



Table with shipping routes: BRAZIL, URUGUAY AND ARGENTINA; WEST INDIES; SPANISH MAIN, CENTRAL AMERICA AND NORTH PACIFIC. Lists ship names, destinations, and dates.

Ardent Loud Hailer (Electric Megaphone) Speech Range - 1 Mile. Write Ardent Guildford.

OFFICIAL NOTICES PRIZE COURTS IN THE HIGH COURT OF JUSTICE, PROBATE, DIVORCE AND ADMIRALTY DIVISION.

PROPOSAL TO CHANGE A SHIP'S NAME WE, J. & C. HARRISON, LIMITED, of Marlon House, 71/74, Mark Lane, London, E.C. 3, HEREBY GIVE NOTICE...

OFFICIAL NOTICES GOVERNMENT SURPLUS STORES The Ministry of Supply has for immediate disposal the following CONVEYOR INSTALLATION...

PROPOSAL TO CHANGE A SHIP'S NAME WE, THE MALTA STEAMSHIP COMPANY, LIMITED, of 59, Old Bakery Street, Valletta, Malta, HEREBY GIVE NOTICE...

CADET SCHOOL SHIP H.M.S. "CONWAY" TRAINING AFLOAT RECOGNISED BY THE MINISTRY OF EDUCATION AS A PUBLIC SCHOOL NOMINATIONS ARE MADE TO THE ROYAL NAVY, ROYAL AIR FORCE AND THE PRINCIPAL SHIPPING COMPANIES...

LLOYD'S LIST AND SHIPPING GAZETTE (Established 1734) The Editorial, Advertisement and Publishing Offices of "Lloyd's List and Shipping Gazette" are at LLOYD'S, LONDON, E.C. 3

TO-DAY'S WEATHER Meteorological Office Forecast Advance forecast for the 18 hours ending midnight to-night:— General inference: Pressure is high to the South-East, and low to the North-West of the British Isles...

THREE MONTHS' WORK IN THE SHIPYARDS Further Rise in British Total DECLINE IN U.S. ACTIVITY The shipbuilding returns for the second quarter of 1946, issued by Lloyd's Register to-day, reveal a further expansion in the volume of merchant tonnage under construction in Great Britain and Ireland during the quarter...

DECLINE IN U.S. ACTIVITY The statistics show that in Great Britain and Ireland there is an increase of 88,840 tons in the work in hand compared with the figures for the previous quarter. The present total of 1,761,943 tons gross is also greater by 377,650 tons than the tonnage which was being built at the end of June, 1945...

LAUNCHES AND NEW WORK During the quarter under review, in Great Britain and Ireland 329,084 tons was commenced, and 374,405 tons was launched. Similar figures for abroad are 190,222 tons commenced, and 221,040 tons launched.

THE INSTITUTE OF FUEL The King has approved the grant of a Royal Charter to the Institute of Fuel, Mr. R. W. West has been appointed an assistant manager of the Marine Insurance Company, Ltd., as from Aug. 1 next.

SHIPYARD WORK Motorship Order for Doxford's Wm. Doxford & Sons, Ltd., Sunderland, have laid the keel of a cargo motorship of 9500 tons d.w. for Walter Runciman & Co., Ltd., Newcastle.

Dutch Cargo Liners The two cargo liners ordered from Harland & Wolff, Ltd., Belfast, by the Holland-Amerika Lijn, Rotterdam, will be 465 ft. in length, 65.6 ft. in breadth and 41.6 ft. in depth.

TRANS-PACIFIC TONNAGE U.S. Ask Bids for Two 920-ft. Liners The New York "Journal of Commerce" reports that the Maritime Commission is asking for bids for two liners for the Pacific route, which would be bigger and faster than any previously built in the United States.

BRITISH-NORWEGIAN LINE PLANNED It is also announced that a new British Norwegian combine plans to enter the trans-Pacific trade. Their service is to be known as the Dodwell-Herlufson Line, and will be run by Dodwell & Co., Ltd., a British firm.

AVONMOUTH WATER SUPPLY From Our Own Correspondent BRISTOL, Tuesday With a view to increasing the supply of water available at Avonmouth for industrial purposes, the Port of Bristol Authority have begun further drilling operations at Blaise, a Corporation estate lying between Durdham Downs and Avonmouth.

ONLY TWO TYNE LAUNCHES IN JUNE From Our Own Correspondent NEWCASTLE, Tuesday During June two vessels, of 17,140 tons gross, were launched on the Tyne, compared with six vessels, of 26,717 tons, in the same period last year.

HUMBER BRIDGE Report to Conservancy Board From Our Own Correspondent HULL, Tuesday Humber Conservancy Board to-day had before them a report made by their engineer on the scheme of Hull Corporation and Lindsey County Council for the construction of a single-span bridge over the Humber.

U.S. YARD TO BEGIN FRENCH TRAWLERS As reported in LLOYD'S LIST on Jan. 28 last, 32 motor trawlers have been ordered by the French Government from the Bath Iron Works Corporation, Bath (Maine). A Reuter message from Bath now reports that the keel of the first vessel is to be laid this month.

TOWER PIERMASER Retirement of Mr. A. R. Woods Mr. Albert Rycraft Woods, piermaster and toll collector at Tower Pier, retires from the service of the Port of London Authority on July 27.

ITALO-NORWEGIAN BARTER Ships for Dried Fish The Norwegian Storting has unanimously approved the proposal that the Department of Commerce should be authorised to guarantee Norwegian claims on Italy in connection with the barter deal under which Norway will supply dried fish in part exchange for motorships to be built in Italy for Norwegian owners.

"BERENGARIA" FOREPART ON WAY TO ROSYTH The forepart of the Berengaria was towed from the Tyne yesterday by seven tugs en route to Rosyth, where demolition will be completed. The liner was taken to Jarrow in 1938 to be scrapped.

SCOTTISH UNION & NATIONAL INSURANCE COMPANY 35, St. Andrew Square, EDINBURGH. FIRE - LIFE - ACCIDENT - MARINE ASSOCIATE COMPANY MARITIME INSURANCE COMPANY, LIMITED, LIVERPOOL

MINE WARFARE Exhibition to be Held at Science Museum An exhibition of British and German naval mining and degaussing material used during the 1939-45 war is to be held at the Science Museum, South Kensington, for three months, commencing Aug. 1.

TARGET DETECTION These advances in the technique of detecting the target led to the development of the ground mine, i.e. a mine that is on the sea bed and is hard to sweep when compared with the older type of buoyant or moored mine.

By D-Day, 1944, the British Degaussing Organisation was responsible for minimising the danger from magnetic mines in respect of some 18,000 degaussed vessels. The maintenance of these ships in a satisfactory condition involved the magnetic measurement of some 500 ships a day.

R. & W. HAWTHORN, LESLIE & CO. LTD. PASSENGER AND CARGO VESSELS TURBINE AND DIESEL MACHINERY WATERTUBE BOILERS DRY DOCK 502 Ft. by 68 Ft. NEWCASTLE-ON-TYNE

Work for the Shipyards

Orders Reported in "Lloyd's List" during the Week Ended July 23, 1946

Table with columns: Yard, Number & Type, Size, Engines & Builders, Owners. Lists various shipbuilding orders including motor cargo liners, tankers, and coasters.

* Duplicate of one previously ordered.

NEW SWEDISH YARD

Modern Layout of Uddevalla Establishment

Some details of the layout of the new shipyard which is being prepared at Uddevalla for Mr. Gustaf Thorden, the Swedish shipowner...

STEAM PROPULSION

(Continued from page 7, column 4)

valves. By using high speed reversible uniflow steam engines, good starting and manoeuvring is claimed, as well as freedom from vibration...

Another similar patent is a radial trunk piston type comprising three cylinders in star shape. It is essentially suitable for the operation of paddle wheels in tugs...

Several cylinder groups, each comprising three to six radially arranged cylinders, can be combined to work on a common crankshaft. In this way units of output up to 7500 i.h.p. per shaft can be built up from standard components...

TORPEDO BOATS FOR DENMARK

The Danish Ministry of Finance has recently obtained approval for the expenditure of 12 million kroner on the construction of six torpedo boats for the Danish Navy...

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Shipbuilding & Engineering Section

Round the Shipyards

Survey of Work and Prospects

By Our Own Correspondents

THE CLYDE

Turbo-electric Propulsion in C.P.R. Fleet

GLASGOW, Tuesday

The past week has been quiet, owing to the annual holidays, for although the yards in the lower reaches of the river were working again, those in the Glasgow area, with two main exceptions, were all closed. Most of them resumed work to-day, although the Fairfield Shipbuilding & Engineering Company, Ltd., and John Brown & Co., Ltd., which closed on Thursday, will not make a restart until the end of the month.

During the week the Fairfield yard launched the last of a group of four cargo vessels for Canadian Pacific Steamships, Ltd., all fitted with turbo-electric drive, a method of propulsion which Mr. George Strachan, engineering director of the Fairfield Company, described as "an immense stride" forward. It is evidently one well favoured by the C.P.R. Company, for the Fairfield yard have two further vessels—for the British Columbia coastal service—which are also to have turbo-electric propelling machinery. The service experience of all six vessels will be watched with considerable interest. Meanwhile, there are indications that other avenues are being explored, and it is not surprising, in view of developments in jet propulsion for aircraft, to learn that several undertakings, especially Messrs. John Brown and the Fairfield Company, are actively engaged in research of this nature.

In spite of the holidays, some firms in the upper reaches of the river continued work on urgent contracts. Barclay, Curle & Co., Ltd., for example, were relatively busy with 21 vessels in hand, five of them in dry dock. At Linthouse, Alexander Stephen & Sons, Ltd., also continued work on several vessels, including the tanker *Acasta*, in dry dock. The Greenock Dockyard Company, Ltd., worked on full programme, consisting of four cargo vessels and two tankers. Among the former were the *Clan Brodie* (ex *Athene*) and the *Engadine* for reconversion. The tank steamer *Empire Jewel* was taken in hand for alterations.

In addition to the reconditioning of the liner *Duchess of Richmond* (to be renamed *Empress of Canada*), the Fairfield Company are likely soon to have alteration contracts on two other C.P.R. liners—the *Duchess of Bedford* (to be renamed *Empress of India*) and the *Empress of Scotland*. Messrs. John Brown & Co. have just completed the conversion for troop-carrying of the *Empire Halladale* (13,589 tons gross), formerly the *Antonio Delfino*.

on being drydocked are found to require more attention than was expected.

The *Empire Ethelbert*, the second of two large cargo vessels built for the Ministry of Transport, is due to be launched at the Naval Yard of Vickers-Armstrongs, Ltd., this week. Smith's Dock Company, Ltd., North Shields, dealt with eight vessels in dock and 15 afloat last week. The Mercantile Dry Dock Company, Ltd., Jarrow, undocked the *Matching* and followed her with the *Dimitrios Chandris*, which requires a new stern frame, rudder renewals and bottom damage repairs. The coasters *Beal* and *Wooler* and the steamer *Nikos T.* are still in dock.

THE WEAR

A Month of Launching Activity

SUNDERLAND, Tuesday

There is considerable launching activity on the Wear this month. Wm. Pickersgill & Sons, Ltd., Joseph L. Thompson & Sons, Ltd., and John Crown & Sons, Ltd., have each launched a merchant vessel; William Doxford & Sons, Ltd., are to launch a motorship on Friday; and Bartram & Sons, Ltd., will on Saturday put into the water the first of the cargo liners ordered by Portuguese owners last year.

In the berth from which Messrs. William Doxford launched the tanker *British Marshal* at the end of June, the keel has been laid of a 9500-ton motorship for Walter Runciman & Co., Ltd. News of this order had not previously been made known. Friday's launch at Messrs. Doxford's yard will be of a 9300-ton cargo motorship for Messrs. Thomas & James Harrison, Liverpool. In the berth to be vacated the keel will be laid of a 9800-ton motorship for J. & C. Harrison, Ltd., London. Another tanker is due to be launched in September for the British Tanker Company, Ltd. Other vessels on the stocks at the Pallion yard are two fruit carriers for MacAndrews & Co., Ltd., London, and a cargo motorship for Buries Markes, Ltd., London.

Messrs. Doxford last week delivered the *British Commerce*, after successful sea trials. She is the third tanker to be completed of the eight ordered from Messrs. Doxford by the British Tanker Company. At least as many more have been ordered from two other firms on the river.

The launch of the steamer *Egyptian* by Joseph L. Thompson & Sons, Ltd., last week, brought to an end an unusual situation in which all four berths at the yard were occupied by new construction for one firm—Ellerman Lines, Ltd. The *Egyptian* is the first of four vessels intended for the Mediterranean fruit-carrying trade. A service speed of 14 knots will give quick transit of fresh citrus fruit without the necessity of refrigeration. The Wallsend Slipway & Engineering Company, Ltd., are supplying the propelling machinery, consisting of steam turbines.

The launch of the collier *Dashwood* by John Crown & Sons, Ltd., brought from Mr. Kenneth R. Pelly, chairman and managing director of Wm. France, Fenwick & Co., Ltd., a word of warning about the high cost of building. His firm, said Mr. Pelly, had been building steadily during the war, but today's prices were higher than ever and had resulted in the cessation of their building policy for the present. He felt, however, that it was only a temporary measure, and he believed that shipbuilders would eventually succeed in reducing costs.

Mr. Cyril Thompson, managing director of Joseph L. Thompson & Sons, Ltd., the neighbouring firm which recently acquired the business of Messrs. John Crown & Sons, said the yard might look empty and rather derelict at the moment, but it would not be long before it was busy once again. Mr. Thompson added that the firm had booked two orders from Norway for timber-carrying vessels, and there were more to follow.

BELFAST

Urgent Work on Hand at Fitting-out Berths

BELFAST, Tuesday

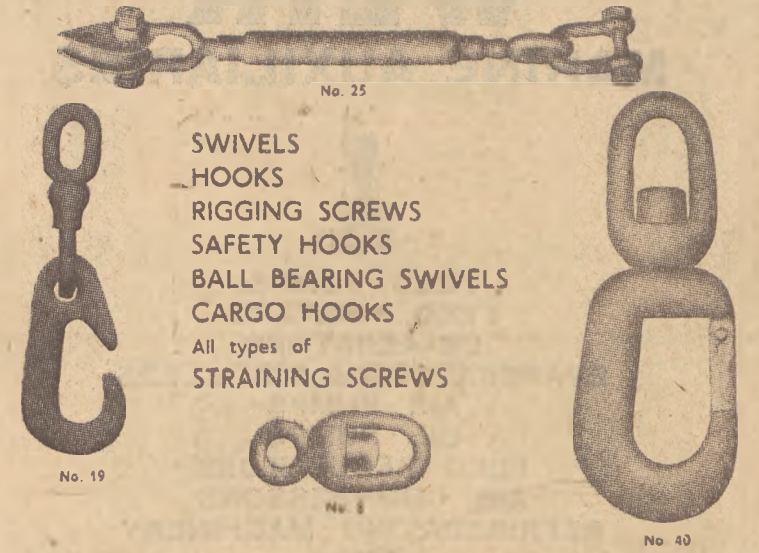
Work in the Belfast yard of Harland & Wolff, Ltd., was resumed yesterday after the annual holiday. One of the problems facing the management on their return was that of carrying on without local banking facilities in view of the continued strike of bank officials in Northern Ireland. Suitable arrangements have been made with banks in Britain, however, for the receipt of

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THE TYNE

Possibility of Overtime in Repair Yards

JARROW, Tuesday

Orders for four vessels, received within three days last week, have added materially to the shipyard work in hand on Tyneside. Of the three tankers to be built by Hawthorn, Leslie & Co., Ltd., two, of 16,000 tons d.w. and 12,250 tons d.w., are for the British Tanker Company, Ltd., and will be propelled by Hawthorn-Doxford oil engines. The third is a 9000-ton vessel for the Anglo-Saxon Petroleum Company, Ltd., and will have machinery consisting of a Hawthorn-Werkspoor diesel. Five vessels are now on order at the Hebburn shipyard for the Anglo-Saxon Petroleum Company.

The cable-repair vessel ordered by Cable and Wireless, Ltd., from Swan, Hunter, & Wigham Richardson, Ltd., is to cost some £300,000. The Wallsend firm has a reputation for the construction of cable ships at their Neptune yard, and the new vessel follows the *Monarch*, which was delivered to the Post Office a few months ago.

It is understood that the suggestion that overtime should be worked during the summer months, with a view to expediting work at the repairing yards on the Tyne, will be considered at a meeting this week. The iron-working members of the Boilermakers' Society have been against overtime for a long time. A "feeler" has been put round among the men generally, but it seems impossible to achieve unanimity on the question. At one repair yard where long-term contracts requiring a good deal of steel work are in hand, a suggestion has been made that a double shift should be worked, but there has been no practical result so far.

As soon as vessels are released by the Government owners are naturally anxious to return them to service on their own behalf and are not happy if repairs are delayed. Most vessels have been on war service continuously, and

(Continued on page 10, column 8)

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ROUND THE SHIPYARDS

(Continued from page 9, column 4)

cash with which to pay wages at the end of the week. The strike is the cause of great inconvenience to commerce.

The fitting-out departments return to work with several urgent commitments, notably the completion of the whale oil refinery *Balaena* for United Whalers, Ltd., London, which is due for delivery in September. The reconditioning of the cross-Channel motorships *Ulster Monarch* and *Royal Ulsterman* is also nearing completion, and their return to service is required at the earliest possible date.

In the launching programme the 9000-ton motorship *Calchas*, for Messrs. Alfred Holt & Co., is planned to leave the Musgrave Yard in August, and one of the two vessels for Royal Mail Lines, Ltd., is due to be in the water shortly. The care and maintenance of the aircraft carrier *Magnificent* of the light fleet class is being taken over by the Royal Canadian Navy, which in January took delivery of her sistership *Warrior*, the first carrier to be commissioned by a Dominion Navy. The *Magnificent* was launched in November, 1944, and her completion has been deferred pending the settling of naval policy.

The Lagan Construction Company, Ltd., is now engaged on the two tankers of 1500 tons ordered by owners in Bergen, one of whom is Mr. Jacob Kjode. Delivery of these vessels, which are developments of the tank landing craft type, is stipulated to be made in 14 months' time. They are intended to carry oil cargoes in shallow waters.

Interest has been taken in Belfast in the first building orders placed by Irish Shipping, Ltd., the Eire-Government controlled company set up during the war. These are for two cargo liners of 14 knots which are to be built by John Readhead & Sons, Ltd. It is not known whether any move was made to place the contract at Belfast. The Eire Minister of Commerce has stated that the Liffey Dockyard, Ltd., Dublin, was not ready to undertake building vessels of this type. New construction by this company has hitherto been confined to a cross-Channel cargo vessel brought to Belfast for propelling machinery.

THE MERSEY

Wage Loss of £30,000 in Shipyard Dispute

BIRKENHEAD, Tuesday. The news that the men concerned in the dispute at the Birkenhead yard of Cammell Laird & Co., Ltd., had decided to return to work gave great satisfaction on Merseyside. Although the dispute was unofficial, the men's decision was brought about to a large extent by the influence of representatives of the Confederation of Shipbuilding and Engineering Unions. The executive of the Confederation have expressed a readiness to support the local application for an inquiry into the general conditions in the shipyard. Some improvements have been advocated by the men's representatives for some time past, and it is hoped that this official inquiry will bring satisfaction.

The reinstatement of the man dismissed by the firm is a matter resting between the Ministry of Labour and

the employers, and there are hopes that an amicable settlement will be reached, the willingness of the men to submit their grievances to the inquiry being a factor likely to promote better feeling.

Apart from the interference with the progress of urgent work of national importance, it is worthy of reflection that the estimated loss of wages as a result of this unofficial dispute is something over £30,000. Such a loss should be sufficient to convince the majority of trade union members that disputes should be handled by the appropriate trade union officials, and not by men without responsibility.

THE TEES

New Uses for Sterilised Yards

MIDDLESBROUGH, Tuesday. On Tees-side as elsewhere there has been periodic controversy concerning the fate of the sterilised shipyards. Two of these sites were used during the war period as assembly centres for pre-fabricated TLCs. That work has now ceased, and the sites are now being put to other uses. The old Cleveland dockyard at Middlesbrough forms part of the site on which the Tees Conservancy Commission proposes, in the Bill now before Parliament, to construct a new deep-water quay, while at Stockton, on the old Ropner shipyard site, the first new factory built on Tees-side since the armistice was opened last week. Covering an area of 25,000 sq. ft., with ample room for extensions, this factory has been built by Allan Kennedy & Co., Ltd., for the production of welded open steel flooring. The firm have extensive contracts with British firms, including the bigger shipbuilding companies on Tyneside and Belfast, and they have also established business contacts with Sweden.

As a prelude to their holiday week the Furness Shipbuilding Company, Ltd., have launched the fourth of five tankers which they are building for the British Tanker Company, Ltd. She is the *British Admiral*, of 12,250 tons d.w. The propelling machinery will be provided by Richardsons, Westgarth & Co., Ltd., of Hartlepool. During the last quarter of a century or so the Furness company have built over a hundred tankers and still have several more on order.

THE FORTH

Busy Programme at Burntisland

LEITH, Tuesday. The outstanding news of the past week was the announcement that Norwegian owners have placed orders for seven cargo vessels with the Burntisland Shipbuilding Company, Ltd., and for three with their associate company, Hall, Russell & Co., Ltd., Aberdeen. The Burntisland orders are for three motorships of 6000 tons d.w., one of 7600 tons d.w., and three of 8700 tons d.w. Of the Doxford oil engines to be installed, two will be supplied by a Clyde firm and five by North-East Coast firms.

At the present time the Burntisland company have a long list of new work on hand and are working at full pressure. Their published list includes four vessels, totalling 9880 tons d.w., launched and fitting out, and 18 vessels, totalling 117,790 tons d.w., building or on order. In addition, they have other mercantile work in hand, details of which have not been reported.

The volume of repair work in the hands of local ship-repairing firms during the past week was much the same as in the previous week, the dry-docks being well occupied. Menzies & Co., Ltd., had 13 vessels in hand for overhaul, reconditioning, conversion and general repairs, while Henry Robb, Ltd., had 12 vessels in hand for similar purposes. Geo. Brown & Sons (Leith), Ltd., were also well employed on the reconversion of trawlers, as well as general repairs on merchant vessels and small craft.

SOUTH WALES

Future Repair Prospects Satisfactory

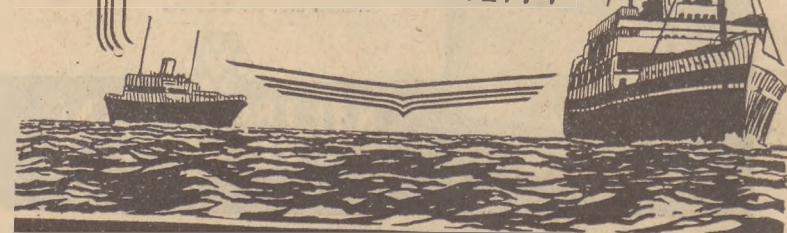
CARDIFF, Tuesday. Activity was still evident in the ship-repairing yards last week. Dry dock space was regularly occupied, and for some time to come repairers anticipate a satisfactory volume of work. Several long-term contracts were still in hand, and a number of fresh drydockings were carried out. A good volume of tonnage was also under the attention of repairers in the wet docks.

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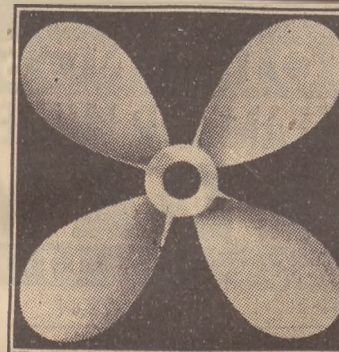


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ROUND THE SHIPYARDS
(Continued from page 10, column 4)

Cardiff, Barry, Newport and Avonmouth, had 14 vessels under repair in dry dock, besides a large number afloat. In dry dock, overhaul work was continued on the *Aletta*, *Sata* and *Oka*, and general work on the *Norlys* and *Hickory Duke*, the *Catrine* remaining in hand for heavy damage repair. New arrivals were the *Welsh Trader*, *Empire Homestead*, *Stanhill* and *Somechess* for general work and the *Trocas* for overhaul. C. H. Bailey, Ltd., were engaged on 40 vessels in dry dock and afloat at Cardiff, Barry and Newport. They received two L.C.T.s and the *Mai* on the blocks at Cardiff, besides continuing with the *Maurice Rose*, *Chant 53*, *Tewera* and *Braconmoor*. At Barry they placed the *Joffre Rose*, *Poznan*, *Beltoy*, and the trawler *Powis Castle* in dry dock, while at Newport work was continued on the *Culebra*, *Retriever* and *Milford Queen*. The *St. Julien* still occupied the attention of the Penarth Pontoon, Slipway & Ship-Repairing Company, Ltd., on their pontoon, while outside they dealt with five vessels. Hodges & Co., Ltd., proceeded with the *Avanville* in dry dock, and had six vessels in hand afloat. The Prince of Wales Dry Dock Company, Swansea, Ltd., proceeded with the *British Honour* in the Prince Dock, and received the *British Cavalier* in Palmers. Outside they attended to 12 vessels. The tug *Wm. Poulson* and two trawlers were under repair in dry dock by the Port Talbot Dry Dock Company, Ltd.

NORWEGIAN STEEL PLAN

Production for Shipbuilding and Other Needs

In a report prepared by the Norwegian Parliamentary Committee set up to examine the proposal to set up an iron and steel works in Norway, it is pointed out that the Scandinavian countries before the war imported annually between 500,000 and 600,000 tons of iron and steel from Germany alone, the Norwegian imports being about 70,000 tons. That source of supply must now be considered to have failed. Owing to the increasing industrialisation of Norway, it is estimated that Norwegian consumption of iron and steel in 1950 will be about 25 per cent. greater than in 1937-39.

It is estimated that about 40 per cent. of Norway's total steel consumption has been required for shipbuilding, and the Norwegian shipbuilders' organisation estimates the industry's normal pre-war consumption at about 39,500 tons of plates and about 13,700 tons of sections. The committee estimates the shipbuilding industry's steel needs in 1950 at about 65,000 tons, or 22 per cent. above the pre-war figure. It is estimated that the country's needs of steel in that year will include 55,000 tons of constructional materials, 11,000 tons of railway material and 94,000 tons of steel billets and bars. Needs of many classes of material are expected to be considerably higher in 1950 than before the war.

With regard to export possibilities, the committee states that shipbuilding materials are in a special position, considering that a large part of Norway's merchant fleet has been built in foreign yards in recent decades. It may therefore be reasonable to demand that ships built for Norwegian account should be built of Norwegian materials, providing that cost, quality and delivery are on a competitive basis. Denmark and Sweden are mainly concerned here. The committee mentions that a substantial part of the output of several Swedish yards was for Norwegian account in the 10 years 1930 to 1940: 40 per cent. at Kockums mek. Verkstad, Malmö, 47 per cent. at Eriksbergs mek. Verkstad, 65 per cent. at Götaverken, and 85 per cent. at Öresundsvarvet. Norway has a considerable adverse trade balance with Sweden, and there appears to be scope for improvement here, the committee states.

PLANNING ENGINEERS' CLAIM DISALLOWED

A dispute between Siemens Brothers & Co., Ltd., Woolwich, and certain workers employed by them as planning engineers (members of the Association of Engineering and Shipbuilding Draughtsmen), referred by the Minister of Labour and National Service to the National Arbitration Tribunal for settlement, was brought before a sitting of the Tribunal in London on July 5 last. The dispute arose out of the refusal of the company to reduce the hours of work of the workers concerned from 47 to 38½ per week and accord them full staff status. After giving careful consideration to the statements and submission made on behalf of the parties, the Tribunal found that there was no obligation on the part of the company to reduce the hours of work of the workers and that the company had not refused to give them full staff status, and awarded accordingly.

The motorship *Maria Vittoria* (916 tons net), built by the Societa Italiana Ernesto Breda (Cantiere Navale), Venice, for the Societa Armamento Gestioni Navali, Milan, has run trials.

IRON AND STEEL

Demand for Semis Unabated

A Middlesbrough correspondent telegraphed yesterday regarding the Tees iron and steel market:—

Buyers are still keen to negotiate for substantial supplies, but producers of nearly all descriptions have a vast amount of work in hand, and new business is not readily put through. The requirements of the home and export markets call for capacity outputs over the remainder of the year. All classes of pig iron are moving steadily into consumption, and foundry qualities are wanted in considerably bigger quantities than are at present obtainable. Hematite makers still manage to deal satisfactorily with the needs of home users, but bigger deliveries to enable stocks to be built up would be welcome.

Distributable parcels of semi-finished and finished iron are ample for current requirements, but the unabated pressure for steel products calls for a substantial increase in outputs, steel semis being in great demand. Home production is well maintained, but considerable imports are necessary to deal with the requirements of the re-rolling mills. A bigger supply of billets is much needed, and sheet makers are constantly pressing for more bars and slabs. Sheet and plate producers have difficulty in keeping pace with deliveries to home consumers, and only moderate parcels can be released for export. Rail makers have as much work as they can deal with over the next few months, and all types of colliery equipment continue in strong request. Iron and steel scrap is more plentiful.

THE SHARE MARKET

Irregular Price Changes

A fair amount of business has been arranged in shipbuilding, iron, coal and steel issues during the past week, but prices have displayed a good deal of irregularity. Beardmore Preference gained 3d. to 25s., Grayson, Rollo a similar amount to 9s., while Richardsons, Westgarth have been in keen demand at around 9s. 9d. Doxford have been well maintained at 95s., but the last recorded business in Hawthorn, Leslie was at 40s. 3d. Swan, Hunter were barely steady, and yesterday Thornycroft changed hands at 78s. 1½d. John Brown lost 3d. to 29s. 9d. and Vickers 6d. to 25s. 6d. Babcock & Wilcox were also 6d. down at 65s. 6d. Projectile gave way 3s. 9d. to 23s. 9d., Stewarts & Lloyds Deferred 10½d. to 49s. 4½d., and several other issues were 3d. to 9d. weaker. On the other hand, Colvilles were supported and appreciated 1s. to 24s., Wm. Cory 6d. to 97s. 3d., Hadfields 6d. to 26s., Lambert Brothers 10½d. to 79s. 4½d., Pease & Partners 2s. to 16s. 9d., Powell Duffryn 1s. 3d. to 23s. 9d. and Sheepbridge 6d. to 39s.

Below will be found a table showing the highest and lowest prices recorded during 1945, together with a selection of the business arranged yesterday:—

Highest and Lowest 1945	Yesterday's range of Business
57/3	47/9 Allied Ironfndrs
1/10	1/0 Amalg Anthra-dite Ord
61/3	50/7 Babek & Wilcox Ord
7/1	5/0 Baldwin(Hold. Inrs) Ord
6/3	20/1 Barrow Hematite Ord
30/0	24/9 Brown (J) Ord (100 paid)
22/1	20/9 Brown (J) 1st Pref
11/9	8/6 Cammell Laird Ord
51/0	45/0 Clarke, Chapman Ord
26/3	21/6 Colvilles Ord
10/0	7/6 Consett Iron Ord
5/3e	4/8 Cory (Wm) Ord
29/3	22/6 Dorman, Long Ord
56/0	43/1 Dorman, Long Pref Ord
81/10	61/3 Doxford (Wm.) Ord
8/9	5/0 Grayson Rollo & Clover Ord
43/6	34/6 Guest Keen Ord
40/9	29/4 Guest Keen 1st Pref
34/0	28/0 Hadfields Ord
45/6	43/6 Hall(J.&E.)Ord
23/1½	15/4 Harland & Wolff Ord
22/0	17/1 Harland & Wolff 4½ Cum Pf
4/0	2/10 Ocean Coal ...
22/6	20/0 Ocean Coal Pref
12/3	9/0 Pease & Partners Ord
24/4	19/9 Powell Duffryn Ord
7/6¼	5/6 Richardsons Weight Ord
54/6	40/3 Staveley Coal Ord
58/9	46/3 Stewarts & Lloyds Defd Ord
57/6	41/9 Swan, Hunter Ord
13/7	10/3 Thomas(B.) Baldwin Ord
36/3	27/6 Thomas(B.) Baldwin Pref
62/9¾	45/7 Thornycroft Ord
28/3	22/3 United Steel ...
20/6	16/3 Vickers Ord
33/6	27/3 Vickers Cum Pref
118	113 Vickers Prefd
43/6	32/6 Ward (Thos) Ord

FRENCH MOTOR TRAWLER

The motor trawler *Notre Dame d'Artois*, built at the Chantiers Augustin Normand, Havre, has been launched. She is 34.6 metres in length overall, 7 metres in breadth and 4.05 metres in depth; her mean draught when leaving for the fishing grounds will be 3.44 metres; her gross tonnage is 235 and the capacity of the fish-hold is 135 cubic metres. The propelling machinery consists of a diesel engine of 450 h.p. giving a speed of 10 knots.

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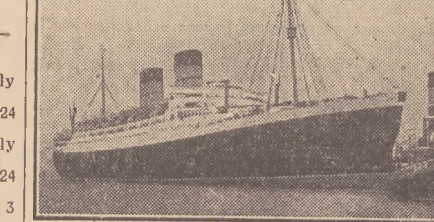
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