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July 20th, 1946. S.S. "TITANIA" Vessel only. Appearances to the above Writ should e entered in 30 days from the date

L. F. C. DARBY, Registrar.

Registry of the Prize Court, Royal Courts of Justice.

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 that, in consequence of being a condition of the Ministry of Transport sale contract, we have applied to the Ministry of Transport, under Sect. 47 of the Merchant Shipping Act. 1894, in respect of our ship is Act, 1894, in respect of our ship s.s. "EMPIRE GULLIVER," of West Hartle-pool, official number 168960, of gross ton-

For and on behalf of J. & C. HARRISON, LTD. F. J. HARRISON, Director, South and East.

OFFICIAL NOTICES PROPOSAL TO CHANGE A SHIP'S NAME

WE, THE MALTA STEAMSHIP COMPANY, LIMITED, of 59, Old Bakery Street, Valletta, Malta, HEREBY GIVE NOTICE that, in consequence of change in ownership, and under conditions of the purchase agreement, we have applied to the Minister of Transport, under Section 47 of the Merchant Shipping Act, 1894, in respect of our ship "LAURIESTON," of Grangemouth, official number 130128, of gross tomage 1304 stons, of registered tomage 767 tons, heretofore owned by Gillespie & Nicol, of Glasgow, for permission to change her name to "LAVALLETTE," to be registered in the said new name at the Port of Grangemouth, as owned by the Malta Steamship Company, Limited,

Any objections to the proposed of the proposed of the proposed of the proposed of the second quarter of 1946, issued by Lloyd's Register to-day, reveal a fourther expansion in the volume of the proposed of the purchase in the proportion under construction in Great Britain and Ireland during the quarter, as well as a marked increase in the proportion under construction for foreign owned by the Malta Steamship Company, Limited,

Any objections to the proposed of the purchase of the purchase of the purchase in the proportion under construction for foreign owned by the Malta Steamship Company, Limited,

Any objections to the proposed of the purchase of the purchase of the purchase in the proportion under construction for foreign owned by the Malta Steamship Company, Limited,

Any objections to the proposed of the purchase of th

Dated at London this 22nd day of July,

For THE MALTA STEAMSHIP

COMPANY, LIMITED.

(JONASON, BRAY & CO., LTD.—as
agents only)

G. BRAY,
Director.

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WEDNESDAY, JULY 24, 1946

 Righ Water, London Bridge ...
 10 19
 22 41

 High Water, Liverpool ...
 07 41
 20 24

 High Water, Liverpool 07 41 20 24 Sun Rises ... 05 08 Sun Sets ... 21 04 Moon Rises ... 01 07 Moon Sets ... 17 18 The above times are B.S.T.

TO-DAY'S WEATHER Meteorological Office Forecast

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

North-West of the British Isles, and

Further outlook: Occasional rain or showers in the West and North; a possibility of thundery rain in the

OFFICIAL NOTICES

GOVERNMENT SURPLUS STORES

The Ministry of Supply has for immediate disposal the following CONVEYOR INSTALLATION, located as shown below.

IDENTIFICATION NO. AR. 2577/1. S/1085/6/1.

ONE SLAT TYPE CONVEYOR by Herbert Morris, Ltd. (No. 569) suitable for loading and unloading ships with rise and fall of tide. Length 80 ft. Petrol Engine Driven. Condition Serviceable and requires only minor serviceing. Lying at P.C. & R. Co., R.E., 931, Riverside Quay, Hull. Application for inspection should be made in writing to The War Office, TN. 2(1A), Metropole Buildings, Northumberland Avenue, London, W.C. 2, quoting reference BM. 39/554/

Arrangements for inspection can be made by prior application to the addresses named, but no undertaking is given that facilities will be available for working or load tests.

Purchasers must take delivery as and where lying and accept responsibility for dismantling (if necessary) and removal from site within two weeks of the date of issue of Release Instructions. Offers for this item are invited. No Forms of Tender are necessary and letters

should be addressed to:-

Ministry of Supply,
Director of Contracts,
Gt. Westminster House,
Horseferry Road,
London, S.W. 1,

to arrive not later than 10 a.m. on 23rd August, 1946. Envelopes must be marked "Tender No. 091301," returnable 10 a.m., 23rd August, 1946. Failure to mark the envelope correctly may result in a Tender not being considered.

Any Contracts made as the result of this tendering will be subject to the Department's usual Conditions of Sale (Form (11 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 091301 should be quoted when applying for this Form.

THREE MONTHS' WORK IN THE SHIPYARDS

increase in the proportion under con- Harland & Wolff, Ltd., Belfast, by the pany, Limited.
Any objections to the proposed change of name must be sent to the Registrar-General of Shipping and Seamen, Liantrisant Road, Cardiff, within seven days from the appearance of this struction for foreign owners. The Holland-Amerika Lijn, Rotterdam, will volume of merchant tonnage under be 465 ft. in length, 65.6 ft. in breadth construction abroad, however, is and 41.6 ft. in depth. Accommodation in hand at the end of the preceding supplied by the builders. The two quarter, the largest decline (34 per vessels are to be delivered at the begincent.) occurring in the United States ning of 1948 and will be named total.

> The statistics show that in Great Britain and Ireland there is an increase cf 88,840 tons in the work in hand compared with the figures for the previous 1945, and is the highest figure of tonnage under construction in Great tonnage on which work was suspended amounted to 10,270 tons. 247,500 tons-14 per cent. of the tonnage now being built in this countryis intended for registration abroad or for sale, this proportion being more than double that returned in the previous quarter (6.2 per cent.).

The tonnage of merchant vessels under construction abroad at the end of June is shown as 1.512,382 tons gross which is 68.441 tons less than that recorded at the end of March last, when no figures were included for Gdansk, France, Germany, Japan, Poland and Russia. These reservations still apply except that incomplete figures are now supplied for France. The leading countries abroad are: United States of America, 386.583 tons; Sweden, 190,170 tons; British Dominions, 169,673 tons (including Canada, 121,198 tons): Italy, 140,887 tons; Denmark, 139,650 tons; Holland. 132,183 tons; Spain, 97.376 tons; and Belgium, 91.104 tons. From these totals may be noted a contraction of more than 34 per cent. in the volume of United States shipbuild- BRITISH-NORWEGIAN LINE PLANNED ing, and smaller decreases in the activity of Swedish, Italian and Dutch yards. More work was in hand, how-

ever, in Norwegian and Danish yards. Of the tonnage being built abroad. 294,491 tons (or 19.5 per cent.) is intended for registration elsewhere than in the country of build or for sale, including 94,974 tons for Norway. 76,523 tons for Holland, and 51,116 tons for France. The total of 37,297, tons for sale or for country not stated, and also the high figure of 49 vessels of 99.742 tons (11 steamers of 22,193 tons and 38 motorships of 77,549 tons), on which work has been suspended, relate mainly to vessels in countries subjected to enemy occupation during the war. The total tonnage under construction in the world (apart from those countries excluded, as mentioned above) amounts to 3,277,325 tons gross, of

LAUNCHES AND NEW WORK

General inference: Pressure is high Great Britain and Ireland 329.084 tons the revived Pacific Mail Steamship to the South-East, and low to the was commenced, and 374,405 tens was Company, and a Pope & Talbott-Dant pool, official number 168960, of gross ton-nage 2905 tons, of register tonnage 1641 tons, heretofore owned by the Ministry of Transport, of London, for permission to change her name to s.s. "BHARATK-Vorthern districts. There will be Northern districts. There will be world amount to 72 yessels of 561,997 change her name to s.s. "BHARATK.

HAND," to be registered in the said new name at the Port of West Hartlepool, as owned by J. & C. Harrison, Limited.

Any objections to the proposed change of name must be sent to the Registrar-General of Shipping and Seamen, Llantrisant Road, Cardiff, within seven days from the appearance of this advertisement, Dated at London this 23rd day of July,

Purther outlank: Occasional rain or districts. There will be upwards under construction in the world amount to 72 vessels of 561,997 tons (18 steamers of 142,803 tons, and upwards under construction in the world amount to 72 vessels of 54 motorships of 419,194 tons). Of these, 42 vessels of 327,058 tons are being built in Great Britain and Ireland, 5 vessels of 53,400 tons in Sweden, 8 of 52,325 tons in Italy, and Ireland, 5 vessels of 53,400 tons in Sweden, 8 of 52,325 tons in Italy, and 3 of 36,950 tons in Denmark.

Of the total under construction in Great Britain and Ireland at the end of June, 911,225 tons consisted of steamers, and 842.444 tons of motorships, while at the same date the tonnage being constructed abroad comprised 700,423 tons of steamers and 811.959 tons of motorships. The vessels heing built in the world at the end of June include 49 steamers and 51 motorships of between 6000 and 8000 tons each; 38 steamers and 49 motorships of between 8000 and 10,000 tons each; 18 steamers and 30 motorships of between 10,000 and 20,000 tons; and 5 steamers and 1 motorship of between 20,000 and 30,000 tons.

Of the merchant shipbuilding in hand throughout the world at the end of June, 2,165,755 tons (over 66 per cent.) are being built under the inspection of Lloyd's Register. Of this total, .494,433 tons, representing nearly 85 per cent, of the tounage being built Britain and Ireland; while, of the tonare being constructed under the inspection of Lloyd's Register.

The usual tables, giving details of the land and abroad, will be found in our Shipbuilding and Engineering Section.

THE INSTITUTE OF FUEL

SHIPYARD WORK

Motorship Order for

will be provided for 12 passengers. The turbine propelling machinery will be Schiedijk and Soestdijk.

U.S. YARD TO BEGIN FRENCH

TRAWLERS quarter. The present total of As reported in LLOYD'S LIST on 1.764.943 tons gross is also greater by Jan. 28 last. 32 motor trawlers have 377,650 tons than the tonnage which been ordered by the French Governwas being built at the end of June, ment from the Bath Iron Works Corporation, Bath (Maine). A Reuter message from Bath now reports that Britain and Ireland recorded since the keel of the first vessel is to be laid this month. Six of the trawlers will be 240 ft. in length and will have 1320-h.p. diesel engines manufactured in Denmark. The larger vessels will have gas-refrigerated fish holds.

TRANS-PACIFIC TONNAGE

U.S. Ask Bids for Two 920-ft. Liners

The New York "Journal of Comreports that the Maritime merce '' 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. Each would be able to make the voyage to Japan in eight days, over the Northern route. The vessels would be of 30-knot speed, 920 ft. long, completely air conditioned and equipped with three swimming pools and facilities for 1200 passengers.

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-Herlofson Line, and will be run by Dodwell & Co., Ltd., a British firm, with Far Eastern interests, and Sigurd Herlofson & Co., of Oslo, Norway. It The service is to begin late this year tions for eight passengers.

Already a large number of companies have announced their intention of participating in the trans-Pacific trade. has dealt with some five million They include the Olympic Steamship passengers. They include the Olympic Steamship Company, and the Far East Line, the Norwegian-flag Pacific-Orient Express the Water Front "and has broadcast the Water Front "and has broadcast the Company of the Water Front "and has broadcast the Company of the Water Front "and has broadcast the Company of the Water Front "and has broadcast the Company of the Water Front "and has broadcast the Company of th which 53.9 per cent. is being built in Line, the Stan Line, Western Canada in which 53.9 per cent. is being built in Line, the Stan Line, Western Canada in "In Town To-night," and four Steamships, Ltd., Pacific Transport times in a feature "The Singing Line (a new organisation formed in Sailor," in which he sang shanties. He San Francisco). Grace Line, the is an artist in oil and water colour, American Hawaiian Steamship Com- and has exhibited at galleries. During the quarter under review, in pany, Stanley Dollar interests through

AVONMOUTH WATER SUPPLY

From Our Own Correspondent

of water available at Avonmouth for barter deal under which Norway will the promulgation of the results industrial purposes, the Part of Bristol supply dried fish in part exchange for throughout the degaussing organisa-Authority have begun further drilling motorships to be built in Italy tion, so that ships could receive all estate lying between Durdham Downs ment limiting the number of ships to port. Action taken as a result of these and Avonmouth. The new water bore three was defeated, and the original routine measures has included the hole will be about 500 ft. deep—a little motion, providing for the building of below the present No. 1 bore, where a four ships, was adopted. pumping station exists. When water has been reached and machinery installed the flow will be pumped to Avonmouth as an additional supply for industrial purposes. It is understood that the bulk of the water obtained from the No. 1 hore is consumed by the National Smelting Company, Ltd.

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. For the first six months, this year's total is there, are under construction in Great 23 vessels, of 115,732 tons gross, which compares with 31 vessels, of 91,929 tons nage being built abroad, 671,322 tons last year. The increase in tonnage launched, though the number of vessels is smaller, results from the completion of the building of smaller naval craft work in hand in Great Britain and Ire- and the concentration on merchant tonnage, much of which is in the 8000-12,000-ton class.

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

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 bridge over the Humber. Mr. W. FENTON, chairman, stated that they had been in conference with the Aire and Calder Navigation, the Trent Navigation Company, and the Hull River Craft & Lighter Owners' Association, and had concurred in a recommendation that Hull Corporation be informed that so far as they can judge from the limited information at present available navigational objections to the bridge should not be insuperable, but they are unable to commit themselves more definitely until they have full details of the proposal and of the manner in which their interests would be protected and the

requirements of navigation met.
Mr. L. Ballan, L.N.E.R., quoting a report of the Conservancy engineer that there should be suitable protective clauses and an obligation on the Corporation to rectify any damage which might occur, suggested the board should intimate this to Hull Corporation now so they might know from the outset that the obligation would rest upon them to put right anything that the proposed bridge put wrong.

The board adopted a resolution approving of a letter being sent to Hull Corporation in terms agreed at joint conference of river interests. Mr. Ballan withdrew his suggestion on the chairman's advice that they should avoid details until they got a definite plan.

TOWER PIERMASTER

Retirement of Mr. A. R. Woods

Mr. Albert Ryecraft Woods, piermaster and toll collector at Tower Pier retires from the service of the Port of London Authority on July 27. Mr. Woods was born in 1877 at Gravesend, and is the son and grandson of Gravesend pilots. He first went to sea at the age of 13 in a collier, and later served bulb. in sea-going tugs. He was an apprenticed waterman at the age of 15, and became a Freeman of the River.

In the severe winter of 1894 when the Thames was frozen over Mr. Woods was serving as a boy in a Gravesend tug, and this vessel was used for ice-breaking to enable the crews to get to It and from the ships icebound in the will link Puget Sound, Columbia River river and to take food to the ships. and British Columbian ports with Later he became the master of one of Japan, China and the Philippines. the L.C.C. steamers (successors to the penny steamers ") and remained in with fortnightly sailings by 17-knot the service until the steamers were sold. 8800-ton motorships under Norwegian He was transferred to duties on the registry. Each will have accommoda- L.C.C. piers, which in 1909 came under the jurisdiction of the Port of London Authority. Since Mr. Woods has been at Tower Pier it is estimated that he

ITALO-NORWEGIAN BARTER

Ships for Dried Fish

mously approved the proposal that the BRISTOL, Tuesday authorised to guarantee Norwegiar ment of some 500 ships a day, the With a view to increasing the supply claims on Italy in connection with the analysis of the instrument records, and operations at Blaise, a Corporation for Norwegian owners. An amend- necessary treatment at any convenient

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 of the Caledonian Wharfage Company, scrapped. Since then 25,000 tons of Ltd., Bermondsey Wall, S.E. 16, has metal have been obtained from the ship retired. To fill the vacancy, Mr. John for scrap purposes. There remains at Cheron, for many years the company's Jarrow the stern portion of 5000 tons secretary, and latterly assistant which in due course will be towed to manager, has been appointed to the Rosyth

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 s to be held at the Science Museum, South Kensington, for three months, commencing Aug. 1. The object of the exhibition is to enable the public to see representative naval mining for the construction of a single-span material used by the British and Gerbridge over the Humber. Mr. W. mans during the war, and also to see the major method of ship protection employed against magnetic mines, i.e degaussing. The naval mining material includes the first German magnetic mine recovered intact, from which it was possible to devise effective counter-

> The magnetic principle was only one of several basic principles utilised, examples of which are shown, together with the various "gadgets" necessary to convert the principle into a weapon of defence and attack. For various reasons it is not possible to show everything which has been designed on the British side and every piece of German equipment which has been captured or recovered. On the British side, regulations prevent the exhibition of material which is still on the secret list, and, at the other end of the scale, the varieties of mines and actuation systems employed were so great that it is impossible to accommodate them all in the space available. No fewer than a hundred different firing circuits have been used in British ground mines in a successful effort to overwhelm the enemy sweeping effort.

The total number of British mines laid during the war was approximately 263,000. Of these, approximately 77 per cent, were buoyant mines and the remainder ground mines. It is now confirmed that no fewer than 1588 enemy ships were sunk or seriously damaged by British mines. During the war of 1914-18, mines, almost without exception, had to be struck by the target in order to produce an explosion. Before and during the war of 1939-45 detecting methods were devoloped by both sides which gave the mines greatly increased range of detection. methods utilised magnetic, acoustic and pressure effects, and it should be remembered that all these effects are so small that 35,000,000 magnetic detectors, such as are used in British mines, would be required to produce enough current to light one small torch

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. The magnetic mine is by no means new, but it was used extensively for the first time by the Germans in November, 1939, in an effort to block the ports and shipping lanes of the United Kingdom, and thus to paralyse the movement of shipping upon which the Allied war effort depended.

The exhibition also provides an opportunity of making known to the public the methods which were successfully developed and applied to counter the magnetic mine by degaussing. The de-gaussing effort can be broadly divided into three main channels: (a) The measurement of ship's fields; (b) the development and fitting of the degaussing coils and associated control gear; and (c) the development of demagnetisation methods. These methods will be fully illustrated in the

exhibition.

By D-Day, 1944, the British Degaussing Organisation was responsible for minimising the danger from magnetic The Norwegian Storting has unani-degaussed vessels. The maintenance of these ships in a satisfactory condi-Department of Commerce should be tion involved the magnetic measure-"wiping" or "deperming" of some 25 ships a day, in addition to the massive daily commitment of the maintenance and setting of ship's coils. BERENGARIA" FOREPART ON WAY Without doubt, degaussing was largely responsible for the defeat of "secret weapon Number One" and for the saving of many ships and many lives.

> Mr. Robert Boyd, managing director board.

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TEES DOCK SCHEME

to Proceed "TWO PARTIES SHOULD

Lords Committee Allow Bill

CO-OPERATE"

Lord Kenilworth yesterday decided to would be kept on lines similar to the proceed and then considered a number their accounts. of amendments to the Bill. The measure, which provides for the construct proposed clauses were not accepted by tion of a new dock on the south side the Committee, but they required the of the River Tees at Lackenby at an promoters to insert words in the Bill Admiralty claimed damages from the estimated cost of about three million pounds, received the approval of a of London Authority in relation to London, for a collision the defendant's Select Committee of the Lower House accounts. early in June. Opposing the project, the L.N.E.R., owners of the existing dock, contended that a new dock was unnecessary. In concluding the hearing, the chairman made an appeal to the two parties to co-operate in the future conduct of affairs on the Tees.

Mr. CRAIG HENDERSON, K.C., in his final speech for the promoters, said there was a conflict in the policy of the Conservators and the Railway Company. The L.N.E.R. said that nothing at all need be done about trade, but the promoters said that unless there better and fuller facilities trade would not come to the river. Counsel contended that the Conservators had proved the justice of their policy that some means should be found to carry out improvements on the Tees whereby trade would be restored and improved. Their case was the construction of a new dock.

Criticising the evidence given on behalf of the L.N.E.R. by Mr. Jenkin Jones, the Divisional Manager for the North-Eastern Area, Mr. Henderson asked were the Conservators to do nothing by way of development after the call of the Ministry of Transport to all docks and harbour authorities to produce plans for post-war development So far as Mr. Jones was concerned nothing was to be done. It would have been interesting had Mr. Jones, instead of quoting river dues, considered what was really a matter for the shipowners -the question of dock dues.

FACILITIES FOR NEW WORKS Counsel also referred to the congestion in the existing dock, describing the numerous moves made on one ship as

a "game of musical chairs." Great expansions were contemplated by Messrs. Dorman Long and I.C.I. They were two great firms who were prepared to spend £18,000,000 sterling

in the area.

This would provide new employment for hundreds of people, but both firms must have facilities for their trade, which was largely an export trade. The site of the new dock was immediately alongside the site of the proposed new works and the firms would be able to run their goods from their sidings straight into the dock. They would do their own marshalling and save money and time by a quick turn round.

Counsel emphasised that Mr. West Byng, chairman of the Conservancy Commission, would not be associated with any scheme which he did not believe to be financially sound. The new dock would simply be a new facility for the benefit of the River Tees. It would attract more traffic to the river. The more traffic that came Shipowners, Erckers, Collier, and Forwarding Agen
Head Offices—LAND OF GREEN GINGER, HULL
Tels.—Clearance Phone-Central 16191
And at OLLE, GRIMSHY and IMMINGHAM
BUNKER COALS ALWAYS IN STOCK

BUNKER COALS ALWAYS IN STOCK not trading for profit, and the whole scheme should be treated as one undertaking and carried out for the benefit

> The CHAIRMAN: Can you give us any indication as to the total sum of money which was expended over a long period on making the river attractive?

Mr. HENDERSON: A million and a half pounds has been spent on the river. It is being redeemed next year and we can start afresh.

The CHAIRMAN announced after a short retirement that the committee had given the matter full consideration and had decided that the Bill should be allowed to proceed. They then proceeded to deal with the contents of the

DISPUTED CLAUSE

Mr. MAURICE FITZGERALD, K.C., for the L.N.E.R., said they had five new clauses to suggest, and also an alteration in one of the existing clauses. They had come to an agreement with the promoters on three clauses, one of which dealt with the purchase of the Wilton Estate.

Mr. Henderson resisted the amendnent sought by the L.N.E.R. that they should be heard in the event of an inquiry held on application to the Minister of Transport. Counsel explained that the railway company, before the Lower House, were granted direct representation on the Con-servancy Commission. He contended that in these circumstances the railway company should not be allowed to be opponents of the scheme with regard to rates and charges.

The Committee agreed that the I.N.E.R.'s amendment covering representation should be accepted. They felt that the other amendments sug-The decision means that the L.N.E.R. is entitled to make representations on any increases in charge pro-

undertakings. Mr. FitzGerald said that this would show whether or not the dock was being run at a profit.

Mr. A. W. WHITE, the promoters' financial expert, was called to give his views on the proposed financial clauses. He said that he had inserted in the Bill a clause giving the Commissioners powers to borrow £5,000,000, the interest on which would be payable from any income they obtained.

Mr. COPE MORGAN, K.C., for the pro-The Select Committee of the House moters, said he was prepared to give of Lords under the chairmanship of an undertaking that the accounts allow the Tees Conservancy Bill to way in which the railway company kept

The CHAIRMAN announced that the

The chairman added that he had these general observations to make: care to all that has been said and we have tried to do justice to the case. The more we think about it the more the two parties should co-operate in nature, otherwise we see the possibility of two docks authorities in competition. We feel that a divided authority in relation to this matter will not be beneficial."

Counsel for both parties promised to give full consideration to the chair-man's remarks. Mr. COPE MORGAN fine, but cloudy; tide setting SE. by added that their negotiations with the S., of a knot. The escort was abreast railway company had been on a most the middle of the starboard column of friendly basis. The chairman's views a north-going convoy and was on desires and expectations, but this was business matter which had to be thrashed out.

The hearing was then concluded.

LIVERPOOL TRAFFIC

Export Cargoes Increase

From Our Own Correspondent

LIVERPOOL, Tuesday Mr. F. H. Cave, deputy general manager, Mersey Docks and Harbour Board, replying to an inquiry by Liverpool Chamber of Commerce, has supplied figures on post-war trade at Liverpool. Tonnage of export cargo passing through Liverpool during recent months, M1. Cave indicates, has increased since November, 1945, the figure for that month being 207,730 tons, culminating in the figure of 319,720 tons for April. 1946.

In considering the question of whether the port is handling an increased tonnage of cargo due to Government policy and the possibility of diverting traffic to other ports where war traffic has disappeared, the overall picture in the port must be borne in mind. At present, Mr. Cave states, the port is handling considerably less than the pre-war tonnage, and the fact that exports may have increased must be related to the nation-wide reduction in imports. The total monthly average of imports and exports over the six-monthly period December, 1945, to May, 1946, shows a reduction of nearly 15 per cent. when compared with the average monthly tonnage pre-war figure, based on the foreign cargo handled during the two years ended July 1, 1939.

MERCHANT NAVY HONOURS

chief officer and second officer of the British motorship Dixcove, who have been commended for services rendered when their ship was torpedoed.

COMMENDATIONS FOR BRAVE CONDUCT

The official account reads:-

John Arthur Brooks, Esq., chief officer, m.s. Dixcove (Elder Dempster Lines, Ltd.).

Richard Ernest Foster, Esq., second officer, m.s. Dixcove (Elder Dempster Lines, Ltd.).

Captain Richard Jones, master, m.s. Dixcove (Elder Dempster Lines,

For services when their ship was torpedoed.

OSTEND-DOVER SERVICE CENTENARY

One hundred years ago the Belgian Government inaugurated the cross-Channel service between Ostend and Dover with the English-built steamer

Diamant. The centenary is being celebrated at Dover, where the Southern Railway, in conjunction with the Corporation of Dover, is entertaining guests from the Belgian Government, State Railways and Marine.

GROUNDLIGHT ON SOUTH AFRICA

"Groundlight on South Africa." is

LAW REPORT

ADMIRALTY DIVISION Tuesday, July 23, 1946

COLLISION WITH CONVOY ESCORT ADMIRALTY COMMISSIONERS V. SHIPPING & COAL COMPANY, LTD.

Before Mr. Justice WILLMER, sitting with Capt. A. S. MACKAY and Capt. T. L. OWEN, Elder Brethren of Trinity House

which the Lords Commissioners of the delivery July 25 at Lourenco Marques similar to those applying to the Port Shipping & Coal Company, Ltd., of trip home at 19s., and further tonsteamer Lowland had with H.M.S. Flamingo which was escorting a northgoing convoy in the North Sea on the scale, while cross voyage operations are "We have listened with very great night of Nov. 16, 1939. There was no slow in developing. In the outward counterclaim but a cross-action which section coal exporters have a few might abide the result.

Mr. R. F. Hayward, K.C., and Mr. we feel that this is a matter in which O. L. Bateson, K.C. (instructed by the Treasury Solicitor) appeared for the regard to the future conduct of affairs Admiralty; Mr. K. S. Carpmael, K.C., on the Tees. We hope that this co-operation will be of an intelligent Messrs. Botterell & Roche) represented and Mr. J. V. Naisby (instructed by there is a fresh inquiry for August the defendants.

According to the statement of claim. the Flamingo, built in 1939, was of 1230 tons displacement and 296 ft. long. She was in lat. 54 38 N., and interest. Alarge a north-going convoy and was on were entirely in accord with their 300 deg. true, to close in on the convoy's 304 deg. true, making eight knots. Half a point on the port bow, at a mile, was seen the dim red of the *Lowland*, which was travelling alone. The *Flamingo's* course was altered to 304 deg., and then the wheel was put 20 deg. to starboard. were put full astern. Without signal, the Lowland came on under port wheel and her stem struck the port bow of the Flamingo.

The Lowland was blamed for failing to keep her course and at an improper time putting her helm to port; she failed to pass port to port, and attempted to cross ahead without whistling, and failed to ease. She failed to keep to her own starboard

The defence put the sole blame on the Flamingo. The Lowland was 974 tons gross and 216 ft, long. She was from Blyth to London with coal, and was off Hartlepool. The wind was N.W. and the hour just after 7 30 p.m. Her course was S.E. by compass, and she was making 11 knots. She found herself passing a convoy which showed starboard lights, and she ported half a point for them. Then a point on the starboard bow she saw the loom of the Flamingo a mile off, with her star-board side open. The Lowland ported a little, and the bows of the Flamingo were seen to fall to starboard. Lowland went hard-a-port and was struck on the starboard bow by the port bow of the Flamingo.

It was objected that the escort did not pass starboard to starboard, but starboarded or allowed her head to fall off to port. She attempted to cross ahead, failed to show adequate sidelights in time, failed in whistle signals.

and failed to ease or reverse Mr. CARPMAEL intimated that the Lowland, six days after the collision, Commendations for Brave Conduct struck a mine, and her chief officer and Last night's "London Gazette" four men were the only survivors out of 15. Her chief officer was a witness before the Court

to-morrow,

EX-GERMAN SHIPS FOR NORWAY

Early Transfer to Owners Contemplated

The Norwegian Cabinet, has had Commerce to dispose of the 42 ex-Ger- Fixture man vessels, totalling about 78,000 tons gross (about 115,000 d.w.), which have

WEST ITALY (ldg. Rotterdam), 4000 t., 25s., Aug. 10 (Bureaux). been allocated to Norway by the Inter-Allied Reparations Agency. The vessels have been valued at £1,390,000, based upon their condition on being in German ports. The Norwegian Directorate of Shipping states that Nortraship will co-operate in collecting information regarding the vessels in British control, while a representative of the Norwegian Navy has gone to Germany to make inquiries about the vessels there.

The Parliamentary motion refers to the first of a series of books for busi- the desirability of the vessels being sold ness men produced by British Overseas to Norwegian owners and placed in sentation should be accepted. They felt that the other amendments suggested by the railway company were amply covered by the wording of the Bill. The decision means that the photographs and contains maps and diagrams. Much information is con- 1930) will be transferred to the Nortations on any increases in charge proposed by the Conservancy Commission.

Another L.N.E.R. clause submitted sought to ensure that the Conservance of the conservanc Commission should keep separate accounts for its dock and harbour should keep separate accounts for its dock and harbour should keep separate accounts for its dock and harbour should keep separate accounts for its dock and harbour should keep separate accounts for its dock and harbour should keep separate accounts for its dock and harbour should keep separate accounts for its dock and harbour should keep separate accounts for its dock and harbour should keep separate accounts for its dock and harbour should keep separate accounts for its dock and harbour should keep separate accounts for its dock and harbour should keep separate accounts for its dock and harbour should keep separate accounts for its dock and harbour should keep separate accounts for its dock and harbour should keep separate accounts for its dock and harbour should keep separate accounts for its dock and harbour should keep separate accounts for its dock and harbour should keep separate accounts for its dock and harbour should keep separate accounts for its dock and harbour should keep separate accounts for its dock and harbour should keep separate accounts for its dock and harbour should keep separate accounts for its dock and harbour should keep separate accounts for its dock and harbour should keep separate accounts for its dock and harbour should keep separate accounts for its dock and harbour should keep separate accounts for its dock and harbour should keep separate accounts for its dock and harbour should keep separate accounts for its dock and harbour should keep separate accounts for its dock and harbour should keep separate accounts for its dock and harbour should keep separate accounts for its dock and harbour should keep separate accounts for its dock and harbour should keep separate accounts for its dock and harbour should keep separate account should keep separate accounts for its dock and harbour should keep separate accounts for its dock and harbour should keep separate accounts for its dock and harbour should keep separate accou

FREIGHT MARKETS

Business Restricted

By Our Own Correspondent THE BALTIC, Tuesday

Chartering operations are rather quieter, but there is no contraction in the demand. Indeed, in some directions the inquiry is very active, while many vessels continue to be directed to lift grain and other essential car
On time clearter bosin a larger

Class II.—Indemnity. Against Habilities arising in connection with cargo, &c.

Class III.—War Risks. Hull and Machinery goes. On time-charter basis a large This was an action in personam in British steamer has been fixed for and redelivery U.K./Continent for the nage is required for similar business for August. In the homeward trades transactions are on a disappointing orders for the bunkering depots, but there are no reports of any fixtures having been concluded.

In the River Plate section further tonnage might be worked to Eire, and loading to Sweden, the rate indicated being 95s., although it is quite likely that charterers would be prepared to improve on that figure. charterers continue to show a fair

A large volume of tonnage continues to be directed to lift grain cargoes from the Canadian and United States ports, while a fair amount of tonnage is being employed in the Canadian timber trade. There is very little inquiry for newsprint from Newfoundland, but vessels are required for gypsum and zinc concentrates. There is a maintenance of the demand for coal carriers and a large vessel has been fixed from Baltimore to Alexandria for spot load ing at 70s., while late rates are repeatable to Greece and the Continent The Lowland's green opened and her red was shut in. The Flamingo's lights for asphalt, sulphur and phosphate, were switched on, and her wheel was ordered hard-a-starboard. Both engines ordered hard-a-starboard both engines of the same of the same ordered hard-a-starboard. Both engines of the same of the same ordered hard-a-starboard both engines of the same ordered hard-a-starboard. sugar. Offers are invited for rice from Ecuador to Eire for the second half of next month, and Chilian nitrate shippers want vessels either on voyage or time-charter basis.

The Australian and Indian trades have provided no feature, although orders are circulating. Chartering for coal from Lourenco Marques is virtually in abeyance for the time being, but tonnage is reported to be treating from Durban for various destinations Details are now available of the medium-sized vessel fixed over the week-end for salt from Aden to Calcutta. As already announced, this trade is now freed from control, and it is expected that future business will be arranged at more advantageous terms to shipowners. Further ships are required for pyrites from Huelva, and Spanish Mediterranean salt shippers have many unfilled orders.

BALTIMORE to ALEXANDRIA.—Fort Henley, 4221 t. n.r., 70s. per ton, coal,

ADEN to CALCUTTA.—British stmr., 7000 t., 5 per cent., Rs. 34 per ton, salt, Ministry terms and conditions, Aug. 26-

TIME CHARTER.—British stmr., 9750 t., 19s. per t. d.w., delivery Lourenco 19s. per t. d.w., delivery Lourenco Marques, redelivery U.K./Cont., trip home, July 25.

PROVINCIAL REPORTS

From Our Own Correspondents

LIVERPOOL, Tuesday Steady conditions continue in the trades, for which there is limited ton- strong demand for bunkers. The hearing was adjourned until nage available. Numerous North American coal orders are quoted. Gulf sulphur and phosphate cargoes offered and Cuba sugar wants tonnage for end-August shipment to Holland, also Antwerp and French Atlantic. River Plate

CARDIFF. Tuesday Although demand in foreign trades is limited, tonnage is not easily Ltd., Dumbarton, for the L.M.S. Railunder consideration a Parliamentary secured, and the tone is firm. The home way Company, should, it is stated, be motion authorising the Department of coasting section continues quiet.

grain chartering interest is limited.

SWANSEA, Tuesday With no appreciable improvement in demand for the home ports and suptaken over from Germany. Some of plies small, coasters are ample for them are already in service, provision-requirements. Dull conditions are ally under the Norwegian flag, others usually prevailing, since trade for else- the Princess Victoria, completed only

> Inquiry for Denmark, Norway and being extensively employed in her Sweden is maintained, but the lack of construction.

LLOYD'S LIST Wed., July 24, 1946

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WAR RISKS, MARINE RISKS (HULLS) 49, LEADENHALL ST., LONDON, E.O. 8,

cargoes is pronounced and open market operations are idle. Tonnage is not pressing. Home coast stemming for prompt and early August is difficult. Prompt tonnage is in moderate supply and forward tonnage scarce. The coaling ports. North Atlantic and Mediterranean trades are idle. Fixture:-

GENOA/SAVONA/NAPLES (ldg. Rotter-dam), 2600 t., 25s., ppt.

GLASGOW, Tuesday Stemming presents some difficulty in post trades, and the first available for Methil to Belfast with coal is Aug. 3. Methil to Chatham/Portsmouth/ Devonport has been fixed for loading this week, a vessel of 1800 tons for coal, accepting the scheduled rate, and market, with a large range of business another is now wanted for Aug. 1. offered in the homeward and cross-sea | The Fife Coal Company report a

LARNE - STRANRAER ROUTE

New Motorship to Enter Service at the End of This Year

The motorship at present under construction by William Denny & Bros., ready to enter the company's Larne-Stranraer service towards the end of this year. The vessel will have accommodation for 1500 passengers and about 40 motor cars. All-electric cooking galleys, acoustic insulation around the engine-room, and two-berth and four-berth rooms in the crew's quarters will be other features of the vessel, which is intended as a replacement of are under British control, while a con-siderable number are understood to be shortage of coal.

a few months before the war, and sunk on war service in 1940. The new vessel will have a gross tonnage of NEWCASTLE, Tuesday approximately 2300 and a service speed Near Continental demand is slow, of 19 knots. Electric welding is

Invites Contact from TRAVEL AGENTS OVERSEAS

who contemplate forming parties of Tourists to visit Britain and the Continent next year, to link up with or follow their established Tours in Scotland, England. London, thence to the Continent.

Contact is sought also from individuals, school travel associations, literary societies, factory and office holiday fund and business luncheon club secretaries. By RAILWAY, MOTOR COACH, PRIVATE LIMOUSINE, AEROPLANE Brochure embodying suggested programmes from Head Office

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PORT SUDAN, COLOMBO, etc.

NORWEGIAN SEAMEN'S WAGES

New Coasting Trade Agreement

The "Norges Handels og Sjöfartstidende" reports that a new compromise agreement regarding seamen's wages in the Norwegian coasting trade has been accepted by employers and unions. Wages are to be increased by 70. Penwortham Road, Sanderstead, unions. Wages are to be increased by 30k, per month for seamen and higher ratings, and 20k. per month for lower ratings. Similar increases are granted for the engine-room and catering staffs. The victualling allowance has been fixed at 4k. per day, and the rate of overtime is increased from 1.37k. to 1.50k, per hour. The arrangements for free journey home and quarters at the home port, in the event of sickness, are reintroduced. The new agreement is subject to variations, according to the cost of living index, as in other industries. The new agreement is t remain in force until Apr. 1, 1948.

NAVIGATIONAL AID FOR BAY OF **FUNDY RUN**

Tests were made recently of the electronic device which has been placed in the Canadian Pacific steamship Princess Helene to increase the safety of the Bay of Fundy run between Saint John and Digby, Nova Scotia, in poor visibility. Buoys were picked up from a distance of 2500 yds., and in the middle of the bay the shorelines of both Nova Scotia and New Brunswick showed on the set's scan, which has been designed to show objects in the water at ranges from 150 yds. to 45,000 yds., or 271 miles. The set was designed particularly by the National Research Council as a navigational aid for merchant ships.

NEW COMPANIES

MINORIES SHIPPING COMPANY, LTD.—Capital \$500. Shipping and insurance agents, forwarding agents, shipowners and builders, &c. Solicitors: Messrs. Ingledew, Brown & Co., 136-8, Minories, Ed. 2

ANGUR TANKER COMPANY, LTD.-

Surrey.

DAVID THOMAS & SON (SCALERS), LTD.—Capital £500. Ships' fumigators, vermin and insect destroyers, ship and boiler scalers, &c. The directors are: Mr. Christopher J. Thomas; Annie S. M. Thomas, and Adrian D. Thomas. 12-13, Mount Stuart Square, Cardiff.

RESISTANCE SHIPPING COMPANY, LTD.—Capital £100, to carry on the business of shipowners in all its branches. Solicitors: Messrs. Crawley de Reya, 1, Hanover Square, W. 1.

STARCROSS SHIPPING COMPANY, LTD.—Capital £1000, to carry on business as indicated by the title. Mr. Chas, W. Thurley is the first director. 23, Starcross Street, N.W. 1.

HUMBERSTONE TRAWLERS, LTD.

HUMBERSTONE TRAWLERS, LTD. —Capital £5000. To carry on business as indicated by the title. The permanent directors are: Arthur Stone and Muriel B. Stone. 17, Westward Ho, Grimsby.

Stone. 17, Westward Ho, Grimsby.

NABIZ TANKER COMPANY, LTD.—
Capital £100. To acquire and hold steamships, motor and other vessels and aircraft of every description, &c. The directors are: Messrs. Sydney G. S. Brinkworth and Percy H. Brashier, 70, Penwortham Road, Sanderstead, Surrey.

MILIDIS SHIPPING COMPANY, LTD.—Capital £2000. Shipowners, &c. The directors are: Mr. Costa C. Milidis (permanent) and Mrs. Nipa C. Milidis. Solicitors: Messrs. Middleton, Lewis & Clarke, 53, Leadenhall Street, E.C. 3.

GOULDBY FISHERIES, LTD.—

53, Leadenhall Street, E.C. 3.
GOULDBY FISHERIES, LTD.—
Capital £1000. Steamship and smack owners, &c. The directors are: Messrs.
Redvers A. Gouldby, Basil A. Parkes and Fred Williams. Fish Market, Lowestoft.
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EUROPEAN COAL PRODUCTION AND **IMPORTS**

The following statistics of coal production on the Continent are issued by the European Coal Organisation:

PRODUCTION—HARD COAL (Clean Coal raised to the surface) (Figures to nearest '000 Metric Tons)

Carrie	35 10/6	June, 1946 I	fonthly Average I
Country	May., 1946	(Provisional)	war (1935-38)
estern Germany	4,453,000*	5,407,000†	48.0
ance	4,133,000	3,843,000	99.0
lgium		1,817,000	77.0
etherlands	710,000	637,000	58.0
aly (Sardinia)	90,000‡	79,000	76.0 §
	4 Weeks' period:	29th April-26th Ma	у.
- 1	5 Weeks' period:	27th May-30th Jun	e.
‡	Provisional figure.		

§ Against Average 1940.

EMPLOYMENT (OVERALL)-HARD COAL (Number of Workers on Books at End of Period)

June Employment as % of Monthly Average Pre-war (1935-38) As atMay 31, 1946 232,000 † As at June 29, 1946 233,000‡ Western Germany* France 318,000 Belgium 154.000 154,000 111.0 Netherlands 32,000 105.0

(Figures to nearest '000 Workers)

33,000

* Number effectively employed—average per day. † Apr. 29-May 26, 1946. ‡ May 27-June 30, 1946.

§ Against average 1935-1937.

NOTE.—The above figures exclude workers at ancillary plants. TOTAL IMPORTS OF SOLID FUELS (TON FOR TON) (Figures to nearest '000 Metric Tons)

			the fevel of limports at
		June, 1946 %	of Monthly Average
Importing Country	May, 1946	(Provisional)	Pre-war (1935-38)
France	591,000	549,000	27.0
Italy	231,000*	129,000	13.0
Netherlands	211,000	166,000	24.0
Sweden	335,000	246,000	38.0
Belgium	299,000	182,000	35.0
Denmark	265,000	270,000	57.0
Switzerland	128,000	129,000	47.0
Norway	135,000	173,000	68.0
Luxembourg	154,000	116,000	46.0
French North Africa	70,000*	†	†
Finland	75,000	109,000	75.0
Portugal	32,000*	12,000	11.0
	* Drominional	Course	

Provisional figure.

† Figures not available.

MAIN SUPPLIES TO EUROPEAN COUNTRIES

Reported Arrivals of Solid Fuels from: -June, 1946 (Provisional) 330,000 United States
United Kingdom 613.000* 187,000 223,000 Western Germany 869,000 422,000
* Amended figures. 435,000

Note.—A contribution was also made by South Africa of about 71,000 tons in May and 38,000 tons in June.

THE COAL TRADE

Special Market Reports

From Our Own Correspondents CARDIFF

Home demands alone are very heavy, and there is barely enough coal coming along. All big industrial users, rail-ways, gas and electricity undertakings are taking fullest possible deliveries, while there is keen general trade to be

SWANSEA

Among steams, finest Welsh loco-motive large are a strong feature, having heavy demands from public services. Lower classes are quickly cleared, and sized products are busy.

NEWCASTLE

Staggered holidays are affecting output. All classes of steams and graded coal are heavily sold over next month, and there is increasing concern over autumn gas and coking coal supplies. Bunkers continue very active.

HULL There is no abatement in demand. ut as collieries are generally full booked for several weeks little new business can be handled. Oversea trading is severely restricted. There is

GLASGOW

Pressure for fuel supplies is strong. The domestic market is not likely to fare too well this week owing to low outputs, but no immediate hardship will be borne as pressure from consumers is less insistent at the moment.

TRAINING FOR BUSINESS **MANAGEMENT**

A pamphlet issued by the Ministry of Labour and National Service gives details of a Government business training scheme for young men and womer desirous of entering commerce or industry. Through the scheme, means will be provided to ensure—as far as practicable—that no young man or women who shows the qualities needed in business management, and whose career or training was prevented or interrupted by war service, shall be deprived of the promise of a business career because he or she cannot secure the means of training, or cannot live on a learner's salary during the im-

portant starting period. Those qualifying for a place in the scheme must, broadly speaking, have had at least one year's wholetime war service; have gone into war service straight from school or university or after only a short period in business; and be able to show the standard of education and other qualities necessary for a training at management level. The scheme provides for an intensive three months' general training in business management; in many cases a further specialised course, and financial help in case of need. Application forms (E.D. 761) can be obtained from any Regional Appointments office.

ARGENTINE STATE FLEET

Proposed Services to Europe

Air mail advices received from the Buenos Aires branch of the Bank of London & South America state that the Argentine State Merchant Fleet is arranging to commence regular passenger and cargo services to Europe. It is understood that one line will be from the River Plate to London, calling at Rotterdam or Antwerp, and that another will go to Genoa, calling at Barcelona and Marseilles. The new services are expected to be in operation by the end of 1946.

MONEY MARKET

Special Buyer Takes Bills

In Lombard Street yesterday credit was in short supply, due to the calling in of funds, and borrowers of overnight money experienced some difficulty in satisfying their requirements. Business in the discount market was on an exceedingly small scale, and the market the special buyer. A small trade inquiry for silver was officially satisfied at unchanged prices. Foreign exchange rates were unaltered.

COMMODITIES

GRAIN

LONDON (Baltic Exchange), Tuesday WHEAT. — Moderate quantities of Canadian Mantitobas were made available to the Control at unchanged prices. Quotations: No. 1, Northern Manitobas for July shipment from St. Lawrence, 174c.; from West St. John-Halifax, 175½c.; from Baltimore or Philadelphia, 178¾c.; and from New York, 179½c, per bushel, f.o.b. No. 2 grade, 3 cents less in each case. Australian, July-August shipment in bulk, 71s. per 480 lb. f.o.b.

Australian, July-August snipment in bulk, 71s. per 480 lb. f.o.b.

MAIZE.—Argentine quiet. Sept.-Oct. shipment from up-River 94s. 3d. and from down-River 96s. per 480 lb. f.o.b.

OILS AND OILSEEDS

LONDON (Baltic Exchange), Tuesday OILS.—LINSEED.—Raw £65. RAPE. Crude £91. COTTON.—Crude £52 2s. 6d.

CASTOR. — First £82; seconds £80. GROUNDNUT and SUNFLOWER.— Crude £56 10s. per ton.
ROSIN.—American grades F to M, 47s.; WG, 48s. 6d.; WW, 52s. 6d. per cwt.
OILSEEDS.—For shipment. CASTOR-SEED.—Bombay £43 10s. per ton. Other oilseeds and groundnuts all unquoted.

FOREIGN PRODUCE

LONDON (Mincing Lane), Tuesday SPICES.—CLOVES.—Easier, Zanzibar spot 1s, per lb., sellers c.i.f. July-August 93d. (buyers' licence), afloat 10d, per lb. sellers. PIMENTO.—Easier. Spot 1s, 1½d. per lb. sellers. CHILLIES.—Mombasa spot 150s. per cwt. sellers. MACE.—Steady. West Indian pale spot 5s, per lb. nominal

nominal. JUTE.—Daisee 2/3, new crop. October-November shipment, £44 10s. per ton, nominal. Market remains inactive in the

nominal. Market remains mactive in the absence of offers.

SHELLAC,—Open market quotations are steady at yesterday's advance. Sellers are on the basis of 365s. for F.O.T.N. Pure per cwt. ex warehouse.

METALS

LONDON (Metal Exchange), Tuesday TIN.—The Directorate of Non-Ferrous TIN.—The Directorate of Non-Ferrous Metals supplies tin of 99 per cent. to under 99.75 per cent. at £300 per ton delivered, plus prices and charges, if any, for grades, sizes of ingots, bars and strip, granulated and small lots; export £357 per ton, f.o.b. United Kingdom,

TINPLATES, — For home delivery 32s. 6d. basis I.C. 14 x 20 f.o.t, makers' works; export 38s. to 42s., basis f.o.b. South Wales, Uncoated plates 27s. a box. COPPER.—Electrolytic and wire bars £84 per ton delivered.

COPPER.—Electrolytic and whe bars £84 per ton delivered.
COPPER 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. PIG IRON.—No. 3 Cleveland 163s, per ton delivered Middlesbrough area.

STOCK EXCHANGE

General Tone Dull

Quiet conditions characterised most departments of the Stock Exchange yesterday, and the general tone was dull, although there was a renewal of the demand for tea shares. In the absence of fresh support British Government stocks were 1-16 to 1 down was compelled to seek the assistance of where changed, the old Consols showing the larger movement at 96 11-16. Among foreign bonds there was a continuance of the demand for Japanese ssues, the 5 per cent. 1907 rising another $1\frac{1}{4}$ to 22.

Home railway Ordinary stocks were easier. London Transport "C" clined ½ to 57½, Southern Preferred ¼ to 71, and the Deferred 1 to 201. Midland at 263 and North Eastern Preferred at 51 were each 1 off. Argentine railway junior issues were usually 1 to a down, Centrals showing the larger movement at 93.

Shipping issues were quieter, and movements were usually in the downward direction. India General, however, were marked up 2 to 28. Royal Mail reacted 1s. to 29s., Furness, Withy 6d. to 33s. 6d., and Irrawaddy a like amount to 30s., while Cunard were 3d. easier at 34s. 3d.

The commercial and industrial group was easier. Cable and Wireless dropped to 1134 and the Preference 4 to 1144. Rolls-Royce weakened 1-16 to 53, Imperial Tobacco 1-32 to 7 27-32, and British American a like amount to 6 11-32. General Electric gave way 1s. 3d. to 102s. 6d., and falls of 6d. were shown in Associated Cement to 69s. 6d., Dennis to 31s. 6d., Distillers to 134s., London Brick to 91s. 3d., United Molasses to 55s. 9d., and Woolworth to 95s. 6d. Dunlop rallied 6d. to 74s. The unimportant changes among oils showed no decided tendency.

REPORTS AND DIVIDENDS

SHEFFIELD STEEL PRODUCTS, LTD.—The profit for the year to Mar. 31, after provision for taxation, was £63,077 (£81,054), and income from investments totalled £2260 (£2591), making £65,337 (£83,645). After providing for directors' and auditors' fees, and Debenture stock interest there remained £51,722 (£57,365), to which had to be added £26,513 (£24,615) brought in, making £78,235 (£81,980). The sum of £35,000 (same) has been provided for depreciation and £8861 (£10,000) transferred to general reserve. The proposed dividend on the Ordinary stock for the year is unchanged at 71 per cent., less tax, the carry forward being £26,698. The balance sheet totals at £529,150 £863,695), the fixed assets being shown at £57,260 and the current assets at £277,168. IMPERIAL TOBACCO COMPANY

-In addition to usual Preference dividends, the directors have declared an interim dividend of 71 per cent., actual, free of tax, on Ordinary stock, payable Sept. 2, the same as a year

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LLOYD'S REGISTER RETURNS

The Second Quarter of 1946

We give below the shipbuilding returns compiled by Lloyd's Register of Shipping for the quarter ended June 30, 1946. The returns cover many foreign countries as well as Great Britain and Ireland. The tables given below cover the number, size and nationality of vessels under construction, the work in hand in the chief shipbuilding districts of Great Britain and Ireland, the tanker tonnage under construction and the tonnage commenced and launched during the quarter. Vessels being built at merchant shipbuilding yards to the order of the Admiralty for naval purposes solely are not included in this return. Certain vessels, however, which are of merchant type (e.g. tugs, oil tankers, &c.) but which are intended for naval service, are included.

GREAT BRITAIN AND IRELAND MERCHANT VESSELS UNDER CONSTRUCTION

The Returns, which take into account only vessels of 100 tons gross and upwards the construction of which has actually been commenced, show that there were 412 merchant vessels, of 1,764,943 tons gross, under construction in Great Britain and Ireland at the close of the quarter ended June 30, 1946. The particulars of the vessels in question are as follows, similar details being given for the preceding quarter and for June 30, 1945:—

DESCRIPTION	Jun	e 30, 1946	Ma	1. 31, 1946	Jun	e 30. 1945
JACAN RIPTION	No.	Tons Gross	No.	Tons Gross	No.	Tons Gross
STEAMERS Steel Wood and Composite Total	195 195	911,225	206	915,577	212	784,194 784,194
MOTORSHIPS Steel Wood and Composite Total	188 2 190	841,6 9 4 750 842,444	166 2 168	749,062 750 749,812	123 1 124	596,216 650 596,866
SAIL AND BARGES Steel	27	11,274	29	10,714	10	6,233
Total	. 27	11,274	29	10,714	10	6,233
GRAND TOTAL	412	1,764,943	403	1,676,103	376	1,387,293

The tonnage under construction in Great Britain and Ireland is 88,840 tons more than that which was in hand at the end of the previous quarter, and 377,650 tons more than the tonnage being built twelve months ago. The totals for the end of June, 1946, include fire vessels, of 10,270 tons (two stemmers, of 8,250 tons, and three motorships, of 2,202 tons), on which work has been suspended. Of the vessels being built in Great Britain and Ireland at the end of June, 1946, there are 297. of 1,491,433 tons (84.7 per cent, of the total), which are under the inspection of the Surveyors of Lloyd's Register with a view to classification by the Society.

SIZE OF VESSELS UNDER CONSTRUCTION

		Number	r -	*		Number	1,
Gross Tonnage	Steam	Motor	Sail & Barges	Fross Tonnage	Steam	Motor	Sail & Barges
100 and under 500 tons	41	44	21	10,000 & under 12,000 tons		17	
500 1,000 tons	28	19	4	12,000 15,000 tons	10	2	
,000 ,, 2,000 tons	18	-18	0	15,000 20,000 tons		브	215
,000 ,, 3,000 tons	13	13		20,000 25,000 tons		111	337
000 ,, 4,000 tons	10	5	155	25,000 30,000 tons		161	3115
,000 ,, 5,000 tons	11	7	171	30,000 40,000 tons		200	***
,000 ,, 6,000 tons	24	10	100	40,000 tons and above		Yes	
,000 ,, 8,000 tons	16	22	400				
,000 ,, 10,000 tons	20	31		TOTAL	195	190	27

WORK IN HAND IN PRINCIPAL DISTRICTS

The following table gives the total figures for vessels under construction in the principal shipbuilding districts, as compared with those for the previous quarter and for twelve months ago. Each district of course includes places in the neighbourhood of the port after which it is named.

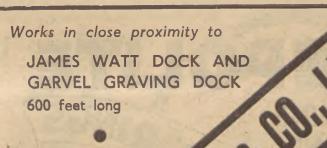
June 30, 1946 Mar. 31, 1946 June 30, 1945

		June	e 30,1946	Mar	31, 1946	June	e 30, 1945
DISTRICT	DESCRIPTION	No.	Tons Gross	No.	Tons Gross	No.	Tons Gross
Aberdeen	Steam Motor Sail & Barges	15 3	10,972 2,750	14 4	7,429 3,290	13	7,798 540
	Total	18_	12,822	18	10,719	14	8,383
Barrow, Maryport and Workington	Steam Motor	3 2	64,400 22,000	3 2	64,130 22,000	1	7,700
	Total	5_	86,400	5	86,130	1	7,700
Belfast	Steam Motor Sail & Barges	7 16 2	116,950 111,300 400	7 14	116,950 97,600	3 14	40,200 118,800
	Total	25	228,650	21	214,550	17	159,000
Bristol	Steam Motor	2	2,300	2	2,300	2	1,000
	Total	2	2,300	2_	2,300	2	1,000
Clyde— Glasgow	Steam Motor Sail & Barges	43 43 5	187,405 226,875 2,700	39 39 6	173,024 208,224 1,950 •	43 29 1	121,453 159,959 100
	Total	91	416,980	84	383,198	73	281,512
Greenock	Steam Motor Sail & Barges	18 20	95,650 98,650	21 15	108,250 69,250	24 4	127,500 25,550
	Total	38	194,300	36	177,500	28	153,050
Dundee	Steam	7	34,275	8	46,374	1 4	7,030 32,625
	Total	7	34,275	8	46,374	5	39,655
Hartlepool	Steam Motor	11 1	42,810 1,600	10	37,460 1,600	11	51,S50
	Total	12_	44,410	11	39,060	11	1,850
Hull	Steam Motor Sail & Barges	19 12 10	9,304 9,035 1,460	24 11 10	9,072 7,305 1,285	36 18	12,168 11,964
	Total	41	19,799	45	17,662	54_	24,132
Leith	Steam Motor	5 6	9,536 14,302	5	8,360 9,405	4 7	13,983 16,952
	Total	11	23,838	12	17,765	_11	30,885
Liverpool	Steam Motor Sail & Barges	16 7 2	62,155 9,750 294	16 7 3	53,266 9,750 441	14	35,260 7,420 602
	Total	25	72,199	26	68,457	20	43,282
Middleshro', Stockton & Whitby	Steam Motor Sail & Barges	7 5	36,536 38,700	8 5	54,652 38,700	16	89,652 24,500 631
	Total	12	75,236	13	93,352	19	114,783
Newcastle	Steam Motor	23 33	163,670 182,428	25 30	148,130 166,220	29 16	113,329 102,412
	Sail & Barges Total	56	346,098	2 57	618 314,968	45	215,741
Pouthameter		1	3,220				
Southampton	Steam Motor		5,220	171	100	100	
	Sail & Barges	10.			-		No.
	Total	1	3,220		711	141	111
Sunderland	Steam Motor	23 21	106,930 85,685	27 13	131,840 65,470	35 17	154,010 91,760
	Total	44	192,615	40	197,310	- 32 -	245,770

(Continued on page 6)

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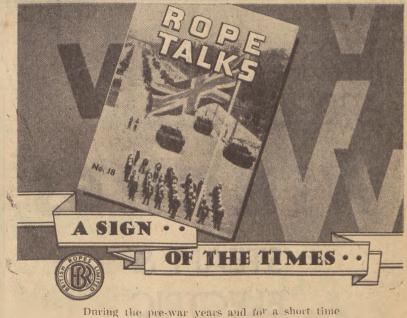
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"Rope Talks" is now being issued again and a copy will gladly be sent gratuitously to those who apply for it.

We hope its re-appearance will mark the beginning of better times.

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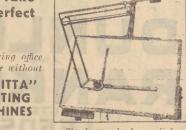
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LLOYD'S REGISTER

(Continued from page 5)

NATIONALITY OF VESSELS UNDER CONSTRUCTION

Country for which Intended	No.	Tons Gross	Country for which Intended	No.	T. ns Gross
Great Britain and Ireland British Dominions, Colonies, &c, Argentina Belgium Brazil China Denmark Egypt	335 12 4 3 1 2 1	1,517,417 35,115 21,070 1,155 4,900 440 800 5,970	Holland	8 8 5 6 1	35,275 4,475 37,600 37,220 296
France	24	63,210			-,,,,,,,

MERCHANT VESSELS UNDER CONSTRUCTION ABROAD

COUNTRY	ST	EAMERS Steel		Moro		Wood		& Wood		TOTAL.
TATROOS	No.	Tons Gross	No.	Tons Gross	No.	Tons Gross	No.	Tons	No.	Tone Gross
ARGENTINA BELGIOM BRITISH DOM, &c.	20 29	17,024 113,023	1 18 20	730 74,080 53,895	11	2,755		1/7	1 38 60	730 91,104
DENMARK FRANCE: GERMANY+ HOLLAND	7 16	19,704 57,001 19,025	23 7 49	119,096 21,065	1	850			31 23	169,673 139,650 78,066
JAPAN† Norway	7	18,800 37,681	75 26	113,158 118,500 35,474	15	3,587 1,105	27		56 97 50	132,183 140,887 74,260
RUSSIA† SPAIN SWEDEN U.S.A.	23 10	27,160 18,100	2 35 53	70,216 171,870	1	200		***	58 64	97,376 190,170
Atlantic Coast Gulf Ports Pacific Coast Great Lakes	30 10 7	221,914 81,188 69,803	14 5 4	7,143 4,451 2,084				***	70	386,583
TOTAL	182	700,423	332	803,462	36	8,497			550	1,512,382

The above totals include 49 vessels, of 99,742 tons (11 steamers, of 22,193 tons, and 38 motorships, of 77.549 tons), on which work has been suspended. ‡ Returns incomplete, fReturns not available.

SIZE OF STEAMERS AND MOTORSHIPS UNDER CONSTRUCTION ABROAD

	COUNTRY.	2,	der 000 ons.	- t	000	1	000	t	000	t	0C0 0	1	000 00 999	t	000 0	1	,000 to 999	t	000	t	000	to	ns	TOTAL
ı		3.	M	S.	M.	S.	M.	8.	M.	S.	M.	S.	M.	3.	M.	S.	M.	8.	M.	S.	M.	S.	M	
	ARGENTINA BELGIUM BRITISH	17	6	3	5						3					ari	mili mili	19	-17			153	.,.	38
	Dons., &c. Denmark . France		13	9 7 6	10		5	6		-	72		``i		ĩ	101								60
۱	HOLLAND .	5 2	36 79	5	4		2	2	1 9		2 4 1	2	1		1,60	100	1		***		***		-000	23 56 97
l	PORTUGAL, SPAIN	10	30 1 27	4 4	1	2		100	2 5		. 3		1											50 2 58
Į	SWEDEN U.S.A.	5	28 22	5	10	6	7	23	3	16	11			2	3		114	100		700		100		64 70
	TOTAL	70	260	43	32	14	19	33	29	18	18	2	7	2	2		1					-		550

REGISTRATION OF VESSELS UNDER CONSTRUCTION ABROAD

The following table gives the number and gross tonnage of vessels being built abroad for registration elsewhere than in the country of build.

For Registration In	I	british Dom etc.	Ве	elgium	D	nm'rk	Н	olland	1	taly	N	orway	. 8	Spain	S	weden	U	S.A.		ther intrie
	9.0	Tons	N O	Tons	NO	Tons	No	Tons	NO	Tons	NO	Tons	Me	Tons	20	Tons	NΩ	Tons	NO	Tons
Frand Brazil France Holland Hondurss Iceland Norway Panama Portugal Sweden Forsale.or		20.000 3u 600 3.1c0		10.618	3	9.900 32.324 2.818 5.618		1.049	15	1,650	1111			I HITTERS I	310	700	1	73.373 2.800 325		73
Total for R in the tion in Other Countries	21	57.038	11	10.616	7	50.660	5	1.049	16	25.690	3	1.860		-	17	70.350	15	76.498	1	73
Total under Construc- tion in Country of Build	60	169673	38	91.164	31	139650	56	132183	97	140887	50	74.260	58	97,376	64	190170	70	386583	26	90,49

VESSELS UNDER CONSTRUCTION IN THE WORLD

1	WHERE BUILDING	S	TEAMERS	M	TORSHIPS	SAIL	& BARGES		TOTAL
ı	WHERE BUILDING	No.	Tons Gross	No.	"Tons Gross	No.	Tons Gross	No.	Tons Gross
I	Great Britain & Ireland Other Countries	195 182	911,225 700,423	190 368	842,444 811,959	27	11,274	412	1,764,943
Ц					-	71-	***	550	1,512,382
	Total for the World	377	1,611,648	558	1 654,403	27	11,274	962	3,277,325

*Non-propelled vessels are not included for Other Countries.

TANKERS UNDER CONSTRUCTION IN THE WORLD

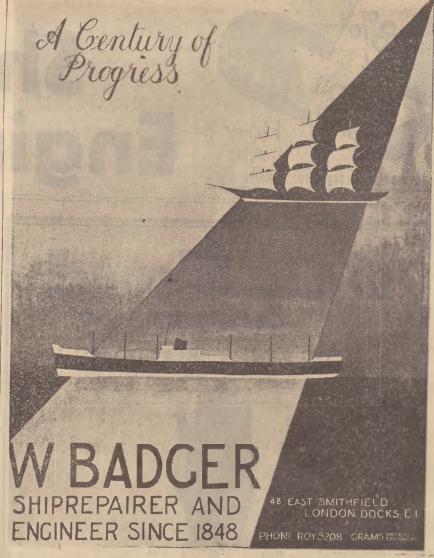
The following table shows the number and gross tonnage of steamers and motor ships, each of 1000 tons and above, intended to carry oil in bulk, under construction the world at the end of June, 1946:—

		Count	PP.			S	ГЕАМ.	M	OTOR.	T	OTAL.
						No.	Tons.	No.	Tons.	No.	Tons.
Great Brita	ain a	nd Ire	eland	***		13	99,563	29	227,495	42	327.058
Belgium	+ + +	* * 4			100	411	711	1	8,700	1	8,700
Denmark				444	See			3	36,950	3	36,950
France					444	2	22,000	2	3,030	4	25,030
taly					***	***		8	52,325	8	52,325
Norway	1					1	5,240	44.	101 7	1	5,240
Portugal	1.6						444	1	10,000	1	10,000
Spain					***			3	24,904	3	24,904
Sweden					***	April 1	***	5	53,400	5	53,400
United Sta	tes of	Ame	rica	***		2	16,000	2	2,390	4	18,390
Total				***		18	142,803	54	419,194	72	561,997

VESSELS COMMENCED AND VESSELS LAUNCHED DURING THE QUARTER

-				Сомм	enc	ED.						LAUN	CHI	D.		
COUNTRY.	5	Steam.]]	Motor.	4	Sail.	7	Total.	-	Steam.		Motor.]	Sail.	1 7	Total.
	NO	Tns Gr	NO	Tns Gr	NO	TnsG	NO	Tns Gr	ΝO	Tns Gr	NO	Tna Gr	NO	Tus G	-	Tus Gr
GT. BRIT'N & IRELAND BRITISH DOMIN'NS,	50	130,383	49	194,531	21	4,170	1 2 0	329,084	51	207,846	31	164,131	15	2,428	97	374,405
COLONIES &c BELGIUM DENMARK. FRANCE HOLLAND ITALY	3	1,158	6	200 38,645 3,960			17 4 6	60,329 1,358 38,645 3,960	1 1 1	17,744 2,324 2,850 641 1,925	1 1 1	200 4,600 375 650	7-1	100 100 100 100 700	22 2 2 2	36,374 2,524 7,450 1,016 2,575
NORWAY SPAIN SWEDEN U.S.A	3		1 11	1,980 500	in!	11111	15 6 1 12 10	7,023 11,530 500 48,080 18,797	1 1 1	5,240 1,958 1,600 85,670	3 15	21,509 422 15,268 31,190 8,244		100 100 100 100	17 4 4 16 23	21,509 5,662 17,226 32,790 93,914
	66	187,375	110	327.759	21	4,170*	197	519,306	79	327,798	99	265,219	15	2,428*	193	595,445

Non-propelled vessels under construction abroad are not included.





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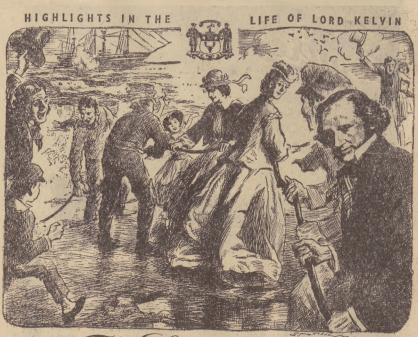
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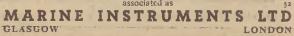
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Shipbuilding & Engineering Section

STEAM PROPULSION

Have Modern Builders Borrowed From the Diesel?

By OUR SPECIAL CORRESPONDENT

a correspondent questions a state- steam engine, with a fuel consumpment attributed to a discussion on tion of well under 1 lb. of coal per the main steam reciprocating h.p. per hour, could be built and machinery of a new South African Fishery Research vessel. The state- ing plant was of a correspondingly ment was to the effect that, though modern type, i.e., with pressures of modern and expressing some of the say 350 lb. per sq. in. and above, latest technique in marine steam and corresponding steam temperareciprocating practice, this engine tures. has borrowed a good deal from diesel technique.

The ship in question has an operational speed of a little over 10 knots man marine engineers many years and full power speed of about ago, and even they, it must be 13 knots. Steam is generated in two admitted, were not without their Scotch boilers burning oil and sup- faults as regards development. In plying saturated steam at 225 lb. many respects they moved too per sq. in. to a single three-crank quickly and in the wrong direction. triple-expansion engine of what is described as "the totally enclosed coal to a much greater extent than type with forced lubrication." The we were, but the use of coal in a main engines exhaust to a Weir reasonable way presupposes the proregenerative condenser with steam- duction of steam under really driven circulating pumps, and the condensate is removed by a Paragon-type air pump with a vacuum augmenter. Turbo-generators supply electric power in harbour. Feed water is handled by Weir's direct acting feed pumps with automatic controls and passes mixture is introduced into the through two stages of heating cylinders of internal combustion before entering the boilers.

It is evident, in fact, that the latest British auxiliary practice has been adopted in this ship, which is likely to be under construction shortly. Obviously, in his disputed article in "The Fishing News," the writer has suggested that the main engine, concerning which certain details are lacking, is of forced welded construction, as opposed to something from contemporary development in modern diesel engines.

Were the engine of Skinner Unaflow or Ajax type, for instance, there would be a great deal to support what the author says. He is writing no doubt in general about the parthe boot is really on the other leg. In the light of present day development it is a little difficult to say who is right, but even supposing that the diesel engine has borrowed considerably from the steam engine, it must be admitted that historically speaking, the pupil has far outstripped the master and that the master is now staging a comeback by copying the pupil.

Conservatism

stage further, it is important to state that the writer of the Letter be clear to all what strides have been to the Editor in "The Fishing made in steam propulsion in recent News" has a poor opinion of the mental progress of the British conditions which can use just those marine engineer, whose "appalling types of valves which were so popu conservatism," he says, has been the lar towards the closing years of the biggest single factor in the decline last century. There are steam and fall of the marine steam reciprocators not only available engine. As a result of this, he but affoat to-day with coal-burning, further states, it is doubtful (and hand-fired Scotch boilers in which more especially in view of the the fuel consumption has been represent coal situation), whether duced below 1 lb. per h.p. per hr. steam will stage a comeback. He is A Swedish example uses a turbohis remarks might be equally true turbo-compound type in which the of other industries, and to this con- turbine supplies extra power to the servatism, he adds, what he main propelling shaft via a chain describes rather bluntly as "the drive, similar to that employed in crass stupidity of the colliery the operation of scavenge blowers in

which our coal trade has passed, we ments on the conventional oil are to-day only too familiar. For instance, the melancholy spectacle of regular cargoes of South African coal being landed in South America brought in British bottoms, even has resulted in some astonishing though those ships themselves are designs, such, for example, as the

when war broke out German technicians were quite clear in their

Writing in "The Fishing News," own minds that a really economical operated if only the steam produc-

The thought of using saturated steam for propulsion is something which faded from the minds of Ger-The Germans were prepared to use gaseous conditions, and therefore the reciprocator must be adapted to deal with it. Cam-operated poppet valves, with or without pushrods, spring loaded valves and, it is impossible to escape the fact, many of the tricks whereby the explosive engines are all tricks which the modern designer of steam reciprocating machinery must use if his machinery is to be economical.

The Early Days

I agree fully with the writer of the letter in "The Fishing News" when he calls to mind the fact that the operation of steam engines by lubricated type, probably with all- drop valve, for example, which he says was the system used in the castings, and he maintains that this famous Cornish pumping engines, kind of technique has borrowed dates back to the early 1800's. something from contemporary Perkins, a name well-known in modern high-speed diesel practice introduced high pressure steam and uniflow engines at about the same time, while Bellis pioneered forced lubrication towards the last decade of the 19th century. On the other hand, it is pointed out that forced ticular. His critic points out that lubricated gas engines were built enclosed long before the first diesel engine was constructed. The question may well be asked-and, indeed, is possibly answered by the term "appalling conservatism" - why were these developments not followed up?

The beginning of the era of general diesel engine propulsion found the steam reciprocating engine, which was the most serious rival of the diesel engine, in general a triple expansion unit with ordi-Before pushing this argument a nary slide valves and only occasionally superheat in use, yet it must years by employing steam under writing of the fishing industry, but compressor; a Danish example is a diesel engines. Both these devices With the vicissitudes through are what may be termed improveengine.

German Technique

German technique has not sought for power station operation in that to improve the existing type of continent is only alleviated by the steam reciprocating engine but fact that a certain amount of it is rather to start from scratch. This compelled to burn South African Lentz engine, in which all the usual double beat poppet valve features The whole situation is a vexed are to be found, but two highone, and we are too near the events speed multi-cylinder in line engines to make recriminations on either have been built in which the cylinside. It is a little disheartening, der castings are carried on extenhowever, for the recorder of sions of the intercostals of the development to be obliged to write double bottom. These extensions that the use of really modern steam serve to form a box-shaped structure engines in association with coal- housing a twin engine crankcase, fired boilers advanced in Conti- a condenser body and reduction gear nental countries in the decade of herringbone type in which the before the outbreak of war, and exhausts are carried down into an even in the early years of the war, integral condenser comprising tube not only to a greater extent, but nests and water-boxes. The latter also at a greater pace than in this are connected to the double bottom country. There is no doubt that of the ship and to the sea through

(Continued on page 8, column 4)

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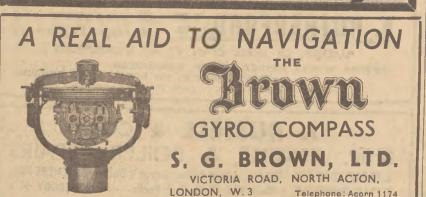
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Work for the Shipyards

Shipbuilding & Engineering Section

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

			0		
	Yard Swan, Hunter, & Wig- ham Richardson, Ltd., Neptune Yard, Newcastle	Number & Type Cable- repair ship	Size 2500 gross	Engines & Builders Steam reciprocating Swan, Hunter	Owners Cable and Wireless Ltd., London
	Burntisland Ship- building Co., Ltd.	Three motor cargo liners	6000 d.w.	Doxford oil engines R. & W. Hawthorn, Leslie & Co., Ltd., Hebburn-on-Tyne	A/S. Thor Dah Sandefjord
	Burntisland Ship- building Co., Ltd.	Motor cargo liner	7600 d.w.	Doxford oil engines Scott's Shipbuilding & Engineering Co., Ltd., Greenock	Jacob Kjode A/S Bergen
	Burntisland Ship- building Co., Ltd	Two motor cargo liners	8700 d.w.	Doxford oil engines Scott's Shipbulding & Bngineering Co., Ltd., Greenock, and R. & W. Hawthorn, Leslie & Co., Ltd., Hebburn (one each)	E. B. Aaby's-Reder A/N. Oslo
	Burntisland Ship- building Co., Ltd.	Motor catgo liner	8700 d.w.	Doxford oil engines William Doxford & Sons, Ltd., Sunder- land	A/S. Borgestad (Mr Gunnar Knudsen) Borgestad
	Hall, Russell & Co., Ltd., Aberdeen	Cargo str	3650 d.w.	Triple · expansion steam Hall, Russell	Skibs A/S. Byfjord (Mr. Kornelius Olsen), Stavanger
	Hall. Russell & Co., Ltd., Aberdeen	Motor cargo liner	8000 d.w.	Doxford oil engines North Eastern Marine Engineering Co. (1938), Ltd.	Tanker Corporation (Messrs. Johan Rasmussen & Co.) Sandefjord
	Hall, Russell & Co., Ltd., Aberdeen	Motor cargo liner	8000 d.w.	Doxford oil engines Barclay, Curle & Co., Ltd., Glasgow	H. Kuhnles Rederi A/S. (Mr. Halfdan Kuhnle), Bergen
1	Smith's Dock Co., Ltd., Middlesbrough	Cargo vessel	3600 d.w.	guntingskapen	A/S. Brodrene Olsen (Mr. A. Gowart Olsen), Stavanger
1	Lagan Construction Co., Ltd., Belfast	Tanker	1500 d.w.	_	Jacob Kinde A/S., Bergen
1	Lagan Construction Co., Ltd., Belfast	Tanker	1500 d.w.	=	Bergen owners
,	*John Crown & Sons, Ltd., Sunderland	Cargo vedsel	2700 d.w.	Steam North Eastern Marine Engineering Co. (1938), Ltd.	R. Wigand & Co., Bergen
	R. & W. Hawthorn, Leslie & Co., Ltd., Hebburn	Two motor tankers	16,000 and 12,250 d.w.	Hawthorn-Doxford oil engines Hawthorn, Leslie & Co.	British Tanker Co., Ltd., London
]	R. & W. Hawthorn, Leslie & Co., Ltd., Hebburn	Motor tanker	9,000 d.w.	Hawthorn-Werkspoor Diesel Hawthorn, Leslie &	Anglo · Saxon Petro- leum Co., Ltd., London
1	Harland & Wolff, Ltd., Belfast	Two cargo steamers	10,500 gross	Steam turbines Harland & Wolff, Belfast	Holland - Amerika Lijn, Rotterdam
T	rondhjems mek. Verksted, Trond- heim	Coaster	156 ft. long	eda-	Ofotens Dampskibs selskap, Narvik
T	rosvik mek. Verk- sted, Brevik	Two motor coasters	150 ft. long	Diesel	Finnmark Fylkesre- deri, Hammerfest
		* Duplicate	of one p	reviously ordered.	

NEW SWEDISH YARD

Modern Layout of Uddevalla Establishment

Some details of the layout of the new hipvard which is being prepared at Iddevalla for Mr. Gustaf Thorden, the wedish shipowner, are given in the Göteborgs Handels och Sjofarts Tidning." Three berths are being laid down to start with, one for vessels of up to 3000 tons d.w., one for 9000tonners and one for vessels of up to 16,000 tons d.w. No. 1 will be over 6 metres wide, and the others 20 metres wide. The spaces between are 20 metres wide; the cranes, the tracks of which are 20 metres wide, will have a capacity of 43 tons at a radius of 16 metres and of six tons at a radius of 40 metres. There will be two cranes on each track, and there will be ample space between the berths for welding together smaller parts before lifting them into position on the berth. According to the contract No. 1 berth is to be ready for laying the first keel on Dec. 1 next, No. 2 on Mar. 1 next, and No. 3 on June 1, 1947. There is through cylinder ports similar to he same length as. No. 3, but it is intended to defer the construction of this berth. . The site of the berths was rock, and this has been blasted away in the also drive through flexible reduction course of levelling and the material used elsewhere, for the open space on which the workshops are to be erected is being built up.

The chief machines for working on plates are expected to be installed by the end of this year, when the platers shop will also be at least partly finished. The other workshops and buildings will then be completed in order. The berths run in a north and south direction on the west side of the yard, and two fitting-out quays are being provided on the south side of the workship area, together with a fittingout pier and a dock pier which will lead to a floating dock. This last will at first take vessels of 3500 tons, but it is intended to add further sections in due course to enable vessels of 16,000 tons to be dealt with. When completed the yard will occupy an area of 167,000 square metres. When it is opened it is expected to employ 500 to 600 men, with about three times that number from the summer of 1947. Some of the equipment for the yard has been bought in America, including the big cranes for the berths referred to above.

No shipbuilding contracts have yet been concluded, it is stated, but many inquiries from Swedish and foreign owners have been received. No difficulty is anticipated in getting suitable labour, and the new industry is welcomed locally as it will provide employment for men in a district which

STEAM PROPULSION

(Continued from page 7, column 4)

valves. By using high speed revers ible uniflow steam engines, good starting and manoeuvring is claimed, as well as freedom from vibration. Each group of cylinders can be used independently so that breakdown of one does not shut down the whole installation. Also damaged portions of the condenser plant can be isolated.

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. The pistons are of trunk type, the admission valves being camshaft operated and incorporating a simple device for reversing and adjustment of cut-off. a fourth berth, alongside, and those employed in uniflow engines, and a very modest steam consumption is claimed. These engines can pinions, and engines of this design work at speeds of from 900 to 2000 r.p.m.

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. The weight is stated to be 2.4 lb. per h.p., or 3.8 lb. if the reduction gear is included. It may well be that this is in part a resuscitation of earlier steam practice, but the conception of arrangement and the drive, as well as the striving for low fuel consumption and light weight, is so typically diesel that the exact apportionment of credit as to who has borrowed technique from whom is difficult to determine.

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. When the Germans seized six torpedo hoats after their invasion of Denmark the Danish Government decided in 1941-42 to six new ones being built, at a cost of mostly has light industries employing 21 million kroner. The work was put in hand, but stopped on Aug. 29, 1943, being resumed after the liberation. It The keel of the first of two "fjord is now estimated that the six craft will buses " which are to be built at Rosen- cost 33 million kroner, owing to the rise herg mek. Verksted, Stavanger, for in costs, and the additional 12 million Det Stavangerske Dampskipsselskap kroner referred to above has therefore has been laid. The vessel is intended for service on the fjords of Ryfylke to be completed in 1948-49.

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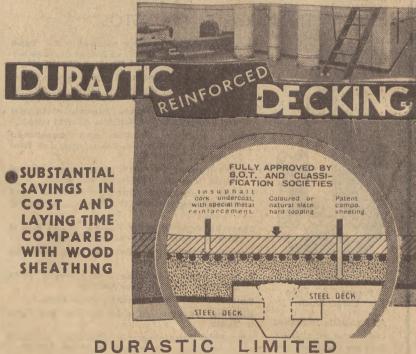
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Round the Shipyards

Shipbuilding & Engineering Section

Survey of Work and Prospects

By Our Own Correspondents

THE CLYDE

C.P.R. Fleet

to the annual holidays, for although Dock Company, Ltd., North Shields, the yards in the lower reaches of the dealt with eight vessels in dock and 15 river were working again, those in the affoat last week. The Mercantile Dry Glasgow area, with two main excep- Dock Company, Ltd., Jarrow, undocked tions, were all closed. Most of them the Matching and followed her with the resumed work to-day, although the Dimitrios Chandris, which requires a Fairfield Shipbuilding & Engineering new stern frame, rudder renewals and Company, Ltd., and John Brown & bottom damage repairs. The coasters Co., Ltd., which closed on Thursday, Beal and Wooler and the steamer will not make a restart until the end Nikos T. are still in dock.

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 Thompson & Sons, Ltd., and John coastal service—which are also to have Crown & Sons, Ltd., have each 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 the water the first of the cargo liners view of developments in jet propulsion ordered by Portuguese owners last for aircraft, to learn that several year. undertakings, especially Messrs. John Brown and the Fairfield Company, are actively engaged in research of this British Marshal at the end of June, the

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 Lintheuse, 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.

THE TYNE

Possibility of Overtime in Repair Yards

JARROW, Tuesday Orders for four vessels, received within three days last week, have idded materially to the shipyard work n 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 Deviced eil engines. Hawthorn-Doxford oil engines. 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-work ing 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 in Northern Ireland. Suitable arrangeanxious to return them to service on their own behalf and are not happy if repairs are delayed. Most vessels have seen on war service continuously, and

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

Turbo-electric Propulsion in The Empire Ethelbert, the second of two large cargo vessels built for the Ministry of Transport, is due to be GLASGOW, Tuesday launched at the Naval Yard of Vickers-The past week has been quiet, owing Armstrongs, Ltd., this week. Smith's

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. launched a merchant vessel; William Doxford & Sons, Ltd., are to launch a motorship on Friday; and Bartram & Sons, Ltd., will on Saturday put into

keel has been laid of a 9500-ton motorship for Walter Runeiman & 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., Itd., 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 hy 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

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 build ing steadily during the war, but to day'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, 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 ments have been made with banks in Britain, however, for the receipt of

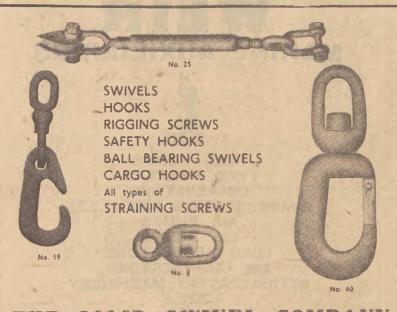
(Continued on page 10, column 3)

Wednesday, July 24, 1946 LLOYD'S LIST



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Shipbuilding & Engineering Section

ROUND THE SHIPYARDS

(Continued from page 9, column 4)

to work with several urgent commit- feeling. ments, notably the completion of the 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, 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

The Lagan Construction Company, 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

Interest has been taken in Belfast in the first building orders placed by Irish war. These are for two cargo liners of 14 knots which are to be built by John Readhead & Sons, Ltd. It is not liners, including the bigger 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 As a prelude to their holiday week 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

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 representaives 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 Clyde firm and five by North-East some time past, and it is hoped that Coast firms. this official inquiry will bring

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

cash with which to pay wages at the the employers, and there are hopes end of the week. The strike is the that an amicable settlement will be cause of great inconvenience to com- reached, the willingness of the men to submit their grievances to the inquiry The fitting-out departments return being a factor likely to promote better

Apart from the interference with whale oil refinery Balaena for United 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 some thing over £30,000. Such a loss should be sufficient to convince the majority and their return to service is required 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 prefabricated TLCs. That work has now ceased, and the sites are now being put to other uses. The old Cleveland Ltd., is now engaged on the two 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 the first building orders placed by Irish Shipping, Ltd., the Eire-Government controlled company set up during the British firms, including the bigger shipbuilding companies on Tyneside and Belfast, and they have also estab-

> 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 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

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 drydocks 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

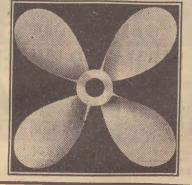
Future Repair Prospects Satisfactory

CARDIFF, Tuesday Activity was still evident in the shiprepairing 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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(Continued on page 11, column 3)





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Shipbuilding & Engineering Section

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 affoat. In dry dock, overhaul work was contimued on the Aletta, Sata and Oku and general work on the Norlys and Hickory Dale, the Catrine remaining in hand for heavy damage repair. New urrivals were the Welsh Empire Homestead, Stanhill and Samchess 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 able. 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 Unlebra, 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 affoat. 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 Talhot 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 esti-

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 the large part of Norway's merchant fleet has been built in the large part of Norway's merchant fleet has been built in the large part of Norway's merchant fleet has been built in the large part of Norway's merchant fleet has been built in the large part of Norway's merchant fleet has been built in the large part of Norway's merchant fleet has been built in the large part of Norway's merchant fleet has been built in the large part of Norway's merchant fleet has been built in the large part of Norway's merchant fleet has been built in the large part of Norway's merchant fleet has been built in the large part of Norway's merchant fleet has been built in the large part of Norway's merchant fleet has been built in the large part of Norway's merchant fleet has been built in the large part of Norway's merchant fleet has been built in the large part of Norway's merchant fleet has been built in the large part of Norway's merchant fleet has been built in the large part of Norway's merchant fleet has been built in the large part of Norway's merchant fleet has been built in the large part of Norway's merchant fleet has been built in the large part of Norway's merchant fleet has been built in the large part of Norway's merchant fleet has been built in the large part of Norway in the large part of Nor merchant fleet has been built in foreign yards in recent decennia. 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. Demark and Sweden are mainly concerned here. The committee mentions that a substantial part of the output of several Swedish yards was for Normerchant fleet has been built in 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. 1940: 40 per cent. at Kockums mek. Verkstad. Malmö, 47 per cent. at Eriksbergs mek. Verkstad, 65 per cent. 81/10261/3 Doxford (Wm.) 95/0 Ord at Gotaverken, and 85 per cent. at Oresundsvarvet. Norway has a considerable adverse trade balance with Sweden, and there appears to be scope for improvement here, the committee states.

89 5/0 GraysonRollo& 9/034 Clover Ord 34/6 Guest Keen Ord 36/6, 37/3 29/4 Guest Keen Ord 36/6, 37/1 2 28/0 Hadfields Ord 49/3 28/0 Hadfields Ord 49/3 23/1/b 15/4 Hall(J.&E.)014 28/0 48/1 28/0 37/1 28/0 48/1 28/0 37/1 28/0 48/1 28/0 37/1 28/0 48/1 28/0 37/1 28/0 48/1 28/0 48/1 28/0 48/1 28/0 48/1 28/0 48/1 28/0 48/1 28/0 48/1 28/0 48/1 28/0 48/1 28/0 48/1 28/0 48/1 28/0 48/1 28/0 48/1 28/0 48/1 28/0 48/1 28/0 48/1 28/0 48/1 28/0 48/1 28/0 48/1 28/0 48/1 28/0 48/1 28/0 48/1 28/0 48/1 28/0 48/1 28/0 48/1 28/0 48/1 28/0 48/1 28/0 48/1 28/0 48/1 28/0 48/1 28/0 48/1 28/0 48/1 28/0 48/1 28/0 48/1 28/0 48/1 28/0 48/1 28/0 48/1 28/0 48/1 28/0 48/1 28/0 48/1 28/0 48/1 28/0 48/1 28/0 48/1 28/0 48/1 28/0 48/1 28/0 48/1 28/0 48/1 28/0 48/1 28/0 48/1 28/0 48/1 28/0 48/1 28/0 48/1 28/0 48/1 28/0 48/1 28/0 48/1 28/0 48/1 28/0 48/1 28/0 48/1 28/0 48/1 28/0 48/1 28/0 48/1 28/0 48/1 28/0 48/1 28/0 48/1 28/0 48/1 28/0 48/1 28/0 48/1 28/0 48/1 28/0 48/1 28/0 48/1 28/0 48/1 28/0 48/1 28/0 48/1 28/0 48/1 28/0 48/1 28/0 48/1 28/0 48/1 28/0 48/1 28/0 48/1 28/0 48/1 28/0 48/1 28/0 48/1 28/0 48/1 28/0 48/1 28/0 48/1 28/0 48/1 28/0 48/1 28/0 48/1 28/0 48/1 28/0 48/1 28/0 48/1 28/0 48/1 28/0 48/1 28/0 48/1 28/0 48/1 28/0 48/1 28/0 48/1 28/0 48/1 28/0 48/1 28/0 48/1 28/0 48/1 28/0 48/1 28/0 48/1 28/0 48/1 28/0 48/1 28/0 48/1 28/0 48/1 28/0 48/1 28/0 48/1 28/0 48/1 28/0 48/1 28/0 48/1 28/0 48/1 28/0 48/1 28/0 48/1 28/0 48/1 28/0 48/1 28/0 48/1 28/0 48/1 28/0 48/1 28/0 48/1 28/0 48/1 28/0 48/1 28/0 48/1 28/0 48/1 28/0 48/1 28/0 48/1 28/0 48/1 28/0 48/1 28/0 48/1 28/0 48/1 28/0 48/1 28/0 48/1 28/0 48/1 28/0 48/1 28/0 48/1 28/0 48/1 28/0 48/1 28/0 48/1 28/0 48/1 28/0 48/1 28/0 48/1 28/0 48/1 28/0 48/1 28/0 48/1 28/0 48/1 28/0 48/1 28/0 48/1 28/0 48/1 28/0 48/1 28/0 48/1 28/0 48/1 28/0 48/1 28/0 48/1 28/0 48/1 28/0 48/1 28/0 48/1 28/0 48/1 28/0 48/1 28/0 48/1 28 at Gotaverken, and 85 per cent. at 8.9

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 of Engineering and Shipbuilding Draughtsmen), referred by the Minister of Labour and National Ser-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 staffs status. After 43/6 32/6 Ward (Thos) 44/1 2, 44/0 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.

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 ness is not readily put through. The requirements of the home and export of pig iron are moving steadily into consumption, and foundry qualities are wanted in considerably bigger to deal satisfactorily with the needs of home users, but bigger deliveries to enable stocks to be built up would be

Distributable parcels of semi-finished and finished iron are ample for current sure for steel products calls for a substantial increase in outputs, steel semis 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 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 mated that Norwegian consumption of last recorded business in Hawthorn, iron and steel in 1950 will be about Leslie was at 40s. 3d. Swan, Hunter 25 per cent. greater than in 1937-39. Were barely steady, and yesterday 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 103d. to 49s. 41d., 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 ls. 3d. to 23s. 9d. and Sheepbridge 6d.

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

46/6 43/6 Hall(J.&E.)Ord 49/3 23/1½ 15/4 Harlnd & Wolff 27/9, 27/10½, 27/7½ Ord 22/0 17/1 Harlnd & Wolff 22/4½, 22/7½, 22/3 Cum Pf 4/0 2/10 Ocean Coal ... 4/2½, 4.3½, 4/2¼ 22/6 20/0 Ocean Coal Prf 23/0, 23/1½ 12/3 9/0 Pease& Partnrs 16/4½, 16/10½, 16/3 Ord

58/9 46/3 Stewarts & 49/112, 49/6, 49/3 Lloyds Defd 57/6 41/9 Swan, Hunter 63/0, 63/6 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 The motorship Maria Vittoria (916 will be 3.44 metres; her gross tonnage tons net), built by the Societa Italiana is 235 and the capacity of the fish-hold Ernesto Breda (Cantiere Navale), is 135 cubic metres. The propelling Venice, for the Societa Armamento machinery consists of a diesel engine Gestioni Navali, Milan, has run trials, of 450 h.p. giving a speed of 10 knots.

substantial supplies, but producers of nearly all descriptions have a vast amount of work in hand, and new busimarkets call for capacity outputs over the remainder of the year. All classes quantities than are at present obtain-Hematite makers still manage

requirements, but the unabated presbeing in great demand. Home production is well maintained, but considerable imports are necessary to deal with

SHIPS' WINCHES

PALLION, SUNDERLAND

Wednesday, July Z4, 17-0

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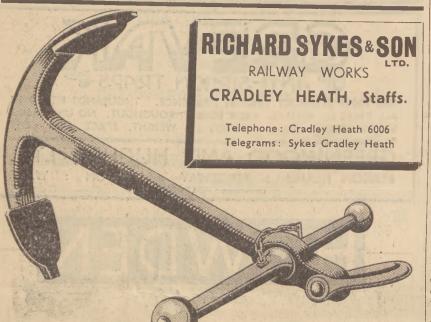


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Wednesday, July 24, 1946 | Shipbuilding & Engineering Section

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Work of J. Samuel White & Co.

PREFABRICATING METHOD OF CONSTRUCTION

An article on "All-Welded Destroyers built by J. Samuel White & Co., Ltd." appears in "The Welder." A foreword to the article by Mr. C. S. Lillierap, D.N.C. Dept., Admiralty, Lillicrap, D.N.C. Dept., Admiralty, creasing considerably welding, ship-explains that the proposal was first wrights, mould loft and drawing office discussed towards the end of 1942, when work. the Naval Construction Department of the Admiralty were anxious to extend to cope with the proposed programme, although welding had been very largely used in bulkheads, decks, &c., no attempt had been made in this country to build an all-welded warship of this trained in the firm's own establishment size. Extending the use of welding and, in the majority of cases, were reimplied that prefabrication would be necessary, and the article describes the way in which Messrs. White co-operated with D.N.C. and how they developed training and supervision, women a technique which enabled the best use to be made of welded connections. Extracts from the article are given

In late 1942, it was decided, after extensive discussions with D.N.C. Department, Admiralty (Sir Stanley Goodall and Mr. Lillicrap), that J. Samuel White & Co., Ltd., should investigate the possibilities of successfully building all-welded destroyers. Prior to this date, a certain amount of welding had been done on this type of vessel, principally in decks and bulkheads associated with oil tanks. The firm had carried out also a more extensive system of welding on the minelayer Abdiel, where approximately onequarter length forward and one-fifth spanned by an 8-ton Monotower crane. length aft of shell was successfully welded. In this case the frames were riveted and the shell was overlapped similar to riveted construction.

In order to build up the necessary personnel and accumulate experience, it was arranged initially to commence a hybrid system of building which covered two destroyers. In these cases it was agreed that all decks, bulkheads and approximately one-quarter length of shell forward and aft should be welded, increasing the approximate footage of structural welding by at least 500 per cent, over previous destroyers. In the case of the all-welded destroyers, the increase over the hybrid type is 300 per cent.

Once the principle of all-welding had been accepted, the main problem that had to be approached was under what conditions welding would be carried out, whether in situ, i.e., on open berth, the vessel being built generally on similar principles to normal riveted construction, or whether a complete departure from existing destroyer practice be made, involving the principle of shop welding, prefabrication,

Prefabrication

After a thorough investigation, it was considered that the latter system, i.e., prefabrication, was preferable, it having certain decided advantages from a building aspect, such as:

shop during all conditions, indepen- for welding portions of shell, decks, &c. iack-out, &c.

a higher standard of efficiency,

3) That automatic machine welding is shop fabrication.

generally shows less distortion

Finally, while this method of prefabrication entailed a complete departure from existing procedure and involved certain difficulties, principally regarding rearrangement of shops, transport, lifting, &c., these disadvantages were more than offset by the advantages. Arrangements were made accordingly to adapt drawing offices, shops and berths, it being agreed that fabricated units be as complete as possible, weigh approximately 8 to 10 tons, and not exceed 40 ft. maximum

Drawing Office

Prefabrication is based on a system of continuous welds round the ship, as opposed to the old method of staggered butts. This, as far as drawing office is concerned, involves a detailed investigation into sizes of units, weights and extent of welding in a very early stage of the design, and must be decided prior to preparation of detail drawing and ordering of material. Therefore an arrangement of prefabricated panels, or units was developed, and for the initial vessels scale models were prepared showing the complete system of panels, prefabrication, &c.

A further set of detailed drawings was prepared, showing the welding procedure for all items and details of the welding runs, edge preparation, &c. Standard tables prepared on this basis

give all types of edge preparation, sizes of rods, &c., to suit thicknesses of plates, and are issued to the yard, so that each operation is carried out under the correct procedure. It should be borne in mind that on welded destroyers the bulk of material had to be of special high tensile quality steel to suit welding. Further, the principle of flush butt joints was to be adhered to, as opposed to normal system of over-

Personnel

The introduction of all-welded destroyers changed the previous balance between trades, reducing the work of riveters, drillers and platers, and in-

In view of the considerable increase in welding, it was necessary, in order the use of welding in the construction to augment the welding personnel by of destroyers. Before this time, at least 500 to 600 per cent., culminating in a total of approximately 160, divided over 110 males and 50 females, with the requisite supervisors. bulk of these additional welders were cruited from existing trades operating in the yard, particularly riveters. As a result of experience, the shipbuilders were satisfied that with the requisite welders compare favourably with the other members of the trade and are efficient, particularly for shop work.

Yard Lay-Out and Plant

Shops. As a result of extensive blitzing in the early part of 1942, a considerable portion of the shops in the yard were destroyed, and it was decided in replacing same to arrange them to suit prefabrication. This was obtained by creating fabricating shops, divided into four principal bays approximately 250 ft. by 40 ft., having an approximate floor area of 40,000 sq. ft. served by a series of 5-ton overhead cranes; shops having an out-let to an outside receiving area

In order to minimise difficulties regarding the securing of items for welding, earthing, &c., a series of bonded channels were embedded in the floors of the shops. Welding plant in the shop is supplied direct from a substation incorporated in the shop, all welding plant being standard A.C. equipment, so aranged that eight transformers, having a capacity of 70 to 80 welders can be employed simultaneously

In addition, provision was made for the operation of automatic welding machines (at present, three Unionmelt machines are in use). In order to cope with the considerable increase in edge preparation required, various types of flame-cutting plant were installed, fed from a series of 2000 cu. ft. oxygen cylinders stored in floor pits, the oxygen being piped to operating spaces through pipe lines.

Berths. In order to transport units atisfactorily to building berths, 8-ton after and travelling cranes were installed, in addition to the 4-ton ravelling and other existing cranes. Building berths are arranged now so the state of the stat satisfactorily to building berths, 8-ton Monotower fixed and travelling cranes were installed, in addition to the 4-ton travelling and other existing cranes. Building berths are arranged now so that all portions can be served by at least one 8-ton crane.

The welding plant at the berths consists of six transformers fed from the main substation, transformers being so arranged that a maximum of 50 to 60 welders can be employed on any one berth at peak periods. In addition thereto, arrangements have been made (1) The bulk of the work, including at each berth for the operation of the welding, could be carried on in the largest berth type Unionmelt machine,

Fitting-out afloat. At fitting-out (2) Welding output would be consider- wharfs, two transformers have been ably increased, due to better working provided, and 20 to 30 welders can be conditions. Prefabrication methods employed simultaneously on vessels ensure that the bulk of the work afloat, their work including the weldwould be downhand welded, assuring ing of outfit items in addition to structural work.

The main welding shop bays are an ideal procedure for a considerable allocated to specific items, such as shell amount of work, and lends itself to erection, decks, bulkheads, &c., Sections are built up, using the lower deck 4) Prefabrication also tends to mini- as base, and include all internal bulkmise locked-up stresses, as units are heads, &c. The shell, deck and bulk-built to fixed procedure. Shop work heads are flush butt welded, similar arrangements being adopted for the after end and top side sections.

As a general practice, decks are used as the base, the units being built upside down, and turned as necessary to allow of downhand welding, thereafter being subdivided for transport, if required.

Work on Berth

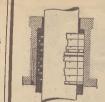
On earlier vessels, the midship bottom shell was erected in the form of a saucer, supported by a cradle; boiler, engine and machinery seatings being completed in the shop and dropped in place. Forward and after end units of vessel were erected as removed from shops.

Certain difficulties, however, were experienced in fitting the bottom shell at ship, and the midship portion is completed now in the shop with its requisite shell, longitudinals, floors, &c., and lifted as a complete unit, length approximating 30 to 35 ft.

With a view to minimising difficulties regarding loose work, portions of deck in way of engine-and boiler-rooms are fitted in sections. These can be lifted off and on as complete units when the vessel goes afloat, acelerating installation of main machinery and completion

The testing of the various oiltight and watertight compartments in the

(Continued on page 13, column 4)



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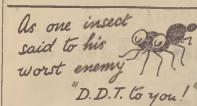
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"LA MARSEILLAISE"

Machinery of New M.M. Liner

By Our Special Correspondent

The recent launch of the Rotterdam Lloyd Far Eastern service liner Willem Ruys recalls the fact that at some time or other during her career she may run as a rival to the French motor liner La Marseillaise, which is in process of being completed for the Messageries Maritimes. The total power developed in each of the two ships is similar but the method by which it is done is entirely different, though there is a similarity between the machinery of the French ship and that of both the big Amsterdam motor liner Oranje and the ill-fated Swedish ship Stockholm.

La Marseillaise is driven by three Sulzer single-acting 2-cycle airless injection engines, each having 11 cylinders, of 720 mm. diameter and 1250 mm. stroke. The long singleacting type has been chosen in preference to the taller double-acting design, in order that headroom may be saved. At the same time it is surprising to find in a ship of this size and power that each engine drives its own scavenge pump. It might have been thought that this would be a charge upon the auxiliary electrical load, thereby using the output of each main engine entirely for the screw.

Main Engines

The three main engines are each directly coupled to their own propeller shafts and have a total service output of 25,000 b.h.p. at 131 r.p.m., with a 24-hr. overload rating to 31,000 b.h.p. at 141 r.p.m. The engines were built in France and apparently were allowed by the Germans to undergo shop trials, for it is stated that the first one was tested in 1940 at the builders' St. Denis works. They employ seawater cooling for the pistons, which again is an interesting point, in view of the fact that the ship will regularly trade through the Suez Canal. The jackets, however, are fresh-water cooled. Apart from these facts there is little to emphasise in connection with the main machinery, which is of standard Sulzer type. Somewhat smaller Sulzer single-acting units were fitted in three motorships completed for the Hongkong-South dental to the completion of the ship. Africa service of the Koninklijke Paketvaart Maats, just before the war. Valuable operational data regarding all these units must now be known.

ship, as in the others, is directcoupled to its own screw and directly manoeuvrable, it is not believed that anything special in the way of conthough no doubt the special arrangement is incorporated whereby the telegraph reply of the engineer on watch at each engine automatically operates the machine itself in the speed. In this connection it should be remembered that the disposition of engine-room telegraphs for triplescrew motorships is more complicated than in twin-screw ships. For the first three triple-screw passenger and mail motor liners ever built a special type of all-electric telegraph was evolved by a British firm.

It is reported that shop trials for the engines of La Marseillaise showed a satisfactory fuel figure. At a normal load of 8330 b.h.p. per engine at 131 r.p.m., a fuel consumption of 0.367 lb. per b.h.p. per hr. was measured. As would be expected in a ship of this kind, the whole of the auxiliary machinery in the engine-room is electrically operated, current for this purpose being obtained from four diesel generator sets, each operated by a 6-cylinder 2-cycle Sulzer diesel with a cylinder diameter of 360 mm., giving its maximum power output at 250 r.p.m. Each engine is coupled to a 220-volt 3-phase 50-cycle 900 K.V.A. alterna-

The use of alternating current in La Marseillaise establishes a precedent in ships of this kind. Elecpistons and fresh water to the cylinder jackets. Alternating current was being tentatively introduced to certain of the auxiliaries in the triple-screw motor liner Admiralty propose to adopt prefabri-Oranje, completed in 1939, but in the

la stage further, as has also the employment of waste heat from the main diesel engines.

The waste heat boilers are of what is described as Sulzer Lamont type, this, presumably, referring to a Lamont boiler built under licence by the Swiss firm. They are stated to have a total output of seven tons of steam per hr. when the main engines develop 21,800 b.h.p., and 12½ tons at full rated output. They supply steam at 85 lb. per sq. in. and are sufficient for all requirements at sea, including presumably the operation of evaporators for fresh water pur-

It is interesting to note that in the majority of motorships built recently or now under construction for the Far Eastern service, every attempt is made to employ exhaust heat to the utmost possible extent in order to economise on fresh water, which occupies much valuable space in the ship, if it has to be carried in bulk, and delays the ship if it has to be taken on board en route. There is also a large refrigerating machinery equipment in La Marseillaise which, naturally perhaps, is also of Sulzer type and is used for air conditioning in the firstand third-class dining saloons, as well as for a high capacity icemaking machine.

In general it would seem that every advantage is being taken of modern engineering technique to fit the new ship for her arduous service. As a triple-screw motor liner she does not create a precedent; as a ship with alternating current auxiliaries she certainly does. Her real voyage speed has not been stated. It should not be less than that of the Willem Ruys, though it may not reach the very high speed of 26 knots attained by the Oranje.

THE ALL-WELDED DESTROYER

(Continued from page 12, column 4)

case of a welded vessel is considerably easier than in a riveted ship. An initial air test is made prior to finally filling tanks.

At launch the vessel is 95 per cent. structurally complete; excluding loose work. The fitting-out work afloat consists chiefly in the completion of loose work after shipping machinery, stepping of masts which are welded lattice construction, and the welding of all miscellaneous fitting-out items inci-

To arrive at correct procedures, actual test pieces are made up and welded under working conditions, subected to tests by a Vickers Pyramid Because each engine in the French Hardness Tester, etched, sulphur printed and mechanically tested for tensile and other properties.

During the construction of vessel, in addition to rigid supervision and visual trol devices has been attempted, examination an extensive number of welds throughout the vessel are subjected to radiographic examination, sections also being cut out by trepanning for examination.

All test results and radiographic examinations are correlated by design desired direction and at the desired office and the requisite findings made available to yard personnel.

Conclusions

After experience with various vessels it is considered:

(1) Prefabrication is the preferable method, even though it involves the adoption of larger or smaller units than stated in the text.

2) The structure should be completed in as long lengths and volumes as practicable in shops, even though this should involve separation into units for transport and lifting.

3) The proportion of welding in shops should be extended to its maximum, at least 75 per cent, being done in

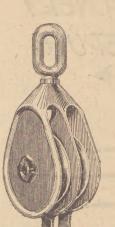
(4) Procedure, electrode sizes and edge preparation should be rigorously fol-

5) Sizes of welds should be reduced to a minimum consistent with strength, and intermittent welding used whereever possible. This considerably minimises distortion, locked-up stresses,

Originally, certain methods were based more on theory than practice, but the builders (who have now completed several all-welded destroyers) are satisfied that, although they are continually modifying procedure to minimise practical difficulties that crop tricity is employed for the pumps, up during the development of new which deliver sea water to the methods, the original basic principle was correct.

This is borne out by all reports from vessels in commission, and observations during the launching and docking of others; finally, it is understood that the cating methods of construction as stannew French liner it has been taken dard practice for all future destroyers.

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Rate Margrethe, J
GRIMSBY
Rota, Jly 21
Leoville, Jly
SRIMSBY
ROTAL Descentation live 23

Refines By
CRIMSBY
Re Kowel Betancuria Oleum, Jly 23 Billingham Nautilus British Confidence Fort Dease Lake, Jly 23
Port Said
Lake George Galveston
Fredborg Caen
Dagmar Bratt Emden
MUMBLES Anch
British Patience Jun 28

GRIMSBY SD
Thyra, Jly 20 Randers
KING'S LYNN AR
Uddeholm, Jly 23
Skoghall
GT YARMOUTH RDS THAMES HAVEN SD Sunnanbris, Jly 22 Greta Thorden, Jly 22 Glashaven MUMBLES Anch
British Patience Jly 23
MUMBLES Pd In
Le Trait Jly 23
For Swansea
Grannes for Swansea
MUMBLES Pd Out
Dagmar Bratt, Jly 23
Fort Dease Lake Jly 23
Frederiksborg
Lake Georga
GT YARMOUTH AR
Caring, Jly 23
GT YARMOUTH SD
Freijo (aux), Jly 23 Sunnanbris Corsica Clifford E. Ashby Betancuria Zeemeeuw, Jly 23 Norman Star ISLE OF GRAIN SD Neaera, Jly 20 Curacao Lake George MERSEY BAR ROCHESTER , London SHEERNESS Fiducia, Jly ²² Rotterdam

RAMSGATE

THE DOWNS

THE DOWNS

Athos, Jly 23 Gaston Micard

DOVER Pax I., Jly 23

Cecilia, Jly 22 Fiducia N Themisto, Jly 23 Sameland

DUNGENESS Cragpool, Jly 22 Mauvilla

DOVER

DOVER

Tacoma

Empire Tees, Jly 22
John Grier Hibben
Edward L. Logan
Tabitha. Brown
Maud, Jly 23
Athos, Jly 23
Tacoma

AR Tudor Prince, Jly 23 EASTHAM SD Pando, Jly 22 Liverpool Brattfors, Jly 22 Skoghall RIDHAM DOCK AR Osbur, Jly 23
Mercia, Jly 22
Karlshall RUNCORN SD Brattfors, Jly 22 Birgitta (aux), Jly 21
Blankaholm MANCHESTER Skoghall Port de Bouc, Jly 23

MANCHESTER London
Hindsholm II Reavig I. (No)
ARCHANGEL
Valor, Jne 29
KIRKENES MANCHESTER SD KIRKEN Hindsholm, Jly 22 Copenhagen TROMSO GARSTON SD Vigo, Jly 1
Tetela, Jly 22 Jamaica SVOLVAER

Lys. Jly 22
Queens Victory
Thomas W. Bickett
John Grier Hibben
Empire Tees
Marion McKinley
Bovard
Tabitha Brown
Meadowbank, Jly 23
Edward L. Logan
Maud DOVER C.G.N.R. 21 (tug), Jly 22 Ostend SD Andrew Hamilton Empire Wandle, Jly 23 CLYDE ANCHORAGE
SD
Bjorgheim Jly 23 GLASGOW
War Pindari, Jly 23
GLASGOW
SD CHRISTIANSUND AR London-Istanbul (ferry) DUBLIN AR
Irish Fir, Jly 22
Gothenburg Vesta (No), Jly 18
Antwerp
AR Pegu Cygnet (?) Empire Kinsman, Jly 23 SHOREHAM AR Zeeland (137), Jly 22 Dorcasia Orestes, Jly 23
Rotterdam
SD BERGEN
Rapid II.,

Empire Halberd, Jly 22
Cuxhaven
Empire Falcon Jly 23
Port Said
GOOLE
Bernard V. Jly 22
Bernard V. Jly 23
Bernard V. Jly 24
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Bernard V. Jly 20
Bernard V. Jly Antwerp SD Spes (No), Jly 17 LARVIK IMMINGHAM AR SANDEFJORD Margrethe, Jly 20 Rdam Columba, Jly 18 London Havre Dieppe Narvik TONSBERG AR Libelle Jly 16 Rtterdam TONSBERG SD Ly Birka, Jly 21 SD Libelle, Jly 20 Prsgrunn M SD Libelle, Jly 20 1 Isgram Ingenorg Sweden | DRAMMEN AR Older, Jly 17 Kotka SD | Geffe Jly 22 Copenhagen Copenhagen AR Rex (No). (and was Rex (No). (and was KIEL CANAL PD) IMMINGHAM Runmaro, Jly 20 Oxelosund AR Jupiter Margrethe, Jly 22 Rex (No).—— (and was in port Jly 3)

GOTHENBURG AR
Dnestr, Jly 14

KIEL CANAL
PD
Frode, Jly 18
for Skutskar Rota, Jly 21 Esbjerg Leoville, Jly 22 Dieppe ARCTIC SEA USHANT SVEAGRUBEN Linea, Jly 14 ADVENT BAY SD SD Teeland KIRKENES SD Polarlys, Jly 19 Bergen SD

MALMO SD
Chile Jly 20 Stockholm
KARLSHAMN AR
Ask, Jly 16 Gdynia
Chita, Jly 18 Szczecin
Blafell (aux), Jly 19
Kalmar
Evo Eva Ahus
KARLSHAMN SD
Chita Jly 18 Memel RARLSHAMIN Memory Chita, Jly 18
Blafell (aux), Jly 19
Reykjavik
Ronneby
SD
COPENHAC LIVERPOOL AR Heimgar, Jly 19 Narvik NAMSOS AR London for Manchestr Osbur Stellefter Stel Port de Bouc, Jly 23
London for Manchestr
Osbur Skelleftea
Liverpool Sport Fremantle, Jly 22
New York
Empire MacDermott
Montreal
PRESTON SD
Inger, Jly 23
Thamshavn
CLYDE ANCHORAGE
Hercules Jly 22
Andrew Hamilton

NAMSOS SD
Karma, Jly 16 Velsen
AR
Castor (No), Jly 14
Antwerp
Ursa, Jly 15 Middlesbro
Hera Manchester
Montreal
Mitra, Jly 16 Liverpool
Roald Amundsen
Jly 17 Charleston
Heire Hull
Fenja, Jly 19 Grangemth
TRÖNDHEIM SD
Saltnes, Jly 16 foreign
Sodern Jly 17 Antwerp
Verna, Jly 17 Antwerp
Verna, Jly 17 Antwerp
Verna, Jly 18 Bristol
Jakob Mærsk Gdynia
Lilian Sundsvall
Lilian Dan Bristol
Tully Crosby Brahestad
Rolf (Du) (112) TRONDHEIM SD
Saltnes, Jly 16 foreign
Norfisk, Jly 17
Wesermunde
Mathilda, Jly 18
Thamshavn
Bluviken AR
Fint 2 He 15

Werna Heroya Aspo Kalmarsund X., Jly 20 Gdynia Odemis Hernosand Nancy Lau Nancy Lau Hanne Skou Gurden Gates Sarpedon, Jly 23
Bjorgheim (Turacao BELFAST SD Empire Grebe, Jly 22 Newfoundland Irish Fir, Jly 22 Gothenburg Gothenburg Corostae Lle Gothenburg Research (No), Jly 18

Corostae Lle Gothenburg Greek (No), Jly 18

Corostae Lle Gothenburg Gothen Hartlepoor Ragnhildsholm Majfrid Poland via Lulea Odemis, Jly 20 Pairas Poland Poland Holmialand, Jly 22 John W. Arev Wandia Polan via Lulea Kattegat Mathilda Jly 23

| December | Comparison | Compa

6 SD Froste, Jly 18 for Gothenburg Rijnstroom Zeehond Eemstroom Gunvor Mærsk, Jly 13 for Belgium AR Nieuwaal Harstad Zorro, Jly 16
AR Slask, Jly 21 London Durward, Jly Clement T. Jayne Tyne Delphinus G. Deo Duce Deo Duce Candology AR Nautic

Ingeborg Gothenburg Sweden Nesttun Helena Wolanda Thyra, Jly 20 Randers KING'S LYNN AR Uddeholm, Jly 23 Skoghall Rayen, Jly 16 Antwerp via Karlstad Rayen, Jly 16 Antwerp via Karlstad Halvard Bratt, Jly 16 Kristinehmn & Bristol Elg Jly 18 New York Arusa for Hamburg Marcia for London Arusa for Hamburg Marcia for London Arusa for Hamburg Marcia for Hamburg Marcia for London Arusa for Wesermunde Marcia for Hamburg Marcia for Ferroland, Jly 18
for Narvik

MAASSLUIS
Magriet (tug), Jly 19
Hamburg

Schelde (tug), Jly 20
Stavanger

5

GDYNIA

KRISTINEHAMN SD
Halvard Bratt, Jly 17
Skoghall
LANDSKRONA SD
Norden, Jly 20
Rotterdam
Rotterdam
Signid Matthlessen
for Gothenburg
for Stugsund
Tempo (Du), Jly 19
for Stockholm
Slask for Gdynia
Rotterdam
Rotterdam
Rotterdam
Signid Matthlessen
for Gothenburg
for Stugsund
Tempo (Du), Jly 19
for Stockholm
Slask for Gdynia
ROTTERDAM
AR
Colytto, Jly 19 N York
Lillian Nordica LANDSKRONA SD Norden, Jly 20 Rotterdam AR Laubeck Orion Jly 20 Aalborg Orion Wega Slask Iot Slas ROTTERDAM AR
Colytto, Jly 19 N York
Lillian Nordica
New York London London Prinses Beatrix, Jly 20
Harwice Karen Toft Florida, Jly 21 Linda Dan Sommelsdijk Kortenaer La Spica (Du), Jly 21 Aalborg Blekinge
Benny Skou Baltimore
Rolf (Du) (112) Oslo
Ragunda Oulu Aldabi Ragunda Oulu Birte Emden Japos, Jly 22 Middlesbro Piet Hein Batavier II. Essex Trader Nijenburgh Gouwe Geffe Amasa Delano N York Columba Amasa Delano N York
Figge Karlshamn
Joyce Kilmer New York
Deo Duce Amsterdam
Skaane Svendborg
Henry Tegner, Jly 21
Gothenburg

Iv 21
Teeland
Gdynia
Undsvall
Bristol
Bristol
Gunter Hartman (Ge)
Hamburg
Fort St. Croix
Avonmouth
Waterland
Hartman (Ge)
Hamburg
Hamb ROTTERDAM Voluntas Rossum

Plymouth Middlesbro Batavia Gothenburg

Lysekil Jasper F. ('ropsey, Jly 20 New York Nesttun Ronnskar Hermes, Jly 21 Rotterdam Zeehond, Jly 22

London and Antwerp Lysekil

Hermes Helsinki
and Amsterdam
Frank E. Spencer
New York & Antwerp
Thomas R. Marshall

Henriette, Jly 19 Hamburg Orpheus (Du) Susak Voluntas Genoa Aberdeen Betty Jly 20 Antwerp Josef Bergendorff Halmstad Taurus Bo ness Edmund Fanning New York Noordam, Jly 20 New York Paramaribo Audacia Emden George F. Patten New York

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9		10		Minatitlan Tan Anna N. Goulandri Jly 22 New	ipico	Empire Sc
HUELVA Edera, Jlv 19 And	AR	TRIESTE	S C		reira 3	Clan Mack
Monte Moncayo, Jly HUELVA Baron Douglas, Jly	SD	2	Bar 21	NEMOURS Port	Said	White Fal
Andalusia, Jly 21		Valewood Port	Said	High Point Victory.		Antenor, J
CADIZ Dundee, Jly 20 Gibra		Andrew J. Newbury	nice	Timok, Jly 22	Sfax	Ambassado
Samtrusty, Jly 21		Olga Topic Jly 15	AR	Empire Moon, Jly	20	B
MEDITERRANEA	N	Yakutsk, Jly 21 Od	AR essa	Pale	rmo SD	Hopecrest Comliebank
SEA		Flora Nomicou Zongul Asbjorn, Jly 22	ldak	CEUTA	rdiff SD	Ionic Star Port Darwi
Including Black S and Sea of Azor	ea /	ISTANBUL Corner Br	SD	Marse:		Bernhard
GIBRALTAR	AR	Yakutsk, Jly 21 Ste Flora Nomicou Sav Elise Kav	ona	AFRICA		Mattawungs Mapledore P
Monarch of Bermuda, Jly 22 Liverp	ool	Asbjorn, Jly 22 Ode	AR	West, South & Ea	ast	White Falce
Ravens Point Valen Dimitrios Chios, Jly 22 Baltime	are	Meridian Victory, Jly 22 Baltim Petroil Port S	ore	CASABLANCA Fort Glenlyon, Jly 2	AR	Samnesse Clan Macdo
Jly 22 Philadelpl	nia	Darien II.	SD	Yser Antw	iax	Sampenn Sandown Co
Granfoss Carrier Dove Tries		Samloyal, Jly 22 Montevio Barbatia Thessalon		Capitaine St. Martin Marsei Medie II., Jly 21	lles	LOUR MAP
Modasa Antwe Sevastopol Marseill	es	Zypenberg Port Schristine Marie Bein PORT SAID	rut	Fort Poplar Marsei	lles	LOUR MAR
GIBRALTAR Empire Moon Jly 22 Card		Fort St. Joseph, Jly 1 abt Jly 22	AR 7	Aisne Tripoli (Lib; Aisne Hay Zarembo, Jly 22	re	Gauntlet, Jl Empire Irvi
Rosina Marseill Monarch of Bermuda	es	City of Christiania Empire MacColl, Jly : Falmou	22	CASABLANCA John, Jly 20 Swed Sandenburgh Lond	en	Stirlingshire Argyll, Jly 2 BEIRA
Jly 22 Port Sa Fort Sturgeon, Jly 23 Lag	ne l	Empire Evesham Mal Highland Brigade Lone	dn	High Point Victory. Jly 21 Nemou		Fort Ellice,
Sevastopol, Jly 23	as	Sestriere Napl Samcolne Hi Opalia Manchest	1511	Medie II. Dak	an	Midnight Gauntlet, Jl
Chios Lisbo Bombs GIBRALTAR Pd	у	PORT SAID S	gh D	Sete Cidades, Jly 22 Lisb	1 6	MOZAMBIQ Sofala, Jly
Jly 22 Elias G. Kulukundis	1	Petroil, Jly 21 Wave Monarch Socotra		Empire Lola (tug)	D	Louren MAURITIUS
Morgenen Weltevreden, Jly 22 Scythia, Jly 23		Denbighshire Empire Raja, Jly 22		Jly 20 Bermud Lachinedoc Jly 22 Bermud	la E	Diolinda (au: Baron Cawdo
Vasco (1526) Villa de Madrid	3	British Diligence SUEZ A	R	Sete Cidades Lisbo	n S	SEYCHELLI Kristianiafio
Bates Victory Benjamin Williams GIBRALTAR Pd V	1	Souliotis, Jly 21 Tamatav Glenapp, Jly 22	ve (Amsterda	m C	Jly 22 D ANGA lan Angus,
Alfred Moore, Jly 22 Dunkery Beacon	8	Hongkon S	D I	MADEIRA S Hispania, Jly 18 Lisbo	D	MASSOWAH
for Birkenhea Newberry Victory Robert T. Hill	u I	Capsa, Jly 21 British Lancer Pasteur	1	Delaware, Jly 22 Copenhage Oranjefontein	n p	Shikmona, J.
Julia P. Shaw, Jly 23	S	Sampep Pity of Hereford, Jly 2	22 1	LAS PALMAS Table Ba	y M	Ialancha, Jl
Kohistan Northwestern Victory Marine Raven, Jly 23	E	Calcutt Langleetarn, Jly 22 British Harmony	S	Monte Sollube, Jly 21 Bahia Blanc Suecia,Jly 22 Stockholi	a M	Ialancha. Jl
Ophir (217)	v C	lity of Auckland lan Matheson lirocco	1	Rustenberg Castle. Jly 22 Southampto	n	ASI
ALMERIA Winsum, Jly 23	B A	spasia Nomikou LEXANDRIA	L	AS PALMAS Si Rustenberg Castle,	D P	ERIM
TORREVIEJA SE Tres, Jly 20 Kopervil ALICANTE AF) '	amwharfe, Jly 22 Londo	n S	Jly 22 Durba St. Rosario Bnos Aire TENERIFFE A	SA	ase Mærsk ndrapoera, J DEN
Campante, Jly 14 Transport, Jly 20	S Q	ueen Adelaide, Jly 23 Toconill	S	Si Brodin, July 21	a F	mpire Nairn Mid mpire Indus
ALICANTE SE	G	ulcanus Newpor dudrun	T	Empire Ettrick, Jly 22 Londo ENERIFFE	n Si	teel Inventor
Transport, Jly 20 Oslo VALENCIA SC Ravens Point, Jly 20	3 0	itta di Tunisi, Jly 16 labama, Jly 22	9	Brodin, Jly 21 Lobit T VINCENT, CV A	2	cean Salvor
BARCELONA Algeciras	E	Copenhager Impire Battleaxe Toulor	- 0	Empire Treasure, Jly 2. General Uribury T VINCENT, CV SE	1 Te	aviken, Jly mpire Indus
Castillo Maqueda, Jly 20 Las Palmas BARCELONA SD	T	RIPOLI. Libva ST	v D	Empire Treasure, Jly 2: Liverpoo	l St	Jly 2 ceel Invento encruachan
Ciudad de Sevilla. Jly 20 Las Palmas	F	ort Poplar, Jly 16 Casablance		lerdis, Jly 20 DAKAR PI Jalamai, Jly 19	B	mpire Nairn USREH
Granfoss Oslo PORT VENDRES SD	0	stende, Jly 21 Antwer	K	ort de Troyon, Jly 21	A	raat Soenda BADAN
Gouverneur General Lepine, Jly 19	SI	gia Varvara, Jly 22 FAX SC mpire Gareth, Jly 20	E	REETOWN AF	3	ritish Wisdon Imfleet
President de Lavit, Jly 20 Algiers	SI	kipjack, Jly 20 Malte auretta, Jly 21 Italy	a C	Durban ongonian, Jly 21 Buruta	Pi Le	qua voro
Mascara, Jly 19 Bona Erna (Du) Bona	L	ecky, Jly 22 Algiers A GOULETTE AF ac Tchad, Jly 20	N	ew Brooklyn Calaba: langibby Castle, Jly 23	Ba At	darium ahram, Jly 2 thelstane
MARSEILLES AR Randfontein, Jly 19	L	orenzo De Zavala, Jly 21 Philadelphia	F	REETOWN SD	AI	ritish Sailor BADAN acuba, Jly 1
Genoa Gouveneur General	Gi	a GOULETTE So unda,Jly 21 Alexandria UNIS AR	Bi	ongonian, Jly 21 Daka iafra Cape Palmas AKORADI AR		(not on Jly ! reported)
Tiger Port de Bouc	Co	onstantinas H., Jly 20 Zonguldak	M	aud, Jly 21 Porsgrunn aron Geddes	Na	acoma, Íly wicella, Jly
Fred Scamaroni, Jly 19 Ajaccio	V	uijderburgh UNIS SD annes, Jly 21		Middlesbrough AKORADI SD ochrane, Jly 21	Ye	loma enangyaung sy of Eastbo
Sobat Dakar Marguerite Finaly	M	Marseilles Arocco Marseilles	Ca	Cape Palmas argill, Jly 22 Montreal acgregor Laird	Ela	Band ax
Jurko Topic Jly 20 TOULON AR	Se	eirstad, Jne 26 etrophalt, Jly 21	A	CCRA Monrovia	Br	rula itish Archite obad Por
Citta di Tunis, Jly 21 Alexandria TOULON SD	Jo	ao Jose Segundo (aux) Vianna	Ta	mpire Conrad, Jly 22 London Liverpool	77	ıa, Jly 22 itish Integrit NDAR SHA
Jly 20 Empire Arquebus,	Er B(na, Jly 22 Sete	Mo	OME AR ount Helikon, Jly 16 Bordeaux	Da K	lgoma, Jly
Agia Varvara, Jly 16 Sfax	Pe	kot, Jly 21 Sete trophalt, Jly 22 Etang de Berre	M	om E SD ount Helikon, Jly 19	Sin	rela, Jly 20 igu, Jly 22 (mettrick
GENOA AR Sfinge, Jly 16 Sfax Virginia, Jly 18	BC	mleyte Glasgow	L	AGOS AR lisabethville. Jly 20	Jal	ARACHI laratna, Jly
Ornskoldsvik Fernebo, Jly 18 Alexandria	BC	sis, Jly 15 Marseilles DUGIE SD sis, Jly 17 Algiers GIERS AR	Th	Antwerp nysville Jly 21 Bathurst (RG)	An Jal	lajyoti nbica, Jly 14 layamuna
River Swift Gibraltar Spes, Jly 19 Naples Nathan Clifford, Jly 22	La	fontaine Park, Jly 21 Calcutta	LA	mport Dundee	I	sirah, Jly 20 Mormugao, Havre, And
Philadelphia Richard Randall Santos	[Ze]	eseus, Jly 22 Genoa phyros Rouen .GIERS SD	1	npire Ken, Jly 19 Glasgow acgregor Laird, Jly 20	Cla	London Jusina, Jly 2
Marie, Jly 18 Carloforte Francesca Monfalcone	La	fontaine Park, Jly 22 Montreal	DI	UALA Takoradi AR nysville, Jlv 18	San	mburgh, Jly awati, Jly
CIVITAVECCHIA AR Masen, Jly 15 Tangier	M C	DSTAGANEM AR tendant J. Patrizi.	DI	Bathurst (RG)		lliam A. Ric
Harberton, Jly 23 Genoa Middlebury Victory		Jly 11 Oran anne Schaffino, Jly 12 Algiers	He	DMA AR enri Jaspar, Jly 18	An	des Sour
Philadelphia Samnegros Venice Langano	Sar	ndsgaard, Jly 15 St. Louis (Rhone)	Sa	ve. Jly 20 Luanda plodon, Jly 21 Londn	ВО	Port Sw MBAY
NAPLES SD Duchess of Bedford		Inne Schiaffino, Jly 13 Arzew	Vir	nte e Oito de Maio,		ura, Jly 23
Jly 22 Liverpool Ocean Vigour Algiers Verendrye Genoa		Violent, Jly 13	Plu	Jly 20 Luanda is Ultra, Jly 21 Novo Redondo	CO	CHIN arpool, Jly
Explorer Leghorn MALTA AR	Car	Port Vendres pitaine St. Martin Marseilles		CENSION Called chmond Castle, Jly 20		LOMBO unt Douglas
Dagmar Salen, Jly 22 Montreal Sunnanland Santos	Kri	rs-el-Kebir Bona istel, Jly 14 Algiers rie Louise Le Borgue		for Durban HELENA AR chmond Castle,	Mai	Jly 22 Phi rechal Joffre
Southampton	Aln	St Louis (Rhone) na II., Jly 15 Sete		Jly 22 London HELENA SD chmond Castle,	CO	tavia LOMBO
Empire Cross, Jly 20		In Marc Richard, Jly 16 Port Vendres nt Honorat, Jly 17	W	Jly 22 Table Bay	Ma	uretania, Jly natee, Jly 20 irda, Jly 22
VENICE AR Enrico, Jly 17		Algiers endant J. Patrizi Mostaganem	TA	iqua, Jly 19 Matadi BLE BAY AR Illypark, Jly 21	Sir	Harvey Ada v of Dundee
Houston Houston	Wil	lpo Monaco	Cit	Montreal y of Swansea Beira BLE BAY SD	Brit	tish Duchess
F. E. Mitchell Baltimore Samforth Trieste VENICE SD		chael Anagnos, Jly 20 Baltimore perance Sete	Silv	verteak,Jly 20*Boston rt Walsh, Jly 21	Hug	
F. T. Frelinghuysen,	Anr	Jly 21 na N. Goulandri		Port Elizabeth Carcarana, Jly 22 Durban	Em	NCOMALI pire Harp, J
Ancona Saeta Jly 18 Sfay		tish Lord Abadan tern Abbey, Jly 22 La Goulette	Kec	nacilla Trinidad doe Port Elizabeth		lbjorg, Jly
Raymond Clapper, Jly 20	OR. Ans	AN SD syma, Jly 13 Monaco	PO	ncher Port Elizabeth RT ELIZABETH SD ndarin, Jly 22	M A Raj	DRAS put, Jly 20 ish Might
Philadelphia Fort Charlotte New York Keila, Jly 21 Hull	Cap	Falcon, Jly 15 Nemours Zeramna, Jly 17	Dur	East London nlop Park Table Bay	Tigr M A	e, Jly 21 G DRAS
ort Cheswell Curacao	Kris	Algiers Nemours	Wh	ite Falcon, Jly 21	_	apara, Jly 2
Jly 22 New York Villiam A. Dobson, Jly 23 Philadelphia	Esp	de la Haye Sete erance (203), Jly 20 Mostaganem	Afr	ican Planet, Jly 22 New York	Tigr Brit Itola	e, Jly 22 ish Might

Karachi
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Suez

Pontianak
Maetsuycker, Jly 13
Samarang & Singapore
Swartenhondt Samarang
Sourabaya

AMEDICA N&S. stry, 22 Abadan Suez pore Macassar Samtroy, Jly 20 MACASSAR Singapore SD Bantam Jly 18 AR Trein Mærsk, Jne 27 Bela, Jly 17 CEBU Falmouth

Djibouti
AN AR
SD
Gly 21
Calcutta
AN SD
Gly 22 Suez

DAPHOLIA Suez Jly 14
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iddlesbrough
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for Saigon
or (salvage),
20 Bombay
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BATAVIA
Tosari, Jly 8 Penang
Luna Singapore
Port Swettenham,
Sabang, Suez and
New York
Kotanica, Jly 9
Pontianak
Generaal van Geen
Tandjong Pandan
San Francisco
Pontianak
San Francisco
Pontianak
Maetsuvcker, Jly 13

Topa Topa, Jly 22
Marguerite Le Hand
San Francisco
HONOLULU
SD
Sea Hawk, Jly 19 Balboa
Bayou St. John (tug)
Pearl Harbour
Eagle Wing, Jly 20
Mariposa San Francisco
Chesapeake Capes, Jly 21
Balboa
Fisherman's Bend AMERICA, N.&S. Pacific Coast VICTORIA, BC AR Husvik, Jly 21 Vancouver Falmouth
London
Singapore
Rangoon
Hankow
22 Oran
Liverpool
Aden
SD
John W. Weeks, Jly 21
Uraga
Kweiyang, Jly 21
Uraga
Kweiyang, Jly 21
Uraga
William Ellery, Jly 22
Viraga
Hongkong
12 Haifa
VII Hongkong
Madras
Bourne
Malbourne
Masbate
Therese Moller, Jly 21
Manila
Masbate
Therese Moller, Jly 21
Masbate
Therese Moller, Jly 21
Manila
Margalau
Montevideo
Capitaine
Capitaine
Margalau
Montevideo
Capitaine
Capitaine
Mathew Sheehan
Capitaine
Mathew Sheehan
Matthew Sheehan
Capitaine
Matthew Sheehan
Baltimore
Curacao AR VICTORIA, BC SD mantes Mangel Schelberger Jily 25 Managadi Merch Mangel Schelberg New June 25 Mangel Schelberg New June 25 Mangel Schelberger July 25 Managadi Merch Mangel Schelberg New June 25 Mangel Schelberg New July 25 Managadi Merch Mangel Schelberg New July 26 Mangel S Suez ect Malta td Bouc Bombay ty Venice Sarwannah Vancouver ty Venice APUR AB Clark Victory Shanghai Clark Victory

PUNTA ARENAS SD Tekla New York
San Matias, Jly 22
Valparaiso
Valparaiso
Serpa Pinto
Solitaire, Jly 22
Santos

Gulf Ports, &c TRINIDAD Regent Panther, Jly 17 Tyne

WEST INDIES

DATE OF THE PROPERTY OF THE PR Brisbane Stal Heron Antwerp JosephWeydemeyer San Francisco Francis R, Hart Durham Jly 22 San Benito Notos New Orleans MOBILE Lynchburg Victory, Jly 21 New Orleans PENSACOLA AR George Ade, Jly 21 Camaguey PENSACOLA SD Las Piedras Julian Alonzo, Jly 15 Havans S. AMERICA
Atlantic Coast

PUERTO DESEADO
A Milis Van Devanter,
Jiy 23 Trinidad
BAHIA BLANCA AR
Monte Serantes, Jiy 20
BAHIA BLANCA SD
Santander
Bolo Barcelons
BAHIA BLANCA SD
Signeborg, Jiy 20 Santos
Wyle V. Johnson,
Jiy 20 France
NECOCHEA
SD
Signeborg, Jiy 20 Santos
William Terry Howell
Bahia Blanca
Mogy Bahia Blanca
Mogy Bahia Blanca
William Terry Howell
Bahia Blanca
William Terry Howell
Bahia Blanca
Sumandante Lyra,
Jiy 21 New York
Caraloide Rio Janeiro
PERNAMBUCO
Signeborg, Jiy 20 Santos
William Terry Howell
Bahia Blanca
Wogy Bahia Blanca
Wogy Bahia Blanca
Wogy Bahia Blanca
William My McKee
Buenos Aires
OF Pernambuco
Bahia Blanca
Wogy Bahia Blanca Alcoa Pioneer Trinidad
Maisonneuve Park

The 3-1 B.

Atlantic

Clydebank, Jly 15

W. R. Grace H. Pacific

Water Knot, Jly 22
Houston
CRISTOBAL
SD Central Victory Fort Sakisdac, Jly 9

W. R. Grace, Jly 15
Pacific
El Mirlo, Jly 16
Pacific
El Mirlo, Jly 26
Pacific
El Mirlo, Jly 26
Pacific
El Mirlo, Jly 26
Pacific
Pacific
CHARLESTON
AR
George Westinghouse,
Jly 22
Boston Orotava Gorg H. Dern Raumo CHARLESTON SD AR David A. Curry, Jly 15
Genoa El Mirlo, Jly 16 Lpool
Clydebank, Jly 16
Alexandria
Alexandria
Alexandria
Alexandria
Alexandria
Alexandria
Alexandria

Curaca Caibarien Walter D. Noyes Norfolk Oakey L. Alexander, Jly 20 Norfolk Siwanoy Beaumont Ronan Warren Croham

Appomattox Laholm, Jly 22 Gothenburg Venture (s.v.)

Wagon Box, Jly 23
PORTLAND, Me SD Ily 22
Ladelphia
Lan
an ports
Piedras
Norway
Hayre

Empire Tessa (tug),
Jly 21 St Michaels
Mill Spring, Jly 22
Corpus Christi
Appomattox Houston

BERMUDA

Regularie Ily 22

Stelle Polorie Ily 22 Stella Polaris, Jly 22 New York Rio Juramento (in tow

of Rio Bermejo)
Rio Bermejo
Diamond Hitch
New York SD Fort Amherst, Jly 22 New York

ST JOHN, NB AR Manchester Port, Jly 21 Manchester Dartmouth Park, Jly 22 AR Alcoa Puritan, Jly 21 Montreal Alcoa Puritan, Jly 22 Bermuda SYDNEY, NS AR Arthur Cross, Jne 21 Wabana Rockcliffe Park, Jne 24 Halifax Arthur Cross, Jne 26 Wabana

NEW YORK AR
Petersburg Victory,
Jly 22 Philadelphia
W. S. Jennings
Stockholm
Beaverburn Baltimore
Colorery Lagos

New York
Fort Spokane
Colorery Colorery Paribonka
Savanash The Baltimore Lagos Beaumont Saginaw Victory Gdansk Rio Chubut Bnos Aires Lowlander Lowlander Falmouth STROOD

COASTWISE & HOME TRADE MOVEMENTS

LONDON Entered Kentwood, Jly 23 Blyth Windsor Queen Swansea Ronan Leith Energie, Jly 21 Aruba LONDON Ronan Warren Chase Hull Siwanoy Beaumon Mariwood Tyne Hopepeak Galveston Mariwood Tyne Crystal Park Montreal (before reported sailed Jly 17) Empire Condor Seaham Empire Condor Seaham Dona Flora Tyne Piraeus Parmouth Trader Tyne Hudson Bay Hudson Bay Blyth Tyne Grangetoft Mariwood Tyne Seaham Empire Condor Seaham Dona Flora Tyne Blyth Hudson Bay Blyth Tyne Grangetoft Chagres New York
Winding Gulf, Jly 21
Norfolk
Mount Whitney, Jly 21
Baltimore

Piraeus
Yarmouth Tlader
Hudson Bay
Hudson Byth
Grangemouth
Chartsman,
Algeiba
Algeiba
Withoriel Mu

Corenester
Charles Parsons
Kentwood
Croham, Jly 23
Electro, Jly 23 Antwerp
Alchymist, Jly 23 Tyne
Signality
Rochester Maldon Mountjoy Cornishbrook Dorrien Rose, Jly 23 Effra Colonel Crompton AR GRAVESEND Corcrest, Jly 22 Bushwood Hetton William Cash

Beeston Queensland Sir David SYDNEY, NS SD Sir David Chessington Redriff Balmoral Queen Wabana Wabana Icemaid Redriff Balmoral Redriff Balmoral Queen Firelight, Jly 22 AR Icemaid Hindley

SD Stelling Empire Ransom, Jly 16
GRANDE VALLEE AR THAMES HAVEN CLD John Stagg, Jly 20

James River
Rider Victory Norfolk
Indiana Antwerp
Richard Rush Baltimore
Monte Castelo Cadiz
Gideon Welles Havre
Cross Keys, Jly 21
New York
W. C. Yeager Mobile
Dynafuel Revere
Fredericksburg Harbor Is
Gulfwax Pto la Cruz
California Redwood
Windsor
Stephen Johnson Field
Havre
Shabonee Corpus Christi
Petersburg Victory
Jly 22 Liverpool
Havre
Shabonee Corpus Christi
Petersburg Victory
Jly 21 Liverpool
Havre
Shabonee Corpus Christi
Petersburg Victory
Jly 21 Liverpool
Empire Macandrew,
Jly 26
Suffolk Coast
Bushwood
Rederiff
Firelight
Redriff
Firelight
Itemaid
Camroux I., Jly 23
California Redwood
Windsor
Stephen Johnson Field
Havre
Shabonee Corpus Christi
Petersburg Victory
Jly 21 Liverpool
Empire Macandrew,
Jly 22 Liverpool
Carallum,
Jly 21 Liverpool
Empire Macandrew
Vork
Mary
Macrae
Liverpool
Empire Mansom, Jly 16
CRANDE VALLEE AR
Ocean Rider, Jly 20
London & Swansea
Runnymede Park
Liverpool
Routerland
Redriff
Firelight
Itemaid
Camroux I., Jly 23
Cedarwood
Calium,
Jly 21 Liverpool
Empire Macrae
Liverpool
Dingwall New York
Fort Spokane London
Tyndall

Trentwood Acclivity

Blyth Suffolkbrook Brixham Goole Betswood, Jly 23 Blyth Tyne LITTLEHAMPTON AR Enid (aux), Jly Pd Out Chartsman, Jly 22 Algeiba Nathaniel Mathews Tamworth Kentbrook

The Marchioness, Jly 23 PORTSMOUTH AR
Polkerris, Jly 20 Tyne
Empire Alderney
Hamble Redeemer, Jly 22 Empire Peacemaker Corundum Whitstable

| NEWPORT | SID | Sid

Shelbrit 4, Jly 21 Southampton Tudor Queen Blyth Rudderman, Jly 22 Southampton Eleanor Brooke Sunderland Prase Durhambrook Hrtlepool POOLE SD

Roebuck Empire Seasilver Guernsey AR EXETER
Ben Johnson, Jly 21
Southampton
Daniel M.
Empire Bank Keadby
EXETER
Ben Johnson, Jly 22
Southampton
TEIGNMOUTH
Jly 23
September 1
Expression
Empire Farjeon
Collin
Larchfield
Fulham, Jly 23
Tcasel
Empire Skipper
PORT TALBOT
Empire Farjeon, John M. Newlyn PLYMOUTH AR PORT TALBOT

AR STANLOW SD Pool Fisher, Jly 22 Birkenhead SD APPLEDORE AMajestic (tug), Jly 21 Hamble APPLEDORE SWansea Birkenhead Daxhound, Jly 23 Belfast BIDEFORD AR Enid (aux), Jly 21

CON AR Enid (aux), Jly 21

Swansea Daxhound, Jly 22

Birkenhead Daxhound, Jly 23

Belfast LOCK Roma, Jly 22

Roma, Jly 22

AVONMOUTH AR
Holderness, Jly 20 Hull
Ben Robinson, Jly 22

AVONMOUTH SD
Shell Mex 5, Jly 22

Cardiff
Holderness, Jly 23

Rowerete, Jly 22

Cardiff
Holderness, Jly 23

Rowerete, Jly 22

Cardiff
Holderness, Jly 23

Rowerete, Jly 22

Rowerete, Jly 22

Stormont Belfast Crossbill Belfast Craigolive Cardiff
Holderness, Jly 23

Rowerete, Jly 22

Stormont Belfast Craigolive Cardiff
Holderness, Jly 23

Rowerete, Jly 24

Stormont Belfast Craigolive Craigolive Craigolive St. Aid
Rowerete, Jly 23

Rowerete, Jly 25

Stormont Belfast Craigolive Craigolive St. Aid
Rowerete, Jly 23

Rowerete, Jly 24

Stormont Belfast Craigolive St. Aid
Rowerete, Jly 23

Rowerete, Jly 25

Rowerete, Jly 26

Rowerete, Jly 27

Rowerete, Jly 27

Rowerete, Jly 28

Stormont Belfast Craigolive Craigolive St. Aid
Rowerete, Jly 26

Rowerete, Jly 27

Rowerete, Jly 27

Rowerete, Jly 28

Stormont Belfast Craigolive Craigolive St. Aid
Rowerete, Jly 29

Rowerete, Jly 29

Stormont Belfast Craigolive St. Aid
Rowerete, Jly 29

Rowerete, Jly 29

Stormont Belfast Craigolive St. Aid
Rowerete, Jly 29

Rowerete, Jly 29

Stormont Belfast Craigolive St. Aid
Rowerete, Jly 29

Rowerete, Jly 29

Stormont Belfast Craigolive St. Aid
Rowerete, Jly 29

Rowerete, Jly 29

Rowerete, Jly 29

Stormont Belfast Craigolive St. Aid
Rowerete, Jly 29

Rowerete, Jly 20

Rowerete, Jly 20 AVONMOUTH SD Stormont Belfast Crossbill Research Holderness, Jly 23 Eastham Rivelin, Jly 22 Belfast Crossbill Research Rivelin, Jly 22 Belfast Rivelin, Jly 23 Belfast Rivelin, Jly 24 Belfast Rivelin, Jly 25 Belfast Rivelin, Jly 25 Belfast Rivelin, Jly 26 Belfast Rivelin, Jly 26 Belfast Rivelin, Jly 27 Belfast Rivelin, Jly 28 Belfast Rivelin, Jly 28 Belfast Rivelin, Jly 29 Belfast Rivelin, Jly 29 Belfast Rivelin, Jly 29 Belfast Rivelin, Jly 20 Belfast Rivelin, Jly 20 Belfast Rivelin, Jly 20 Belfast Rivelin, Jly 20 Belfast Rivelin, Jly 21 Belfast Rivelin, Jly 22 Belfast Rivelin, Jly 22 Belfast Rivelin, Jly 22 Belfast Rivelin, Jly 24 Belfast Rivelin, Jly 25 Belfast Rivelin, Jly 25 Belfast Rivelin, Jly 25 Belfast Rivelin, Jly 26 Belfast Rivelin, Jly 27 Belfast Rivelin, Jly 28 Belfast Rivelin Holderness, Jly 23
Eastham
SD
Balmarino, Jly 23
Warrenpoint
Warrenpoint
Warrenpoint
Warrenpoint
Felspar, Jl
J. T. & S. BRISTOL SD Anglian ('oast, Jly 23 Cardiff Craigolive, Jly 23 Belfast AR Belfast SD AR Cardiff Craigolive, Jly 23 Belfast SD AR Cardiff Craigolive, Jly 24 Belfast SD AR Cardiff Craigolive, Jly 25 Belfast SD AR Cardiff Craigolive, Jly 25 Belfast SD AR Cardiff Craigolive, Jly 25 Belfast SD AR Cardiff Craigolive, Jly 26 Belfast SD AR Cardiff Craigolive, Jly 27 Belfast SD AR Cardiff Craigolive, Jly 27 Belfast SD AR Cardiff Craigolive, Jly 28 Belfas Calvin Coggin, Jly 22
Hamburg
SHARPNESS SD Empire Alderney
Hamble
Flathouse, Jly 21 Tyne
Algeiba, Jly 22 Tyne
Empire Alderney
Hamble
PORTSMOUTH
SD

Stalla Jly 20

Hamburg
SHARPNESS
SD
Collin, Jly 22 Mnchester
T. P. Tilling Cardiff
St. Oran, Jly 22 Ayr
Finvoy
St. Oran, Jly 20
NEWPORT
AR
Venturer (aux),
Rowanfield
Rowanfield
Royanda

Venture (s.v.) Ipswich Petrel (s.v.) Ipswich Ramble Pontslate Polkeris Falmouth Pass of Leny Ipswich Pass of Leny Ipswich Pass of Leny Ipswich Replant II., Jly 22 Tyne Capitol Tyne Westburn Pass of Leny King's Lynn William Pearman, Jly 22 Neb Potslade, Jly 22 Neb Potslade,

mouth AR BARRY SID Silverthorn Newport 1 Silverthorn Turquoise Newport Turquoise Newport 1 Silverthorn Silverthorn Turquoise Newport 1 Silverthorn Silverthorn Turquoise Newport 1 Silverthorn Turquoise Newport 1 Silverthorn Silverthorn Silverthorn Turquoise Newport 1 Silverthorn Turquoise Newport 1 Silverthorn Turquoise Newport 1 Silverthorn Silverthorn Silverthorn Silverthorn Turquoise Newport 1 Silverthorn Gem Belfast Primouth Alacrity, Jly 22 Limerick Belfast

Kylecroft Empire Farjeon Empire Farjeon, Jly 23

Mountstewart, Jly 22 SEAHAM SD BELFAST Birkenhead Hampshire Coast elfast
SD Slieve Bearnagh
Heysham Majorca Annaghmore Ayr Oranmore Maryport Esso Dakotah Stanlow Ayr Glencree, Jly 20
Ardrossan
Belfast
Venturer (aux), Jly 21
Douglas

Ardrossan
Cork
Chelwood

Saint Mungo Ar Wallace Rose Pt Courtown Lairdsglen, Jly 23

Invermore (aux)
Drogheda
Ben Henshaw ('ork Moelfre Rose, Jly 22
Moelfre Rose, Jly 22
Preston

Robrix, Jly 22
Robrix, Jly 23
Robrix, Jly 23
Robrix, Jly 22
Robrix, Jly 23
Robrix, Jly 22
Robrix, Jly 23
Robrix, Jly 22
Robrix, Jly 23
Robrix, Jly 24
Robrix, Jly 25
Ro Glencree, Jly 22
Ardrossan
Glenbride Maryport
Beryl
Rowanfield
Penmaenmawr
Cairngorm Llandulas
Guinness Manchester
Llongford Livernool

Cairngorm
Guinness Manches
Longford Liverpool
E. Hayward Barry
St. Kenneth, Jly 23
Port Talbot
SD Clewbay, Jly 22 Greypoint Opepe J.F.V. Barry LONDONDERRY AR
Grosvenor, Jly 20
Northern Coast, Jly 21
Tyne
Tynan Silloth
Lairdsbank Heysham

Carrier, Jly 20
Newcastle
Faxfleet, Jly 21 Ipswich
Colwith Force, Jly 22
Southampton
GRIMSBY SD
Belgian Coast, Jly 20

Lairdsloch Lairdsgrove Downshire Lairdsrose Durhambrook Hrtlepool POOLE SD Rudderman, Jly 21 Southampton Chartsman Sthampton Chartsman Sthampton (towing LCT)

WEYMOUTH AR Sambur, Jly 20 Jersey Roebuck Guernsey WEYMOUTH SD St. Helier, Jly 20 Jersey Roebuck Guernsey Sambur Garston Glasgow Garston Glasgow FRASERBURGH AR Denwick Head, Jly 21 Salt End Dunston Mistley Sunderland Florette (aux), Jly 20 Sunderland Silloth Palm Silloth Selfast FLEETWOOI) AR Helium, Jly 22 Sambur Grasgom Guernsey Sunderland Silloth Selfast FLEETWOOID Glasgom Garston Glasgow Palm
FLEETWOOI)
Helium, Jly 22
Glasgow
FLEETWOOI)
SD
Glasgow
Glasgow
ABERDEEN

AR
AR
AR
AR
AR
AR
AR
Helium, Jly 23
Chessington
Redrift
Hetton

FLEETWOOD SD Cerium, Jly 22 Seaham ABERDEEN AR Ben Vooar, Jly 20 Garston WHITEHAVEN AR Manxsona, Jly 20 Ben Varrey, Jly 21 Seaham ABERDEEN SD St. Rognvald Kirkwall Shelbrit 5 Grangemth Naviedale Fraserburgh Naviedale Fraserburgh Naviedale Fraserburgh St. Clair, Jly 22 Lerwick Mount Battock Blyth Naviedale Fraserburgh WHITEHAVEN, SD SD ST. Clair, Jly 22 Lerwick Mount Battock Blyth Naviedale Fraserburgh MONTROSE AR Lochside II., Jly 20 Loweston Point Waterford Albany Weston Point Cumbric Strangford Chessington Redriff Hetton William Cash Berty Hindley Camroux I. Jly 23 GT YARMOUTH RDS St. Clair, Jly 22 Lerwick Mount Battock Blyth Naviedale Fraserburgh MONTROSE AR Lochside II., Jly 23 LowesToFT AR DUNDEE AR Ann M., Jly 23 LowesToFT AR DUNDEE AR Ann M., Jly 25 LowesToFT St. Strangford Chessington Redriff Hetton William Cash Berty Hindley Camroux I. Jly 23 Annuity GT YARMOUTH AR DONTROSE AR Lochside II., Jly 20 LowesToFT AR DUNDEE AR Ann M., Jly 23 LowesToFT Chroath, Jly 22 Lordin Christian Cash Berty Hindley Camroux I. Jly 23 LowesToFT Ar Douglas WHITEHAVEN, SD WHITEHAVEN,

Polglen, Jly 23 oast SEAHAM Charlus, Jly 22

Queen's Cross (tug)
Lndn (towing barges
Wakaw and Shellway) AR Blyth FLAMBORO HD Pd N Welsh Rose, Jly 22 Cortachy Jly 23 Flamma Preston FLAMBORO HD Pd S Firedog (pres). Jly 22 Miervaldis

reston Loanda Blyth Northwood Liverpool SPURN HEAD Pd In Avr SPURN HEAD Pd Out Actuality, Jly 23 Fluor Liverpool London Queen

Liverpool Surreybrook Ewell, Jly 23 Watergale, Jly 20

Fowey
Larchfield Barry
Pearl Liverpool
Lairdsglen Glasgow
Clarecastle, Jly 21
Liverpool
Invermore (aux)
Drogheda
Pear Harchen College (Accruity Immingham
Drogheda Accruity Immingham
Pear Harchen (Accruity Immingh HULL Preston GOOLE Liverpool KEADBY SD
Barry Scheldt, Jly 22 London
Ily 23 IMMINGHAM AR SD IMMINGHAM SD Port Talbot
Liverpool
Swansea
Barry
Barry

RIMMINGHAM
Accruity, Jly 22
Hamburg
GRIMSBY
Empire Billow (water

carrier), Jly 20 Newcastle Lairdsbank Heysman LONDONDERRY SD Tammamore, Jly 20 Coleraine Cole Glasgow Glasgow Lizzie & Annie, Jly 23 King's Lynn

Wed., July 24, 1946

LLOYD'S LIST

LONDON CUSTOM HOUSE

Rotation Number, Vessel, Flag, Net Tonnage, Master, From, Station, Agents or Brokers. July 20 2814 NEAERA, Br. 4761, Curacao, Isle of Grain, W. Hurst.

July 22 2809 CHURRUCA, Br, 892, Porter, Algeciras, London Dk., MacAndrews &

Co.
2811 FIDUCIA, Du, 122, Dekker, Rotterdam, Sheerness, C. Hoffmann & Co.
2813 MERCIA, Sw, 848, Hansson,
Karlshall, Ridham Dk., E. Lloyd.
2808 SAPAROEA, Du, 4120, Groot,
Rotterdam, Millwall Dk., Keller, Bryant
& Co. & Co. 110 SOUTHPORT, Br. 250, Griffiths, Rouen, Instone's Wf., Wirral Shipping

Co. 2812 THE DUKE, Br. 387, Morrison, Rotterdam, Tunnel Cement Wf., F. T. Everard & Sons.

July 23 2816 ALEXANDRA, Da, 765, Dehli, Aarhus, Cotton's Wf., United Shipping Rotterdam, Greenhithe, F. T. Everard Rotterdam, Greenmine, F. F. Byckar, & Sons, 819 BRITANNIA, Sw, 2422, Walter, Gothenburg, Millwall Dk., British & Northern Shipping Agency. 825 EGIDIA, Br, 7051, Johnston, Cienfuegos, Royal Albert Dk., Runciman (London)

2825 EGIDIA, Br. 7051, Johnston, Clenfuegos, Royal Albert Dk., Runciman (London).
2820 EMPIRE PAKEHA, Br. 4929, Smith, Wellington, Royal Albert Dk., Shaw Savill & Albion Co.
2822 JAMAICA PRODUCER, Br. 2881, Allen, Montego Bay, West India Dk., Kaye, Son & Co.
2826 JAN STEEN, Du. 4272, Schogt, Rotterdam, Royal Albert Dk., Royal Mail Lines.
2821 RHONE, Br. 99, Phelan, Paris, St. George's Wf., W. H. Muller & Co.
2818 SAMDERRY, Br. 4380, Stott, Hamburg, Tilbury Dk., Harrisons (London).
2823 SAPHIR, Be. 269, La Rue, Ostend, Tilbury Dk., John Cockerill Line.
2817 TIPPERARY PARK, Br. 4317, Wardrop, Vancouver, Victoria Dk., Simpson, Spence & Young.
2824 TRONDHJEM, Da. 791, Olsen, Copenhagen & Odense, Mark Brown's Wf., United Shipping Co.

ENTERED OUT

For, Vessel, Flag, Tonnage, Master, Station, Agenta or Brokers July 20. CURACAO, Neaera, Br, 4761, Rigby, Isle of Grain, W. Hurst.

July 22.

BOMBAY, Strathmore, Br. 13,992, Rodger
Tilbury Dk., P. & O. S. N. Co.

Tilbury Dk., P. & O. S. N. Co.

July 23,

AMSTERDAM, Haskerland, Du. 194, Eyc.
Fenning's Wf., British & Foreign Maritime Agencies.

ANTWERP, Themston, Br. 283, Hewetson, Regent's Canal Dk., Instone Lines.

BOULOGNE, Mallard, Br. 166, Clayton, Victoria Wf., G. S. N. Co.

(OCHIN & MADRAS, Fort McMurray, Br. 4244, Brockwell, Royal Albert Dk., A. Howden & Co.

DORDRECHT, Fiducia, Du. 122, Dekker, Lovell's Wf., Greenwich, C. Hoffmann & Co.

GHENT, Alouette, Br. 92, Stranger, Regent's Canal Dk., G. S. N. Co.

JERSEY & GUERNSEY, Channel Queen,
Br, 275, Lucas, Free Trade Wf., British
Channel Islands Shipping Co.
OSTEND, Saphir, Be, 269, La Rue, Tilbury Dk., Erlebach & Co.
RIO JANEIRO & RIO GRANDE DO SUL
via, LISBON, Samur, Br. 4380, Unches

via LISBON, Samur, Br. 4380, Hughes, Tunnel Wf., W. Thurrock, Lamport &

Holt Line.
ROTTERDAM, Bullfinch, Br. 194, Mace, Regent's Canal Dk., G. S. N. Co.
ROTTERDAM, Oranjepolder, Du. 442, Harst, Custom House Qy., Cornelder's Shipping Co.

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

July 20 NEAERA, Br. 4761, Rigby, Curacao, Isle of Grain, W. Hurst,

July 22 STRATHMORE, Br. 13,992, Rodger, Bombay, Tilbury Dk., P. & O. S. N. Co.

July 23

ALOUETTE, Br. 92, Stranger, Ghent, Regent's Canal Dk., G. S. N. Co.

BULLFINCH, Br. 194, Mace, Rotterdam, Regent's Canal Dk., G. S. N. Co.

CHANNEL QUEEN, Br. 275, Lucas, Jersey & Guernsey, Free Trade Wf., British Channel Islands Shipping Co.

FIDUCIA, Du, 122, Dekker, Dordrecht, Lovell's Wf., Greenwich, C. Hoffmann & Co.

AFTERCLOW .- Gravesend, July 23 .-Steamer Afterglow, outward bound, is anchored below here with machinery GASSIZ.—See "Harbour Works Vessels Pictou, Nova Scotia," u

Funchal, July 23.—Panamanian

ANNA.—Funchal, July 23.—Panamanian steamer Anna reports that she expects to arrive here under her own power to-night. (See issue of July 23.)

B. F. MACOMBER.—New York, July 20.
—Steamer HENRY B. BROWN and motor fishing vessel B. F. Macomber were in collision this morning off Cape b. F. Macomber was taken in tow by fishing vessel William Blundon but the towline broke when one mile east of Harbor Refuge Light and the B. F. Macomber sank: 27 members of the crew rescued by a coastguard crash boat and the Milliam Blundon, HENRY B. BROWN has minor damage. (See issue of fully 22.) BROWN has minor damage, (See issue

of July 22.)

BEGONIA.—See "Harbour Works and Vessels Pictou, Nova Scotia," under BERNA. — Buenos Airos

Paddle steamer Berna was surveyed here in respect of damage stated to have been sustained through striking an object with her port paddle wheel on July 6 near Kin. 1055, River Parana while on voyage to Buenos Aires from Cordentes. Paddles Nos. 2 and 4 were renewed and new rocker arm, eccentric rod and stay fitted to paddle No. 3. A hole in paddle casing was repaired by welding.

CARMEN AVELLANEDA. — Buenos Aires, July 18.—While proceeding up-diver on Mar. 21 ferry Carmen Avel-laneda grazed the light buoy at Sau Antonio Bend, Km. 125, River Parana, causing slight damage to the buoy. The CITY OF DUNDEE. Colombo, July 23.

Steamer City of Dundee left here yesterday. (See issue of July 19.)
COLORADO SPRINGS VICTORY.

Liverpool, July 23.—Steamer Colorado Springs Victory reports that while weighing port anchor in Bidston Dock, Birkenhead, on July 6, prior to shifting, it was found that crown shackle pin had worked loose and anchor was left on

dock bottom.

On July 18, while in Langton Dock, starboard lifeboat of steamer SEA FERCH slipped from the davits on to the port after lifeboat of the Colorado Springs Victory, causing the death of one man and injuring two others. Forward and after davits of port after lifeboat were badly wrenched out of position and the channel bars strained after starboard gunwale of the lifeboat guard rail bent and raft releasing gear box twisted. (See issue of July 23.)

While shifting from coal tip to No. 28 berth this morning steamer Empire Gaffer struck dock wall at entrance to the Alexandra Dock extension. One sheerstrake plate was indented and deck slightly buckled abreast of No. 1 hatch-

way on port side.

EMPIRE GREBE. — Belfast, July 23.—
Steamer Empire Grebe left here yester-day for Wabana. (See issues of June 21 ERIKSBORG. - Antwerp, July 19.

Swedish steamer Eriksborg left Porto Flavia on June 26 with a cargo of zinc and anchored the same day at Carloforte. Depth of water in the channel being insufficient, she was lightened by about 100 tons. Anchor was raised with pilot in charge, and with rudder fully to port and environs at full energia. pilot in charge, and with rudder fully to port and engines at full speed, vessel grounded by the stem in shallow water. Efforts to refloat were unsuccessful and on June 29 the vessel was lightened a further 80 tons. Efforts to refloat with assistance of a minesweeper and a small tug were again unsuccessful. On June 30 vessel was lightened a further 50 tons and came afloat, apparently undamaged. Reloading was completed on July I, certificate of seaworthiness issued and vessel proceeded on her voyage to Antwerp.—"Lloyd Anversois." yd Anversois. FORT NIPIGON.-Liverpool, July 23.-

Steamer Fort Nipigon reports that while tying in Hornby Dock on July 17 smoke was observed coming from ventilators of No. 5 hold (not No. 6 hold as before reported). Deck service hoses were used, and National Fire Service called. Seat of fire was in forepart of lower hold on port side. Vessel's side in way of fire heated, also transverse bulkhead between Nos. 4 and 5 holds. No. 4 hold was opened up and hoses used. At 3.0 a.m. fire was under control, and at 5.30 a.m. pumping of water from No. 5 3 - 0 a.m. lire was under control, and at 5 - 30 a.m. pumping of water from No. 5 lower hold was commenced. At the time of the fire there were 1367 bales of cotton in the hold; some were damaged by fire and water and some destroyed. No damage to vessel apart from scorched in their boards. (See issue of the score of the second sec

July 18.)
GEORCIAN. — Singapore, July 23.—
Inderstand tug Empire Belle assisted.
At el can steamer Georgian to maintain course, but did not tow. Georgian used her own power and hand steering gear.—
Llov's Acting Agents. (See issue of July 22)

WOLD SEAL. Cardiff, July 22. Steamer

engine trouble.

ANTONIA. London, W., July 23. —
Steamer Hantonia lost one propeller blade on May 25 in position one mile SW, of La Moye Point, Jersey. (See HANTONIA.

issue of May 27.)
HENRY B. BROWN. — See B. F.

Macomber.

1SAAC M. SINGER.—Jacmel, July 22—
American steamer Isaac M. Singer
(Maracaiho for New Orleans) has
grounded with bow on reef.

grounded with bow on reef.

JOHN H. MARION. — San Francisco,
July 22.—Tank steamer John H. Marion
(from Hilo) went ashore in thick fog off
San Fedro, but later floated and is
intering harbour. No damage reported.

KOOKABURRA. — Malmo, July 19.

Master of Swedish motor vessel Kookaburra reports that after passing
relaster bo channel on June 5 while on
voyage from Sprangsyiken to Portland

calsterbe channel on June 5 while on voyage from Sprangsviken to Portland. Me., vessel touched the bottom at buoy w. 8 in Hollsvik channel. The Kookaburra proceeded at half speed, but mened the standard lightly again at huav Y. Helsingborgs Dagblad."

LACHINEDOC.—Ponta Delgada, July 22.—Steamer Lachinedoc left here to-day. (See Issue of July 17.)

M. & L. COASTER (aux.).—Halifax, July

M. & L. COASTER (aux.).—Halifax, July 22. Auxiliary schooner M. & L. Coaster: Agreed with owners' representive and Clare Shipbuilding Company, Meteghan, N.S., following cost of repairs: Heavy weather damage \$180.

Sp300. Owners have not put repairs in hand. Salvage Association's Surveyors. (See issue of June 28.)

MEDINA VICTORY.— Liverpool, July 23.—Steamer Medina Victory reports

MELVILLE (minesweeper).—See "Harbour Works and Vessels, Pictou, Nova Scotia," under "Fires."

MIRA (s.v.).—Wapping, July 22.—Sailing barge Mira, owners Nash & Miller leaked down at her moorings off Queen's Wharf, Wapping, to-day and remains.

MOSEL. London, July 23.—German steamer Mosel was acquired by the Japan e on Nov. 2, 1942, and renamed TEIZUI MARU. After the cessation of hostilities she was reported aground

NEWTON D. BAKER. - Valentia Radio, July 23.—Following received from American steamer Newton D. Baker (Aarhus for New York) at 1 7 p.m., C.M.T.: 11 30 p.m., G.M.T., position lat. 53 41 N., long. 19 35 W., speed eight knots, heading for Loop Head, steam pipe to auxiliaries slowly parting, may be able to make port. Will report if assistance required.

under "Fires."

PIPIRIKI.—Balboa, July 22.—Steamer Pipiriki: It has now been found that damage to hydraulic steering gear was caused by afterpeak tank top being set up 2½ in, probably due to excess pressure while taking fresh water at Balboa. Temporary repairs are being effected to rams and cylinders, and in addition tank top plating now being released, one plate to be removed, all to be faired, and beams in way renewed, together with connections to was plate all as recommended by Lloyd's Register surveyor. No apparent damage to rudder. (See issue of July 22.)

RIO JURAMENTO.—Bermuda, July 22-Steamer Rio Juramento, in tow of steamer Rio Bermeio, arrived here today. (See issue of July 22.)

ROSERT MILLS. San Francisco, uly 22. — Steamer Robert Mills, from Por Ar lur ar il) Galveston (for Yokohuma) fully loaded, is ashore near San Pedro.

SAN MATIAS.—Punta Arenas, July 22.— Tank steamer San Matias (La Plata for Valpar iso) grounded at Punta Catalina but refloated without assistance at 10 45 a.m.

SAN ZOTICO.—Bombay, July 22.—Tank San Zotico examined in dry dock by Lloyd's Register surveyor no Lloyd's Agent per Salvage Association. (Note.—San Zotico was surveyed in respect of various the surveyed to have been sustained since last drydocking.) since last drydocking.)

SCOTIAN. See "Harbour Works and Vessels Pictou, Nova Scotia," under

guard rail bent and raft releasing gent box twisted. (See issue of July 23.)

DUKE OF ATHENS.—Calcutta, July 16.**

- Motor vessel Duke of Athens has trawler Simpson, GY 1024, is now affoat apparently undamaged. (See issue of Luly 23.)

SYDNEY STAR.—Buenos Aires, July 22. Motor vessel Sydney Star, which arrived here on July 20. has insulation damage in all lower holds caused through handling and stowing previous cargo of heavy steel members. Repairs not renewal of portions of insulation and do, commed to tank tops and hold pillars. Owners are effecting own repairs, stimuted cost between 20,000 and 25,000 paper pesos. Heavy weather 25,000 paper pesos. Heavy weather damage: Leakage from forepeak tank bulkhead to adjacent cargo space probable cost of repairs 6000 paper peroperation.

Association.

SYLVIA W. (keel).—London, W., July 23.

—Damage so far ascertained to the keel Sylvia W., which sprank a leak and sank in the Old Harbour, River Hull, on May 28, amounts to some planks sprung in the bottom. (See issue of June 15.)

TAIPOSHAN. — Hongkong, July 22.—

Steamer Tainoshan is discharging cargo

raiposhan. — Hongkong, July 22. —
Steamer Taiposhan is discharging cargo into lighters. No further movement in vessel at high water, situation unchanged, weather fair. H.M.S. Armada remains on guard and is surveying approaches. Complete discharge into lighters probably necessary, endeavouring to arrange lighterage.—Lloyd's Acting Agents per Salvage Association. (See issue of July 23.)

Steamer Taiposhan moved slightly yesterday, cargo discharge slow despite good weather, a total of 350 tons discharged to date. Rescue tug Allegiance will relieve H.M.S. Armada to-morrow and survey now shows Allegiance can approach within 21, added to the process.

survey now shows Allegiance can proach within 2½ cables.—Lloyd's Aing Agenis per Salvage Association.

TEIZUI MARU.—See Mosel.

THESEUS.—Algiers, July 23.—Steamer Theseus arrived here yesterday (See issue of July 23.)

TIJUCA (aux.).—Rio Grande, July 22.— Master of auxiliary barque Tijuca, Table Bay for Santa Fe, cargo 942 tons of coal, states vessel went ashore

tons of coal, states vessel went ashore on July 20 and is now lying in surf 130 yards from beach, tug unable to approach within half a mile, considers total loss.—Lloyd's Agents per Salvage Association. (See issue of July 23.)

London, July 23.—
The following cable has been received from the owners of the auxiliary barque Tijuca, dated Buenos Aires, July 22: Informed by Wilson, Sons & Co., Rio Grande, Tijuca considered definitely lost

old Seal put back here to-day with night trouble.

NTONIA.—London, W., July 23.—The owners of the steamer Tudor Prince tade on May 25 in position one mile w. of La Moye Point, Jersey. (See

Steamer Tudor Prince is reported to have passed Crosby Light-vessel and is expected to dock in Gladstone Dock

VENDEMIAIRE. Marseilles, July 22. French (ank steamer Vendemiaire ran aground on Planier Island this morning Engine-room reported flooded; tugs and

Engine-room reported monder; rugs and diver in attendance.

Marseilles, July 23.—
Tank steamer Vendemiaire refloated on night of July 22. Temporary repairs (? will be) effected in Estaque Roads before proceeding to Toulon for drydeckny.

VERMEER.—Balboa, July 22.—Motor vessel Vermeer proceeded on July 21.— Lloyd's Agents per Salvage Association. (See issue of July 11.)

WURI.—Gothenburg, July 23.—After part of motor vessel Wuri arrived here to-day. (See issue of July 23.)

WEATHER AND NAVIGATION

STORM ON ITALIAN ADRIATIC COAST

Meteghan, N.S., following cost of repairs: Heavy weather damage \$1800. Owners have not put repairs in hand. Salvage Association's Surveyors (See issue of June 28.)

EDIN VICTORY.—Liverpool, July 21.—Reports of militions of lire, and the death of at least 34 persons, as a result of a cyclone, which occurred on Sunday afternoon (July 21). The area principally affected was that between Rimini and Many pleasure boats capsized uptake burnt out, cause excessively done to boiler damage was done to boiler damage was done to boiler uptake and comment. (See issue of July 10.)

(See issue of July 10.)

(COAST

Rome, July 22.—Reports from the Italian Adriatic (Coast, which reached to damage amounting to hundreds of millions of lire, and the death of at least 34 persons, as a result of a cyclone, which occurred on Sunday afternoon (July 21). The area principally affected was that between Rimini and Many pleasure boats capsized away from the coal face. The strike makes 4000 miners idle and means a loss of 10,000 tons of coal a day. Already three mines an hour.—Exchange Telegraph Company.

Lisbon, July 23.—A violent typhoon has struck the Portuguese colony of Macao causing casualties and damage.—Exchange Telegraph- Company, DERELICTS AND WRECKAGE

Washington, D.C., July 1.— On June 29, in lat. 38 27 N., long. 37 06 W., a submerged object.

LIPHOON AT MACAO

LIFERAFTS REPORTED

Washington, D.C., July 1.—
On June 12, in lat, 41–23 N., long, 50–36
W., steamer Davidson Victory sighted a
metal liferaft. On June 28, in lat. 36 47 N., long, 39 32

On June 28, in lat. 36 47 N., long, 39 32 W., a liferaft.
On June 28, in lat. 35 24 N., long, 68 04 W., a British-type liferaft.
On June 28, in lat. 45 00 N., long, 11 48 steamer George Handley sighted a liferaft.

On June 29, in lat. 42 35 N., long. 20 19 W., steamer George Handley sighted an empty liferaft.
On June 30, in lat. 36 53 N., long. 60 20 W., steamer Fairmont Victory passed a metal liferaft.

DRIFTING BUOYS

Washington, D.C., July 1.—
On June 28, in lat. 40 20 N., long. 48 44 V., steamer Joe C. S. Blackburn sighted round flat-topped square cage bell buov with bell operating.
On June 29, in lat. 41 19 N., long. 49 02 W. a. bell buov

On June 29, in lat. 41 18 N., long. 48 39
W., a bell buoy.
On June 29, in lat. 40 18 N., long. 48 39
W., a black bell buoy.
On July 1, in lat. 26 33 N., long. 75 32
W., turbo-electric vessel Saturn sighted a

W., turbo-electric vessel Saturn sighted a large steel mooring buoy adrift.
On July 1, in lat, 40 21 N., long, 50 07 W., steamer Sea Devil sighted a red nun buoy numbered 14.

MINES REPORTED

MINES REPORTED

Burnham Radio, July 22.—Mines have been reported as follows:—
At 8 37 a.m., G.M.T., July 21, by motor vessel Atlantic Coast, in position 152 deg. true, five miles from Helwick Light-vessel. Ai 12 6 p.m., G.M.T., July 21, by motor vessel Anglian Coast, in position eight miles E. by S. ½ S. of St. Goven Light-vessel.

Malin Head Radio, July 22.—Following Main Head Radio, July 22.—Following received from British motor tanker Ninella at 9 12 p.m., G.M.T.: Passed floating mine at 9 p.m., G.M.T. in position lat, 55 29 N long, 07 32 W.

Humber Radio, July 21.—Following received from Norwegian motor tanker Strix at 7 52 p.m., G.M.T.: Passed floating mine in position lat. 52 53 N., long.

Washington, D.C., July 1.— On June 29, in lat. 41–12 N., long, 50–33 W., a floating mine. NORTH SEA

Humber Radio, July 22 — Following received from British steamer Flamma at 42 p.m., G.M.T.: Light of No. 64 Buoy (lat. 52 42 24 N., long. 01 58 50 E.) extinguished at 9 35 p.m.

ATLANTIC WEATHER REPORTS ATLANTIC WEATHER REPORTS
We have received from the Meteorological Office the following wireless reports, dated July 22, from vessels in the North Atlantic. The times given are G.M.T.:—
(AIRNESK.—6 p.m., 59 00 N., 19 24 W.; SW., gentle; partly cloudy; bar. 29 47 Midnight, 58 54 N., 20 42 W.; SW., gentle; cloudy; bat. 29 41.
(AIRNVALONA.—6 p.m., 56 12 N., 28 06 W.; S., gentle; cloudy; bar. 29 24. Midnight, 56 36 N., 26 18 W.; E. by N., light; cloudy; bar. 29 29.
(ELTIC MONARCH.—Noon, 50 30 N., 14 00 W.; SW., fresh; intermittent slight dirizzle; bar. 29 83. 6 p.m., 50 42 N., 12 24 W.; SW., strong; cloudy; bar.

drizzle; bar. 29 83. 6 p.m., 50 42 N., 12 24 W.; SW., strong; cloudy; bar.

EMPIRE LADY -- Noon, 46 36 N., 10 54 W.; W., gentle; partly cloudy; bar. 30 18. 6 p.m., 47 30 N., 10 30 W.; SW., mod.; overcast; bar. 30 15. EXPLORER.—6 a.m., 45 48 N., 07 36 W.; W. by S., mod.; drizzle; bar. 30 18. Noon, 44 42 N., 08 30 W.; SW., gentle; bagge; bar. 30 24

haze; bar, 30 24. GEORGIC.—Noon, 49 12 N., 42 24 W.

GEORGIC.—Noon, 49 12 N., 42 24 W.; WNW., mod.; partly cloudy; bar. 29 94. Midnight, 50 06 N., 37 24 W.; W., fresh; overcast; bar. 29 88. HORORATA.—Midnight, 41 54 N., 35 30 W.; N. by W., mod.; partly cloudy; bar. 30 06. HORSA.—6 a.m., 58 42 N., 05 48 W.; NW., gentle; overcast; bar. 29 62. MANCHESTER COMMERCE.—6 p.m., 56 30 N., 25 36 W.; S. by W., fresh; overcast; bar. 29 32. Midnight, 56 30 N., 27 30 W.; W., gentle; cloudy; bar. 29 32.

29 88, SCYTHIA.—Noon, 36 54 N., 08 48 W.; ENE., light; cloudless; bar, 30 06, 6 p.m., 36 18 N., 07 00 W.; ESE., light; cloud-

TRESHLHAN.—Noon, 48 06 N., 09 36 W.; WSW., gentle; fog; bar. 30 12 6 p.m., 47 42 N., 10 18 W.; WSW., gentle; cloudy; bar. 30 15.

SAWMILLS, VEITSILUOTO, FINLAND Helsinki, July 17.—Fire broke out yesterday in the Veitsiluoto sawmills, near Kemi. Damage is estimated at between 20

MISCELLANEOUS

STRIKE OF SEAMEN AT SOUTHAMPTON

SOUTHAMPTON

London, July 22.—The last vessel from Southampton to Cowes was cancelled and a number of passengers were stranded as a result of an unofficial strike over a wages dispute by about 30 firemen and deckhands in three steamers operated by the Red Funnel Line (Southampton, Isle of Wight and South of England Royal Mail Steam Packet Company). The first vessel to be affected was the VECTA, due to leave Southampton for Cowes at 6 p.m. Shortly before her sailing time members of her crew walked off and the sailing was cancelled. When the steamer DUCHESS OF CORNWALL arrived from Cowes, and the steamer PRINCESS ELIZABETH from Ryde, members of their crews followed suit.

suit.
London, July 23.—As a result of the unofficial strike staged by greasers, firemen and sailors in vessels belonging to the Red Funnel Line, to-day's early morning sailings between Southampton and the Isle of Wight were cancelled.—Exchange Telegraph Company.

THE STRIKES IN AUSTRALIA THE STRIKES IN AUSTRALIA Sydney, July 23.—Coal production at the majority of the Southern New South Wales mines ceased yesterday, following the breakdown of the conference between the owners' and union representatives and the Minister for Supply, on July 20, to consider the miners' claims to extra pay when working as wheelers and clippers. Unless the dispute is settled quickly there will be a general State-wide stoppage—Lloyd's Agents, Sydney, July 23.—All mines in the

THE WAR

BENLOMOND. — Penang, July 22.— Steamer Benlomond: Surveyors report six consecutive main shaft bearing castings broken. One hundred and fifteen feet between sound bearings. Each bearing secured by four bolts with disbearing secured by four bolts with distance pieces beneath. In each case two bolts rendered useless and bearing dropped on that side one and a half inches. Structural damage appears mostly aft, where some frames and floors are distorted, no appreciable leakage showing anywhere. It has been recommended that vessel be towed to Singapore, possibly by company's ship, to effect repairs in dry dock, Lloyd's surveyor at Singapore agrees. No tugs available at Penang, if obtainable at Singapore cost very high. Cargo undamaged by sea water, impossible to verify shock damage until it is unloaded.—Lloyd's Acting Agents per Salvage Association. (See issue of July 19.)

BETTY.—Maassluis, July 20.—Norwegian

Association. (See issue of July 19.)

BETTY.—Maassluis, July 20.—Norwegian steamer Betty left Rotterdam to-day for Antwerp. (See issue of Apr. 24.)

BIZAN MARU.—See Ming Sang.

LEUVEHAVEN. — Antwerp, July 19, —
Motor vessel Leuvehaven, which was
requisitioned by the Germans and converted to a war vessel, has been completely reconditioned at the Gusto shipyard at Schiedam. Trials will take place
on July 22.—"Lloyd Anversois." (See
issue of Mar. 19.)

MARGUERITE FINALY. — Marseilles.

the South Seas on Feb. 23, 1944.

MING SANG.—London, July 23.—British steamer Ming Sang, which was scuttled at Hongkong in December, 1941, was salved by the Japanese and renamed BIZAN MARU. She was subsequently sunk in lat. 33 56 N., long. 130 1 E. on June 18, 1945.

MORAZAN. — London, July 23.—COLIVE, 605. Liverpool CRISTO 140, Allred. Straits S.S. Co. DALEGARTH FORCE, 825, W. Waterloo W. S. Kennaugh & Co.

NON-MARINE

FIRES

Helsinki, July 17.—Fire broke out yesterday in the Veitsiluoto sawmills, near Kemi. Damage is estimated at between 20 and 30 million Finnish marks.—" Bergens Tidende."

SALVAGE COMPANY'S STORE. COPENHAGEN, DENMARK

Copenhagen, July 17.—Fire broke out this morning in the A/S Em Z. Svitzers Bjergnings Enterprise storage building at Lynetton, but was extinguished after several hours. Ship's material to the value of 1,000,000kr. was destroyed.—" Bergens Tidende."

HARBOUR WORKS AND VESSELS, PICTOU, NOVA SCOTIA PICTOU, NOVA SCOTIA

Halifax, July 22.—The fire at Pictou on
July 14, cause at present unknown, started
in freight shed on Government pier. Three
Government wooden piers damaged beyond
repair. New Dartmouth ferry SCOTIAN
had paintwork damaged by smoke and
bulwarks and rails damaged on account of
collision with steamer BEGONIA, in
moving away from fire, Minesweeper
MELVILLE sustained damage by fire to
deck planking and mooring lines and also MELVILLE sustained damage by fire to deck planking and mooring lines and also in moving away from fire was in collision with corvette AGASSIZ and damaged stern plating, bulwark rails, and lines fouled propellers. AGASSIZ damaged tem plating, motor tanker NIPIWAN PARK: Windlass and winches lying on burnt pier damaged by fire, probably beyond repair. Fire also damaged lifeboat, deck mooring lines and various equipment. She is said to have grounded when she was blown away from her moorings during the fire but no apparent leak. when she was blown away from her moor-ings during the fire but no apparent leak-age. One small Government tug lifted on to pier by repairers damaged and lying among wreckage, probably beyond repair. —Salvage Association's Surveyors. (See

SHIPS IN PORT (Continued from page 14)

MERSEY-IN PORT Docks are at Liverpool unless otherwise shows t indicates Birkenhead

Vessel
ADOLF BRATT, 1498, W. Float, A. Okara ALCOL. 1566 E. Float t Monroe Bros MERICAN FORWARDER 2294, Gladistone 2, Laited States Lines ANNA II. 478, Langton, Ross, Ryan & Co. ANTHOUGHUS, 200, Larrier A. Savare ARDENZA, X. Langton Branch, Moss Hutchison Line ASCANIA, 14,013, Gladstone, Cunard White Star

& Son YRSHIRE COAST 77 Lpool, Coast Lines BALMA14 128, Harrington A. Coller & Co. BANNTHORN, 429, Bramley-Moore BANNTHA 2407, Wellington, Cunard S.S. Co. BEECHFIELD, 449, Canning Dry 2, W. A.

Court on June 16, 1943, see an June 18, 1944, was considered with the seed of EMPIRE PIBROCH, 7046, Alexandra 2, Houlder Bros. & Co.
EMPIRE PLOVER, 6109, Langton, T. & J. Harrison EMPIRE PUNCH, 321, Canning, A. Coker & EMPIRE RANCHER, 332, Bramley-Moore, H.
Tyrer & Co.
EMPIRE REAPER, 332, Salisbury, H. Tyrer THE STRIKES IN INDIA

Bombay, July 22.— Most detachments of British and Indian troops who guarded strategic points here to-day were withdrawn to-night as the 24-hour strike of 500,000 industrial workers, called in sympathy with the postal strikers, passed off without serious incident.—Reuter.

Madras, July 23.—Madras staged one day general strike to-day when

W. N. by W., mod.; partly cloudy; bar. 30 06.
HORSA.—6 a.m., 58 42 N., 05 48 W.;
N.W. gentle; covercast; bar. 29 62.
MANCHESTER COMMERCE.—6 p.m., 56 30 N., 25 36 W.; S. by W., fresh; overcast; bar. 29 32. Midnight, 56 30 N., 27 30 W.; W., gentle; cloudy; bar. 29 32. Midnight, 56 30 N., 27 30 W.; W., gentle; cloudy; bar. 29 32. Midnight, 56 36 N., 32 24 W.; W., fresh gale; squalls; bar. 29 68.
MANCHESTER EXPORTER.— Midnight, 56 36 N., 32 24 W.; W., fresh gale; squalls; bar. 29 68.
MANCHESTER TRADER.—6 p.m., 55 48
N., 34 36 W.; WNW., mod. gale; cloudy; bar. 29 42.
W.; N., strong; cloudy; bar. 29 42.
W.; N., strong; cloudy; bar. 29 42.
W.; N., strong; cloudy; bar. 29 43.
W.; N., strong; cloudy; bar. 29 45.
W.; N., mod.; cloudless; bar. 30 05.
SAMARIA.—Midnight, 52 30 N., 05 18
W.; S., by W., mod., cloudless; bar. 30 05.
SAMARIA.—Midnight, 52 30 N., 05 18
W.; S., by W., mod., gale; covercast: bar. 29 88.
S.Y. PHIA.—Noon. 36 54 N., 08 48 W.;
SCYTHIA.—Noon. 36 54 N., 08 48 W.;
SCYTHIA.—Noon. 36 54 N., 08 48 W.;
S. Borth of the first of dergens
GLAUCUS, 7586, Gladstone 1, A. Holf & Co.
GLAUCUS, 7586, Gladstone 1, A. Holf & Co.
GOYERNOR, 5671, Grayson, Kullo & Clover's
Dry 3,† T. & J. Harrison
HAKEFJORD, 1161, Herculaneum Dry 3,
Limerick S.S. Co.
HAMPSHIRE COAST, 1224, Lpool, Coast

HAWARDEN BRIDGE, 297, E. Float, t J. S. Jones
HERBERT W. WALKER. 365, Brocklebank,
H. Tyrer & Co.
HILARY, 7403, Cammell Laird & Co.'s Wet
Bsa...† Rooth S.S. Co.
HILCREST PARK. 7138, Huskisson 1,
Houlder Bros. & Co.
HOPPER NO. 32, —, Alfred,† T. Phelan &
Oo. Co.
UNDORITA, 201, W. Float, † T. Phelan & Co.
INVELLIA, 5026, Canada 2, Toft & Co.
INVERPOOL, 620, Morpeth, † Petroleum Board

VOHN HOLT, 3814, Cammell Laird & Co.'s

Wet Bsn., J Holt & Co.

JOSEPH E JOHNSTON, 7196, Huskisson 3

Allindic Transport Co.

KAOLACK, 1837, Bromborough, H. Tyrer &

KENILWORTH CASTLE, 9916, Alexandra 1 Elder Dempster Lines KENTUCKY, 2136, Carriers, N. Johanssen & KERRY, 1411, Prince's, Coast Lines KHETI 2734, Langton Branch, Moss Hutch Son Line KILKENNY, 1320. Prince's, British & Irish LADY THOMAS, 294, Carriers, W. G. Thomas LAKELAND, 1543, Queen's, H. Tyrer & Co. LANCASHIRE COAST, 1104, Clarence Dry 1 Coast Lines LAPWING, 921, Toxteth, Moss Hutchison

LITHIUM, 501, E. Float,† I.C.I. LODESTONE, 4877, W. Float,† Vogt & Magnire LONGFORD, 1913, Prince's, British & Irish LORETO, 6682, Canada 1, Canadian Pacific

CASUALTIES TO AIRCRAFT

(RASH AT PORQUIS, ONTARIO
London, July 23. — Percival Aircraft
Lt.l., Luton, report: Percival aircraft
G-AGSW is reported to have crashed at
Porquis Airport on July 19 and is probably
a total loss. Pilot and two passengers
unhurt except for minor cuts.
Cause of
accident at present unknown.

LYCAON, 7350. Gladstone 1. A. Holt & Co.
MARTHER LITTREE Float, T. & J. Brockle
bank
MARTH. 150. Morpeth. † T. Phelan & Co.
MEDINA VICTORY, 7607. Alexandra 1
Anchor Line
MERCHANT PRINCE, 5229, Herculanean
Dry 4. Sivewight, Bacon & Co.
MERSEY COAST 509, Sandon, Coast Lines
MILLA, 5991, Canada 3, Lamport & Holt

Dempster Lines NORTHERN CHIEFTAIN, 1900, Queen's 2, H. Fyer & Co. NYROCA, 786. Alexandra, Moss Hutchison OCEAN VOLUNTEER, 7174, King's 2, Mar-Andrews & Co.

Andrews & Co.

ORIDA 7800 Morpeth Petrolenm Barrd
ORIDA 15507 Canada
ORKNEY COST 6-0, Victoria, Coast Lines
OXFORDSHIRE, 8646, Canada 1, Ribby Bros. PACHAUG VICTORY, 7607, Canada 2, Merican S. S. Lines PANDORIAN, 3143, Brocklebank, Ellerman Star
ASSURANCE, 203, E. Float,†
ASSURANCE, 203, E. Float,†
ATHELREGENT, 8881, Cammell Laird & PARDO, 5400, Brocklebank Branch, P. S. N.
AUTHORITY, 616, Queen's 1, Caleb Brett

Brett, 67, Alexandra 1, W. Robertson
PEBBLE, 601, Alexandra 1, W. Robertson PEARL, 67. Alexandra 1, W. Robertson PEBBLE, 601. Alexandra 1, W. Robertson PENSTONE, 267. Canning, W. A. Sange PEVERII, 798. Queen's T. Orford & Sons POOL, FISHER, 605. E. Float, J. W. Fisher BETTY.—Maassluis, July 20.—Norwegian steamer Betty left Rofterdam to-day for Antwerp. (See issue of Apr. 24.)

BIZAN MARU.—See Ming Sang.

COPIOUS.—Lowestoft, July 22.—Steam trawler Copious reports that while towing her gear at 5 a.m. on July 21 in position Smith's Knoll Light-vessel bearing N. by W. 5 miles, a mine exploded close to her stern. The gear was lost and vessel shaken badly, one of the crew being thrown and hurt Vessel returned to port under her own power and is drydocking for examination. (See issue of July 23.)

EKKAI MARU.—See Morazan.

LEUVEHAVEN. — Antwerp, July 19.—

Modor wessel Lenvehaven which was contained to power and is drydocking for examination. (See issue of July 23.)

EKKAI MARU.—See Morazan.

LEUVEHAVEN. — Antwerp, July 19.—

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MING SANG.—London, July 23.—British (CITY of GLASGOW, 5321. Langton, Hall Lines (CITY of LANCASTER, 3041, Alexandra 1. Ellerman Papayanni Lines (CIAN CHISHOLM, 9581. Langton, Cayzer STARKENBORGH, 857. Wellington, Japp. STARKENBORGH, 857. Wellington, Japp. STARKENBORGH, 857. Wellington, Japp. STOCK FORCE, 983. Lpool, W. Kennaugh COLDER DE 745. Onem's 1. E. W. Turner & COLDER DE 745. Onem's 1. E. W. Turner & STEEAM PISH 738. Gladstone, J. W. MING SANG.—London, July 23.—British (COLDER DE 745.) Capping and the properties of the color o

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(Continued on page 19)



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WIRELESS REPORTS

Albert Park .-- Land's End, Jly 22, 4 29 p.m. Braheholm.—Bd Baltimore, 38 m SE of Cape Race Jly 18 Cairnesk. -58 54 N, 20 42 W, Jly 22, mid-

('airnvalona, - 56 36 N, 26 18 W, Jly 22, Celtic Monarch. - 50 42 N, 12 24 W, Jly 22,

6 p.m. Danaholm.—Bd Veracruz, 623 m ESE of Cape Race Jly 18 Empire Lady.—47 30 N, 10 30 W, Jly 22, 6 p.m. Empire Spearhead.—54 00 N, 08 12 E

Jlv 22, 6 a.m. Explorer.—44 42 N, 08 30 W, Jly 22, noon Georgic.—50 06 N, 37 24 W, Jly 22, midnight Hemland.—Bd Sweden, 19 48 S, 39 13 W,

Jly 16 Hopecrown.—Portishead, Jly 22, 1 a.m. Hororata.—41 54 N, 35 30 W, Jly 22, midnight
Laholm.—Bd Portland, Me, 607 m NE of
Cape Race Jly 17, noon
Manchester Commerce.—56 30 N, 27 30 W,
Jly 22, midnight
Manchester Exporter.—50 36 N, 32 24 W,

Jly 22, midnight
Manchester Trader.—56 00 N, 32 24 W,
Jly 22, midnight
Nea Hellas.—42 54 N, 09 36 W, Jly 22,
midnight midnight Samaria.—52 30 N, 05 18 W, Jly 22, midnight

midnight.
Sparreholm.—302 m SW of Cape Race
Jly 17, noon
Svaneholm.—200 m SSE of Sable Is Jly 18
Tresillian.—47 42 N, 10 18 W, Jly 22, 6 p.m. Tunaholm.—Bd Havana, 780 m NE of

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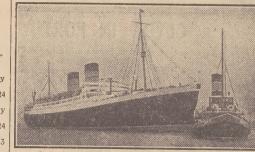
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	KINGDO	AND COASIAL TOW	
to		obable Date, Broker and Berth	
10	American Farmer, New York, Jly 2 United States Lines	AVONMOUTH Baharistan, Sydney via Antwerp, Bethell, Gwyn & Co. Cabusto, Port Arthur, Jly 2.	
ter.	Anson P. K. Safford, Baltimore, United States Lines Atheltarn, Iceland via Leith, now du	James & Hodder.	
ST	Howard Houlder & Partners, (Thames Haven). Australia Star, Sydney, Aug	James & Hodder. Empire Kangaroo, Montreal, Jly 20	
	Aylesbury, Buenos Aires, Capper, Alexander & Co.	Fort Aklavik, Sydney, Aug 3 Bethell, Gwyn & Co. Fort George, Hamburg, end Jly	
	American Farmer, New York, United States Lines. Aug Inted States Lines Atheltarn, Iceland via Leith, Howard Houlder & Partners. (Thames Haven). Australia Star, Sydney, Blue Star Line. Aylesbury, Buenos Aires. Capper, Alexander & Co. Bajamar, Las Palmas, F. Dessen & Co. Baltannic, Wellington, J. B. Westray & Co. Banaderos, Canary Islands, F. Dessen & Co. (West India) Baronesa, Buenos Aires, Jly 24 Jly 24 Jly 25 Jly 26 Jly 27 Jly 27 Jly 27 Jly 27 Jly 28 Jly 29 Jly 29 Jly 20 Jly 2	Glenwood, Buenos Aires, mid Aug	(B 1 C001 (A 11) B 1 5
2	Banaderos, Canary Islands, F. Dessen & Co. (West India)	C. Hill & Sons.	Telephone Service between Thames Tug Stations
J	Baronesa, Buenos Aires, Houlder Bros. & Co. Beaverburn, Baltimoro & New York, Cunard White Star Beaverdell, Montreal, Canadian Pacific S.	Bethell, Gwyn & Co. La Mesa, Corpus Christi, James & Hodder. Jly 25	
S	D. Carling D.D.	Bethell, Gwyn & Co.	Pilcomayo, Buenos Aires. Aug 16
	Nelson Donkin & Co. (Surrey Commercial).	F. C. Strick & Co. Ocean Fame, W.C. Africa.	T. & J. Harrison.
el	L. W. Morland & Co. (Surrey Com.). Benreoth, Adelaide, Shaw Savill & Albian Co. Jly 31	James & Hodder and Mark Whitwill & Son. Port Sydney, Buenos Aires, Jly 26 James & Hodder.	Port Campbell, Lyttelton, Unard White Star. Rivercrest, Adelaide, Aug 4
	L. W. Morland & Co. (Surrey Com.). Benreoch, Adelaide, Shaw Savill & Albion Co. Benvorlich, Hongkong, Galbraith, Pembroke & Co. Blairspey, Little Bay Islands, T. Watson (Rochester) Brockleymoor, Vancouver, Runciman (London) (Victoria). Jly 27 Aug. 14	Sambalt, Hamburg, end Jly James & Hodder.	Rivercrest, Adelaide, Aug 4 A. Holt & Co. Rockabill, Waterford, Clyde Shipping Co. (W. Waterloo). Sambrake, Calcutta via Boulogne, Jly 25
	T. Watson (Rochester) Brockleymoor, Vancouver, Runciman (London) (Victoria)	Samesk, Port Kembla Aug 4 Bethell, Gwyn & Co. PORTISHEAD	Hall Line Samconstant, Alexandria via
	P. Henderson & Co.	Arnold Bratt, Vifstavarf, Jly 24 Whitwill, Cole & Co. BRISTOL	Furness, Withy & Co. Samfeugh, Lagos, Elder Demnster Lines
	H. Lange, Bell & Co. (Surrey Commercial)	Eemstroom, Amsterdam, Jly 29 Turner, Edwards & Co. Halvard Bratt. Gothenburg via Cardiff, Jly 28	Samgara, Port Pirie via Antwerp, mid Aug (A. Holt & Co. Samidway, Melbourne.
	S. L. A., Ltd. (Regent's Canal) Carthage, Bombay via Southampton, P. & O. S. N. Co. Cattaro, Naples, G. S. N. Co. Charlbury, Buenos Aires, Canner, Aleyander & Co.	Whitwill Cole & Co	A. Holt & Co. Sansu, W. C. Africa, now due Elder Demoster Lines
	Cattaro, Naples, G. S. N. Co. Charlbury, Buenos Aires, mid Aug	Hera, Baltic, Aug 3 Mark Whitwill & Son. Linda Dan, Finland, now due Whitwill Cole & Co. Majorca, Seaham, Jly 25 M. Whitwill & Son Movie Oran	Santander, Valparaiso, mid Aug P.S.N. Co. Settler, West Indies, now due T. & J. Harrison (Huskisson).
/5	Cid, Lisbon, Jly 25-26	James & Hodder.	
-	Montgomerie & Workman. Clan Campbell, Sydney via Livernool. Aug 10	Star, East Norway, Whitwill, Cole & Co. (City) Verna, Baltic, Mark Whitwill & Son early Aug Jly 28	Furness, Withy & Co. (Dingle Oil Jty.) Takoradian, W.C. Africa, H. Tyrer & Co. (Bromborough). Teucer, Hongkong, A. Holt & Co.
	Clan Macnair, Madras, Jly 31	SHARPNESS	Teucer, Hongkong, A. Holt & Co. Teviot, Puerto Deseado, Aug 23
	Shaw Savill & Albion Co. Daniel Willard Savannah	Eldorita, Liverpool, V. W. Rowles & Co. (Gloucester). Vibeke Christensen, Gothenburg, James & Hodder	Teviot, Puerto Deseado, Aug 23 P. S. N. Co. Vasconia, New York, Jly 24 Cunard White Star.
,	Denbighshire, Sydney, Glen Line (King George V.).	NEWPORT Empire Contyne, Hull, now due	Zilos, Finland via Manchester, Jly 25 W. H. Stott & Co.
1	Royal Mail Lines Bunster Grange Ruenes Aires The ce	Kajsa Christensen, Gefle, Jly - CARDIFF Halvard Bratt, Gothenburg, abt Jly 25	Empire Candida, Pugwash, Jly 24 T. Phelan & Co. (North). MANCHESTER
10 0,	Durango, Buenos Aires, Aug 20	Imperial Valley, Hope Simpson, early Aug	Cabusto, Port Arthur via Avonmouth Jly 27
d h,	Royal Mail Lines. Empire Arun, Durban via Antwerp, Aug 6 Empire Clarendon, Sydney, Aug 17 P. & O. S.N. Co. Empire Garston, Stockholm and E. Sweden via Hull, now due United Shipping Co.	Imperial Valley, Hope Simpson, Sir W. R. Smith & Sons Kvikkjokk, Narvik, C. W. Brice. Meadowbank, Sydney via London. W. Cory & Son.	El Mirlo, Cabo Blanco, Aug 6 C. T. Bowring & Co. (Ellesmere Port). Flora, Furugrund, Aug 3 R. F. Sanderson & Co. Irene, Karskar, Jly 25 R. F. Sanderson & Co. (Salford & Buncary).
l,	Empire Garston, Stockholm and E. Sweden via Hull, now due United Shipping Co.	W. Cory & Son. PORT TALBOT Karesuando, Narvik, Jly 24 S. Stephens.	Irene, Karskar, Jly 25 R. F. Sanderson & Co.
S	Empire Raja, Singapore, P. & O. S. N. Co.	S. Stephens.	(Salford & Runcorn). Manchester Exporter, St. John (N.B.), Jly — Manchester Liners
t	Essex Trader, Rotterdam, E. R. Mund & Co. (Greenwich Bys.) Fort Cadotte, Montreal, Cunard White Star (Tilbury) Jly 25	S. Stephens. SWANSEA Baltia, Soderhamn, Jly — British Major, Abadan, Jly 25 Burgess & Co. (Oueen's) Clan Macrae, Liverpool, Jly 27 Simpson Bros. (Swansea) (D Shed, King's). Empire Contyne, Hull via Newport, Jly 28-29 F. H. Tucker & Co. (E Shed, King's). Four Lakes Abadan, Jly — Star Lakes Abadan, Jly —	Manchester Liners Manchester Trader, Montreal, abt Jly 29 Manchester Liners Mansuria, Gothenburg, Jly 28
	Fort Colombia, Bona, Lambert Bros. (Ford's Ity, Dagenham)	Burgess & Co. (Queen's) Clan Macrae, Liverpool, Jly 27	Manchester Trader, Montreal, Manchester Liners Mansuria, Gothenburg, Bahr, Behrend & Co. (Salford). Recorder, Barranquilla, J. W. Jones & Sons Richmond Park, New York, H. Watson & Co. Sonja, Gene, R. F. Sanderson & Co. Zilos, Finland, Efferman's Wilson Line.
11	Fort Glenora, Melbourne, Anderson, Green & Co. (Tilbury). Fort Miami, New York.	(D Shed, King's). Empire Contyne, Hull via Newport, Jly 28-29	Richmond Park, New York, Jly 24 H. Watson & Co. Sonja, Gene, abt Aug 2
	Cunard White Star. Fort Sakisdac, Auckland, J. B. Westray & Co. (Royal Albert)	Four Lakes, Abadan, Burgess & Co. Lodestone, London, Simpson Bros. (Swansea), Ltd. (King's)	Zilos, Finland, Jly 24 Ellerman's Wilson Line.
	Fort Thompson, W.C. Africa, end Jly E. H. Mundy & Co. Fruitvale Hills, Curacao. Jly 27	Simpson Bros. (Swansea), Ltd. (King's)	Empire Lorenzo, Pugwash, now due
	Angio-American Oil Co. (Thames Haven) Gardenia, St. John, N.B., Jly 26-28	Pan Scandia, Abadan. Jly 25-26 Burgess & Co. (Queen's) MERSEY	Fort Ligad Pone
	E. R. Mund & Co. (Greenwich Bys.) Fort Cadotte, Montreal, Cunard White Star (Tilbury). Fort Colombia, Bona, Lambert Bros. (Ford's Jty., Dagenham) Fort Glenora, Melbourne, Anderson, Green & Co. (Tilbury). Fort Miami, New York, Cunard White Star, Cunard White Star, Fort Sakisdac, Auckland, J. B. Westray & Co. (Royal Albert). Fort Thompson, W.C. Africa, E. H. Mundy & Co. E. H. Mundy & Co. (Thames Haven) Gardenia, St. John, N.B., Neison Donkin & Co. (Surrey Commercial). Glenogle, Shanghai, Glen Line. Gunny, Jacobstad, Hugin, Stockholm, &c., via Hull,	Adrastus, Hongkong, Aug 20 A. Holt & Co. Allerton, Bahia Blanca, Jly 25	Fort Liard, Bona, now due WORKINGTON Kalix, Narvik, Jly 25 The United Steel Companies, Ltd.
	Glen Line. Gunny, Jacobstad, Hugin, Stockholm, &c., via Hull, early Aug British & Northern Shipping	American Manufacturer, Los Angeles, Aug 6 C. G. Dunn & Co. Anglia, Gothenburg via Manchester, now due	ARDROSSAN Tres, Torrevieja, abt Jly 28 CLYDE
	Idomeneus, Newcastle (N.S.W.), Aug 9	Allerton, Bahna Blanca. American Manufacturer, Los Angeles, Aug 6. C. G. Dunn & Co. Anglia, Gothenburg via Manchester, now due Bahr, Behrehd & Co. Baltannic, Bombay, Cunard White Star. Cape Sable, N. Brazil via Portugal, Booth S.S. Co. (King's No. 2) City of Cape Town, Port Pirie, Hall Line City of Chester, Pairs	British Renown, Haifa, Gow, Harrison & Co. (Bowling) Cairnyalona Montreel
4	Glen Line. James Bennett Moore, New York, United States Lines Kindat Vinggapatania Lineareal	Booth S.S. Co. (King's No. 2) City of Cape Town, Port Pirie, Hell Line	Gow, Harrison & Co. (Bowling) Cairnvalona, Montreal, Cairns, Noble & Co. (Quayside) Cape Douglas, Naples, City of Carlisle, Beira via Liverpool, Jly 25 City Lide, Seria via Liverpool, Jly 25
d	Kindat, Vizagapatam via Liverpool, P. Henderson & Co. Kohistan, Brisbane, P. & O. S. N. Co. Langton Grange, La Plata, Houlder Bros. & Co. Magdapur, Calcutta, A. Howden & Co. Mahanada, Calcutta, A. Howden & Co. (Tilbury). Mahia. New Plymouth, Shaw Savill & Albion Co. Mahanada, Calcutta, A. Howden & Co. (Tilbury). Malacca, Shanghai, Escombe, McGrath & Co. (Tilbury Cargo Jetty). Manipur, Calcutta, Montgomerie & Workman. Mathura, Calcutta, A. Howden & Co. Mahar, Calcutta, Montgomerie & Workman. Mathura, Calcutta, A. Howden & Co. Mathura, Calcutta, A. Howden & Co. Mahar, Calcutta, Montgomerie & Workman. Mathura, Calcutta, A. Howden & Co.	City of Chester, Beira, Hall Line City of Durham, Bombay, Aug 13	City Life. Clan Allan, La Plata, A. Crawford & Son
	Langton Grange, La Plata, mid-Aug Houlder Bros. & Co.	Hall Line. City of Exeter, Karachi & Bombay Aug 28 Hall Line	Clan Angus, Mombasa via Liverpool, Sep 23 Cayzer Irvine & Co.
-	A. Howden & Co. Mahanada, Calcutta, A Howden & Co. (Tilbury)	Hall Line City of Hongkong, Bombay, Hall Line Clan Angus, Mombasa. Cayzer, Irvine & Co. Clan Campbell, Karachi, Cayzer, Irvine & Co. Clan Macdonald, Sydney, Cayzer, Irvine & Co. Cordillera, La Plata, Donaldson Bros. & Black. Devis, Buenos Aires, Lamport & Holt Line,	Clan Chattan, Newcastle (NSW), Sep 3 Cayzer, Irvine & Co. Clan Macaulay, Sydney, Aug 17 Roxburgh, Colin Scott & Co. Empire Grenadier, Abadan, Gow, Harrison & Co. (Rowling)
	Mahia. New Plymouth, Shaw Savill & Albion Co. Maihar. Calcutta. Jly 25	Cayzer, Irvine & Co. Clan Campbell, Karachi, Ang 21 Cayzer, Irvine & Co.	Empire Grenadier, Abadan, Jly 29 Gow, Harrison & Co. (Bowling) Empire Ken, W.C. Africa, Aug 4 Royal Mait Lines.
	A. Howden & Co. (Tilbury). Malacca, Shanghai, Escombe, McGrath & Co.	Clan Macdonald, Sydney, Aug 19 Cayzer, Irvine & Co. Cordillera, La Plata, Jly 24	Empire Snipe, Mediterranean, abt Jly 27
	(Tilbury Cargo Jetty). Manipur, Calcutta, Aug 19 Montgomerie & Workman.	Donaldson Bros. & Black. Devis, Buenos Aires, Lamport & Holt Line. Dramatist, Cochin via London, T. & J. Harrison (Brunswick) Duchess of Bedford, Freetown via Canadian Pacific S.S. Liv 28	Voitage Manualla
-	Mathura, Calcutta, Aug 16 A. Howden & Co. Merkland, Genoa, Jly 26-27	T. & J. Harrison (Brunswick) Duchess of Bedford, Freetown via	Lyria, Arnba, Gow, Harrison & Co. (Bowling). Maihar Calcutta via London
2	Currie Line Meroe, Genoa, end Jly G. S. N. Co.	Canadian Pacific S.S. Dunkery Beacon, Bona, Jly 28	Anchor Line Marine Rayen Naples end Jly
	Northumberiand, Auckland via Panama, Jly 25 J. B. Westray & Co. Royal Albert).	Empire Capulet, Sydney, mid-Sep	Aughani, Narvik, J. Jenkins & Son. Lyria, Arnba, Gow, Harrison & Co. (Bowling). Maihar, Calcutta via London and Dundee, early Aug Anchor Line Marine Raven, Naples. Nea Hellas, Durban, G. S. N. Co. Nestor, Newcastle (N.S.W.) via Liverpool, early Sep Roxburgh, Colin Scott & Co. Norwegian, Montreal, Donaldson Bros. & Black. Samconstant, Alexandria, J. Bruce & Co. Samidway, Melbourne via Liverpool, mid Aug Aitken, Lilburn & Co.
-]	Osric, Umea, Pan Europe. New York, H. E. Moss & Co.	W. H. Stott & Co. (Bramley-Moore) Empire Lady, River Plate, Jly 25	Roxburgh, Colin Scott & Co.
	J. B. Westray & Co. Pequot Hill, Curacao, Angle American Cil Co.	Empire Nile, Calcutta, abt Jly 28 J. Dowie & Co. Empire Ruby W.C. Africa	Donaldson Bros. & Black. Samconstant, Alexandria, Jly 31
-	Anglo-American Oil Co. (Coryton) Perim, Sydney, P. & O. S. N. Co. Post Holifax Melbourne	H. Tyrer & Co. (Bromborough or Weaste). Empire Treasure, Buenos Aires, Jly 30	Samidway, Melbourne via Liverpool, mid Aug Aitken, Lilburn & Co.
- (Port Line. Queda, Calcutta, mid-Aug Gray, Dawes & Co.		Trish Ash, New York, Irish Shipping, Ltd. Richard Jordan Gatling, N Orleans Jly 24-26
1	Rangitata, Wellington, Aug 4 J. B. Westray & Co Rosedale Park, Montreal. Jly 26	Hall Line	Richard Jordan Gatling, N Orleans Jly 24-26 G. Bell & Co. Zena, Gothenburg, Geo. Bell & Co.
	Keller, Bryant & Co. St. Clears, Trinidad, end Jly Howard Tenens.	H. Tyrer & Co.	Burma, Calcutta via London. Aug 24
1	Samhorn, Lyttelton via Antwerp, Jly 31	Fort Moose, W.C. Africa, Jly 29 H. Tyrer & Co. Georgic, New York, Jly 26 Cunard White Star	T. & J. Brocklebank. City of Keelung, Calcutta via London, Jly 28 C. Barrie & Sons Clan Macnair, Madras via London. Aug 5
	Bamspring, Haiti & Santa Domingo, end Jly Royal Mail Lines. Seven Pines, Aruba, Anglo-American Oil Co.	A. Holt . Co.	Empire Tugela, Calcutta via
8	Anglo-American Oil Co. (Thames Haven) Socotra, Melhourne, P. & O. S.N. Co.	Glenbeg, Shanghai, end Aug A. Holt & Co. Glenfinlas, Hongkong, Aug 14	Morison, Pollexfen & Blair. Magdapur, Calcutta via London, Aug 10 T. & J. Brocklebank.
= 8	Socotra, Melhourne, Jly 31 P. & O. S.N. Co. Strathaird, Singapore, early Aug P. & O. S. N. Co. Strategist, Curacao, Aug 3.4	Halfrid Sundayall end Alv I	Mother Palentia Via London and Hall
1	Strategist, Curacao, Aug 3.4 T. & J. Harrison. Fore Jarl, Hangesund, now due Nordenfjeldske S.S. Services	Herefordshire, Rangoon, Bibby Bros. & Co. Historian, Mombasa, T. & J. Harrison, Hororata, Dunedin, Jly 26	T. & J. Brocklebank Malakand, Calcutta via London, T. & J. Brocklebank Manipur, Calcutta via London, Aug 29
	(Millwall) Fortuguero, Montreal, Ang 6 Canadian Pacific S.S.	Hororata, Dunedin, Jly 26 J. Dowie & Co.	C. Barrie & Sons. ROSYTH Scottish American, Curacao, Aug 1
	Trevince, Bahia Blanca, Jly 28 Hain S. S. Co. Furkistan, Antwerp, Jly 27	Kaituna, Melbourne, Aug 16 J. Dowie & Co. Kindat, Vizagapatam, Aug 3	Hopkin & Paton, Grangemouth. GRANGEMOUTH
	Furkistan, Antwerp. F. C. Strick & Co. (Millwall). Vesthav, New Orleans, William C. Endicott, New Orleans, Aug 3	Lamport & Holt Line. Losada, Valparaiso, P.S.N. Co. Malakand, Calcutta via London &	British Fusilier, Koweit, Hopkin, Paton & Co. Empire Tees, Algiers, Walker & Bain. Jly 24
ı	American S.S. Lines Agency. PORTSMOUTH	Duggee, end all	LEITH
Ш	Lucellum, Curacao, abt Jly 24 SOUTHAMPTON Alcantara, Mombasa, mid Aug	Manchester Shipper, Montreal, Aug 5	Furness, Withy & Co. (Imperial Dk.). Hebe. Denmark. Jly 29
	Alcantara, Mombasa, mid Aug Royal Mail Lines. Argentina, New York, Jly 25-26 United States Lines	Mansuria, Gothenburg via Manchester, Aug 1 Bahr, Behrend & Co.	Furness, Withy & Co. (Albert).
	Arundel Castle, Durban, Aug 7 Union-Castle Mail S.S. Co.	R. P. Houston & Co. Mauretania, Singapore, Cunard White Star.	Aspo, Geffe, Astrea, Bergen, P. H. Matthiessen & Co. (Tyne Commission Qy.).
H	Royal Mail Lines. Brazil, New York, Jly 24 Benj. Ackerley & Son	Donaldson Bros. & Black Nector Newcostle (N.S.W.)	Retagne, Oslo. P. H. Matthiessen & Co. (Tyne Commission Oy.)
	Carthage, Bombay, Aug 19 Escombe, McGrath & Co. El Nil, Bombay, now due	Nicholas Biddle, Houston, aht Aug 1	Devonbrook, Sunderland. Jly 24
I	Houlder Bros. & Co. Karoa, Durban. Jly 28 Escombe, McGrath & Co.	Novelist, Calcutta, T. & J. Harrison	(Pelaw Main Staiths). Marena, Peterhead. Hargreaves (Newcastle), Ltd. (Pelaw Main Staiths).
ш	Seminole, Trinidad, Anglo-American Oil Co. (Hamble) Stirling Castle, Melbourne, Aug 8	Ocean Verity, Singapore, Aug 31 A. Holt & Co. Ocean Wanderer, Vancouver &	Springcreek, Amsterdam. Hargreaves (Newcastle), Ltd. (Commissioner's Staiths).
	Union-Castle Mail S.S. Co.	San Francisco Aug 4 Donaldson Bros. & Black Ovingdean Grange, Fray Bentos, Aug 14	Toryisland, Stromness, Jly 26 Hargreaves (Newcastle), Ltd. (Dunston Staiths).
0	Cottica, Trinidad, Bellamy & Co. (Sound) Cydonia, Campbellton. Fox, Sons & Co. (Great Western).	Houlder Bros. & Co.	SUNDERLAND Empire Elgar, Campbellton, N.B., Jly 25 T. G. Irving, Ltd.
	Taul Mann of An (Arenes Medicath).		-

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0	Pilcomayo, Buenos Aires. Aug 16	WILLIAM WATEING ITD
25	P. S. N. Co. Planter, Mobile, Jly 28	WILLIAM WATKINS, LTD.
4	T. & J. Harrison. Port Campbell, Lyttelton, Jly 27	SEA AND RIVER TOWAGE
	Cunard White Star. Rivercrest,, Adelaide, Aug 4	Fenton House, 112, FENCHURCH ST.
6	A. Holt & Co. Rockabill, Waterford, Jly 24	LONDON, E.C. 3
У	Clyde Shipping Co. (W. Waterloo).	Telephone—Royal 5434 Telegrams—"Towage Fen London"
4	Sambrake, Calcutta via Boulogne, Jly 25 Hall Line	"Towage Gravesend"
	Samconstant, Alexandria via Glasgow, early Aug	ELLIOTT STEAM TUG CO.
4	Furness, Withy & Co. Samfeugh, Lagos, Jly 25	POWERFUL OCEAN-GOING TUGS
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9	A. Holt & Co.	Apply—60, Fenchurch St., London, E.C. 3 Grams—"Dick London, & "Challenge Gravesend"
8	Samidway, Melbourne, Aug 11 A. Holt & Co.	'Phones-Royal 2908 (2 lines) and Gravesend 54
3	Sansu, W. C. Africa, now due	CASELEE & SON LLI
e	Santander, Valparaiso, mid Aug P.S.N. Co.	GASELEE & SON, Ltd.
5	Settler, West Indies, T. & J. Harrison (Huskisson).	Established 1879
5	Standard, Curacao, Furness, Withy & Co. Jly 31	Towage Thames and Medway
,	(Dingle Oil Jty.)	6/8, FENCHURCH BUILDINGS, LONDON, E.C.3
В	Takòradian, W.C. Africa, Jly 24 H. Tyrer & Co. (Bromborough).	Telephone No.: ROYal 7541 Night Phones: Northwood 1921 East 3714
	Teucer, Hongkong, Sep 8 A. Holt & Co.	Telegrams: "Gaswater Fen London"
	Teviot, Puerto Deseado, Aug 23 P. S. N. Co.	GAMECOCK STEAM TOWING CO., LTD.
,	Vasconia, New York, Cunard White Star.	
	Zilos, Finland via Manchester, Jly 25 W. H. Stott & Co.	Sea & River Towage by Powerful Tugo Equipped with efficient pumps for fire and
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end Jly

end Jly

early Aug

abt Jly 26

(Dent's Wf.).	
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W. H. Muller & Co.	
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Escombe, McGrain & Co.	
(L.N.E.R. Dk.). Vindo, Oxelosund, now due	
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Bassano, Montreal,	
I Till ammon o IIIII	
Calumet, W.C. Africa, Jly 29 McGrogor, Gow & Holland (Alexandra). Charles Treadwell, Hamburg Jly 25 56	
McGregor, Gow & Holland (Alexandra)	
Charles Treadwell, Hamburg, Jly 25-26	
(Wm. Wright)	
Con uelo, Baltimore & New York, early Aug Ellerman's Wilson Line	
Empire Gallon, Oslo. The oc	
I Illerman's Wilson Line (Albert)	1
Empire Galway, Gothenburg via	
1 1mmingham . Ilv 31	
Ellerman's Wilson Line (Albert)	
Empire Game, Hamburg, Aug 18 Weidner, Hopkins & Partners, Ltd.	j
Gloucester, Port Chalmers, Jly 26	
G. S. N. Co.	
Harrogate, Hamburg, Ellerman's Wilson Line. Jly 25	
Ellerman's Wilson Line.	
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Redstone, Curacao,
W. Moran & Co. (Salt End)
Sacramento, New York,
Ellerman's Wilson Line
Samwinged, Newcastle (N.S.W.),
McGregor, Gow & Holland
(King George)
Sperb, Copenhagen,
Ellerman's Wilson Line.
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Stanglen, Trinidad.
—— (Humber).
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