

# LLOYD'S LIST

## AND SHIPPING GAZETTE

ESTABLISHED 1734

LONDON: FRIDAY, AUGUST 2, 1946

PRICE TWOPENCE

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TIPTON  
FOR ANCHORS  
AND  
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AND  
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**P. & O. SAILINGS**  
**FAR EAST**  
Closing M'bro Closing London  
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For Straits and Hongkong

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For Wellington and Auckland.  
All vessels may call at any ports on or off the route, and all sailings are subject to change, deviation or cancellation with or without notice.

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Marmagao Service in conjunction with E. C. STRICK & Co., Ltd.  
Loading Berths: Princes Dock, Glasgow; Alexandra Dock, Newport; King's Dock, Swansea; East and West Float, Birkenhead.

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\*Brokers: Coverley, Westray, Walbaum & Tosetti, Walsingham House, London, E.C.3.

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From MIDDLESBROUGH & LONDON to CAPE TOWN, DURBAN, LOURENCO MARQUES, BEIRA & MAURITIUS.  
London Loading Berth: Royal Albert Dock.

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Freight or other particulars apply to—  
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TO LTD.  
**FAR EAST**  
Steamer D'ham M'bro A'werp London  
\*DORNOCH 15 Aug  
\*EMPIRE RAJA 27 Aug  
\*Calling Port Said only.  
\*Calling Suez, Penang, Port Swettenham, Singapore and Hongkong.  
Port Said and Suez cargo only accepted when taken off the respective registers.  
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REGULAR SERVICE FROM  
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GLASGOW TO BOSTON  
MANCHESTER TO LOS ANGELES,  
SAN FRANCISCO, VICTORIA, B.C.  
VANCOUVER, B.C., NEW WESTMINSTER and SEATTLE

**JOHNSTON LINE**  
From LIVERPOOL  
Closing Swansea Closing L'pool  
STEAMER ...  
For HADRA PASHA and ISTANBUL, PIREUS, VOLO, THESSALONIKI, BOURGAS, COUD and GAZA.  
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CASABLANCA, GIBRALTAR, ALGIERS, MALTA, ALEXANDRIA, CYPRUS, PALESTINE and SYRIAN COAST PORTS DIRECT.  
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LONDON to  
**FAR EAST**

Closing M'bro Closing London  
†SZECHUEN Aug 8 Aug 24  
†DENBIGHSHIRE Aug 8 Aug 24  
†Port Said, Penang, Singapore, Hong Kong and Shanghai  
†Port Said, Port Swettenham, Hong Kong and Shanghai  
Cargo can only be accepted by arrangement through the Company's Brokers.

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Manchester: 76, Cross St. Cardiff Agents: Elder Dempster (Cardiff) Ltd., Empire House, Mount Stuart Sq. Glasgow Agents: Roxburgh Collin Scott & Co., Ltd., 65, Buchanan St., C.1.  
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Coastal Services between West and South Africa, Calcutta, Bombay and Madras to West Africa (as cargo offers), CANADA TO SOUTH AFRICA.

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WEST ITALIAN & ADRIATIC PORTS.  
Sailings for all above will be announced as arranged.

**CHANNEL ISLANDS**  
STEAMER ... Closing for cargo August  
Loading Berth: Huskisson Dk. South No. 1, Liverpool.

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STEAMER ... Closing for Cargo August  
Loading Berth: E. Toxteth Dock

**Freight rates quoted on application.**

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CUNARD BUILDING, LIVERPOOL.  
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**THE SOUTH AMERICAN SAINT LINE**  
REGULAR SERVICE  
From Hull and Antwerp to  
**ARGENTINE & BRAZILS**

Closing Hull Antwerp  
†STEAMER ... 25th Aug  
†EMPIRE SHEARWATER 31st Aug  
†ST. ELWYN 8th Oct.  
\*For Brazils and Argentine.

For full particulars apply to—  
**THE SOUTH AMERICAN SAINT LINE, LTD.**  
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LONDON, LIVERPOOL & PRINCIPAL U.K. PORTS  
**EXPRESS SERVICE**  
By Fast Motorships  
LONDON AND LIVERPOOL TO BARCELONA AND CONSTANTZA.  
Loading Berth—Liverpool, South Hornby Dock.  
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\*Phone: CENTRAL 3922  
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QUEEN ELIZABETH 2nd Sailing Oct. 6  
**LIVERPOOL TO NEW YORK**  
Receiving Cargo July 24 to Aug. 3  
VASCONIA (via Belfast) ... Aug. 3 to Aug. 17  
LIVERPOOL TO MONTREAL  
Receiving Cargo Aug. 3 to Aug. 17  
Loading Berth: Huskisson Dock  
**LONDON TO NEW YORK**  
Receiving Cargo Aug. 2 to Aug. 8  
Loading Berth: 11 Shed, Royal Albert Dock  
**LONDON TO MONTREAL**  
Receiving Cargo Aug. 2 to Aug. 8  
Loading Berth: C Shed, Victoria Dock  
FORT SPOKANE ... Aug. 13 to Aug. 16  
Loading Berth: Shed 7, King George V Dock

**CUNARD WHITE STAR, LTD.**  
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**LAMPOR & HOLT LINE**  
To RIVER PLATE (Monte Video, Buenos Aires and Rosario) and, if sufficient inducement offers, Bahia Blanca (without transhipment)

To BRAZIL (Bahia, Rio de Janeiro, Santos, Rio Grande do Sul)  
Cargo for Pelotas and Porto Alegre by transhipment at Rio Grande do Sul.  
First Class Passenger Accommodation on all Vessels.

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**BLUESTAR LINES**  
EXPRESS LINER SERVICES  
WEST INDIES and SPANISH MAIN  
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AUSTRALIA  
BRAZIL & ARGENTINA  
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**P. S. N. C.**  
To WEST COAST SOUTH AMERICA via HAVANA  
NEW FAST SERVICE  
CUBA, COLOMBIA, ECUADOR, PERU AND CHILE  
M.V. SAMANCO Receiving July 31 to Aug. 12  
M.V. SALAVERRY Receiving Aug. 12 to Aug. 24  
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**THE PACIFIC STEAM NAVIGATION COMPANY**  
LIVERPOOL—Pacific Building, James Street (2) LONDON AGENTS—Royal Mail Lines, Leadenhall St., E.C.3; FRIGHT—McGregor, Gow & Holland, Ltd., 20, Billiter St., E.C.3

**HELLENIC LINES LTD.**  
REGULAR CARGO SERVICES FROM  
EAST COAST U.S.A. and EAST & WEST COAST U.K. & CONTINENT  
to  
PIRAEUS & PALESTINE & ALEXANDRIA IF INDUCEMENT OFFERS and vice versa  
Sailings:— Closing  
STEAMER ... Manchester  
STEAMER ... Liverpool  
STEAMER ... Antwerp  
STEAMER ... London  
For Piraeus and Alexandria with Salonika if sufficient inducement.

For full particulars apply—  
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SERVICES FROM  
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For further information apply to—  
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CUNARD HOUSE, 88, LEADENHALL ST. LONDON, E.C.3  
Telephone: AVENUE 1270

**UNITED STATES LINES**  
AMERICA FRANCE LINE. ORIOLE LINE. AMERICAN MERCHANT LINES. AMERICAN HAMPTON ROADS LINE.  
REGULAR FREIGHT SERVICE TO  
**NEW YORK & BOSTON**

From LONDON Receiving Cargo  
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\*STEAMER ... Aug 15—Aug 21  
Loading Berth: No. 22 Shed, Royal Albert Dock

From LIVERPOOL  
\*JOSEPH E. JOHNSTON ... Aug 2—Aug 8  
\*STEAMER ... Aug 9—Aug 15  
Loading Berth—N.E. No. 2 Gladstone Dock

From BELFAST  
\*JOSEPH E. JOHNSTON ... Aug 5—Aug 9  
\*STEAMER ... Aug 19—Aug 23  
Loading Berth: No. 3 Dufferin

From GLASGOW  
\*STEAMER ... Aug 15—Aug 20  
\*STEAMER ... Sept 5—Sept 10  
Loading Berth: 6 Yorkhill  
\*New York only \*Boston and New York  
\*Via Belfast

Also from SOUTHAMPTON, HULL, BRISTOL CHANNEL, and EAST COAST PORTS  
**CONTINENTAL SAILINGS**  
For New York only Closing  
\*BARNARD VICTORY ... from Antwerp Aug 15  
BARNARD VICTORY from Rotterdam Aug 18  
DURANGO VICTORY from Rotterdam Aug 25  
JAMES BENNETT MOORE from Havre Aug 9  
HENRY BALDWIN ... from Bordeaux Aug 8  
STEAMER ... from Bordeaux Aug 2  
\*Via Rotterdam

For full particulars, apply to—  
LONDON—38, Leadenhall Street, E.C.3  
(Tel. No. Royal 6477)  
LIVERPOOL—Wellington Buildings, 7, The Strand (Tel. No. CEN. 1931-6)  
PARIS—10, Rue Aubert ANTWERP—61, Bempart St. Catherine GLASGOW—V. B. Woolley & Co. Ltd., 179, West George Street, C.2 (Tel. No. Cent. 0591)  
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Agents at ALL Principal Ports

**STAN LINE**  
MODERN FLEET OF STEAMERS & MOTOR VESSELS  
Ranging from 3,000 to 14,600 Tons  
**STANHOPE STEAMSHIP CO., LTD.**  
Managers—J. A. BILLMEIR & CO., LTD.  
62, LONDON WALL, LONDON, E.C.2  
Telephone—Metropolitan 0611  
Telegrams—"Billmeir London"  
And at CARDIFF, GLASGOW, NEWCASTLE & HULL

**STRICK AND ELLERMAN LINE**  
REGULAR AND DIRECT SERVICE  
To PERSIAN GULF from London, Glasgow & Manchester  
with occasional sailings from a SOUTH WALES PORT  
For freight, passage, etc., apply to—  
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117-121, Leadenhall Street, London, E.C.3  
Telephone: Avenue 4650 (7 lines)

**DENE SHIPPING CO., LTD.**  
Shipowners  
Regular Line—  
RIVER PLATE/AVONMOUTH  
Head Office—  
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AVENUE 4410  
Also at PORTFIELD HOUSE, CARDIFF DOCK S

**MANCHESTER LINERS**  
FAST REGULAR SAILINGS  
MANCHESTER to CANADA and UNITED STATES  
For Rates of Freight, Sailings, etc., apply to OWNERS: MANCHESTER LINERS LIMITED, St. Ann's Square, Manchester 2. Tel.: BLACKFRIARS 1641 (8 lines). T.A.: Nauticus Manchester.

**NORTON LINE**  
REGULAR SERVICE  
PORTUGAL-BELGIUM-FRANCE and vice-versa  
Ldg. Antwerp Portugal  
SPRINGWOOD (or Substitute) Aug. 8 \*Aug 20  
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OFFICIAL NOTICES

PROPOSAL TO CHANGE A SHIP'S NAME

WE, DUFF HERBERT & MITCHELL LIMITED, of 14, Water Street, Liverpool, HEREBY GIVE NOTICE that, in consequence of change of ownership and on grounds of sentiment, we have applied to the Ministry of Transport, under Section 47 of the Merchant Shipping Act, 1894, in respect of our ship "BARANDA" of London, official number 147573, of gross tonnage 500 tons, of register tonnage 341 tons, heretofore owned by Barline Transports, Limited, of Leith, for permission to change her name to "JULIET DUFF," to be registered in the said new name at the Port of London, as owned by Duff Herbert & Mitchell, Limited.

Any objections to the proposed change of name must be sent to the Registrar-General of Shipping and Seamen, Llan-tisfan Road, Cardiff, within seven days from the appearance of this advertisement. Dated at Liverpool this 30th day of July, 1946. DUFF HERBERT & MITCHELL, LTD., J. L. MITCHELL, Managing Director.

The Director of Small Craft Disposals regrets that at the moment he is unable to accept any further offers for Admiralty-built trawlers or for 105 ft. and 126 ft. Motor Mine Sweepers, none of which are at the moment available for disposal. As soon as further vessels of these classes are released they will be advertised in the usual way. In the meantime it is regretted that no offers for these craft can be considered.

The Admiralty have the following vessels for disposal: Steam Yacht "LORNA" Built of steel in 1904 by Scotts, of Greenock. Tonnage: 484 Thames, 426.79 Gross, 207.39 Nett.

Length: 168.5 ft. B.P. Beam: 25.2 ft. Draft: 12 ft. (approx.). Machinery consists of a triple-expansion engine with cylinders of 16 in., 26 in. and 41 in. bore and 27 in. stroke, rated at 134 nominal horse-power. One Scotch boiler. Speed: 11/12 knots. Consumption: 10 Tons (approx). Fuel Capacity: 109 Tons. This yacht was designed for a party of from eight to nine persons. Lying GIBRALTAR. Steam Yacht "MINONA" Built of steel in 1906 by Ramage and Ferguson, of Leith. Tonnage: 249 Thames, 199.12 Gross, 86.19 Nett.

Length: 146 ft. O.A. Beam: 20.9 ft. Draft: 9.25 ft. (approx.). Machinery consists of a triple expansion engine with cylinders of 10 in., 16 in. and 26 in. bore and 22 in. stroke. One Scotch coal fired boiler. Lying OBAN. Steam Yacht "DORADE II." Built of steel in 1906 by G. Goole S.B. Co. on Trawler lines. Tonnage: 213 Y.M. 205.16 Gross, 117.94 Nett.

Length: 118 ft. O.A. 109 ft. W.L. Beam: 21 ft. Draft: 9 ft. 3 in. Machinery consists of twin 6-cylinder oil engines 230 B.H.P. each. Has 2 saloons, 6 state rooms, 2 bathrooms, &c., &c. Officers and crew accommodation. Lying DUMBARTON. Steam Yacht "MAJESTA" Built of steel in 1899 by Ailsa S.B. Co., Troon. Tonnage: 170 Thames, 144.79 Gross, 59.12 Nett.

Length: 123.25 ft. O.A. Beam: 18.6 ft. Draft: 10.25 ft. Machinery consists of a triple-expansion engine with cylinders of 9 1/2 in., 16 in. and 26 in. bore and 20 in. stroke, rated at 43 nominal horse-power. One coal-fired Scotch boiler. Lying CLYDE.

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OFFICIAL NOTICES—continued Ex German Government yacht "GRILLE." Built of steel by Blohm and Voss and believed first commissioned 1937. Length: 472 ft. Beam: 44 ft. Draft: 16 ft. Approximate Displacement: 3600 tons. Machinery consists of twin screw turbines, oil fired boilers. Speed maximum stated 26 knots. Has accommodation suitable for conversion to a cruise ship. Fuller particulars supplied on request. Lying WEST HARTLEPOOL. (Signed) R. J. E. JULYAN, For DIRECTOR OF SMALL CRAFT DISPOSALS, Admiralty, Fairmile, Cobham, Surrey.

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LLOYD'S NOTICE VESSEL FOR INQUIRY

The Committee of Lloyd's will be glad of any information regarding the following vessel: "ARROGANT," motor vessel of Vancouver, Official No. 175713, 27 tons gross, which is reported to have sailed from Vancouver for the tuna grounds below Cape Flattery on the 9th September, 1945. Lloyd's, London, E.C. 3, 31st July, 1946.

LLOYD'S LIST AND SHIPPING GAZETTE (Established 1734)

The Editorial, Advertisement and Publishing Offices of "Lloyd's List and Shipping Gazette" are at LLOYD'S, LONDON, E.C. 3 Telephone: Avenue 7644 (Private Exchange) LIVERPOOL OFFICE: Mr. A. C. DOUGLASS, 15, Tithebarn Street, Liverpool, 2 Telephone: Central 2034

The Committee of Lloyd's do not guarantee the accuracy of the information contained in LLOYD'S LIST AND SHIPPING GAZETTE, nor do they accept responsibility for errors or omissions or their consequences.

FRIDAY, AUG. 2, 1946 High Water, London Bridge ... 06 16 19 23 High Water, Liverpool ... 03 14 15 42 Sun Rises ... 05 22 Sun Sets ... 20 50 Moon Rises ... 11 11 Moon Sets ... 23 14 The above times are B.S.T.

TO-DAY'S WEATHER Meteorological Office Forecast

Advance forecast for the 18 hours ending midnight to-night: General Inference: Troughs of low pressure will move Eastwards across the country. There will be some rain or drizzle in the North and West at first, followed by bright periods and some showers. It will be mainly fair at first in the Midlands and East, but there is a chance of some rain later. Rather warm and close in the South; rather cool in the North. Further outlook for the British Isles: Mainly fair in the South; some showers in the North.

SHIPYARD WORKERS "GO SLOW" AT BARROW

A "go slow" policy was started yesterday by 700 shipyard joiners and 100 women French polishers employed by Vickers-Armstrongs, Ltd., at Barrow-in-Furness. The joiners say that wage rates have been reduced by 3d. an hour, which they attribute to an estimating error. They have decided not to work overtime until the dispute is settled.

INSURANCE ORPHANAGE AND BENEVOLENT FUND

At a meeting of the Insurance Orphanage Mr. R. F. Barnett, general manager, Alliance Assurance Company, Ltd., was elected president, and Sir Arthur Morgan, general manager, the London Assurance, was elected deputy president. The same gentlemen were also elected president and deputy president of the Insurance Benevolent Fund.

AIR FRONTIER DELAYS SOUTH WALES PORTS

PICAO Proposals for Simplifying Regulations

The Provisional International Civil Aviation Organisation announces from Montreal that it has dispatched to its 46 member States a set of recommended standards for the simplification and standardisation of border crossing regulations. The recommendations are contained in a report entitled "Recommendations for Standards, Practices and Procedures on Facilitation of International Air Transport." The recommendations cover Customs procedures and manifests, immigration and public health restrictions, and related regulations imposed by national authorities.

Instead of the existing complicated passport and visa systems, it is proposed that member States issue to all travellers leaving the country on business or pleasure trips a simplified "non-immigrant passport" card. This card would be issued by a Government department having offices conveniently located, and would take the place of existing passports and visas for all travellers except permanent immigrants. It would be valid for one year. It is also proposed that instead of filling in immigration information sheets and tourist cards, prior to or after a trip, the passenger would merely fill in a "passenger card" form on board the aircraft. Upon arrival, immigration authorities would enter on the card the time the traveller would be permitted to remain in the country. If, however, a member State feels that it must continue to require visas for non-immigrant passengers, it is recommended that these visas be made valid for one year, regardless of the number of trips taken. At present it is generally necessary for a traveller to obtain a visa for each trip.

To avoid the long delays caused by examination of aircraft in transit, it is proposed that Government authorities should not examine transit passengers, crew or cargo except for public health or other special reasons. Further, all manifesting of passengers, crew and cargo in transit would no longer be required. Complete uniformity of documents used by airline operators for manifesting in connection with Customs, immigration, and public health is urged.

CUSTOMS-FREE AIRPORTS

Member States are recommended to establish Customs-free trade zones in connection with Customs airports, and also to establish Customs-free airports. Quarantine delays, it is suggested, could be obviated by acceptance of an international certificate of inoculation and vaccination which passengers would carry with them when necessary. Among other provisions for speeding air travel across international borders are standard airline crew member certificates to be used by aircraft crews in place of passport and visa documents, and the elimination of all aircraft visas on passenger and cargo manifests of international airlines.

The recommendations were recently approved by the Council after member States had had an opportunity of commenting and offering suggestions on an earlier draft prepared by Customs, immigration and public health experts. The recommendations pertain only to international air transport, which has a special need for expeditious clearance at border crossings. The movement to facilitate travel will receive a more general impetus from the United Nations Organisation, which plans to convene a world conference on passports in the near future. It is expected that PICAO will take part in these discussions.

"PRINCESS MAUD" BACK ON L.M.S. SERVICE

From Our Own Correspondent BELFAST, Thursday The L.M.S. passenger vessel Princess Maud returned to the Larne-Stranraer route to-day, after six years' absence on war service, during which she helped to transport the B.E.F. to France, took part in the evacuations from Dunkirk, St. Malo and St. Valery, and in the invasion of Normandy as an assault ship. During all her operations she carried 1,360,870 troops. Captain J. M. Ferguson, who took the ship to Normandy, continues in command. The Princess Maud, which was recon-ditioned on the Clyde, landed 750 passengers at Larne.

FIRST "HALTON" AIRCRAFT IN SERVICE

The first proving flight of the "Halton," the latest addition to the British Overseas Airways fleet, began yesterday with the departure from London airport of the aircraft Falkirk for Cairo, via Algiers and Castel Benito. She is the first of 12 Handley Page "Haltons," the civil transport version of the Halifax bomber, which will shortly go into service with B.O.A.C. on the Britain-Cairo route. Later they will be used on the Britain-India route and the Britain-Trans-Sahara route to West Africa.

BROMBOROUGH DOCK ACT

In the House of Commons yesterday, the Bromborough Dock Bill, which had already passed through the House of Lords, was read a third time. Later, in the House of Lords, a Royal Commission signified the Royal Assent to the Act.

Decline in Traffic

From Our Own Correspondent CARDIFF, Thursday

There has been a fall in the trade of the G.W.R. Co.'s South Wales ports of Cardiff, Swansea, Newport, Barry, Port Talbot and Penarth, between Jan. 1 and July 14 of 892,048 tons, compared with the corresponding period a year ago. The aggregate traffic was 6,178,877 tons, against 7,070,925 tons in 1945, imports accounting for 1,888,701 tons, against 2,128,779 tons, and exports for 4,290,176 tons, against 4,942,146 tons. A total of 7568 vessels of 5,082,002 tons net used the ports, compared with 8612 of 6,444,955 tons net in the corresponding period last year.

In the comparative period a large wartime tonnage was still being landed and the loss of this was largely responsible for the smaller trade, as was revealed by a fall in imports of general merchandise from 679,301 tons to 262,705 tons, in exports under the same head from 980,186 tons to 330,954 tons, and in arrivals of oil from 565,108 tons to 408,726 tons, and in shipments from 431,594 tons to 123,234 tons.

Most favourable feature of the trade was the greatly increased tonnage of iron ore inwards and of manufactured iron and steel outwards, the figures for iron ore being 737,744 tons, compared with 333,753 tons, and for manufactured iron and steel 159,923 tons, compared with 53,416 tons. Another good jump was in arrivals of pitwood and mining timber from 18,673 tons to 68,969 tons. There were small falls in the imports of copper and other ores at 65,380 tons, iron and steel, including pig iron, billets, bars, &c., at 103,664 tons, timber and deals at 64,207 tons, and grain and flour at 101,805 tons.

The export of coal and coke, which included foreign, coastwise and bunkers, was a little heavier at 2,981,015 tons, but was considerably lower than in pre-war years. There was a small recovery in tinplate shipments from 21,027 tons to 38,435 tons, and in cement from 13,749 tons to 17,514 tons. Patent fuel exports were 128,523 tons, against 142,065 tons, and those of grain and flour 26,612 tons, against 41,206 tons.

A comparison of the trade at the different ports in the period from Jan. 1 to July 14 is as follows:—

Table with 4 columns: Port, Imports 1945, Exports 1945, Imports 1946, Exports 1946. Rows include Cardiff, Swansea, Newport, Barry, Port Talbot, Penarth.

HAWTHORN, LESLIE RETIREMENT

Mr. A. E. Hicks's 56 Years in Shipbuilding

From Our Own Correspondent JARROW, Thursday After spending 56 years in shipbuilding, during which time he was associated with some of the biggest ships launched, Mr. A. E. Hicks, M.B.E., for 18 years assistant manager at R. & W. Hawthorn, Leslie & Co., Ltd., Hebburn, has retired. He was presented with a farewell gift by his colleagues.

Making the presentation yesterday, Mr. H. B. ROBIN ROWELL, chairman of the company, recalled that Mr. Hicks commenced his apprenticeship in 1890 with J. & G. Thompson, Clydebank, and finished it with the Fairfield Shipbuilding & Engineering Company. After two years with Palmers Shipbuilding & Iron Company, Jarrow, he returned to the Fairfield Company in 1900, where he was appointed assistant manager and built two large passenger vessels for the C.P.R. As these vessels were too long for the locks, Mr. Hicks went to Quebec, where the vessels were drydocked and 100 ft. cut off the forward end. The parts were refloated and towed to Buffalo, where they were reassembled. Mr. Hicks left the Fairfield Company for Armstrong Whitworth, Elswick-on-Tyne, in 1913, and built two Chilean battleships which in 1914 were taken over for the British Navy. He was also associated with the Malaya and Nelson. He joined Messrs. Hawthorn, Leslie & Co. in 1928.

Mr. Rowell said Mr. Hicks had a record in shipbuilding of which any man might rightly be proud. His long career had been exclusively devoted to the largest warships and passenger vessels, and for the end of his work Mr. Hicks had seen the completion and departure from their yard of the aircraft carrier, H.M.S. Triumph.

M.P.s VISIT PORT OF LONDON

Nearly 100 Members of Parliament, from both sides of the House, made an inspection of the Port of London yesterday as guests of the Port Authority, and were entertained by the chairman (Sir John Anderson) and members. The party embarked in the St. Katharine at Tower Pier and after proceeding down river visited the Royal Victoria, Albert and King George V. Docks.

The Belgian steamer Bastogne, 1705 tons gross, belonging to the Armentel L. Hermans, Soc. Anon., Antwerp, has been renamed Ardennes.

REGULATING FLOW OF SHIPYARD WORK

Hint of Drastic Measures if Necessary

When outlining the problems confronting shipowners deciding whether or not to order new tonnage, Sir Ernest Murrant, speaking on the occasion of the launch of the Maltese Prince, hinted that, if orders were not forthcoming in sufficient volume, drastic measures might be taken to keep up a steady flow of new ships.

The vessel, which was launched by the Burntisland Shipbuilding Company, Ltd., this week for the Prince Line, was named by Lady Murrant. The name was chosen as a compliment to the heroic defenders of the island, with which the Prince Line has been associated for 50 years or more.

Sir ERNEST MURRANT said they would very much like to build more ships, and he had no doubt the Burntisland Company would be glad to build ships for them, but while the shipbuilding and shipowning industries were complementary to each other, their respective problems were fundamentally different. A shipbuilder was in the relatively happy position of building a ship and knowing within a period of a year or eighteen months how much profit he had made. The unfortunate shipowner had to be much more far-seeing. He might contract to-day for a ship which would not be delivered for eighteen months or more; he did not know exactly what the cost would be, except that it would be higher than it ought to be, judged by all known standards. But what he did know was that he had to operate that ship for about 20 years and earn sufficient net profit to write off the capital cost in that period. Administration and operating costs naturally also must be earned. All that in face of three major uncertainties—the uncertainty of freight markets, of operating costs, which were at present increasing in all directions, and finally the uncertainty of the volume of world trade, compared with world shipping.

"SERVANT OF THE SHIPOWNER"

The shipbuilder's chief problem normally was where were his next contracts coming from, and so long as the shipowning industry remained reasonably prosperous there would always be good prospects of shipyards securing new orders. It was a mistake, however, to think that the mere possession of many ships made for prosperity in the industry. "That fallacy," said Sir Ernest, "has been exposed over and over again. I have suggested that the two industries are complementary to each other: I will go further and suggest that the shipbuilding industry is the servant of the shipowning industry, and it should not be thought that it can be its master."

He did not know what were the views of the shipbuilding industry towards nationalisation, but it had been suggested in certain quarters that if orders were not forthcoming in sufficient volume to keep all our yards fully occupied drastic measures would be taken to ensure a continuous flow of ships. To force the pace in such a manner would, he suggested, lead ultimately to a similar state of chaos as had been witnessed in other countries in years gone by. Continuous employment—and he would like to think that employment was synonymous with work—was not alone a proper aspiration for labour; it was an equally proper aspiration for the employer of labour and of the product of labour and capital.

The Government had wisely he thought—decided to leave shipowning to private enterprise (he thought "individual enterprise" would be a more appropriate expression) and he made no apology for suggesting that shipowners had not been found lacking in courage or in knowledge of their responsibilities, or in willingness to take the risks inherent to their trade. Shipbuilders could help enormously by producing ships at an economic price and by bending their energies towards the design of ships which were economical in all their mechanical devices. In those matters their hosts had been outstanding leaders. In the meantime shipowning was largely a matter of faith, hope and charity—faith in the future of world trade; hope that the ships they built would not cost too much; and the conviction that if they were given a fair chance they would not need to look to their shareholders to take a charitable view of their operations.

The Maltese Prince is a motorship of about 3500 tons d.w., and has been specially designed for the carriage of citrus fruits and general cargo.

LLOYD'S BENEVOLENT FUND

Increase in Subscriptions

The annual meeting of Lloyd's Benevolent Fund was held in the Committee Room at Lloyd's yesterday, Mr. T. A. Miall (chairman of the Fund) presiding. In moving the adoption of the report and accounts Mr. Miall said that the income of the Fund for 1945 was £15,075, which was made up by subscriptions of £8717, and dividends and interest amounting to £6358. It was very gratifying to report that the figures represented an increase of £801 in subscriptions over the corresponding figure for 1944 and an increase in dividends and interest of £314.

The Fund disbursed £12,504 in grants, which was £165 less than the corresponding disbursements during 1944. The reduction was due to the fact that several recipients died during the year, and not, as he need hardly assure them, to any failure on the part of the committee to meet the difficulties of recipients in a generous fashion. In this connection, he said that at the annual review of grants the committee gave the most careful consideration to the circumstances of each recipient and decided to increase the grants in several cases where it seemed that recipients might find difficulty in maintaining a reasonable degree of comfort in view of the continued high cost of living.

SUBSTANTIAL CAPITAL

With regard to the capital of the Fund, he said that during the year donations amounting to £867 and legacies amounting to £619 were received. These sums, together with the excess of income over expenditure amounting to £2578, and the bequest of the late Mr. J. Lindsay Crawford which, although part of the capital, they were perpetuating by showing separately in the balance sheet, gave a capital at the end of the year of £207,387—a really substantial figure and a record.

The financial support accorded during 1945 was most gratefully appreciated by the committee, and he expressed to the meeting sincere thanks for their continued support, and also to the many people who had helped in so many ways to carry on the work with which the committee had been entrusted. He felt he might express, with some confidence, the view that the Fund was in a strong position to meet any future increase in calls for assistance, which were likely to be many during the next few difficult years.

The chairman concluded by paying a special tribute to Mr. W. W. Pipe (secretary) and the staff for their excellent work, notably for the tactful way in which inquiries were dealt with. He also thanked Mr. H. N. Fairfield (the Chief Accountant to the Committee of Lloyd's) and his staff.

The adoption of the report and accounts was seconded by Mr. G. N. Rouse (deputy-chairman) and was unanimously agreed.

A vote of thanks to the chairman of the Fund was proposed by Mr. R. E. EVANS (Messrs. Rose, Thomson, Young & Co.), seconded by Mr. B. A. GLANVILLE, and carried with acclamation.

PORT OF LONDON RIVER TOWAGE

Rates Increased from Aug. 1

We are informed by the London Tugowners' Association that following negotiations with the London General Shipowners' Society it has been agreed that, owing to increased operating costs of tugs, the present surcharge of 55 2/3 per cent. shall be increased by 12 1/3 per cent., making a total of 68 per cent. on the 1937 Towage Rates to be effective as from yesterday. This further increase has become necessary consequent upon a shorter working week and other improved conditions for Thames tugs' crews, which have recently been agreed with the Transport and General Workers' Union after protracted negotiations.

PORT OF LONDON TRAFFIC

The number of vessels using the Port of London during the week ended July 27 was 456, of 631,260 tons net (excluding certain vessels trading regularly with coastwise ports). Of these, 239, of 472,817 tons net, were to and from Empire and foreign ports. This represents 58 per cent. of the traffic during the comparable week of 1938 (549 vessels, of 812,832 tons net). Last week's coastwise traffic was 217 vessels, of 158,443 tons net.

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**FREIGHT MARKETS**

**More Fixtures Reported**

By Our Own Correspondent

**THE BALTIC, Thursday**  
Operations in the chartering market have tended to broaden, and more fixtures have been reported than on any previous day this week. Other tonnage is known to have been fixed for various classes of trading, but details are not yet available. Chartering has been resumed for grain from the River Plate to the Mediterranean, but apart from further directions no bookings are reported in the North American department. There is a fair inquiry for vessels on time charter, and two coal burners have been fixed for August delivery United Kingdom, one for six/eight months' Mediterranean trading at 17s. and the other for the trip out to the Eastern Mediterranean at the unchanged rate of 16s. 6d. The outward coal trade remains quiet, although a small vessel for Aug. 12 has been taken from Humber to Civitavecchia at 26s. 6d. A ship is also reported to have been done for cement.

There has been a resumption of grain chartering from the River Plate, and two August vessels have been fixed from Necochea, completing Bahia Blanca, a ship of 7000 tons, at present on time charter, being done to the Adriatic at \$19, and a larger vessel to West Italy at the same money. Further tonnage might be fixed.

Quieter conditions have prevailed in the North American department, although charterers have numerous unfilled orders, more particularly for coal. Gulf charterers, too, are asking for offers for various classes of cargo. In the other trades a steamer of about 8000 tons maximum has been chartered for phosphate from Bona to Australia for August at 70s., and another ship is required for September. A small prompt Spanish steamer has been taken for potash from Barcelona to Delfzyl at 40s. f.i.o., and that figure has been paid for a handy sized British steamer for barley in bulk from Izmir to Genoa, while another vessel is reported to be treating. An ore carrier is understood to have been chartered from middle zone Sweden to this country.

The Baltic Exchange will be closed from 4 p.m., Friday, Aug. 2, until 10 a.m., Tuesday, Aug. 6.

**FIXTURES**

**NECOCHEA,** completing **BAHIA BLANCA** to **ADRIATIC**.—*Star of Cairo*, 7000 t., 10 per cent., \$19 per ton, heavy grain, Aug.  
**NECOCHEA,** completing **BAHIA BLANCA** to **WEST ITALY**.—*Penelope*, 9000 t., 10 per cent., \$19 per ton, heavy grain, Aug.  
**BONA** to **AUSTRALIA**.—*Stmr.*, 7000/8000 t., 70s. per ton, phosphate, Aug.  
**BARCELONA** to **DELPHZYL**.—Spanish *stmr.*, 2000 t., 40s. per ton, f.i.o., potash, ppt.  
**IZMIR** to **GENOA**.—British *stmr.*, 5000 t., 40s. per ton, f.i.o., barley in bulk, Aug. 16-31.  
**TIME CHARTER**.—*Valewood*, 9300 t., 17s. per t. d.w., delivery U.K., 6/8 months' Mediterranean trading.  
**TIME CHARTER**.—*Swan Point*, 6800 t., 16s. 6d. per t. d.w., delivery U.K., redelivery Eastern Mediterranean, trip out, Aug.  
**HUMBER** to **CIVITAVECCHIA**.—*Stmr.*, 3500 t., 26s. 6d. per ton, coal, Aug. 12.

**PROVINCIAL REPORTS**

From Our Own Correspondents

**LIVERPOOL, Thursday**  
Shippers are freely in the market for homeward and cross sea requirements, but tonnage offers remain difficult to obtain. Numerous North American coal orders are quoted, for which early tonnage is scarce, and firm grain cargoes offer from the Gulf to various European discharging ports. Newsprint from Newfoundland to Buenos Aires wants an August steamer. Fixture:—**CASABLANCA** or **SAFI** to **CAPE TOWN**.—*Stmr.*, 8000 t., 39s., phosphate, August.

**CARDIFF, Thursday**

Home coasting tonnage meets with little demand, and conditions are dull. There is a moderate miscellaneous foreign business but little tonnage offers. Fixture:—**DENMARK**.—1350 t., 25s., coke breeze, Aug. 6.

**SWANSEA, Thursday**

\*Business in the home coasting trades remains very slow, as demand is small and stemming more difficult to arrange. For foreign destinations, too, inquiry is still limited, with tonnage sparingly available.

**NEWCASTLE, Thursday**

Shippers to Norway and Sweden hold many urgent inquiries, but the extreme shortage of coal checks trading. Practically no definite August orders are available, and tonnage holds off. Home coast early August stems are well earmarked, but mid-August turns are rather scarce and tonnage holds off. The coaling ports are idle. Fixture:—**ROTTERDAM** to **WEST ITALY**.—*Stmr.*, 7200 t., 25s. per ton, coal, Aug.

**GLASGOW, Thursday**

Cargoes are not offering any more freely, but Denmark can still take up to 2000 and 2500 tons and Norway up to 1000 tons. There has been some inquiry for North Africa, but no business has been possible, owing to lack of cargoes. The coasting position is unaltered.

**LAW REPORT**

**ADMIRALTY DIVISION**

Thursday, Aug. 1, 1946

**ANCHORAGE COLLISION IN DOWNS OWNERS OF S.S. "QUEEN'S PARK" v. OFFICER IN CHARGE OF "BEN H. MILLER"**

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

The hearing was continued of this action in which the Seaboard Shipping Company, Ltd., owners of the steamship *Queen's Park*, of Montreal, claimed damages from Mr. Stanley Johnson, officer in charge of the steamship *Ben H. Miller*, for a collision at the anchorage in The Downs, in fog, on Mar. 30 last. The *Queen's Park* was at anchor and the defendant denied that the *Ben H. Miller* was in any sense responsible for what happened.

The previous proceedings were reported in LLOYD'S LIST of May 17 last.

Mr. K. S. Carpmal, K.C., and Mr. Waldo Porges (instructed by Messrs. Middleton, Lewis & Clarke) appeared for the plaintiffs; Mr. Owen L. Bateson, K.C., and Mr. J. V. Naisby (instructed by the Treasury Solicitor) represented the defendant.

Mr. Naisby recalled that the collision was to the westward of the South Goodwin Light-vessel. The case was one in which the plaintiff's vessel, at anchor, was laden with a deck cargo of timber and declared she was ringing a bell. There was a question whether the bell had been moved and whether the *Queen's Park* was actually ringing it before the collision. Witnesses from the *Queen's Park* had given evidence, and to-day Mr. Stanley Johnson and other witnesses from the *Ben H. Miller* were available with their account of what happened. Mr. Naisby added that he desired to express the gratitude of the parties to his Lordship for sitting out of term, and in August, to hear the continuation of this case to-day. He was sure that other counsel shared that gratitude.

Mr. Justice PILCHER answered that he wondered. He doubted whether the pleasure was unadulterated. He had been away on circuit and, learning that witnesses were in this country, he did not know when next they would be here. He did not know whether they were going away for the summer and thought on the whole it would be most convenient to receive their testimony during the vacation.

Mr. Naisby said it was certain that all the witnesses who were in attendance to-day could not be here in term time when the Court next sat. They must have been content with an appointment a long way ahead if his Lordship had not been able to give them a date for this week.

**THE "QUEEN MARY" CASE**

Mr. Justice PILCHER said that while they were talking about next term and the fixing of dates, he wished to mention that towards the end of last term there was an application in connection with the *Queen Mary*. He gathered that the date Oct. 21 was fixed for the next hearing of the *Queen Mary*. He did not appreciate at the time that his personal arrangements seemed to involve that he should go upon the North-Eastern circuit in the autumn and should go a great deal earlier than was originally anticipated. It might be that he could arrange, perhaps, to get somebody to take his place for a portion of those assizes, but for the moment it looked as though he might leave London about Oct. 16. That might affect not only the resumption of the hearing of the case of the *Queen Mary*, but the tentative arrangements for one or two other Admiralty cases. He had at first expected that the places to which he was going on the North-Eastern circuit would not involve his leaving London until November, but it now looked as though—unless he could effect some change—he should be leaving London about Oct. 16. That made a difference to the next hearing of the *Queen Mary* action. He gathered that an earlier hearing would be inconvenient to everybody. He was anxious to avoid inconvenience, and he could assure counsel and the parties that he should do his best to give them a hearing at a date which was convenient to the parties and witnesses.

Mr. CARPMAEL said he was sure Mr. Naisby would convey what his Lordship said to the gentlemen concerned, and he himself would communicate with his clients on the date of the next hearing for the *Queen Mary*.

Mr. CARPMAEL said the *Queen's Park* was anchored heading 220 deg. true. The South Goodwin Light-vessel was less than a mile away, bearing 120 deg. true. The weather was dense fog and the tide setting NE. of three knots. The *Queen's Park* said her bell was being rung at intervals and continuously after the *Ben H. Miller* was heard on the starboard bow. The *Ben H. Miller* sounded a long blast and again a long blast. She decided to come to anchor as soon as she was clear of the prohibited anchorage. After a bell on the starboard bow a

bell was heard on her port bow. The *Ben H. Miller* put her wheel hard-a-starboard to round head to tide for anchorage. No signal had been heard from the *Queen's Park*, which suddenly appeared close to, fine on the starboard bow. She sounded several short blasts and rang her bell rapidly, and the *Ben H. Miller* put her engines full astern.

Mr. CARPMAEL stated that the position of the *Queen's Park's* bell had been shifted to No. 1 starboard derrick because it was supposed that the deck cargo might hinder the sound in one direction.

Further evidence was heard and the hearing was adjourned.

**STOCK EXCHANGE**

**Shipping Issues Again Weak**

There was no expansion in the volume of Stock Exchange business yesterday, and price movements continued to display a good deal of irregularity. The gilt-edged section was quiet and on balance about the only quotable change was a rally of 1-16 to 118½ in the 4 per cent. Funding. Home railway Ordinary stocks were quiet and closed without quotable change, while the unimportant changes among Argentine railway junior issues showed no decided tendency.

Except for a rise of 6d. to 30s. in Irrawaddy and of 1½d. to 4s. 1½d. in Aviation and Shipping, movements in shipping issues were again unfavourable. Union-Castle Debentures declined 1 to 107½, the "A" Preference 9d. to 29s. 6d., and Indo-China deferred 1 to 13½. Anchor Line declined 1s. to 55s., while falls of 6d. were recorded in Court to 35s., Elder Dempster to 42s. 6d., Furness, Withy to 32s. and P. & O. Deferred to 55s. 6d. Coast were 3d. easier at 21s.

Transactions in shipbuilding, iron, coal and steel shares were on a slightly larger scale, with the majority of the changes in the upward direction. Wm. Cory improved 1s. 3d. to 96s. 3d. and Manvers Collieries a like amount to 23s., while Bolsover Colliery at 51s. and Butterley at 36s. were each 1s. higher. Several other shares were 3d. to 9d. up. Sheepbridge showing the larger movement at 40s. 9d., but Colvilles lost 3d. to 23s. 9d. Harland & Wolff changed hands several times at 27s. to 27s. 4½d.

A steadier tendency was noticeable in the commercial and industrial group. Cable and Wireless Ordinary and Preference were each 1 down at 108½ and 111 respectively. Leyland dropped 1-16 to 5½, Unilever 3d. to 52s. 9d., United Molasses 4½d. to 52s. and British American Tobacco 1-32 to 6 5-32, but Imperials rallied 1-32 to 7 23-32. Marks & Spencer at 80s. 9d. and Woolworth at 91s. 9d. were each 9d. dearer, the previous day's sharp setback bringing in buyers, while Distillers were also 9d. up at 136s. 6d. and Dunlop were the turn harder at 71s. Associated Cement improved 1s. to 70s., British Plaster Board 9d. to 33s. 6d. and Courtaulds 6d. to 55s. 3d.

**THE COAL TRADE**

**Special Market Reports**

From Our Own Correspondents  
**CARDIFF**

Home business is active, and a strong tone characterises all branches of the market. All descriptions are fully booked up by home users, and only occasional small lots are free for sale. The forward position will be made most difficult by the loss of a complete week's output next week when miners take their annual holiday.

**NEWCASTLE**

The market was rather quiet yesterday, except for the clearing up of dispatches before the holidays. Coal is coming forward from the collieries rather slowly, relative to the volume of coastwise tonnage available. New business is limited because of the shortage of early supplies, and since staggered summer holidays at the local pits are now at the maximum this shortage will be felt throughout the month. With steel production continuing at full pressure the demand for coking coal and blast-furnace and foundry cokes is as insistent as ever, though ordinary patent oven and gas cokes are in adequate supply.

**HULL**

The bulk of supplies are directed to the most urgent inland needs. Railway allocations and utility service requirements are particularly heavy, so ordinary users are more or less rationed. There is only a restricted export trade and mainly for open-cast qualities. Bunkering is still a good market and more inquiries are circulating.

**GLASGOW**

Present demand easily absorbs outputs and all consumers could deal with more. Deliveries generally are maintained according to direction which is for top priorities firstly. Bunker coals are presently available for the second half of next week, and probably a parcel for prompt shipment could also be obtained. Open-cast smalls are helping to meet industrial demand, but recent weather has retarded this class of production.

In the House of Lords yesterday a Royal Commission signified the Royal assent to the Tees, Conservancy Act.

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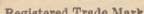
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**MONEY MARKET**

**Moderate Business in Bills**

There was a fairly large turn-over in the short loan market, and although credit was none too plentiful, borrowers of overnight advances had no difficulty in satisfying their requirements at ½ per cent. In the discount market the banks were moderate buyers of Treasury bills, mainly September and early October maturities. Foreign exchange rates were steady. Official sources satisfied a small industrial demand for silver at unchanged prices.

**THE BANK RETURN**

The following table shows the principal figures of this week's Bank return, compared with those of a week ago:—

	£	Inc. or Dec.
Circulation active	1,386,853,312	+10,286,466
Notes in Banking Dept.	13,394,621	-10,286,466
Other Govt. Secs. (Issue Dept.)	1,388,166,057	+15,023
Gold Coin and Bullion (Issue Dept.) (at 172/5 per oz. fine)	247,833	—
Public Deposits	7,061,643	-539,983
Other Deposits	293,179,950	-6,945,956
Bankers	238,742,106	-7,749,084
Other Accounts	54,436,955	+805,128
Govt. Secs. in Banking Dept.	262,817,897	-9,930,000
Other Secs.	42,970,672	+12,823,140
Discounts and Advances	15,837,397	+5,084,482
Securities	25,133,276	+7,778,658
Coin and Bullion	1,610,895	-65,732
Reserve	14,757,581	-10,352,198
Ratio	4.9%	-3.2%

**REPORTS AND DIVIDENDS**

**OLD SILKSTONE COLLIERIES, LTD.**—The net profit for the year to Mar. 31 was £36,696, compared with £41,584 for the previous twelve months, to which had to be added £7623 (£6911) brought in, making £44,319 (£48,495). It is proposed to pay a first and final dividend of 7½ per cent., less tax, on the Ordinary stock, absorbing £6553 (nil), and to transfer to general reserve £10,000 (nil), leaving to be carried forward £11,367. For the previous twelve months £20,000 was transferred to depreciation account.

**ASSOCIATED COAL & WHARF COMPANIES, LTD.**—The directors announce that at the annual general meeting to be held on Aug. 21 they will recommend a final dividend of 5 per cent. actual, making 8 per cent. for the year, the same as for the previous year, less tax, on the "A" Ordinary stock and "B" Ordinary shares, payable on Aug. 31 to holders registered at the close of business on Aug. 15. The transfer books will be closed for one day on Aug. 16. The net profits for the year ended Mar. 31 amounted to £75,241 after providing £83,499 for taxation, as compared with £71,143 after providing £128,955 for taxation in the preceding year.

**PYE LIMITED.**—Final dividend of 5 per cent. actual, less tax, or the Participating Preferred Ordinary stock, making 10 per cent. for the year (same) and 25 per cent. actual, less tax (same), on the Deferred Ordinary stock on account of the year ended Mar. 31. The net profit for the year amounted to £120,077 (£115,807).

**ROTTERDAM DRY DOCK COMPANY.**—A dividend of 5 per cent. is recommended for the year 1945. No distribution was made for the preceding year.

**COMMODITIES**

**GRAIN**

**LONDON (Baltic Exchange), Thursday WHEAT.**—Offerings of Canadian Manitoba grades were resumed on a small scale at the scheduled rates. Quotations: No. 1 Northern Manitoba for August shipment from St. Lawrence 174c, from West St. John-Halifax 175c, from Baltimore or Philadelphia 178c, and from New York 179c, per bushel f.o.b. No. 2 grade 3c, less in each case. Australian Aug-Sept. in bulk 71s. per 480 lb. f.o.b.  
**MAIZE.**—Argentine offers were on a good scale, but there was no U.K. interest. Oct.-Nov. shipment from up-River 90s. and from down-River 91s. 9d. per 480 lb. f.o.b.

**OILS AND OILSEEDS**

**LONDON (Baltic Exchange), Thursday OILS.**—LINSEED.—Raw £65. RAPE.—Crude £91. COTTON.—Crude £52 2s. 6d. CASTOR.—Firsts £82 and seconds £80. GROUNDNUT and SUNFLOWER.—Crude £56 10s. per ton.  
**ROSIN.**—American grades F to M 47s., WG 48s. 6d., WW 52s. 6d. per cwt.  
**OILSEEDS.**—For shipment. CASTOR-SEED.—Bombay £43 10s. per ton. Other oilseeds and groundnuts all unquoted.

**FOREIGN PRODUCE**

**LONDON (Mincing Lane), Thursday SPICES.**—CLOVES.—Easier. Zanzibar spot 1s. per lb. sellers, c.i.f. Aug-Sept. 9½d. (buyers' licence) afloat 10d. per lb. sellers. PIMENTO.—Spot 1s. 2d. per lb. sellers. CHILLIES.—Mombasa spot 155s. per cwt. sellers. MACE.—West Indian pale spot 5s. per lb. nominal.  
**JUTE.**—Inactive. Daisee 2-3 new crop Oct.-Nov. shipment £44 10s. per ton nominal value.  
**SHELLAC.**—Open market quotations inactive on the basis of 365s. per cwt. sellers ex-warehouse for F.O.T.N. Pure.

**METALS**

**LONDON (Metal Exchange), Thursday TIN.**—The Directorate of Non-Ferrous Metals supplies tin of 99 per cent. to under 99.75 per cent. at £300 per ton, delivered works, plus prices and charges, if any, for grades, sizes of ingots, bars or strip, granulated and small lots; export £357 per ton f.o.b. U.K.  
**TIN PLATES.**—Home delivery 32s. 6d. basis L.C. 14 by 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 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.  
**PIG IRON.**—No. 3 Cleveland 163s. per ton delivered. Middlesbrough area.  
 The rooms of the Metal Exchange will be closed from 4 p.m. Aug. 2 until the following Tuesday morning.

**LONDON CUSTOM HOUSE**

**ENTERED IN**

Rotation Number Vessel, Flag, Net Tonnage, Master, From, Station, Agents or Brokers.

July 31

2976 AARHUS, Da, 1035, Rasmussen, Antwerp, Tilbury Dk., Clemt.  
 2960 ATHELCHIEF, Br, 5993, Walton, Texas City, Isle of Grain, W. Hurst.  
 2967 BEDALE H., Br, 185, Woods, Le Legue, Ordnance Wl., E. A. Gibson & Co.  
 2977 DRONNING MAUD, Da, 915, Vejlín, Antwerp, Tilbury Dk., Clemt.  
 2961 OSWIN, Sw, 719, Hadvérg, Holmsund, Ridham Dk., E. Lloyd, Ltd.

Aug. 1

2973 ADAPTITY, Br, 498, Rockett, Antwerp, Purfleet, F. T. Everard & Sons.  
 2963 CITY OF LONDON, Br, 355, Apthorp, Brussels, London Dk., Brussels Steamship Co.  
 2972 CLAN MACNAIR, Br, 3714, Buckley, Calcutta & Madras, Tilbury Dk., Cayzer, Irvine & Co.  
 2971 CRANE, Br, 368, Painter, Bordeaux, London Dk., G. S. N. Co.  
 2978 DRAKE, Br, 175, Lickes, Amsterdam, Butler's Wl., G. S. N. Co.  
 2962 EMERALD QUEEN, Br, 257, McGrattan, Jersey & Guernsey, Free Trade Wl., British Channel Islands Shipping Co.  
 2966 GOLDFINCH, Br, 206, Wighting, Antwerp, St. Katharine's Wl., G. S. N. Co.

2964 RIJNSTROOM, Du, 360, Sutens, Amsterdam, Pennings' Wl., British & Foreign Maritime Agencies.

2970 RING, Sw, 622, Sterling, Stockholm via Rouen, Millwall Dk., British & Northern Shipping Agency.

2974 SARDIS, Br, 434, Dournfleu, Oporto, London Dk., Coverley, Westray, Waulbaum & Tosetti.

2968 SLASK, Po, 758, Ostapowicz, Gdynia, Mark Brown's Wl., United Shipping Co.

2965 TROPENBURGH, Du, 177, Stam, Rotterdam, Custom House Qy., W. H. Muller & Co.

2975 TSELFAT, Fr, 227, Dent, Rouen, Thames Haven, F. T. Everard & Sons.

2969 WILLIAM C. ENDICOTT, Am, 4384, Hoagland, Houston, Galveston & New Orleans, Surrey Commercial Dk., American Steamship Lines Agency.

**ENTERED OUT**

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

Aug. 1

AMSTERDAM, PORT SAID & BATAVIA, Saparoea, Du, 4120, Groot, Millwall Dk., Keller, Bryant & Co.

BOMBAY & KARACHI, Samkansa, Br, 4380, Roberts, Royal Albert Dk., Gosman & Smith.

KINGSTON (Ja.), Jamaica Producer, Br, 2881, Allen, South-West India Dk., Kaye, Son & Co.

RANGOON, Empire Tesdale, Br, 340, MacMillan, Tilbury Cargo Jty., P. Henderson & Co.

ROTTERDAM, Eemshorn, Du, 98, Oldenburger, Tunnel Wl., Grays, C. Hoffmann & Co.

ROTTERDAM, Evertsen, Du, 229, Everdingen, Tunnel Wl., West Thurrock, G. A. Tom & Co.

ROTTERDAM, Piet Hein, Du, 204, Bos, Tunnel Wl., Grays, C. Hoffmann & Co.

ROTTERDAM, Sambre, Du, 225, Kuizenga, Custom House Qy., London & Rotterdam Maritime Agency.

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 SHANGHAI via HONGKONG, Glenartney, Br, 5394, Coates, King George V. Dk., Glen Line.

**FOREIGN VESSEL ENTERED OUT COASTWISE**

Aug. 1

GRANGEMOUTH, Glashaven, Du, 94, Pronk, Brewery Wl., British & Continental Shipping Agency.

**CLEARED OUT**

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

Aug. 1

EEMSHORN, Du, 98, Oedenburger, Rotterdam, Tunnel Wl., Grays, C. Hoffmann & Co.

EMPIRE TESDALE, Br, 340, MacMillan, Rangoon, Tilbury Cargo Jty., P. Henderson & Co.

EVERTSEN, Du, 229, Everdingen, Rotterdam, Tunnel Wl., W. Thurrock, G. A. Tom & Co.

GLENARTNEY, Br, 5394, Coates, Shanghai via Hongkong, King George V. Dk., Glen Line.

JAMAICA PRODUCER, Br, 2881, Allen, Kingston (Ja.), SW, India, Dk., Kaye, Son & Co.

PIET HEEN, Du, 204, Bos, Rotterdam, Tunnel Wl., Grays, C. Hoffmann & Co.

SAMBRE, Du, 225, Kuizenga, Rotterdam, Custom House Qy., London-Rotterdam Maritime Agency.

SAMKANSAB, Br, 4380, Roberts, Bombay & Karachi, Royal Albert Dk., Gosman & Smith.

SAPAROEAA, Du, 4120, Groot, Amsterdam, Port Said & Batavia, Millwall Dk., Keller, Bryant & Co.

TSELFAT, Fr, 227, Dent, Rouen, Thames Haven, F. T. Everard & Sons.

**FOREIGN VESSEL CLEARED COASTWISE**

Aug. 1

GLASHAVEN, Du, 94, Pronk, Grangemouth, Brewery Wl., British & Continental Shipping Agency.

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**CLEARED IN BALLAST**

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

July 31

AARHUS, Da, 1035, Rasmussen, Antwerp, Tilbury Dk., Clemt.

DRONNING MAUD, Da, 915, Vejlín, Antwerp, Tilbury Dk., Clemt.

BLISWORTH, Br, 316, Johnston, Antwerp, Tilbury Dk., Gaud Union (Shipping).

CAMROUX III, Br, 257, Burnes, Antwerp, Rosebank Wl., Freight Express.

CORMOAT, Br, 1664, Hansen, Lisbon via Rotterdam, Albert Dk. Hoists, Wm. Cory & Son.

JENNY, Sw, 676, Ohlssen, Stromstad via Immingham, Surrey Commercial Dk., B. E. Moors & Co.

MARGA, No, 933, Larsen, Narvik via Emden, Gravesend, S. L. A. Ltd.

SAGA, Sw, 3362, Pehrsson, Gothenburg, Gravesend Reach, British & Northern Shipping Agency.

SUTHERLAND, Br, 525, McClure, Pasajes & Genoa via Antwerp, London Dk., Currie Line.  
 YARMOUTH TRADER, Br, 125, Mellor, Antwerp, Gravesend, Dick & Page.



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OVERSEA MOVEMENTS: Latest Reports

UNITED KINGDOM

1 GRAVESEND AR (Clan Macrae, Jly 31) Madras for Tilbury Dk Rijnstroom Amsterdam for Fenning's Wharf Fort Columbia Shell Haven Sardis Oporto for London Dock Trompenburgh, Aug 1 Rotterdam for Custom House Quay Slask Gdynia for Mark Brown's Wf Kelmiscott Dalhousie (Godfrey B. Holt Hull Lodestone, Aug 1 Lpool for Swanscombe Sobieski, Aug 1 Gdansk Nijenburg Rotterdam Gruno Maassluis

WORKINGTON AR

3 KALIX, Jly 31 Narvik CLYDE ANCHORAGE AR Francis A. Retka, Jly 31 (Gdansk for New York (put in for bunkers) CLYDE ANCHORAGE SD Marine Raven, Jly 31 Cape Douglas American Builder Leo J. Duster Evviva, Aug 1 GOUROCK AR Cape Douglas, Jly 31 (put back) GRIMSBY AR Empire Ganymede, Jly 31 Oskarshamn via London Trondhjem, Aug 1 GRIMSBY SD Rota, Jly 30 Fsbjerg Leoville, Jly 31 Dieppe Empire Ganymede Hull BOSTON, Lincs AR Badzo, Aug 1 Rdam KING'S LYNN SD Express, Jly 30 Rdam Uideholm, Jly 31 Emden GT YARMOUTH AR Jaba, Jly 31 London GT YARMOUTH SD Caring, Jly 30 Antwerp HARWICH AR Prinses Beatrix, Jly 30 BRIGHTLINGSEA SD Sparta, Jly 31 Hull

IMMINGHAM AR

4 HENRIK IBSEN, Jly 31 Middlesbro SD IMMINGHAM SD Justin Donne, Kyndby Lida Abenraa Caledonia Halmstad Libra Aalborg Sirius, Jly 31 Gothbrg Alexandria US Atlantic GRIMSBY AR Empire Ganymede, Jly 31 Oskarshamn via London Trondhjem, Aug 1 GRIMSBY SD Rota, Jly 30 Fsbjerg Leoville, Jly 31 Dieppe Empire Ganymede Hull BOSTON, Lincs AR Badzo, Aug 1 Rdam KING'S LYNN SD Express, Jly 30 Rdam Uideholm, Jly 31 Emden GT YARMOUTH AR Jaba, Jly 31 London GT YARMOUTH SD Caring, Jly 30 Antwerp HARWICH AR Prinses Beatrix, Jly 30 BRIGHTLINGSEA SD Sparta, Jly 31 Hull

SIGORS, Jly 29 Cphagen

5 SIGORS, Jly 29 Cphagen Vestra Grangemouth Fvris (aux), Jly 30 Bore Antwerp STOCKHOLM SD Frida, Jly 27 Calais and Brest via Skutskar and Sndsvall (in ballast) Amsterdam and Rotterdam Brage and range via Gefle (in ballast) Antwerp Snofrid London Kalmarsund X, Jly 28 Blyth Johan Jeansson, Jly 29 London Iris Vestra Grangemouth via Stugsund (in ballast) Holmland New York Consul Bratt, Jly 30 Res Nova Delfzyl via Daloro (in ballast) Dablia St Louis (Rhne) via Gefle, Walyik and Stugsund (in ballast) SKUTSKAR AR Nelkon, Jly 29 Naestved SKUTSKAR SD Frida, Jly 29 Amsterdam via Sundsvall GEFLE AR Mira, Jly 29 Gdynia Lilly Bohus (558) Antwerp GEFLE SD Verna (348), Jly 29 Gdynia ORNSKOLDSVIK AR Tempo, Jly 27 Stockholm Vingo, Jly 28 Stocka ORNSKOLDSVIK SD Polaris, Jly 27 Phames via Lulea C. A. Banck, Jly 29 Tempo, Jly 29 London VIGO, Jly 8 Svalbard UMEÅ SD Johan Jeansson, Jly 27 London SKELLEFTEHAMN AR Ann, Jly 23 Oskarshamn Absolon, Jly 24 Frederikshavn Hemo Omskoldsvik Wormo, Jly 26 Ohlola Orion Newcastle SKELLEFTEHAMN SD Ann, Jly 24 Bithheim Absolon, Jly 25 Ronen Hemo, Jly 26 Omskoldsvik Wormo Orion (Sw), Jly 30 Calais PITEA SD Hunter Victory, Jly 25 Wasa Maria, Jly 26 Aberdeen PITEA SD Emanuel, Jly 24 London KEMI AR Danneborg (aux), Jly 25 Pitea Mars (aux) Pitea Thornbury, Jly 26 Gdynia Skelleftea SKIEN AR Biscaya, Jly 26 BREVIK AR Sofie Bakke, Jly 25 Gothenburg BREVIK SD Gudvor, Jly 6 Finnmarken Sofie Bakke, Jly 25 S America via Oslo LARVIK AR Polnes, Jly 22 Oslo Thyra (488), Jly 25 Oslo LARVIK SD Polnes, Jly 26 Haugesund Thyra (488), Jly 27 Naestved SANDEFJORD AR Norfold, Jly 19 Oslo OSLO SD Beaumont, Jly 22 SD Vivi, Jly 13 Aruba Kong Trygve, Jly 27 Helsinki MOSS AR Laurits, Jly 25 Gdynia Siak, Jly 26 Gdansk GOTHENBURG AR Ariston, Jly 29 Las Piedras Hervor Bratt Gdansk Britannia (Sw) London Svanholm Baltimore Kanangona New York Normandia Antwerp Borge Lubeck Malva, Jly 30 Gdynia GOTHENBURG SD Knap Falga, Jly 29 Larvik HELSINGBORG Pd N B.T. VII, Jly 29 HELSINGBORG Pd S Ovar, Jly 29 Gard (aux) Kariskrona LUBECK SD Dina Wal (aux), Jly 29 Omdense KIEL CANAL SD Pluto, Jly 26 Portsmouth Alexandria, Jly 28 Copenhagen MALMO SD Monica, Jly 29 Cophagen Coffeyville Victory Oja Gdansk Birkaland Ahus Devon, Jly 30 Kotka LIMHAMN AR Supremity, Jly 28 Ldn Bore III, for Helsinki Supremity, for Sweden Castor (F) for Helsinki Uden, Jly 26 for Koping Vestra (Da), Jly 27 for Middelfart Clara (Da), Jly 28 Zeeland (1557) (Du) Deo Duce for Aarhus Ingaro for Hernoand Skold, Jly 30 Hamburg NORRKOPING SD Fvris (aux), Jly 29 Gdansk Geflon (Sw), Jly 30 Amsterdam via Helgoland Kotka Stockholm AR Res Nova, Jly 27 Hengelo Dablia, Jly 28 Palermo Johanna Antwerp Wanda for Helsinki

ARCTIC SEA TO USHANT

SVALBARD AR Mari, Jly 13 ARCHANGEL AR Lisbeth, Jly 17 VADSO AR Pan, Jly 19 for Mesane Tromsø AR Ole Bull, Jly 17 Tromsø SD VIGO, Jly 8 Svalbard SKJERVOY AR Karen (No), Jly 18 LAKSELV SD Union, Jly 16 Hestnes HARSTAD AR Trollnes (& was in port Jly 12) TRONDHEIM SD Arnfinn Jarl, Jly 23 Oslo ODDA SD Vard, Jly 24 Copenhagen HAUGESUND AR Force (last two were in port Jly 25) STAVANGER SD Nandi, Jly 23 Emden ARENDAL SD Potter, Jly 18 Curacao KRAGERO AR Bomma, Jly 25 Oslo KRAGERO SD Bomma, Jly 26 Ghent via Arendal KENSTAD SD Monst Sigurd, Jly 25 SKIEN AR Biscaya, Jly 26 BREVIK AR Sofie Bakke, Jly 25 Gothenburg BREVIK SD Gudvor, Jly 6 Finnmarken Sofie Bakke, Jly 25 S America via Oslo LARVIK AR Polnes, Jly 22 Oslo Thyra (488), Jly 25 Oslo LARVIK SD Polnes, Jly 26 Haugesund Thyra (488), Jly 27 Naestved SANDEFJORD AR Norfold, Jly 19 Oslo OSLO SD Beaumont, Jly 22 SD Vivi, Jly 13 Aruba Kong Trygve, Jly 27 Helsinki MOSS AR Laurits, Jly 25 Gdynia Siak, Jly 26 Gdansk GOTHENBURG AR Ariston, Jly 29 Las Piedras Hervor Bratt Gdansk Britannia (Sw) London Svanholm Baltimore Kanangona New York Normandia Antwerp Borge Lubeck Malva, Jly 30 Gdynia GOTHENBURG SD Knap Falga, Jly 29 Larvik HELSINGBORG Pd N B.T. VII, Jly 29 HELSINGBORG Pd S Ovar, Jly 29 Gard (aux) Kariskrona LUBECK SD Dina Wal (aux), Jly 29 Omdense KIEL CANAL SD Pluto, Jly 26 Portsmouth Alexandria, Jly 28 Copenhagen MALMO SD Monica, Jly 29 Cophagen Coffeyville Victory Oja Gdansk Birkaland Ahus Devon, Jly 30 Kotka LIMHAMN AR Supremity, Jly 28 Ldn Bore III, for Helsinki Supremity, for Sweden Castor (F) for Helsinki Uden, Jly 26 for Koping Vestra (Da), Jly 27 for Middelfart Clara (Da), Jly 28 Zeeland (1557) (Du) Deo Duce for Aarhus Ingaro for Hernoand Skold, Jly 30 Hamburg NORRKOPING SD Fvris (aux), Jly 29 Gdansk Geflon (Sw), Jly 30 Amsterdam via Helgoland Kotka Stockholm AR Res Nova, Jly 27 Hengelo Dablia, Jly 28 Palermo Johanna Antwerp Wanda for Helsinki

WAIJA for Wesermunde

WAIJA for Wesermunde Plato for Antwerp Katja Lau for Velsen Silkeborg, Jly 29 for Randers Wm. Th. Malling for Haderslev Morgantown Victory for Gdansk Adrian Victory for Gdynia Granta for Finland Noord Stad Yugoslavia Victory for Gdansk De Ruyter for Nakskov Mercator for Nykoping COPENHAGEN AR The report of the arrival of the J. C. Jacobsen on Jly 28 was erroneous Alexandria, Jly 29 Grimsby Antwerp Da Costa Emden Dagmar Bratt Halland A. P. Bernstorff Helsinki Normalville Rouen Hindsholm Manchester Monica Malmo Frigga, Jly 30 Hull Ferjo (aux), Jly 30 Middlesbrough Bergenhus Hull Lehe Aalborg London R. J. Reynolds Philadelphia Aktjo, Jly 31 Antwerp Falstria New York Ellensborg Aarhus COPENHAGEN SD Nordstjernen (aux), Jly 29 Greenland Blekinge, Jly 30 Immingham JETTA Oslo Virginia Aalborg Ivar Taarnborg Karlshamn Katholm Rotterdam Valborg Dauzig Station II. Aarhus Svend Pii Lulea Normanville Stockholm Bestam, Jly 31 Gdansk Halland Liverpool ELSINORE Pd N Hunter Victory, Jly 31 Umba Ragunda, Aug 1 Advance (Christopher Gale Annik ELNINORE Pd S Wangaratta Denmark Wensum Phoenix Froste Birka, Aug 1 Trolleholm Skum Eriksborg Tunis Nerma Lau Richard Bearse Joseph Stanton KORSOR Kong Sigurd, Jly 29 SD Mjølner Lys GHEIT AR Bomma, Jly 30 Arendal GHEIT SD Nedjan, Jly 30 pitea Trolleholm Emden GALAIS AR Navitas, Jly 27 Ronnskar Hermodia, Jly 28 Spyidon II. Bougie CALAIS SD Norcota, Jly 28 Theomitor HAVRE AR Neerlandia (Hr), Jly 29 Bidassoa, Jly 31 Rochester Katola Dieppe Vardeland Rouen Elgin Victory New York Port de Bouc, Jly 31 MANCHESTER HAVRE SD Carl Clausen, Jly 30 "Esteck" Elise, Jly 31 Petit Couronne Lorraine, Jly 31 Tripoli (Lebanon) Katola, Aug 1 Dakar Port de Bouc Rouen ROUEN AR Vestria, Jly 30 Southampton Graslun, Aug 1 Setubal Spramex (Charles Schiaffino) Algiers Caudebec Immingham Lieutenant Lancelot Hull Port de Bouc MANCHESTER ROUEN SD Pax Christi, Jly 31 Oporto Le Trait Newport

ROTTERDAM AR

ROTTERDAM AR Staal Haarlem, Jly 26 Purdue Victory, Jly 29 Philadelphia Batavia Gefe Shanghai Kota Gede Batavia Sondar Mongolia Shanghai Alstern Java, Jly 31 (put back, stress of weather) Fiat, Jly 31 London Prinses Beatrix Harwich Daniel Willard Savannah & Antwerp Java (put back) Ernesto Antwerp ROTTERDAM SD Haskerland, Jly 29 Leixoes Ida Copenhagen Badzo, Jly 30 Boston (Lincs) Gaperu Oxelosund Robert Dale Owen New York Corsica London Zaanstroom Antwerp Kassoos Philadelphia Prinses Beatrix, Jly 30 Harwich Aldabi, Jly 30 Buenos Aires Trompenburgh, Jly 31 London Rembrandt Antwerp Nato, Jly 29 Antwerp Ulia, Jly 30 Gijon Zeehond Amsterdam Cornead Rotterdam Pacheco, Jly 31 LISBON GLD Faro, Jly 30 London Tonghai Barcelona Borgila (aux) Bayonne Cambonhas Santos LISBON SD Costeiro, July 29 Leixoes VILLA REAL SD City of Antwerp, Jly 23 Dublin SETUBAL AR Phoenix, Jly 28 Oporto Ze Manel, Jly 29 LISBON SD Caritas L, Jly 29 Ghent HUELVA AR Facto (No), Jly 23 ARVILLE SD Monte Contes, Jly 24 Villagarcia Ciudad de Valencia Cadiz Castillo la Mota, Gijon Ophir Barcelona Cabo Carvoeiro, Jly 26 Huelva Monte Buitre Vigo Dundee Cadiz Campalans, Jly 27 Malaga Benicasim Gijon Santisro San Esteban SEVILLE SD Sac 2, Jly 24 Huelva Castillo la Mota, Jly 26 Gijon Monte Contes Barcelona Ciudad de Valencia Las Palmas Lys GHEIT AR Bomma, Jly 30 Arendal GHEIT SD Nedjan, Jly 30 pitea Trolleholm Emden GALAIS AR Navitas, Jly 27 Ronnskar Hermodia, Jly 28 Spyidon II. Bougie CALAIS SD Norcota, Jly 28 Theomitor HAVRE AR Neerlandia (Hr), Jly 29 Bidassoa, Jly 31 Rochester Katola Dieppe Vardeland Rouen Elgin Victory New York Port de Bouc, Jly 31 MANCHESTER HAVRE SD Carl Clausen, Jly 30 "Esteck" Elise, Jly 31 Petit Couronne Lorraine, Jly 31 Tripoli (Lebanon) Katola, Aug 1 Dakar Port de Bouc Rouen ROUEN AR Vestria, Jly 30 Southampton Graslun, Aug 1 Setubal Spramex (Charles Schiaffino) Algiers Caudebec Immingham Lieutenant Lancelot Hull Port de Bouc MANCHESTER ROUEN SD Pax Christi, Jly 31 Oporto Le Trait Newport

ST NAZAIRE AR

ST NAZAIRE AR John Robert Gordon, Aug 1 Baltimore NANTES SD Costeiro Terceiro, Jly 31 Casablanca SABLES D'OLONNE SD Facto, Jly 19 Huelva LA PALLICE AR Penestin, Jly 27 Dublin Zane Grey, Jly 28 Frisia, Jly 29 Panilla LA PALLICE SD Nordst, Jly 27 Donges Henry Groves Connor, Jly 28 New York Fleetwood PASAJES AR Monte Faro, Jly 24 Santander Tajo, Jly 25 Bilbao PASAJES SD Escalano, Jly 23 Bilbao Narrao, Jly 21 San Esteban Monte Faro Bilbao BILBAO AR Escalano, Jly 24 Pasajes Monte Faro, Jly 25 Pasajes Alava San Esteban BILBAO SD Caruso, Jly 24 San Esteban Tajo, Jly 25 (Cdz) SANTANDER AR Escalano, Jly 27 Bilbao SANTANDER SD Cabo Creux, Jly 26 Bilbao Escalano, Jly 27 Gijon CORUNNA AR Cabo Roche, Jly 23 Gijon

CORUNNA SD

CORUNNA SD Cabo Roche, Jly 24 Vigo CORCUBION SD Punta Lucero, Jly 20 Gijon VICO AR Poeta Arolas, Jly 24 Villagarcia Cabo Roche, Jly 25 Corunna Cabo Sacratif, Jly 26 Lisbon VICO SD Romaen, Jly 24 Gijon Poeta Arolas Cadiz Castillo Butron, Jly 26 Gijon Cabo Roche, Jly 27 Ceuta Cabo Sacratif Villagarcia Jose Calvo Sotelo, Jly 28 Corunna VIANNA AR Flor de Setubal, Jly 30 LEIXOES AR Camelia, Jly 31 Gothenburg N. D. de Ramengol LEIXOES SD Rainha Santa Isabel (aux), Jly 27 Lisbon S. Thome, Jly 31 Luanda OPORTO SD Hel, Jly 31 Kirkcaldy Fendris London LISBON AR Nato, Jly 29 Antwerp Ulia, Jly 30 Gijon Zeehond Amsterdam Cornead Rotterdam Pacheco, Jly 31 LISBON GLD Faro, Jly 30 London Tonghai Barcelona Borgila (aux) Bayonne Cambonhas Santos LISBON SD Costeiro, July 29 Leixoes VILLA REAL SD City of Antwerp, Jly 23 Dublin SETUBAL AR Phoenix, Jly 28 Oporto Ze Manel, Jly 29 LISBON SD Caritas L, Jly 29 Ghent HUELVA AR Facto (No), Jly 23 ARVILLE SD Monte Contes, Jly 24 Villagarcia Ciudad de Valencia Cadiz Castillo la Mota, Gijon Ophir Barcelona Cabo Carvoeiro, Jly 26 Huelva Monte Buitre Vigo Dundee Cadiz Campalans, Jly 27 Malaga Benicasim Gijon Santisro San Esteban SEVILLE SD Sac 2, Jly 24 Huelva Castillo la Mota, Jly 26 Gijon Monte Contes Barcelona Ciudad de Valencia Las Palmas Lys GHEIT AR Bomma, Jly 30 Arendal GHEIT SD Nedjan, Jly 30 pitea Trolleholm Emden GALAIS AR Navitas, Jly 27 Ronnskar Hermodia, Jly 28 Spyidon II. Bougie CALAIS SD Norcota, Jly 28 Theomitor HAVRE AR Neerlandia (Hr), Jly 29 Bidassoa, Jly 31 Rochester Katola Dieppe Vardeland Rouen Elgin Victory New York Port de Bouc, Jly 31 MANCHESTER HAVRE SD Carl Clausen, Jly 30 "Esteck" Elise, Jly 31 Petit Couronne Lorraine, Jly 31 Tripoli (Lebanon) Katola, Aug 1 Dakar Port de Bouc Rouen ROUEN AR Vestria, Jly 30 Southampton Graslun, Aug 1 Setubal Spramex (Charles Schiaffino) Algiers Caudebec Immingham Lieutenant Lancelot Hull Port de Bouc MANCHESTER ROUEN SD Pax Christi, Jly 31 Oporto Le Trait Newport

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(Continued on page 6)



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MARINE CASUALTIES

AKENSIDE.

Newcastle-upon-Tyne, July 30.—Steamer Akenside (ex Langlee-brook) fell against Commissioners' South Direct Ferry landing on July 26.

AMERICAN FARMER.

Valencia Radio, Aug. 1.—Following received from Greek steamer Kerkyra at 12.32 a.m., G.M.T.: Following received from American steamer American Farmer (S.O.S. collision lat. 49 30 N., long. 18 30 W.)

Following received from American steamer WILLIAM J. RIDDLE (Gdansk (Danzig) from New York):

At 11 a.m., G.M.T.: We were in collision with American steamer American Farmer. Damage sustained by this vessel necessitates awaiting daylight to determine seriousness. Our position by dead reckoning at 11.56 p.m., July 31, lat. 49 17 N., long. 24 00 W.

At 11 a.m., G.M.T.: All persons, including master, rescued from steamer American Farmer. American Farmer sunk.

At 6.58 a.m., G.M.T.: Derelict steamer American Farmer possibly still afloat in position lat. 49 13 N., long. 23 47 W.

Aug. 1.—The New York Coastguard Station has received radio message from the American steamer WILLIAM J. RIDDLE saying that she had sunk the American steamer American Farmer in a collision in lat. 49 17 N., long. 24 05 W., and taken on board all the ship's personnel. The WILLIAM J. RIDDLE added that she had struck the American Farmer in No. 2 hatch and was awaiting daylight to determine the extent of her own damage which was at the waterline. The Coastguard Station added that the American steamers Edward P. Ripley and Benjamin Goodhue were standing by.—Reuter.

London, Aug. 1.—The London office of the United States Lines states that the steamer WILLIAM J. RIDDLE has extensive damage to starboard bow but is making about six knots. She has turned round and is making for Newport, where she is due in three or four days. All the passengers and crew from the American Farmer were picked up and the WILLIAM J. RIDDLE, which has them all on board, reports that there were no injuries.

The London office of United States Lines states that the cargo of the steamer American Farmer consisted of 5464 tons of wheat from Baltimore and 1720 tons of evaporated milk, 287 tons of dried milk, 453 tons of dried eggs, 189 tons of lard and 557 tons of general from New York.

APPLEDORF.—Lagos, July 31.—British steamer Appledorf arrived here to-day. (See issue of July 26.)

ARMENIA (barge).—Wapping, July 31.—Dumb barge Armenia has now been raised and placed ashore off Deptford Power Station. (See issue of Aug. 1.)

ARTHUR L. PERRY.—San Francisco, July 27.—Steamer Arthur L. Perry was reported in collision on July 26 with an unknown steamer off Seattle; the Arthur L. Perry is returning to Seattle.—New York Maritime Association. (See issue of July 31.)

BALALA.—London, Aug. 1.—The following cable has been received from Melbourne, dated Aug. 1. Fishing vessel Balala on rocks Franklin Island; probable total loss. Have requested Lloyd's Agent at Adelaide to investigate.

BAYLOR VICTORY.—Boston, July 31.—American steamer Baylor Victory, from Pacific ports, is aground in Buzzards Bay, at the entrance to Cape Cod Canal; assistance is with her. (See issue of Aug. 1.)

BENEDICK.—Buenos Aires, Aug. 1.—On July 12 port furnace port auxiliary boiler of British motor tanker Benedick collapsed. To enable vessel to proceed remaining boiler was examined by Classification surveyor and failed to maintain necessary steam, consequently preparing further test, which, if unsatisfactory, makes temporary repairs to port boiler imperative.

BREIVA.—Bodo, July 18.—Motor vessel Breiva, 247 tons gross, owned by Erling Saunes, Bodo, was destroyed by fire to-day while in the owner's slip at Buoyota, Bodo, where she had just been overhauled. The fire broke out in the machinery. The loss is estimated at 600,000 kr.—Norges Handels og Sjøfartstidende.

CAPE DOUGLAS.—Glasgow, Aug. 1.—Steamer Cape Douglas, outward bound for Naples, light, returned to Gourcock at 6 a.m. to-day with engine trouble; extent of damage not yet known.

CATHERINE MCALLISTER.—See Logue No. 2 (floating derrick).

CHINA.—Cape Town, July 27.—Panamaian motor tanker China, which arrived here on July 14 (from Bahrain), was drydocked after discharge for cleaning and painting, &c. Local agents report that the vessel has heavy weather damage on deck and a surveyor has been appointed.

CITY OF DURBAN.—Seaforth Radio, Aug. 1.—Following received from master of British steamer City of Durban (Middlesbrough and Liverpool for Bombay); Steam pipe to intermediate pressure turbine joint blown, can maintain steam temporarily. Propose "loading cargo" and proceeding to anchorage in Moeftre Bay where repairs can be effected in safety.

CITY OF KEANSBURG.—New York, July 29.—Excursion steamer City of Keansburg, plying between the Battery and Keansburg, went aground at 3 p.m. yesterday on a mud bank between Swinburne and Hoffman Islands, about four miles east of Midland Beach, Staten Island; vessel floated 40 minutes later.

COWRIE.—Abadan, July 30.—Motor tanker Cowrie, which left here on July 28 for Aden, has boiler trouble and is being towed back to Abadan for examination.

DANIEL WILLARD.—Antwerp, July 29.—American steamer Daniel Willard, from Charleston, reports having had to proceed at reduced speed on several occasions during the voyage owing to defective machinery.—"Lloyd Anversois."

DUQUE DE CAXIAS.—Rio Janeiro, July 31.—It is now reported that at least 10 of the crew of the Brazilian steamer Duque de Caxias lost their lives when a boiler exploded to-day, setting the vessel on fire six miles off Cape Frio. Most of the passengers are Portuguese and Italians making their first trip to their homeland since the outbreak of the war. The vessel was due to call at Lisbon and Genoa. It is believed that many in the vessel are injured. Some of the survivors are being brought here by Brazilian warships.—Reuter. (See issue of Aug. 1.)

Rio Janeiro, Aug. 1.—One report stated that the fire broke out below decks in the Brazilian

transport Duque de Caxias and swept along the companion ways and around the edges of the lower decks into the upper staterooms.—British United Press.

Rio Janeiro, July 31.—At least 28 people lost their lives in the Brazilian transport Duque de Caxias. Seventeen vessels went to the rescue and are bringing in survivors of the 1077 passengers and 350 crew. The British steamer Dover Hill has 500 women and children on board; about 200 of them are burned or wounded. The Duque de Caxias is being towed to Rio Janeiro. Her engines are stopped but the fire is under control. Twenty of those who lost their lives were engine room men, the remaining eight were passengers. They were drowned when a lifeboat overturned. Catalina flying boats of the Brazilian Air Force, together with Brazilian warships, were among the rescuers.—"Daily Mail" Correspondent.

Rio Janeiro, Aug. 1.—Twenty-three passengers, including five nuns, and 10 of the crew were stated here to-day to have lost their lives in yesterday's fire on the Brazilian transport Duque de Caxias. These figures were given to-day by the surveyor here of the British steamer Dover Hill, which rescued 500 passengers.—Reuter.

EBBA (yacht).—See Ella (yacht).

ELLA (yacht).—Calleroats Radio, July 30.—Following received from Farsund Radio at 8 p.m., G.M.T.: Sailing vessel, under Danish flag, marked Ebba (? Ella) "DKY," has been rescued 50 miles off Lister Light and taken to Christiansand but no life on board. The vessel was en route for England from Norway with four men on board. (See EBBA (yacht) in issue of Aug. 1.)

Christiansand, July 31.—Abandoned small Danish yacht Ella has been towed in here by Norwegian naval vessel Vigra.

Christiansand, Aug. 1.—Yacht Ella is ex Swedish EBBA, 10.85 gross tons, owner Mrs. Ella Thalbitzer, Copenhagen.

Grangemouth, Aug. 1.—Danish cutter Ella, Norway for France, was abandoned during stormy weather when 80 miles off the Norwegian coast. Crew, three Danes and Norwegian navigator, picked up by Swedish steamer Varving and landed at Grangemouth on July 29. Norwegian has signed on Norwegian steamer Loke; Danes are proceeding to France.

EMPIRE LUNDY.—London, W., Aug. 1.—Motor tanker Empire Lundy, Stanlow for Cardiff, with pool spirit, lost propeller blade on July 19 in the Irish Sea. (See issues of July 22 and 29.)

ERNESTO.—Antwerp, July 29.—Italian steamer Ernesto, from Casablanca, reports that after leaving that port at 10.30 p.m. on July 8, she was in collision with the American steamer ROBERT E. PEARY, and had port bow torn above the waterline and probably sustained damage below the waterline, with leakage. Vessel proceeded on voyage and arrived at Lisbon on July 10, where temporary repairs were effected.—"Lloyd Anversois." (See issue of July 31.)

GAINES MILL.—New York, July 31.—Turbo-electric tanker Gaines Mill, machinery damage in July; Turbines open, rotor part renew, spare rotor fitted, together with sundry damages and removals; approximate cost \$17,000.—Salvage Association's Surveyors.

GEORGE MATTHEWS.—New York, Aug. 1.—Steamer George Matthews, which left here on July 31 for Mobile, put back same day owing to refrigerator and engine trouble.

GERASSIMOS VERGOTTIS.—Havre, July 31.—Steamer Gerassimos Vergottis: Patch moved during voyage and water entered. Ship's pump being insufficient a tug was ordered to provide steam for ship's pump. After examining vessel in Bassin de Maree and if Port Authority agrees and draught is reduced it is hoped vessel will move into discharge berth in dock to-morrow.—Lloyd's Agents per Salvage Association. (See issue of Aug. 1.)

GLADWYENA (yacht).—Shoreham, Aug. 1.—Yacht Gladwyena, owner Sir Claude Russell, Cowes for Newhaven, ran aground east of harbour entrance this morning. Vessel refloated and was assisted into harbour by fishing vessel RX 231. Vessel has sustained no apparent damage.

GRANADA (lighter).—Buenos Aires, July 3.—According to protest made at Corrientes on Feb. 5, 1945, the Argentine lighter Granada, from Posadas, with 180 tons of cargo, and the Argentine paddle steamer ITUZAINGO, were in collision while both vessels were lying at anchor at Corrientes during strong wind on Feb. 5, 1945. The Granada was surveyed at Corrientes and found to have sustained damage to gunwale, rudder, &c., and surveyor estimated cost of repairs at 1300 pesos. A certificate of seaworthiness was issued. Permanent repairs were subsequently effected at Corrientes and were concluded to surveyor's satisfaction on June 28, 1946. (See issue of Sept. 22.)

ITUZAINGO.—See Granada (lighter).

KATHIO.—New York, July 29.—Turbo-electric tanker Kathio, Baytown for United Kingdom, is proceeding to Boston, master having suffered a severe heart attack.

KEBWOOD.—London, Aug. 1.—When leaving Regent's Canal Dock to-day steamer Kentwood struck outer lock gates, causing extensive damage to lower outside gate and superficial damage to upper outside gate. Damage to vessel, which proceeded down-river, unknown.

KOOLGA.—Newcastle-upon-Tyne, July 30.—While berthing at No. 3 staitch, Whitehill Point, on July 27, steamer Koologa damaged piles of the staitch.

LADY KATHLEEN.—Newcastle-upon-Tyne, July 30.—While entering Northumberland Dock on July 27, motor vessel Lady Kathleen fouled and damaged two wooden fender fastenings.

LOGUE NO. 2 (floating derrick).—New York, July 31.—Derrick Logue No. 2, striking pier in July, surveyed on behalf of tug CATHERINE MCALLISTER: Corner rake timbers and anchor stocks renew, steel planking refasten, together with sundry damages.—Salvage Association's Surveyors.

LYRAS.—Antwerp, July 30.—Greek steamer Lyras reports having grounded on the bar when leaving Necochea (on June 8), but refloated under her own steam. During her efforts to get off she struck the bottom on several occasions.—"Lloyd Anversois."

MAHLON PITNEY.—Balboa, July 31.—Steamer Mahlon Pitney left here to-day. (See issue of July 23.)

EMPIRE MACALPINE.—Noon, 53 12 N., 22 48 W.; SE, by E, fresh; precipitation within sight; bar 30.00. 6 p.m., 53 00 N., 20 42 W.; SSW., gentle; haze; bar 29.94.

FORT TICONDEROGA.—Noon, 47 06 N., 37 42 W.; SSW., mod.; intermittent slight drizzle; bar 30.15. 6 p.m., 46 18 N., 39 30 W.; W, by N., gentle; overcast; bar 30.15.

MAGDAPUR.—Noon, 39 42 N., 09 36 W.; NNW., light; partly cloudy; bar 30.09. 6 p.m., 41 12 N., 09 30 W.; N, by W., mod.; partly cloudy; bar 30.09.

MAHIA.—Noon, 42 36 N., 10 30 W.; NE, by N., strong; overcast; bar 30.18. 6 p.m., 43 36 N., 09 54 W.; NNE., fresh; overcast; bar 30.21.

MARTAND.—Noon, 48 06 N., 32 24 W.; W, by S., gentle; partly cloudy; bar 30.15.

MAURETANIA.—Noon, 36 48 N., 08 24 W.; ENE, light; cloudy; bar 30.06. 6 p.m., 38 42 N., 09 36 W.; NNW., mod.; partly cloudy; bar 30.00.

ORONTES.—6 p.m., 39 30 N., 09 36 W.; N., fresh; haze; bar 30.03.

QUEEN MARY.—Noon, 47 18 N., 32 48 W.; WSW., gentle; fog in patches; bar 30.18. 6 p.m., 48 00 N., 28 42 W.; SW, by S., mod.; overcast; bar 30.21.

QUEEN OF BERMUDA.—6 a.m., 40 18 N., 09 48 W.; N, strong; partly cloudy; bar 30.03. Noon, 38 24 N., 09 30 W.; NNW., fresh; overcast; bar 30.03.

RANGITATA.—6 p.m., 37 00 N., 09 06 W.; N, light; haze; bar 30.03.

SAN VERONICO.—Noon, 48 42 N., 26 24 W.; SW., mod.; fog; bar 30.24. 6 p.m., 47 48 N., 27 30 W.; SW., fresh; partly cloudy; bar 30.27.

TORR HEAD.—6 a.m., 56 06 N., 32 42 W.; SSW., fresh; overcast; bar 29.89. 6 p.m., 56 00 N., 35 24 W.; S, by W., fresh; fog patches; bar 29.80.

WORCESTERSHIRE.—6 p.m., 44 36 N., 09 36 W.; N, by W., gentle; overcast; bar 30.27.

MISCELLANEOUS

THE SITUATION IN JAMAICA

Kingston, Ja., July 31.—Waterfront now normal.—Lloyd's Agents.

OVERDUE VESSELS

NO. 6.—North Foreland Radio, July 31.—Following received from Schevevingen Radio at 4.48 p.m., G.M.T.: Please look out for two missing Finnish tugs marked "6 ST 338" and "18 ST 88" respectively. Both are bound Kiel Canal from Hook of Holland, and position will be north of Wadden Islands. (Note.—Tugs No. 6 and No. 18 were reported to have left Schiedam on July 28 for Helsinki.)

NO. 18.—See No. 6.

THE WAR

ACHILLE LAURO.—London, Aug. 1.—In reply to inquiry, Lloyd's Agents at Genoa write under date of July 26: Steamer Achille Lauro is still lying sunk at this port. (Note.—Achille Lauro was found sunk at Genoa when Allied Forces occupied the port. See issue of Feb. 11.)

ANJOU.—London, Aug. 1.—In reply to inquiry, Lloyd's Agents at Genoa write under date of July 26: Steamer Anjou is still lying at the bottom of the harbour here. (Note.—Anjou was found badly damaged at Genoa as a result of war causes.)

ASIE.—London, Aug. 1.—In reply to inquiry, Lloyd's Agents at Genoa write under date of July 26: French steamer Asie was recovered by Messrs. Venturi and partly broken up. (Note.—Asie was sunk by aircraft at Genoa in May, 1944.)

BIRTHE.—Copenhagen, July 29.—A mine exploded 20 metres aft of fishing cutter Birthe, of Lokken, in the Kattegat on the evening of July 28. The vessel, which sprang a leak, was beached on the Swedish coast where she sank. The crew of two were taken into Mollusund.—"Borsen."

ERLANGEN.—London, Aug. 1.—In reply to inquiry, Lloyd's Agents at Genoa write under date of July 26: German steamer Erlangen is still lying sunk at this port. (Note.—Erlangen was found sunk at Genoa in April, 1945, when Allied Forces entered the port.)

FERRARA.—London, Aug. 1.—In reply to inquiry, Lloyd's Agents at Genoa write under date of July 26: Italian steamer Ferrara was recovered and is offered for sale. (Note.—Ferrara was reported to have been lost at Genoa as a result of war causes.)

LEZARDRIEUX.—London, Aug. 1.—In reply to inquiry, Lloyd's Agents at Genoa write under date of July 26: French steamer Lezardrieux was recovered and is at present in Darsena dry dock. (Note.—Lezardrieux was sunk at Genoa as a result of war causes.)

MONREALE.—London, Aug. 1.—In reply to inquiry, Lloyd's Agents at Genoa write under date of July 26: Italian motor vessel Monreale has been recovered and is at present in dry dock No. 4 at this port. (Note.—Monreale was reported to have been found sunk at Genoa.)

NINO PADRE.—London, Aug. 1.—In reply to inquiry, Lloyd's Agents at Genoa write under date of July 26: Italian steamer Nino Padre still lies sunk at this port. (Note.—Nino Padre was sunk at Genoa as a result of war causes.)

STREATOR SEAM.—London, Aug. 1.—In reply to inquiry, Lloyd's Agents at Genoa write under date of July 26: Steamer Streator Seam has been offered for sale for breaking up. (See issue of Oct. 6.)

VERTUNNO.—London, Aug. 1.—In reply to inquiry, Lloyd's Agents at Genoa write under date of July 26: Italian steamer Vertunno, which was used as an obstruction to the entrance to this port, is still sunk and probably will not be recovered.

WILLIAM BLUMER.—Sandefjord, July 19.—According to the "Sandefjords Blad," the steamer William Blumer, which was sunk by aircraft in the harbour here on Easter Monday (Apr. 2) last year, has been righted from 97 to 31 deg. and both masts and the funnel are now visible. Salvage is expected to be completed within a month.—"Norges Handels og Sjøfartstidende." (See issue of Oct. 5.)

WURI.—Gothenburg, July 25.—The new forepart for the motor vessel Wuri is to be built at Thordenvärdet at Uddevalla. The work will be begun at the end of the year.—"Svensk Sjøfartstidning." (See issue of July 13.)

&lt;

COASTWISE & HOME TRADE MOVEMENTS

Table with columns C1, C2, C3, C4, C5 listing ship names, destinations, and dates for coastal and home trade movements.

VESSELS EXPECTED AT UNITED KINGDOM PORTS

Showing Vessel, Voyage, Probable Date, Broker and Berth

Table listing vessels expected at UK ports, including ship names, origins, arrival dates, and agents.

RANGIANG, WELLINGTON, RAPHIAE, SEMMES, NORFOLK, RUNCIMAN (LONDON) (WEST INDIA), RIVER RAISIN, ARCHA, ANGLO-AMERICAN OIL CO (THAMES HAVEN), ST. CLEARS, TRINIDAD, HOWARD TENENS, SAMAKRON, KINGSTON (JA), ROYAL MAIL LINES, SAMBORN, LYTTELTON VIA ANTWERP, PORT LINE (ROYAL ALBERT), SAMSEA, VANCOUVER, MONTGOMERIE & WORKMAN (MILLWALL), SAMPAN, BEIRA VIA ANTWERP, UNION-CASTLE MAIL S.S. CO, SANSYLVAN, WELLINGTON VIA ANTWERP, EARLY SEP, SHAW SAVILL & ALBION CO, SAMYLA, W. PACIFIC, FINNISH, WITHY & CO. (SURREY COM.), SAMWIS, W. INDIES, T. & J. HARRISON (WEST INDIA), SASELINDIA, BANGKOK, ESCOMBE, McGRATH & CO., SESTRORETSK, LENINGRAD, L. W. MORLAND & CO, STRAIGHT, CURACAO, T. & J. HARRISON (WEST INDIA), SUFFOLK, WELLINGTON VIA DAKAR, J. B. WESTRAY & CO., SYDNEY STAR, BLUE STAR LINE, TEVIOT, PUERTO SEDEADO VIA HAVRE, ROYAL MAIL LINES, URGENT, BEIRA VIA ANTWERP, BULLARD, KING & CO., UMTATA, DURBAN, UNION-CASTLE MAIL S.S. CO., URS, TROMSHEIM, S. L. A. LTD., WAVE MONARCH, ABADAN, W. HURST (SHEERNESS), SOUTHAMPTON, ALCANTARA, MOMBASA, ROYAL MAIL LINES, ANDES, BOMBAY, ROYAL MAIL LINES, AQUILANA, HALIFAX, UNCLAR WHITE STAR (BERTH 47), ARUNDI CASTLE, DURBAN, UNION-CASTLE MAIL S.S. CO., ATLANTIS, MELBOURNE, ROYAL MAIL LINES, BRITISH DILIGENCE, ABADAN, CANTON, BOMBAY, ESCOMBE, McGRATH & CO., CARTRIDGE, BOMBAY, ESCOMBE, McGRATH & CO., DAR POMORZA (aux.) (training ship), Empire Trooper, Port Said, ESCOMBE, McGRATH & CO., LADY NELSON, HALIFAX, UNCLAR WHITE STAR, LADY RODNEY, HALIFAX, UNCLAR WHITE STAR, OTRANTO, HONGKONG, ESCOMBE, McGRATH & CO., QUEEN MARY, HALIFAX, UNCLAR WHITE STAR (BERTH 43), RANCHI, BOMBAY, ESCOMBE, McGRATH & CO., STRIBING CASTLE, MELBOURNE, UNION-CASTLE MAIL S.S. CO., STIRLING, BOMBAY, ESCOMBE, McGRATH & CO., THOUSAND, W. AFRICA, WASHINGTON, NEW YORK VIA QUEENSTOWN, BENJ. ACKERLEY & SON, PORTLAND, EMPIRE PALADIN, ABADAN, PORTLAND & WEYMOUTH COALING CO., PLYMOUTH, CONSUL BRATT, HUDIKSVALL, AVONMOUTH, ARIGUANI, PORT ANTONIO, ELIDERS & FYFES, AVRISTAN, ABADAN, F. C. STRICK & CO. (Continued on page 9)

BRITISH COAST LINES SEAWAYS COAST LINES ORGANISATION. Regular Services between all important ports.

Table listing various shipping companies and their services, including names like J. B. Westray & Co., Anglo-American Oil Co., and others.

# SHIPS IN PORT

## LONDON IN DOCK

Vessel	Tons Gross	Station	Broker
THEODORE PARKER, 7175, D & E Sheds, H. Muller & Co. of W.I. Broker			
TREWIDEN, 7273, (Canada) Yd. S. Surrey Commercial, Hain S.S. Co.			
TURKISTAN, 6935, M. Whse., Millwall, F. C. Strick & Co.			
ULSTER, 507, Blackwall Bsn., West India, Channel Islands Shipping Co.			
VALACIA, 7052, 7 Shed, King George V., Cunard White Star			
WILLIAM, 7181, Brunswick Bys., Surrey Commercial, American S.S. Lines Agency			
ARY, 642, J. Shed, South West India, G. A. Tom & Co.			
BAJAMAR, 2757, Canary Wt., West India, F. Desbar & Co.			
BRAVERDELL, 9901, D Shed, Victoria, Canadian Pacific S.S.			
BELOOSTROV, 2916, Northern Lay-by, Surrey Commercial			
BENJAWERS, 7804, 11 Shed, King George V., Galbraith, Pembroke & Co.			
BROCKLEYMOOR, 7568, Empire Mills, Victoria, Runcorn, Ltd.			
CARPILO, 1847, W. Dk., Ldn. Dk., MacAndrews & Co.			
CASTOR, 1683, A. Qy., Regent's Canal, S. L. A. Ltd.			
CATHERINE (ferry), 259, Norway Floating Dry, L.M.S.			
CATTARO, 2883, 17 Shed, Tilbury, G. S. N. Co. (Clemt)			
CEFY-BRYN, 5264, Dry Dk., Millwall, Gapper, Alexander & Co.			
CHANNEL QUEEN, 57, Dry Dk., West India, British Channel Islands Shipping Co.			
CHURRUCA, 1847, W. Dk., Ldn. Dk., MacAndrews & Co.			
CITY OF KEELUNG, 5186, 5 Shed, Tilbury, A. Howden & Co.			
CITY OF LILLE, 6588, 22 Shed, Tilbury, Surrey Commercial			
CITY OF MADRAS, 8582, 18 Shed, Royal Albert, Ellerman & Buekall S.S. Co.			
CLAN MACNARIN, 6096, 33 Shed, Tilbury, Cayzer, Irvine & Co.			
COLUMBIA STAR, 8293, 15 Shed, Royal Albert, Blue Star Line			
COPTIC, 10,629, 5 Shed, King George V., Shaw Savill & Albion Co.			
CORAN, 785, W. Dk., Ldn. Dk., G. S. N. Co. DARRO, 9735, W. Dry Dk., Royal Albert, Royal Mail Lines			
DENBIGHSHIRE, 9833, 14 Shed, King George V., Glen Line			
DESFAO, 9641, A Shed, Canal, Victoria, Royal Mail Lines			
DRAKENBERG CASTLE, 9914, 3A Shed, Royal Albert, Union-Castle Mail S.S. Co.			
DROMORE, 4096, 5 Shed, South-West India, Westcott & Laurance			
DUNSTER GRANGER, 9494, Z Shed, Victoria, Houlder Bros. & Co.			
EDDYSTONE, 1452, W. Dk., Ldn. Dk., Clyde Shipping Co.			
EMPIRE CHAMOIS, 5684, 3 Shed, Victoria, Royal Mail Lines			
EMPIRE COMFORT, 1333, 26 Shed, Tilbury, G. S. N. Co. (Clemt)			
EMPIRE GANNET, 62, 6 Shed, Tilbury, Westcott & Laurance			
EMPIRE GARSTON, 1945, D Whse., Millwall, United Shipping Co.			
EMPIRE KEELING, 7169, T & T2 Whses., Millwall, T. J. Harrison			
EMPIRE PAKHA, 8115, 14 Shed, Royal Albert, Shaw Savill & Albion Co.			
EMPIRE REGENT, 9904, B Qy., Victoria, T. J. Harrison			
EMPIRE REST, 1327, 26 Shed, Tilbury, G. S. N. Co. (Clemt)			
EMPIRE RIDLEY, 6838, B Shed, West India, G. A. Tom & Co.			
EMPIRE SHETLAND, 1356, 26 Shed, Tilbury, G. S. N. Co. (Clemt)			
EMPIRE TAGRALIA, 5824, G Shed, South West India, Harris & Dixon			
EMPIRE TAW, 1499, 10 Whse., West India, G. S. N. Co. (Clemt)			
ESPERANCE BAY, 14,204, 1 Shed, King George V., Shaw Savill & Albion Co.			
FORELAND, 1351, W. Dk., Ldn. Dk., Currie Line			
FORT CADOTTE, 7128, 11 Shed, Royal Albert, Cunard White Star			
FORT CARIBOU, 7152, T & T2 Whses., Millwall, E. H. Mundy & Co.			
FORT FRASER, 7153, T & T2 Whses., Royal Albert, Blue Star Line			
FORT MIAMI, 7152, C Qy., Victoria, Cunard White Star			
FORT SAKIADAC, 7160, 27 Shed, Royal Albert, J. B. Westra & Co.			
FORT THOMPSON, 7134, Brannish Yd. Shed, Surrey Commercial, E. H. Mundy & Co.			
GANNET, 1336, 19 Shed, Tilbury, G. S. N. Co. (Clemt)			
GARDENIA, 4019, Station Yd., Surrey Commercial, Nelson, Donkin & Co.			
GLENKARTNEY, 9799, 9 Shed, King George V., Glen Line			
GLENLEFFER, 9559, 26 Shed, Royal Albert, Glen Line			
GOLDEN EAGLE, 793, 2 Shed, Tilbury, G. S. N. Co. (Clemt)			
GRIPEN, 567, Timber Whves, Surrey Commercial, S. L. A. Ltd.			
GRONINGEN, 1205, 18 Shed, Tilbury, Clemt			
HIGHLAND PRINCESS, 14,133, 2 Shed, King George V., Royal Mail Lines			
HIGHLAND PRINCESS, 14,133, 4 Shed, King George V., Royal Mail Lines			
HUGLIN, 1302, R Whse., Millwall, British & Northern Shipping Agency			
JAMAICA PRODUCER, 5464, K Shed, South West India, Kaye, Son & Co.			
JAMES BENNETT MOORE, 7198, 2 Shed, Victoria, United States Lines			
JAN STEEN, 7175, 13 Shed, Royal Albert, Royal Mail Lines			
JENNY, 1272, Station Yd., Surrey Commercial, B. E. Moors & Co.			
JOHN PERRING (sludge vessel), 1559, Green's Dry Dock, 2, C.C.C.			
KING LEAR, 309, S. Lay-by, Surrey Commercial, Ocean Salvage & Towage Co.			
LADY SHEILA, 216, 20 Shed, Tilbury, S. Cater & Co.			
LAKSNEB (ex Empire Concern), 1587, D 2 Whse., Millwall, United Shipping Co.			
LOMBARDY, 3379, F Qy., Victoria, Royal Mail Lines			
MAHANADA, 8971, 8 Shed, Tilbury, A. Howden & Co.			
MAHAR, 7653, 16 Shed, Tilbury, A. Howden & Co.			
MARSWORTH, 366, C Qy., Regent's Canal, Grand Line Shipping Co.			
MATHERAN, 8007, 7 & 9 Sheds, Royal Albert, Gosman & Smith			
MERKLAND, 1375, Shad. Bsn., Ldn. Dk., Currie Line			
MOULTAN, 29,952, 13 Shed, King George V., P. O. S. N. Co.			
MYTILUS, 5693, Blackwall Bsn., West India, Northumberland, 11,559, 33 Shed, Royal Albert, J. B. Westra & Co.			
ORIOLE, 489, W. Dk., Ldn. Dk., G. S. N. Co. ORMOND, 14,982, 13 Shed, Tilbury, Anderson, Green & Co.			
OSRIC, 1567, Canada Yd. N., Surrey Commercial, Turner, Brightman & Co.			
PACIFIC SHIPPER, 6260, 9 Shed, South West India, Union-Castle Mail S.S. Co.			
PALACIO, 1346, 12 Shed, Tilbury, MacAndrews & Co. (Clemt)			
PHILOMEL, 2122, Green's Dry No. 1, G. S. N. Co.			
PINTARRA (ex Empire Paragon), 9952, 10 Shed, King George V., P. O. S. N. Co. PIONEER, Union Dry			
PORT ADELAIDE, 8515, Co-op. Qy., Victoria, Port Line			
PORT JACKSON, 9687, 6 Shed, King George V., Port Line			
QUEEN'S CHANNEL (hopper barge), 563, Green's Dry No. 2, Tilbury Contracting & Dredging Co.			
RHONE, 209, Nelson Dry, W. H. Muller & Co. RING, 1257, 6 & 7 Whses., Millwall, British & Northern Shipping Agency			
ROSDALE PARK, 7199, D Sheds, West India, Ind. Keller, Bryant & Co.			
SAKARA, 2743, N. Qy. Bsn., East India, G. S. N. Co.			
SAMKANA, 7219, 21 Shed, Royal Albert, Anderson, Green & Co.			
SAMNDI, 7219, 19 Shed, Royal Albert, Blue Star Line			
SAMSPRING, 7219, 3 Shed, King George V., Royal Mail Lines			
SAMYAR, 7219, 23 Shed, Royal Albert, Royal Mail Lines			
SANDA, 1028, W. Dk., Ldn. Dk., Clyde Shipping Co.			
SARROBA, 6668, K Shed, Millwall, Keller, Bryant & Co.			
SOBO, 5553, —, King George V., Killick, Martin & Co.			
SOCOTRA, 7840, E. Qy., Victoria, P. O. S. N. Co.			
SOMERSET COAST, 1097, Blackwall Bsn., West India, Coast Lines			
SPRINGWOOD, 625, Nelson Dry, Milre Shipping Co.			
STUBIC, 4216, G Whse., Millwall, British & Northern Shipping Agency			
SULVER, 2460, Station Yd., Surrey Commercial, H. C. Harrington			
SUTHERLAND, 1330, Shad. Bsn., Ldn. Dk., Currie Line			
SWIFT, 936, Thames Dry No. 2, G. S. N. Co.			

## LONDON IN DRY DOCK

GREEN'S NO. 1—Philomel.	
GREEN'S NO. 2—Queen's Channel (hopper barge)	
MILLWALL—Cefny-Bryn.	
NELSON—Rhone, Springwood.	
NORWAY FLOATING—Catherine (ferry).	
ROYAL ALBERT—Darro, Port Fraser.	
THAMES NO. 2.—Helny (ex Chant 59).	
SWIFT	
UNION—Pioneer.	

## LONDON IN THE RIVER

Vessel	Station	Broker
ABILITY, Bellamy's W.I., Rotherhithe, F. T. Everard & Sons		
ACTIVITY, Everard's Jty., Greenhithe, F. T. Everard & Sons		
ADAPTITY, Saw Mills, Purfleet, F. T. Everard & Sons		
AGILITY, Everard's Jty., Greenhithe, F. T. Everard & Sons		
ALCHYMIST, Everard's Jty., Greenhithe, F. T. Everard & Sons		
ANNIE, Inner Hulk Moorings, Gravesend, Freight Express		
ANTICOST, Bermondsey, W. Woolwich Tr. ARCHGROVE, Chalk's Jty., W. Thurrock, Temple Thomson & Clark		
ARIDITY, Fresh W.I., London Bridge, F. T. Everard & Sons		
ARNEWOOD, Lower Tr., W. Woolwich, Milner Thomas & Co.		
ASPERITY, Everard's W.I., Greenhithe, F. T. Everard & Sons		
ASSIDUITY, Everard's Bys., Greenhithe, F. T. Everard & Sons		
AXINITE, Middle Tr., Erith		
BAUTA, White's W.I., Swanscombe		
BEDELA, H. Ordnance W.I., E. Greenhithe, E. Gibson & Co.		
BEYLINA, White's W.I., Northfleet, Temple Thomson & Clark		
BRIGHTON, Lawe's W.I., Barking, S. Cater & Co.		
BURLEIGH, G. S. N. Co.		
BUSHWOOD, Lower Tr., Erith, Milner Thomas & Co.		
CAMROUX III., Rosebank W.I., Fulham, Freight Express		
CAMPELL, Chamberlain's W.I., Bermondsey, Tatham Broom & Co.		
CARRICK COAST, Tate's W.I., Silvertown, Coast Lines		
CEARWOOD, Kent Portland Cement Works, Stone, W. Cory & Son		
CHARLES PARSONS, Stephenson Clarke, Ltd.		
CITY OF LONDON, for Ldn. Dk., Brussels S.S. Co.		
COLLINGBOURNE, Power Station, Barking, Coastwise Colliers		
CORDALE, Upper Tr., Charlton, W. Cory & Son		
CORFIRTH, Tunnel Portland Cement Works, G. S. N. Co.		
COFFLEBET, Kent Portland Cement Works, Stone, W. Cory & Son		
COMMOAT, Upper Tr., Charlton, W. Cory & Son		
CORMORANT, Irongate W.I., Tower Bridge, G. S. N. Co.		
DAVID M., Co-operative W.I., Gravesend		
DEWILHINA (ex Empire Snowdrop), Spurline, Imbros, W. P. Secretan		
DRAKE, for Butler's W.I., Horselydown, G. S. N. Co.		
EMERALD QUEEN, Free Trade W.I., Ratcliff, British Channel Islands Shipping Co.		
EMPIRE ADLEY, Everard's Bys., Greenhithe, F. T. Everard & Sons		
EMPIRE CONDOR, Lower W. Woolwich Tr., G. A. Tom & Co.		
EMPIRE DAREDDIL, Stowage W.I., Deptford, G. S. N. Co.		
EMPIRE FAIRWAY, Worldham's W.I., Grays, Charrington, Gardner, Locket & Co. and G. Work & Co.		
EMPIRE GANGE, Everard's Jty., Greenhithe, F. T. Everard & Sons		
EMPIRE FANTARE, Everard's W.I., Greenhithe, F. T. Everard & Sons		
EMPIRE FARNHAM, off Gravesend, S. Cater & Co.		
EMPIRE KEW		
EMPIRE SANDY (tug)		
EMPIRE STONEY, Stowage W.I., Deptford, Creek, G. A. Tom & Co.		
EMPIRE FESDALE, Cargo Jty., Tilbury, P. Henderson & Co.		
EVERTON, Tunnel Portland Cement Works, F. W. Thurrock, G. A. Tom & Co.		
FALCON, East Lane Tr., Bermondsey, G. S. N. Co.		
FAUVETTE, Williams' W.I., Dagenham, G. S. N. Co.		
FORTH COLUMBIA, Lambert Bros.		
FORTH, Irongate W.I., Tower Bridge, Carron Co. & Co.		
FRANCINE, Fresh W.I., London Bridge, L. Dens & Co.		
FREDMAN, S. O. C. A. Jty., Purfleet, B. Bell & Co.		
FULHAM, Hanover Hole Tr., Rotherhithe, Stephenson Clarke, Ltd.		
FULHAM VI., Power Station, Fulham, Stephenson Clarke, Ltd.		
GLADONIA, Trinidad W.I., Fulham, Such & Schooley		
GLASHAVEN, Tuff's W.I., Woolwich, British & Continental Shipping Agency		
GODFREY, H. O. L., Katharine's W.I., Tower Bridge, G. S. N. Co.		
GORSEFIELD		
GRIFFON, for Carron W.I., Wapping, G. S. N. Co.		
HOLBURN HEAD, Johnson's W.I., Greenhithe, C. Rothwath & Sons		
HUDSON BANK, Upper Tr., Erith, J. Hudson & Co.		
JUPITER, Colonial W.I., Wapping, G. T. Symons & Co.		
KELMSOTT, Gravesend Reach		
KELMSOTT CROSS (tug)		
KOLLEB, off Thames Haven		
KORTENAER, Metropolitan W.I., Wapping, G. A. Tom & Co.		
LAD ANSTRUTHER, I.C.I.		
LODGE, off Thames, Long Reach, Temple Thomson & Clark		
LOWESTOFT TOWER, Swanscombe		
MARGA, Imperial Paper Mills, Gravesend, S. L. A. Ltd.		
MARSH, off Greenhithe, C. Hoffmann & Co.		
MIRVALDIS, Williams' Carved Jty., Dagenham, R.S. Dalgliesh		
MISTLEY, Thames W.I., Silvertown, M. F. Thorpe & Co.		
MONMOUTH BROOK, Alpha Cement Works, Chiff		
NAUTILUS, H.M. Victualling Yd., Deptford, Nelson & Clark		
OLAVUS, Bevan's W.I., Northfleet, Galbraith, Pembroke & Co.		
ORTOLAN, Stowage W.I., Deptford Creek, Broom & Co.		
OTTERHOUD		
PARKWOOD, Gravesend Reach, Temple Thomson & Clark		
PETERBOROUGH TRADER		
PIERCE, off Thames, Portland Cement Works, G. A. Tom & Co.		
QUEEN'S CROSS (tug)		
QUEENSLAND, Jorgen's Jty., Purfleet, Ship- ping & Coal Co., Coast Lines		
QUEENWORTH, Power Station, Deptford, R. S. Dalgliesh		
REDFRIF, Rotherhithe Gas Works, South West India, Coast Lines		
RIFANS, off Greenhithe, W. Bermondsey, British & Foreign Maritime Agencies		
RIGA, anchored off Horselydown W.I., Rotherhithe, C. Hoffmann & Co.		
ROBATE, British & Foreign Shipping Agency		
SAMBRE, Custom House Qy., London-Rotterdam Maritime Agency		
SARDIS, for Ldn. Dk., Coverley, Westray, W. H. C. Harrington		
SCOTISH CO-OPERATOR, Butler's W.I., Horselydown		
SLASK, Mark Brown's W.I., Bermondsey, United Shipping Co.		
SOBESKI, off Tilbury, Lamport & Holt Line		
STOR, for London's W.I., Canning Town, G. S. N. Co.		
SUFFOLK COAST, Coast Lines		
SUNTRAP, Lower Tr., W. Woolwich, Coker & Co. Ltd.		
THEEM		
TROMPENBURGH, Custom House Qy., W. H. Muller & Co.		

TSELBAT, off Thames Haven, F. T. Everard & Sons  
 TYNDALL, Power Station, Battersea, Stephenson Clarke, Ltd.  
 VALERIAN COAST, anchored St. Clement's Reach, Tyne-Tees Steam Shipping Co.  
 VICTORIA PEAK, Swanscombe Tr., Lambert Bros.  
 WANDSWORTH, Wandsworth Gas Works, Wandsworth & District Gas Co.  
 WESTBURN, No. 1 Jty., Beckton, Cokemart, Ltd.  
 WELLS, Power Station, Deptford, T. Cook & Co.  
 YEWVALL, for Ford's Jty., Dagenham, W. H. Muller & Co.  
 YORKBROOK, Comben, Longstaff & Co.

## MERSEY IN PORT

*Docks are of Liverpool unless otherwise shown*  
*1 indicates Birkenhead*

Vessel	Tons Gross	Dk. or W.I.	Broker
AFON GWILL, 874, Bramley-Moore, Runcorn Bros.			
ALLERTON, 1195, Cammell Laird & Co.'s Wet Bsn., T. Bahr, Behrend & Co.			
ANTHONY COAST, 584, Nelson, Coast Lines			
ANTICHOUS, 9052, Victoria, A. Holt & Co.			
ANTHONY COAST, 646, Prince's, Coast Lines			
ARDENZA, 933, Langton Branch, Moss Hutchison Line			
ASCANIA, 14,013, Gladstone, Cunard White Star			
ASPIRATION, 6274, Liverpool, A. Holt & Co.			
ASSURANCE, 203, E. Float, A. Holt & Co.			
ATLANTIC, 6549, E. Float, T. & J. Harrison			
ATLANTIC COAST, 890, Nelson, Coast Lines			
AUTHORITY, 616, Bromborough, Caleb Brett & Co.			
AYRSHIRE COAST, 773, Trafalgar, Coast Lines			
BALMAHA, 1428, Herculaneum Dry, 2, A. Coker & Co.			
BANTRIA, 2407, Canada 3, Cunard S.S. Co.			
BEN MILLAN, 270, Liverpool			
BEN H. MILLER, 7219, Brocklebank Branch, Ellerman Lines			
BENEDICT, 4949, King's 2, Booth S.S. Co.			
BONNIE, 154, Langton, Booth S.S. Co.			
BUSTIRIS, 943, Toxteth, Moss, Hutchison Line			
C.W.S. PROGRESS, 967, Toxteth, Co-operative Wholesale Society			
CHANT 59, 401, Collingwood, Houlder Bros.			
CHESHIRE COAST, 1122, Trafalgar, Coast Lines			
CITY OF CHESTER, 8520, Canada 1, Hall Line			
CITY OF DUNKIRK, 5861, E. Float, Hall Line			
CITY OF GLANGOW, 5321, Langton, Hall Line			
CITY OF HONGKONG, 9606, Huskisson, Hall Line			
CLAN CHISHOLM, 9581, Brocklebank Branch, Cayzer, Irvine & Co.			
CLAN MACRAE, 9209, Victoria W.I., Cayzer, Irvine & Co.			
CLARA MONKS, 577, Morpeth, T. J. MacKenzie & Co.			
CLONK, 1803, Langton Dry, J. MacAndrews & Co.			
COLORADO SPRINGS VICTORY, 7607, Langton, Atlantic Transport Co.			
CORAL QUEEN, 303, Salthouse, A. Coker & Co.			
COROLLERA, 6865, Brocklebank Branch, Donaldson Bros. & Black			
CORNTHIC, 15,000, Cammell Laird & Co.'s Wet Bsn., T. Grace Beazley & Co.			
CORRALES, 55			

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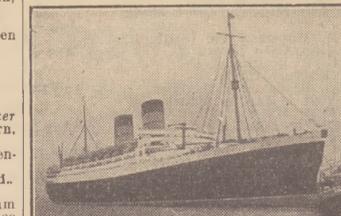
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