Co.
EMPIRE MAYNORN, 390, Queen's 1, W. A.
Savage
EMPIRE MAYNORN, 390, Queen's 1, W. A.
EMPIRE JETHE, 369, Northumberland Dk.
EMPIRE LETHE, 369, Northumberland Dk.
EMPIRE JETHE, 369, Northumbe Harrison
EMPIRE RODEN, 2837, Alexandra, Ellerman
& Papayanni Lines
EMPIRE SPINEL, 650, Trafalgar Branch.
EMPIRE SPINEL, 650, Trafalgar Branch.
EMPIRE SPINEL, 650, Trafalgar Branch.

TRADER, 6087, E. Float, † T. & J. Harrison TUROUOISE, 570, Alexandra 1, W. Robertson ULSTER CASTLE, 1217, Canning, Coast Lines VASCO, 2878, Queen's 2, Moss Hutchison Line VIC 34, 42 (net), Morpeth† VICTOR, 435, Egerton, † S. W. Coe & Co. WALITER RAU 13,751, Brocklebank Dry. H. Tyrer & Co. WALITA, 505, W. Float Dry 1,† J. S. Jones WHEATCROP, 523, W. Float,† Spillers S. S. Co.

WICKLOW, 1032, Prince's, British & Irish WORCESTERSHIRE, 11,402, W. Float Dry 3,†

Tons Gross Dock Brokere

ASHFIELD, 426, Old. W. A. Savage
BEN 100 R, 274, Stalbridge, J. Darlington
CRAIGOLIVE 605, Stalbridge, E. W. Turner
ELIDIR, 398, Old, J. S. Jones

EMPIRE HAVEN, 6852, Jarrow States

EMPIRE HAVEN, 6852, Jarrow States

EMPIRE HAVEN, 6852, Jarrow States

man Shipping

GAELIC (aux), 224, North, Brown & Kinch HEROS 1594, North, Sivewright, Bacon & Co. HOVE, 455, Stalbridge LODESTONE, 4877, Stalbridge, Vogt &

EMPIRE PLOVER, 6109, Langton, FRANK 5. Withy & Co.
FRANZ KLASEN. 11,194, Dingle Off JIV.
Furness, Withy & Co.
GAMBIAN. 5452, Queen's 2. H. Tyrer & Co.
GLAMORGAN COAST. 879, Prince's, Coast
Lines
GLAUCUS. 7586, Gladstone 1. A. Holf & Co.
GOYEERLD, 628, Carriers, W. A. Savage
GOVERNOR, 571, Grayson, Bollo & Clover's
Dry 3, f T. & J. Harrison
HAKEFJORD. 1101, Queen's Limerick S.S.
HAMPSHIRE COAST. 1224, Prince's, Coast
Lines
HEJEN, 995, Bramley-Moore, W. H. Stott &
HEJEN, 995, Bramley-Moore, W. H. Stott &
HILDESMAN, 233, Stanlow Oil Dk. 2, H.
Watson & Co.
HAYWARD, 444, Ellesmere Port, W. A.
Savage
EGRET, 1391, Shed 4, Dk. 6, Wilson, Son & Co.
EMPIRE CONSTITUTION, 1598, Shed 7, Dk.
GAREFFIELD, 2163, Tyne Dk., S. Shields, W. Dickinson & Co.
GAMBIAN, 1502, Ellesmere Port, W. A.
Savage
EGRET, 1391, Shed 4, Dk. 6, Wilson, Son & Co.
EMPIRE CONSTITUTION, 1598, Shed 7, Dk.
GAMPIRE CONSTITUTION, 1598, Shed 7, Dk.
GAREFFIELD, 2263, Tyne Dk., S. Shields, W. Dickinson & Co.
GAMPIRE CONSTITUTION, 1598, Shed 7, Dk.
GAREFFIELD, 2263, Tyne Dk., S. Shields, W. Dickinson & Co.
GANDALEGACH, Constitution, 1599, Clarke, Ltd.
GAREFFIELD, 2163, Tyne Dk., S. Shields, W. Dickinson & Co.
GANDALEGACH, Constitution, 1599, Clarke, Ltd.
GAREFFIELD, 2163, Tyne Dk., S. Shields, W. Dickinson & Co.
GAMPIRE CONSTITUTION, 1598, Shed 7, Dk.
GAREFFIELD, 226, Swill, Shields, M. Solids, M. Sol HAMPSHIRE COAST. 1224, Prince's, Coast Lines
HELLAY, 995, Bramley-Moore, W. H. Stott & HELLAY, 995, Bramley-Moore, W. A. Southern Sin., 1 Booth S.S. Co. Morpeth. † Petroleum, Board 20HN HOLT, 3814, Cammell Laird & Co.\*s Webland, 1 Booth Board, 1 Booth

ping Co.

EMPIRE HAVEN, 6852, Jarrow Slake, Runciman Shipping Co.

EMPIRE LETHE, 369, Northumberland Dk...

E. R. Newhiggin

White Star

BEN OLLIVER, 147, River

BRITTANY, 1445, Berth 7, Outer

CALDERGATE, 138, Itchen, Petroleum Board

CAMPEADOR (mocht)

Berth 27. Common Bros.
EMPIRE TEGENYA (ex Lisa Essberger),
1172. Dunston, L. S. Carr & Co.
EMPIRE TESDALE, 980, Wallsend, Mann,

Staiths, N. Shields, W. Mathwin & Son (Newcastle)

EMPIRE BILLOW, 215, Newcastle Qy., W. EMPIRE BILLOW, 215, Newcastle Qy., W. EMPIRE BLACKWATER, 2917, Howdon Staiths, Willington Qy., F. Carrick & Co. EMPIRE CONY, 997, Springwell Tr., Jarrow, Hull & Chicken

EMPIRE CONYNGHAM (ex Friedrich), 1408, Dunon, Itahry, Halvorsen & Sample EMPIRE CROCUS, 341, Howdon Staiths, G., T., Gilbe & Blair

EMPIRE DUNBAR, 8130, North Eastern arine Engineering Co.'s Yd., Wallsend EMPIRE FAVOURITE, 410, South Shields Bys.

EMPIRE GLORY, 7290, South Shields Bys.

Tous Gross Dk. or Wf. Broker Vessel ABA. 7938. Berth 108. Western
ABERDONIAN, 1648. Berth 16. Inner
AQUITANIA, 44.786, Dry Dk. 7. Cunard
White Star

EMPIRE FAROUCHE, 410. River
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EMPIRE FLAMINIAN, 2763, Marchwood
McGregor, Gow & Holland
EMPIRE LIFEGUARD, 1333, Berth 30. Itchen EMPIRE MARY (tug), 594, Berth 27, Empress EMPIRE PEACEMAKER, 1333, Berth 29, Itchen Qys.

EMPIRE PIKE, 1854, Berth 19, Inner, Wain wright, Bros. & Co...

EMPIRE RAYMOND (tug), 233, Berth 27, EMPIRE TIGNESS (ex Georg), 186 (net).

EMPIRE TROOPER, 14,106, Berth 106. EMPIRE TROOPER. 14,106. Berth 106.

FORD SHER 449, Itchen. Dawson Bros.

FOREMOST 18 (tug), Berth 24, Empress, Risdon Beazley

FOREMOST 102 (hopper barge). 833. Berth 10. Inner 1bk.

HASKERLAND, 374. Berth 20. Empress
HASILEMERE, 756. Berth 32. Itchen Bys.

ISER (trir), — Itchen
ISLE OF JERSEY, 2143. Berth 9. Outer
JOHN 1.. MANSON, 2490. Berth 23. Empress
KAALDA, 510. Berth 4. Outer
KROSNO, 1896. Berth 34. Itchen Qys., Beni.

Ackerley & Son
KUTNO, 1780. Berth 34. Itchen Qys., Beni.

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KYLE FISHER. 604, Itchen Qys.
LADY NELSON, 7970. Berth 39, Test Qys..
Cunard White Star
LAIRDS ISLE, 1873, Berth 45, Ocean, Coast LAIRDS ISLE, 1873, Berth 45, Ocean, Coast Lines
LINCOLN SALVOR, 953, River, Risdon Beazley
LLANSTEPHAN CASTLE, 11,348, Berth 49, Test Qvs., Union-Castle Mail S.S. Co.
LONGTOW (tug), 358, Berth 20, Empress, Risdon Beazley & Co.
LYMINGE, 2499, Itchen
MALOJA, 20,914, Dry Dk, 6, Escombe, McGrath & Co.

NNAN, 955, Bute E. Bsn. BRITISH COAST, 889, Bute E. CHANT 6, 403, Bute E., British Mexican Trading Co.
CHANT 52, 403, Bute E., British Mexican Trading Co.
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LLOYD'S LIST Tues., July 16, 1946

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SHELL MEX 5, 423, Queen Alexandra
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Northwestern Victory, Houston,
Jly 19

American E.S. Lines.
Ocean Verity, Singapore,
A. Holt & Co.
Ocean Wanderer, Vancouver &
San Francisco Aug 4

Donaldson Bros & Black
Panama Express, Rio Janeiro.
Jly 22-23

H. Tyrer & Co.
Pardo, Brazil.
P. S. N. Co.
Planter, Mobile,
T. & J. Harrison.
Jly 27

SOUTHAMPTON
Alcantara, Mombasa,
Royal Mail Lines.
Arawa, Wellington,
Cunard White Star
Atlantis, Melbourne,
Royal Mail Lines.
Dilwara, Lagos,
Escombe, McGrath & Co.
El Nil, Bombay,
Houlder Bros. & Co.
Jellicoe Rose, Portland,
Wainwright Bros. & Co.
(Phoenix Wf.)
John Ericsson, New York,
Benj. Ackerley & Son.
Karoa, Durban,
Escombe, McGrath & Co.
Lady Rodney, Halifax,
Cunard White Star
Ormonde, W.C. Africa via Naples,
Escombe, McGrath & Co.
Orontes, Bombay,
Escombe, McGrath & Co.
Otranto, Hongkong,
Escombe, McGrath & Co.
Sorome, McGrath & Co.
Sorome, McGrath & Co.
Otranto, Hongkong,
Escombe, McGrath & Co.
Sorome, McGrath & Co.
Rowallan Castle, Durban,
Union-Castle Mail S.S. Co.
San Wenceslao, New York,
J. Horn & Son (Hamble Jty.).
Stirling Castle, Melbourne,
Union-Castle Mail S.S. Co.
Devonport now due Jly 22
Jly 16
early Aug
now due
Jly 16
Aug 8

Aug 8

now due
Journ and the star and

mid Aug

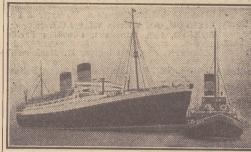
now due

mid-end Jly mid Aug early Sep

mid Aug

abt Aug 6

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

now due Wheaton Victory, New York, Anchor Line. Zilos, Finland via Manchester, W. H. Stott & Co. MANCHESTER American Forwarder, New York via Dublin Jly MANCHESTER H. Watson & Co. Anglia, Gothenburg, Bahr, Behrend & Co. (Salford) Jly 17 Jly 28 Carrickmacross, Barry,
H. Watson & Co. (Irlam Wf.).
Caxton, Dalhousie,
H. Watson & Co. (No. 9 Dk.). Jly 16-17 Jly 17 Heien, Oslo via Liverpool, Ellerman's Wilson Line (Salford). abt Jly 16 Manchester City, Montreal Manchester Liners Manchester Exporter, St. John (N.B.), Jly Manchester Liners Manchester Liners
Mansuria, Gothenburg,
Bahr, Behrend & Co. (Salford).
Palestinian Prince, Alexandria,
Gough & Crosthwaite.
Recorder, Barranquilla,
J. W. Jones & Sons
Zilos, Finland,
Ellerman's Wilson Line. Jly 24 Jly 17 Jly 29 GARSTON Carslogie, Newcastle (N.B.), R. & D. Jones, Ltd. PRESTON Inger, Hernosand, Shuna, Hernosand, Vogt & Maguire. BARROW

Jly 26 Fjeld, Narvik, J. Fisher & Sons. CLYDE
Boryslaw, Bona,
City of Carlisle, Beira via Liverpool, Jly 26
City Line.
Clan Macaulay, Sydney,
Cayzer, Irvine & Co.
Empire Ken, W.C. Africa
Royal Mail Lines.
Caddington Wabana,
Jly 18 Geddington, Wabana, J. B. Couper, Ltd. (Rothesay Dk.). Glenearn, Colombo via Devonport, now due Roxburgh, Colin Scott & Co. (Greenock). Maibar, Calcutta via London and Dundee end Jly

Anchor Line
Nea Hellas, Durhan,
Anchor Line.
Nestor, Newcastle (N.S.W.) via
Liverpool,
Roxburgh, Colin Scott & Co.
Samidway, Melbourne via Liverpool,
Aitken, Lilburn & Co. DUBLIN American Forwarder, New York, now due G. Bell & Co.
Dorcassia, Aruba, Jly 17 G. Bell & Co.
Irish Alder, New York, now due Wexford S.S. Co.
Irish Larch, Bona, mid-Jly Richard Jordan Gatting N Orleans Jly 24-26 G. Bell & Co. Jly 23 Zena, Gothenburg, Geo. Bell & Co. City of Keelung, Calcutta via London, Jly 28 C. Barrie & Sons Clan Macnair, Madras via London, Aug 4 B. L. Nairn & Co.

Empire Tugela, Calcutta via Boulogne end Jly Morison, Pollexfen & Blair.

Magdapur, Calcutta via London, Aug 10
T. & J. Brocklebank. Maihar, Calcutta via London, T. & J. Brocklebank Malakand, Calcutta via London, T. & J. Brocklebank Jly -GRANGEMOUTH British Fusilier, Koweit,
Hopkin, Paton & Co.
British Supremacy, Curacao via Jarrow
Hopkin, Paton & Co. Durward, Amsterdam via Leith, now due

Stancourt, Pepel, Gillespie & Nicol. LEITH Cairnvalona, Montreal via Tyne, Furness, Withy & Co. (Imperial Dk.). Aug : TYNE Astrea, Bergen, P. H. Matthiessen & Co. (Tyne Commission Qy.).

(Tyne Commission Qy.).

Bretagne, Osio,
P. H. Matthiessen & Co.
(Tyne Commission Qy.)

British Supremacy, Curacao,
F. C. Strick & Co.
Denwick Head, Peterhead,
Hargreaves (Newcastle), Ltd.
(Harton Staiths).

Glen Mary, Peterhead,
Hargreaves (Newcastle), Ltd.
(Dunston Staiths).

Marena, Lerwick,
Hargreaves (Newcastle), Ltd.
(Pelaw Main Staiths).

Toryisland, Stromness,
Hargreaves (Newcastle), Ltd.
(Dunston Staiths). Jly 18 Jly 18 Jly 18 Jly 22 Jly 22

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

(Corporation Qy.)

McGregor, Gow & Holland
(Corporation Qy.)

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

Cairnesk, Tyne,
Cairnesk, T 313 20-22 now due Jly 16-18

Aug 4
y 22-23
Jly 16
Jly 27
Jly 27
Jly 27
Jly 27
Jly 27
Jly 19
Jly 27
Jly 27
Jly 19
Literman's Wilson Line.

Ellerman's Wilson Line (Albert)
Limmingham, now due Ellerman's Wilson Line (Albert)
Empire Game, Hamburg, Aug 15
Weidner, Hopkins & Partners, Ltd.
Empire Garston, Stockholm & E. Sweden, Jly 17
Ellerman's Wilson Line

Jly 19
Jly 19
Jly 25
Gid Aug
Aug 6
Jly 20
Jl

Aug 4

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#### GLASGOW ENGINEERING EXHIBITION An exhibition embracing all aspects of engineering components relating to

mechanical, electrical, optical, scientific and marine instruments and tools is to be staged in the Kelvin Hall, Glasgow, from Nov. 15 to 27, 1946. daily from 10 a.m. to 8 p.m. All stands are supplied fitted, and are 10 ft. deep. Frontages are to requirements. Wide gangways have been arranged as a heavy attendance is anticipated. Frank Turner, Ltd., 132, Liverpool Road, London, have been appointed sole standfitters for the exhibition, Arrangements are in the hands of Mr. D. M. Slorach (who organised the Sheffield and N.E. Coast Jly 27 Exhibitions). Mr. Slorach will act as honorary director, and all inquiries Jly 37 should be addressed to him at 19, Ladysmith Avenue, Sheffield, 7 (stamped addressed envelope should be enclosed). now due

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