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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 Van-conver, Official No. 175712, 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

SHIPPING GAZETTE (Established 1734)

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

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

Mr. A. C. DOUGLASS, 15, Tithebarn Street, Liverpool, 2

The Committee of Lloyd's do not guarantee

WEDNESDAY, AUG. 7, 1946 High Water, London Bridge ... 09 57 22 29 High Water, Liverpool ... 07 33 20 11 High Water, Liverpool Sun Rises ... 05 30 Sun Sets Moon Sets ... 00 27 Moon Rises The above times are B.S.T.

#### TO-DAY'S WEATHER Meteorological Office Forecast

Advance forecast for the 18 hours ending midnight to-night

General Inference: A depression sure covers South France. Weather conference. will be mainly fair in the South East. but there will be some showers in the North and West.

Further outlook for the British Isles: Mainly fair in the South East; bright intervals and showers in the West and North.

#### MONTREAL - FAR EAST SERVICE RESUMPTION

The service between Montreal and sary at times to secure full crews. the Far East, suspended since 1939. A number of older men have left the holds and practically no over-hang. the vessel by building a cofferdam, but will be resumed in September with sea after their wartime service, and Yours truly, the sailing of the Ellerman liner City others who joined the Merchant Navy of Yokohama (7341 tons) for Manila. Hongkong and Shanghai. She will to sea. A fair number of recruits are carry 11,000 tons of asbestos, newsprint coming forward, notably from men Director. and other commodities. Officials here demobilised from the Royal Navy and said it was expected that the service other Services, but it may be some to Japanese ports would be resumed as time, shipowners consider, before soon as conditions are normal.—Reuter, supply and demand adjusts itself,

## THE MARINE INSURANCE UNION

Revised Constitution

CONFERENCE AT ZURICH NEXT

A correspondent writes:

It can now be stated that a full concrence of the International Marine Insurance Union will be held at Zurich rom Sept. 24 to 26 this year. After the Stockholm conference of last May. when a new constitution for the Union was adopted, there was some uncertainty whether the Zurich meeting would be a similar conference restricted to certain members of the previous executive councils and officials of ational underwriting associations, or whether it would be a full conference. eformed constitution.

The latter course has now been hosen, but under the new constitution in the Dolder Hotel, which will be the anxiety. headquarters of the conference. On inderwriters attending the plenary to make any proposals to vary deciions already taken.

The new constitution, outlined above. he old constitution, under which mem- cerned, and if ever-that measures the vices and manpower for British fac- that in future we shall be found fightbership was open to individual com-doubts of many-coal production is tories. Passenger accommodation in ing side by side, wherever it is necespanies whose representatives could increased sufficiently to permit of an the steamers, especially at Christmas panies whose representatives could increased sufficiently to permit of an attend any committee meeting dealing exportable surplus, then under the with subjects in which they were industry's reorganisation it will be on the limit. with subjects in which they were industry's reorganisation it will be on the limit. interested. Under this system a committee might not be truly representaive of market opinion by reason of the the more difficult because of reduced of the fact that ships from Goole contact the French Government and military and the presence of others of less importance Under the new constitution representation by the chief officers of national associations should ensure that the views of markets rather than East Coast continues to find difficulty those of individuals are voiced in counil, and decisions taken should be the adequately. more authoritative because of this. The plenary session, at which individual underwriters can be present, will act a safeguard against decisions unpalatable to the rank and file of the national markets being enforced. More-over, by restricting the representation of national markets to leading officials the work of the Union will be greatly

NO PERMANENT SECRETARIAT

Under the new constitution there is to be no permanent secretariat, the necessary secretarial work being done in the office of the president for the time being. This will result in a great conomy in administrative expenses, is are incurred.

charges: the prompt payment of pre-miums; the elimination of profit commission; and the restriction of long sively with the huilding and read of the sively with commission; and the restriction of long term marine insurance contracts which of fishing craft.—Reuter. have no cancelling clauses. It is also proposed that the creation of a special ORE DISCHARGE AT NEWPORT committee for dealing with reinsurance shall be considered. The conference will be held under the presidency of Mr. C. Briner, of the Switzerland General Insurance Company. Both the London and Liverpool markets will be represented by leading officials of their respective markets, and a number of Rautas constituted normal dispatch, we individual underwriters from both centred to the North West of the markets have also announced their British Isles, and a ridge of high pres- intention of being present at the

#### CREW SHORTAGE ON N.-E. COAST

From Our Own Correspondent

NEWCASTLE, Tuesday The increasing production of new aerchant tonnage is one of the factors Newport (Mon.) we made repeated North-East Coast ports. There is also but we were informed that this was a shortage of engineers, especially not possible owing to shortage of second engineers, and the transfer of wagons and labour. One further point,

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NEWCASTLE-ON-TYNE is from three to four weeks.

## POLISH COAL

Efforts to Regain Export Trade

According to reports reaching Newastle. Poland is exporting more coal mining machinery she requires in the tion and replacement of her wardamaged transport system.

Foreign buyers state that deliveries of Polish coal to them have been below nitiating the post-war series under the expectations, but they are watching with considerable interest Poland's efforts to resume as fully and as soon

cept. 26 a plenary session of the con- her coalfields, cannot produce the coal war broke out; with those that reference will be held at which the repressher requires for her own purposes let mained the company kept going their speak of a departed friend.

considered to have advantages over for ever so far as the exporter is cona different basis, possibly through the

#### MODERN FISHING FLEET FOR CHINA

#### Big Construction Programme Planned by UNRRA

any contribution towards such expenses of her fishing industry. Costing someference has yet to be drawn up, but it mainly through UNRRA, of 750 vessel

Sir, -- We notice in your issue of think that your readers should know that our Dalcross arrived at Newport (Mon.) at 11 45 p.m. on July 17, with about 8060 tons of Wabana ore. she berthed about mid-day on the 18th. and did not complete discharge until to discharge 8060 tons of ore. Througheat the period that the Dalcross was at a shortage of able seamen at applications for overtime to be worked,

## SHIPYARD WORK

Motorship Orders for Dutch Yards

The N. V. Rotterdamsche Lloyd. Rotterdam, have ordered two motor-ships of the "Bantam" type from Dutch yards, one from the Rotterdamsche Droogdok Maatschappij, Rotterdam, and the other from the N. V Wilton - Fijenoord, Schiedam. Bantam is a twin-screw motorship of 9312 tons gross. A further vessel of this type, the Mataram, laid down by the N. V. Machinefabriek en Scheepswerf van P. Smit, Jr., Rotterdam, in 1940, is still under construction.

#### "THE L.M.S. AT WAR"

Work of Ships, Crews and Dockers

Mr. George C. Nash (G.C.N. of only the chairman, deputy chairman as possible her former export trade. Include eight plates in colour from and secretary of a national or market They are reconciled to the fact that originals by Mr. Norman Wilkinson. uderwriting institution can particitieve can expect little if any coal from The account covers all activities of the pate in the meetings at which the work of the Union will be done. These meet-the outlook both industrially and ways and Airways "dealing with the ngs will take place on Sept. 24 and 25 domestically is one causing intense company's ships, docks and air services.

Forty-one of the 49 vessels owned by That Britain, with large reserves in the company were requisitioned when to-day to witness the handing over to and equipment for the Forces.

So far as Eire was concerned there

Services from Goole to Denmark and to Germany were discontinued towards and happiness In the meantime the position is the end of August, 1939; and in spite Jersey and Guernsey the Government requisitioned them to carry the Royal Island Militia and their families to

4.: 0.000 dropped in 1940 to below 2,000,000, but the number steadily rose when the Americans arrived and, in alongside the Colossus all, hundreds of thousands of men and through those ports.

L.M.S. men and ships played their decorated. The Princess Mond (ex Caron, of the French Navy, troops from near St: Valery by the and officials of the French Government. aid of boats.

Docks had often to deal with traffic they were not intended to handle; diversion of trawlers from Hull and fortnight. Aug. I a reference to quick dispatch Grimsby to the west coast soon gave rise to port working problems which had to be solved. Many structural alterations had to be made and labour saving devices installed; in some instances stevedoring firms with office staffs and dockers were transferred from one part of the country to

#### REMOVAL OF TYNE WRECK

The Admiralty Salvage Department and the Tyne Improvement Commission are making final attempts to dis-pose of the Belgian steamer Braho, which sank in the mouth of the Tyne in March, 1942, after a collision. Dredgers belonging to the Tyne Commissioners are dredging round the MONTREAL. Tuesday men from other ports has been neces-between Montreal and sary at times to secure full crews. the Rautus is, of course, a specially wreck to facilitate its removal. At constructed one carrier with clear the outset it was intended to refloat the cofferdam was destroyed by bad

#### CANADA AIR LINE'S NEW BASES IN NEWFOUNDLAND

Trans-Canada Air Lines is given the right to use additional Newfoundland Exchange Telegraph Company. In the article published in our air bases under an agreement between olumns on Monday on the fast Canada and Newfoundland signed on ound trip to Singapore made by the July 29 and made public yesterday Cunard White Star liner Mauretania it | The agreement gives Trans-Canada Air was stated that the normal passage to Lines, which already use Tor Bay base Singapore takes six weeks. While, of near St. John's, the right to use Goose at ports of call, may take such a time Gander base, on the north Newfoundthe more usual duration of the voyage land coast, may also be used in an emergency.-Reuter.

# H.M.S. "COLOSSUS" LENT PORT OF AMSTERDAM TO FRANCE

Premier at Handing Over

The light fleet aircraft carrier H.M.S. Colossus was handed over at Portsmouth yesterday to the French authorities, to whom she is being lent for five years. The ceremony was performed on behalf of the Government by the Prime Minister, Mr. Attlee, who was accompanied by Mrs. Attlee.

Mr. and Mrs. Attlee were piped aboard the Colossus. They were accompanied by Admiral Sir John Cunningham. First Sea Lord, and Admiral Sir Geoffrey Layton, Commander-in-Chief, Portsmouth, and Lady Layton.

Over 750 officers, marines and seamen of the French Navy took over command.

#### PREMIER'S TRIBUTE

Speaking on the flight deck at the handing-over ceremony, Mr. ATTLEE said: "Officers and men of two great navies, it is a great privilege to me our good comrades of this aircraft the whole Eastern harbour was cleared

We have learnt during this war and on the water. Twice in my life-The view is held that export trade as it was known before 1939 has gone was also considerable traffic, including and Britain—have been charged with the duty of saving civilisation. I know and who will fly from this ship, health

Accepting the carrier on behalf of production with the holidays, while tinued to sail to Holland, Belgium and authorities, M. G. M. Michelet, French France up to the time of invasion, the Minister for Armed Forces, said that unfortunate that a ship-repairing and company was particularly fortunate in although France had been alone during leaving no vessels behind when the the war he felt that there had been a enemy broke through. A number of the time when Britain had been even more Goole steamers went on trading for a alone. The loan of the Colossus would period with the Channel Islands, carry- be of great assistance to a France ing, among other things, cargoes of who could not build such ships at the

> Clyde were considerably restricted and sounded the "Alerts" and two conthe annual number of pre-war passentingents of guards—one of British blueackets and one of French sailorspresented arms on the flight deck. The again as the war progressed. Gourock ceremony was watched by 1200 members and Greenock were particularly busy of the crew of the Richelieu, berthed

While a Royal Marine band played women of the Aliied Forces passed the National Anthem the White Ensign, Union Jack and the ship's pendant were hauled down. part in the Dunkirk evacuation, the seconds later the French colours flut-Scotia, a former trish mail steamer, tered in the place of the British. The being sunk. In evacuating troops than the place of the Belfast-Heysham) was shelled and "Marseillaise" and H.M.S. Colossus damaged; one shell which fell on had been finally transferred to the board and failed to explode was French command. Captain G. H. During the week-end the United thrown overboard by the chief officer. Stokes, R.N., relinquished his com-Mr. B. Williams, who was later mand in favour of Captain Y. G. M. the sale of 75 Liberty ships to the

Mr. Attlee was entertained at lunch

board and were landed with the troops on board the Victory, with M. Massigli, at Folkestone; the ship evacuated the French Ambassador, M. Michelet. The Richelieu is due to leave Ports- Lloyd's Agent at Whitby, these mouth to-day and the Colossus is expected to leave for Toulon in about a

#### BRITISH LIFT CONTROL ON SPANISH SHIPS

#### **End of Navicert System**

The British Government has informed Spain that as from yesterday no control exists on passengers or crew travelling on board Spanish ships. Navicerts or certificates of origin are still required only for foodstuffs moved between Spain and Sweden, Switzer-land, Eire, Iran, Iraq, Turkey, Tangier, Portugal and Iceland. This means that the navicert system is abolished for Spain, except for controlled foodstuff commodities, which come under the general allocation R. & H. Hall, Ltd., to enable them to system.—Reuter.

#### CANADA-U.K. DOUBLE TAXATION

OTTAWA, Tuesday The Canadian House of Commons ha ratified an income tax agreement between the United Kingdom and ST JOHN'S, NF., Tuesday Canada to avoid double taxation on incomes of persons in both countries.

# First Year's Work of

Reconstruction The Port Management of Amsterdam have issued a booklet outlining the progress of reconstruction at the port during their first year of liberation, up to May 10, 1946.

The North Sea Canal, connecting the port with the North Sea, was plocked by the sinking of two partly finished ships, one of 9000 tons and the other of 3000 tons. The larger vessel was lifted and towed away last December, while the smaller vessel is now broken up, and it was anticipated that she would be totally removed by the end of June. A by-pass which had been made by dredging away the northern bank of the canal over a length of 500 yards and a width of their duties as the new crew of the 60 ft. would then have done its work, Colossus. They were brought to Ports- and, it is stated, the North Sea Canal "Punch") has written "The L.M.S. at War," which is published by the L.M.S., price 5s. net. The illustrations of the French Navy, will take biggest lock at Ymuiden (the only one biggest of the four locks to be destroyed, the other three being left in complete working order) were in such an advanced state that it is presumed it would be in use again this month. Then the argest ocean-going vessels will be able to enter and reach the port as formerly

By the beginning of December, 1945, carrier. My friend the First Lord of of damaged cranes, a total of 152. Only sentatives of members of national alone those of her former customers peacetime commitments so far as cir- the Admiralty is in Paris and wants the heavily damaged quay walls in the me to express his regret at not being Coen Dock, the reconstruction of which present. I am sure we are all glad will take about two years, cannot be report on matters which have been con-Britain's commercial prestige. At most important sea task was to help to opportunity at once for the French destroyed cranes in the entire port used at present. All the sunken and area have been taken away and almost the total length of quays available for ession will be able to make their views has the feeling that export trade is Larne, was always great, including as how close must be the co-operation of the sheds and warehouses, with an original floor space of 667,000 sq. yards, of which 482,000 sq. yards were available at the end of the war, 642,000 sq. yards are now in good condition again. One of the two grain elevators block-

ing the entrance to the timber docks has been partly cleared away, so as to Dock-both of which came through un touched-available for this kind of traffic. Of the seven grain elevators, in addition to the two already mentioned, a third was heavily damaged, but is now repaired and in use, to-gether with the remaining four. The coaling facilities are still good. Nearly all the floating coal cranes are intact. while of the eight big travelling coal cranes on the quays, five are in working new potatoes, and on the evacuation of present time because of the large was at the close of the war only a number of factories destroyed during capacity of 4,000,000 imp. gallons. Six The handing over took place at noon as eight bells struck. It was a colour-pected that on June 1 a further nine.

The handing over took place at noon as eight bells struck. It was a colour-pected that on June 1 a further nine. tanks would be added, bringing up the total storage capacity to 12,600,000

imp. gallons. The booklet concludes: "Taking everything into account, it may be concluded that the Port of Amsterdam although badly damaged a year ago is on a fair way to remove its traces of the

#### FRANCE'S PURCHASE OF 75 SHIPS

Cost of \$45,000,000

WASHINGTON, Monday

#### LLOYD'S AGENCY VACANCIES

In consequence of the resignation of Captain P. S. Cooper, Lloyd's Agent Kirkwall, and Mr. H. M. Calam, Agencies have been declared vacant and applications for these appointments are invited until Aug. 31. Pending the appointment of his successor Mr. Calam will continue to conduct the duties of Lloyd's Agency at Whitby; a further announcement will be made with regard to the temporary arrangements at Lloyd's Agency at Kirkwall.

Lloyd's Agencies at Benghazi and Syra have been re-established, and MADRID, Tuesday applications for these appointments are invited until Oct. 31.

#### BELFAST GRAIN CONVEYOR **EXTENSION**

From Our Own Correspondent

BELFAST, Tuesday The Belfast Harbour Commissioners o-day agreed to allocate additional quay space at Pollock Dock to Messrs. erect an extension to their conveyor and so obviate the shifting of the larger vessels now importing grain.

#### DUTCH COURTS IN U.K. ABOLISHED

THE HAGUE, Tuesday Netherlands Courts, which were set up on British territory during the war have been abolished, it was officially announced to-day. Reuter,

#### SCOTTISH UNION & NATIONAL INSURANCE COMPANY

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# MONTH

From Our Own Correspondent NEWCASTLE, Tuesday

than any other European country and hopes to produce next year in the region of 60 million tons. This target s dependent on Poland securing the United States, and also, so far as distribution is concerned, on the restora-

underwriting associations can be pre- abroad remains to Scandinavia and cumstances allowed, aided where necessent if they wish. At this meeting others something of a mystery, and sary by an odd collection of vessels members of the executive council will certainly does anything but add to under charter. Perhaps the company's home, it is perhaps remarkable with keep open the routes to Northern Navy to recreate and reconstruct its hile it is presumed that individual what inevitability the position is Ireland. Traffic passing across the Irish naval air arm. accepted. On Newcastle market one Sea, both to and from Belfast and known, they will have no power to vote talked of in the wistful way one might it did huge consignments of material between the men who fight in the air

igency of central selling.

demand tends to increase. It is ounkering district such as the Northmeeting bunker requirements There have been several cases of late where tonnage has had to be diverted to other ports for bunkers because of scarcity of supplies

SHANGHAI, Tuesday China is to have the largest and most nodern fishing fleet in her history and at present it is not proposed to under a gigantic programme mapped out by UNRRA for the rehabilitation under a gigantic programme mapped thing like United States \$41,000,000. The final agenda of the Zurich Con- the scheme plans the acquisition. s understood that among the matters of the latest type, 12,000 wooden junks to be discussed are war risks on hulls of all sizes, between 40 and 50 cold und cargo; the exclusion from marine storages, and about 92.000 tons of policies of damage done by atomic hombs; the combined marine sur- fishing boats. In addition, 30 ship-

TO THE EDITOR OF "LLOYD'S LIST"

at Newport (Mon.). In case it might be inferred that the discharge of the 50 a.m. on July 31. You will note from the above that the ship required practically more than 13 running days

#### THE PASSAGE TO SINGAPORE

course, some vessels, owing to delays Bay hase, 100 miles to the north

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# FREIGHT MARKETS

# Demand for American Coal

By Our Own Correspondent

THE BALTIC, Tuesday Very little new business has been arranged over the holiday, but a large number of orders are in circulation. The demand is still mainly for coal earriers from United States Atlantic ports for various destinations, although numerous vessels continue to be directed to lift grain and other foodstuffs both from Canadian and United Treasury bills. No alterations were States ports. No time charter bookings are reported, but some new orders are quoting, particularly for large carriers, one being required for delivery United Kingdom and redelivery St. Lawrence via the West Indies, and another for delivery Gibraltar or West Africa and redelivery United Kingdom for one transatlantic round. No business is reported in the outward coal trade, although charterers are displaying some interest for the bunkering stations.

River Plate charterers are prepared to entertain offers for Eire and the Continent, and further tonnage is stated to be treating for the Mediterranean. There is a maintenance of the demand for miscellaneous cargoes from

Interest in the North American department is still mainly centred in the coal trade. A vessel of about 7500 tons has been chartered for August-September for coal from the Northern Range to West Italy at \$13, and that figure can be repeated. In addition it is rumoured that American vessels have also been fixed, but no details are available. Timber carriers continue to be directed from Eastern Canada to this country, and there are inquiries for newsprint from Newfoundland. Gulf charterers have many unfilled orders for asphalt, sulphur and phosphate, and there is a maintenance of the demand for Cuban sugar. Tonnage is reported to be treating for Chilian nitrate for the Mediterranean on account of UNRRA.

no feature, and business is slow in developing from India. Further tonnage is stated to be treating for coal from Durban, and African ore exporters have many unfilled orders. Reports of further fixtures having been concluded for phosphate from Sfax lack confirmation. Red Sea salt and phosphate shippers are still open, and there are possibilities of more vessels being wanted from Turkey.

#### FIXTURE

AMERICAN NORTHERN RANGE to WEST ITALY.—Epiros, 7500 t., 10 per cent., \$13 per ton, coal, with 1000 t. discharge, picked ports \$12.30, with 1500 t. discharge, Aug. 20-Sept. 16.

#### PROVINCIAL REPORTS

From Our Own Correspondents

LIVERPOOL, Tuesday Chartering business moves slowly in the open market owing to limitations of tonnage offers. Firm conditions rule in North American trades, with good demand for coal carriers from the Northern Range, which is sparingly met. Grain cargoes quote freely from Northern Range and Gulf to Continent, &c. Canadian and Newfoundland timber has taken up several steamers for United Kingdom ports at schedule rates. River Plate grain shows limited interest to Eire and the Continent. Firmness is reported in the Baltic timber trade. North African phosphate, Red Sea salt and the coal trades have requirements, with the Eastern section generally short of shipping.

CARDIFF, Tuesday Owing to the holidays chartering in the market is almost idle. The tone is firm for tonnage over 2000 tons.

SWANSEA, Tuesday With coal even scarcer and tonnage sparingly available, business in foreign trades is generally more restricted. For coasting destinations conditions are also very slow, since colliery stoppages are checking demand.

NEWCASTLE, Tuesday Shippers find release cargoes difficult to secure for near Continental and Baltic areas. Inquiry is slow. Tonnages in moderate supply and extremely difficult to place. Rates are nominally strong. Home coast August inquiry is active but stemming position s difficult and operations mature slowly at recent values. Coaling ports and other deep water trading are idle

GLASGOW, Tuesday Apart from a ship from Methil to Belfast/Londonderry/Larne for the middle of August there was nothing new quoting on this market. The market is now tending to put in her own vessels. A few cargoes are still own vessels. A few cargoes are still available for the near Continental ports, but this section shows no change, and the distant trades remain

Bank of India, Australia and China in London has received a telegram from their Singapore manager advising that branch was opened at Jesselton, British North Borneo, on July 22.

#### MONEY MARKET

Silver prices have been raised by

Silver Prices Raised

the recent advance in price in the United States. Official sources satisfied a small industrial inquiry.

In Lombard Street yesterday there was a fair demand for overnight loans, which were arranged at 1 per cent., although there was no abundance of credit seeking employment. There was a fair demand for short-dated made in foreign exchange rates.

#### STOCK EXCHANGE

#### Quiet Though Firm

Quiet conditions characterised most departments of the Stock Exchange yesterday, but generally the tone was firm. There was a continuance of the demand for colliery and iron and steel shares, which registered substantial improvements, but the mining markets as a whole were dull.

In the gilt-edged section there was a fair amount of support for British Government stocks, which closed 1-16 to 1 higher, the larger movement being shown in the 3 per cent. War Loan to 1061, the 4 per cent. Funding to 1181 and Local Loans to 101 5-16. Home railway Ordinary stocks were steady to firm, gains of 1 being shown in Great Western to 55 and Midland to 271. Except for a rise of 1 to 8 in Pacific, Argentine railway junior issues were } to 3 lower.

Shipping issues were moderately active, with the few movements in the upward direction. The feature was the continuance of the demand for Irrawaddy, which advanced another 1s. 6d. to 32s. 6d. Indo-China Deferred were quoted 1 up at 127, while Elder Dempster at 43s, and Union-Castle at The Australian trades have provided 30s. 6d. were each 6d. higher. Aviation and Shipping gained another 11d. to 4s. 3d.

A fair amount of business was arranged in the commercial and industrial group, and usually price changes favoured holders. Cable and Wireless declined another ½ to 1082, and the Preference 1 to 1101. Rolls-Royce weakened 1-16 to 51, and London Brick 9d. to 70s. 3d. United Molasses improved 1s. to 54s., British Plaster Board 9d. to 34s. 6d., while gains of 6d. were recorded in Dennis to 31s. 6d. Dunlop to 72s. 3d., Marks & Spencer to 82s., Woolworth to 93s. 6d., and Unilever to 53s. Oils were easier inclined, the principal change being a drop of 3-32 to 4 31-32 in Anglo-

#### FOREIGN EXCHANGES

BANK OF ENGLAND OFFICIAL RATES

Aug 6, 1946 Aug 2, 1946

4.02-4.04141 4.02-4.0411

.....dols. to £1 4.023-4.033 4.023-4.033

| mail transfers                                       | 4.02-9.04-44   | 4.02-4.0431                           |
|--|----------------|---------------------------------------|
| French Fres.t fs. to £1                              | 479.70-480.30  |                                       |
| Belgian Free fs. to £1                               | 17612-17634    | 176 <sup>1</sup> 2-176 <sup>3</sup> 4 |
| Lisbon escudos to £1                                 | 99.80-100.20   | 99.80-100.20                          |
| Zurich fs. to £1                                     | 17.34-17.36    | 17.34-17 36                           |
| Prague Cr. to £1                                     | 201-202        | 201-202                               |
| Stockholm kr. to £1                                  | 14.47-14.50    | 14.47-14.50                           |
| Copenhagen kr. to £1                                 | 19.32-19.36    | 19.32-19.36                           |
| Oslo kr. to £1                                       | 19.98-20.02    | 19.98-20.02                           |
| Amsterdam firs. to £1                                | 10.68-10.70    | 10.68-10.70                           |
| Ruesos Airesp. pesos to £1                           |                | -                                     |
| Rio Janeiro cruz to £1                               | 76.4088*\$     | 76.4088*‡                             |
| Panama balboas to £1                                 | 4,02-4.04      | 4.02-4.04                             |
| mail transfers                                       | 4.0411         | 4.0431                                |
| Philippines peacs to £1                              | 8.10-8.15      | 8.10-8.15                             |
| mail transfers                                       | _              | -                                     |
| Retherlands E. Indies                                |                | -                                     |
| mail transfers                                       |                |                                       |
| Metherlands W. Indies                                | 7.58-7.62      | 7.58-7.62                             |
| 41 - 9 .   | 7.641          | 7.641                                 |
| H  |                |                                       |
| OTHER MAR  |                | 2                                     |
| Spain pesetas to £1                                  | 44.00*         | 44.00*                                |
| Helsiaki markkaa to £1                               | -              | -                                     |
| Bucharest lei to £1                                  | -              | _                                     |
| Budapest pengo to £1                                 | _              | -                                     |
| Belgrade din to £1                                   | _              | -                                     |
| " trade payments                                     | -              | -                                     |
| Sofia leva to £1                                     | _              |                                       |
| Istanbul plastres to £1                              | 728-778        | 728-778                               |
| Athens dr. to £1                                     |                | -                                     |
| Coago s. to £1                                       | 1763-1763      | 1763-1763                             |
| Mexicoparou to £1                                    | Nomina!        | Nominal                               |
| Lima (90 days) sols to £1                            | 26.10-26.16    | 26.10-26.16                           |
| Montevideo   |                | 7.209*1                               |
| Valparaiso (90days) pesos to £1                      | Special a/c    | Special a/c                           |
| Alexandria piastres to £1                            | 9738-9758      | 9758-9758                             |
| Teheranrial to £1                                    | 128-130        | 128-130                               |
| India value of rupes                                 | 1/51516-1/6116 | 1/51516-1/611                         |
| Singaporevalue of doller                             | 2/4116-2/414   | 2 4110-2,414                          |
| Hongkongvalue of dollar                              | 1/21516-1/3116 | 1/21516-1/311                         |
| Rhanshai walna of dollar                             | Nominal        | Nominal                               |
| Chinese National Dollar                              | 5550           | 5500                                  |
| Chinese National Dollar<br>Syria & Lebanonpds. to £1 | 8.81-8.85      | 8.81-8.85                             |
| 1 Raving Rate  | " Official E   | late                                  |
| † Metropol   | itan francs    |                                       |
|  |                |                                       |

BANK OF ENGLAND OFFICIAL BUYING RATES FOR BANK NOTES 
 New York
 4/10
 Belgium
 176-179½

 B. Aires
 —
 Switzerland
 17.75

 Montreal
 France
 480.30

 Portugal
 102
 Dutch
 10.65-10.78
 Spain: Official rate ....... 44.00 Italy: ...... 71.25

# EMPIRE EXCHANGES

Buying Rates per £100 (Air Mail)

10 days' 60 days' 90 days'

11 per £100 (Air Mail)

12 per £100 (Air Mail)

13 days' 60 days' 90 days' sight s 

#### REPORTS AND DIVIDENDS

S. P. Austin & Son

The accounts of S. P. Austin & Son, 112d. to 552d. per ounce for both spot Ltd., for the year ended Apr. 30 show and forward delivery. This is due to that the trading profit totalled £46,586, compared with £31,806 for the previous 12 months, to which had to be added £2187 (£2251) income from investments. On the other hand £2894 (£2514) has been set aside for depreciation, while Debenture stock interest required £2800 (same), and provision for taxation £31,500, against £20,500 for 1944-45, less £5000 over-provided in previous years, leaving a net profit of £11,580 (£13,243), to which had to be added £2262 (£1518) brought in, making £13,842 (£14,761). It is proposed to pay a dividend of 10 per cent. less tax, on the Ordinary shares, the same as for the three previous years, while £1500 (nil) has been transferred to staff pensions reserve and £3500 (nil) to general reserve, but on the present occasion nothing has been written off goodwill against £6000 in the previous year. The amount carried forward is £2066. The balance sheet totals at £549,211 (£464,255). Fixed assets are shown at £163,541 (£170,112), and current assets at £385,670 (£294,143). Work in progress is shown at £133,357 (£130,478).

The meeting will be held at Wear Dock Yard, Sunderland, at noon on Aug. 13.

JAMES W. COOK & CO., LTD -An extraordinary general meeting is called for Aug. 20 to consider resolutions that (1) each of the 26,000 Preference shares of £5 be divided into five Preference shares of £1 each; (2) the capital be increased to £760,000 by the creation of 500,000 additional shares of £1 each and (3) 250,000 of the additional shares be issued as Preference shares entitled next after the 5 per cent. Preference shares, to a cumulative 44 per cent. per annum. Shareholders may apply up to Sept. 13 to purchase the new 41 per cent. Preference shares at 20s. 6d. per share.

GLOUCESTER RAILWAY CAR-RIAGE & WAGON COMPANY, LTD. -Dividend for the year ended May 31 last of 15 per cent., less tax

MORGAN CRUCIBLE COMPANY, LTD .- At an extraordinary genera meeting shortly to be convened, special resolutions will be sought to increase the Ordinary share capital by up to £324,000 by means of an issue of new shares at a premium to be offered to the public, with preferential allotment to present stockholders. Consent has been received by the Capital Issues Committee.

HARDWICK COLLIERY COM-PANY, I.TD.—It is proposed to pay an interim dividend on the Ordinary shares of 5 per cent., less tax. Similar distributions were made for the two preceding years.

#### COMMODITIES

#### GRAIN

LONDON (Baltic Exchange), Tuesday LONDON (Baltic Exchange), Tuesday WHEAT.—The market reopened with a quiet tone due to the small supplies available to the Control. Prices were unchanged. Quotations: No. 1 Northern Manitobas for Aug. shipment from St. Lawrence 174c.; from West St. John-Halifax 175\frac{1}{2}c.; from Raltimore or Philadelphia 178\frac{3}{2}c.; from New York 179\frac{3}{2}c. per bushel f.o.b. No. 2 grade 3 cents less in each case, Australian in bulk Aug.-Sept. shipment 71s. per 480 lb. f.o.b.

MAIZE.—Argentine inactive and easier. Oct.-Nov. shipment from up River 81s. 6d. and from down River 83s, per 480 lb. f.o.b.

#### OILS AND OILSEEDS

LONDON (Baltic Exchange), Tuesday OILS.—LINSEED.—Raw £65, RAPE.—Crude £91. COTTON.—Crude £52 2s, 6d. CASTOR.—Firsts £82 and seconds £80. GROUNDNUTS and SUNFLOWER.—Crude £56 10s. per ton.

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

#### FOREIGN PRODUCE

LONDON (Mincing Lane), Tuesday SPICES.—CLOVES.—Zanzibar spot 1s. per lb. sellers c.i.f., Aug.-Sept. 93 (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

sellers. MACE.—West Indian pale spot 5s. per lb nominal.

JUTE.—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), Tuesday 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. United Kingdom.

TINPLATES.—Home delivery 32s, 6d. basis IC. 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

cent. £33 10s. per ton (less 2 per cent.) in 2-cwt. bags (free) f.o.b. ALUMINIUM.—Ingots and bars for

home delivery £67 per ton delivered.

ANTIMONY.—English 99 per cent.
£125 and crude 70 per cent. £105 per ton delivered. TUNGSTEN ORE.—The official selling rice stands at 70s, per unit delivered works.
PLATINUM.—Refined maintained at

£17 per troy ounce.

NICKEL.—For home delivery £190 to £195 per ton, according to quantity.

PIG IRON.—No. 3 Cleveland 163s. per ton delivered Middlesbrough area.

Wednesday, August 7, 1946

EXPORTERS

LLOYD'S LIST

COAL



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Page 3

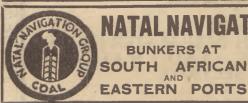
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# **Special Market Reports**

From Our Own Correspondents

CARDIFF Supplies of all qualities are extremely carce and a very strong tone rules. Miners will be on holiday all this week. so the position will be difficult for some time.

#### SWANSEA

Pits all through the coalfield are still idle for the official holidays, but work is restarting at docks if required so that shipments may be completed when cargo or bunkers are available. Fresh business in anthracites is extremely difficult to complete as collieries hold such extensive engagements.

#### NEWCASTLE

Little coal is available, supplies coming forward rather slowly from collieries. There is no lack of coastwise tonnage, but shortage of supplies restricts prompt business. There is sustained forward inquiry for all descriptions of fuel. The bunker position remains difficult with supplies scarce for early loading and quantities difficult to make up.

#### HULL

Supplies will be scarce for a few weeks as holidays are interfering with production. Some pits have resumed working, others are idle this week so some time will elapse before normal conditions prevail. In the meantime the major portion of present outputs is earmarked for home requirements and bunkers. There is no prospect of increased exports.

#### MERSEY Several collieries are expected to re-

sume workings this week. Stocks of bunker coals are ample for immediate purposes while washed singles and washed slack are heavily directed for industrial and electricity purposes There is no change in the export position. Shippers continue to obtain good inquiries but permits are still slow in maturing. All classes of house coal for coastwise destinations are fully engaged and orders are in arrears. GLASGOW

#### Steelworks are pressing heavily for

increased deliveries, but as sized coal is the fuel required supplies are difficult to arrange. Requirements of paper mills are also urgent. Coastwise shipments are on a moderate scale, local demands preventing any expansion. Demand for ges char is still easy but the market anticipates an increase next month.

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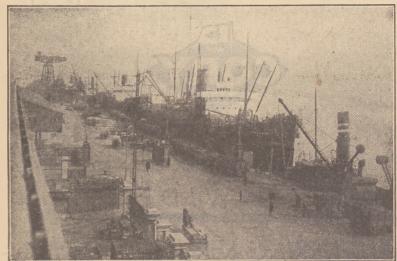
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# DUBLIN

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the corresponding period of last year; the tonnage of cross-channel tons (+135,627) tons), the total for collected on foreign trade amounted the dues collected amounted to collected being £63,579 (+£22,166).

The dues on goods collected by the during the first six months of this year on the inwards traffic were as follows: Foreign trade, £30,595 (+£12,886); cross-channel trade, £18,701 (+£203); Irish trade, £281 (+£47); coal, £13,542 (+£2707). The total of these figures is £71,596 (+£28,923). In the same period the outward traffic figures were: Foreign channel, £18,701 (+£203); Irish trade, £1526 (+£1077); total, £21,791 (+£2844).

#### Dockers' Strike Settled

week in the strike of casual dockers which since the end of June has paralysed the business of the port of Dublin. The strike was due to a demand for a 12-day annual holi-day with pay. The demand was served jointly by the Irish Seamen's and Port Workers' Union, the Irish Transport and General Workers' Union and the Workers' Union of Ireland, and includes both permanent and casual workers, about 700 dockers being involved. Food and cattle for Britain were held up and the quays were soon congested with goods which were not allowed to be moved. Under the settlement dockers who have been enjoying up to six days' holiday will this year receive three extra days, and casual men who have hitherto had no holidays will be entitled to three days on completion of 1000 hours.

The Dublin Port and Docks Board have adopted a recommendation of existing tonnage with the object of their Staff, Allowances and Gratui- improving the company's various ties Committee that 12 working services. days' leave, with pay, be granted to all their regular employees with not less than 12 months' service. The hitherto exercised by him on goods engineer and manager of the Custom | carried in Irish ships from Portu-House Dock were instructed to report with regard to employees with trol was exercised in agreement with less than 12 months' service and in

Preparation has begun for the direct to the Limerick Steamship creation of the new Dublin Port Board constituted under the recently enacted Harbours Act. Nominations for candidates seeking election as elected members of the Board shipment of cargo by this route. may now be received. In accordance with the provisions of the Harbours Act, the Dublin Chamber of Com- guese ports when there was an merce has already chosen four per- almost complete embargo on shipsons to represent the Chamber—Mr. Charles M. O'Kelly and Mr. Percy McGrath, both former chairmen of the old body; Mr. John McEvoy, the present chairman, and New Cargo Service

intendent of Irish Shipping, Ltd., James Bennett Moore (7198 tons employers' delegate at the Inter- gross) began a new freight service of national Labour Conference in monthly sailings by the United Seattle, said that co-operation was States Shipping Lines from New needed not only in the Conference York to Dublin. This vessel, one of but also on board ship. He added the latest type Liberty ships and that recently it had been made clear recently commissioned, carried 3000 to them that Ireland needed a mer- bags of United States mails and cantile marine of reasonable size, general cargo. and that to operate a merchant fleet | After drifting helplessly for over successfully there must be efficient six hours with her engines broken and contented crews. As shipping down, the 40-ton steam tug W.D.S. was a highly competitive industry was sighted off Wicklow Head early the task of building up a fleet would on July 5 by the Clyde Shipping be easier if there were a fair degree | Company's steamer Eddystone and of uniformity in working conditions towed into Dublin. Throughout the managing director of the canning between different countries. In his time at sea, Captain O'Neill said, in an unsuccessful effort to summon and chairman of Suburbs Cinemas, he had seen many changes in regard aid. to accommodation and the vexed At the beginning of June the death questions of wages, hours and occurred of Mr. Thomas O'Connor, manning. He wished to see this former chairman of the Dublin Port | Harbours Act, has appointed the

#### Two New Ships

Sons, Ltd, South Shields, for the chants, Upper Abbey Street, Dublin; Ltd.).

An increase of £31,767 is reported | construction of two modern cargo n the total value of the dues on liners. These vessels are designed inwards and outwards traffic of the to carry a deadweight of 7500 tons Port of Dublin for the half-year on a light draught. With reciproended June 28, 1946; the total value cating engines, combined with a lowwas £93,388, an increase of £31,767 pressure Bauer-Wach turbine and compared with the first half of oil-fired boilers, a speed of 14 knots

permit of the speedy and efficient and coastwise vessels was 551,012 handling of general cargo, and the cargo handling gear will be of the most advanced type. There will be accommodation for 12 passengers in single- and double-berth cabins, to £17,575 (+£11,227), while on with dining saloon, smoke-room, cross-channel and coastwise vessels cafe bar and promenade deck. All furniture and fittings are to be of £46,003 (+£10,939); the total dues the highest standard; mechanical ventilation and heating will be provided in all cabins. The crew Dublin Port and Docks Board accommodation will be spacious and well laid out. There will be separate mess-rooms for seamen and firemen, and only two seamen in each cabin, while each bunk will be fitted with bed lights. Generous space will be allocated for separate toilets, hot and cold baths and showers. A drying-room and oilskin locker are provided. There will be a two-cot hospital amidships, fitted with the most modern type of equipment. When ready next year for service these ships will form part of the company's projected moder-



nised fleet to sail between New York,

Mr. Padraig O'Siocfhradha, President, Maritime Institute of Ireland

Montreal, St. John, N.B., and Irish ports. Irish Shipping, Ltd., are also negotiating for the purchase of

The Minister for Industry and Commerce has relaxed the control guese and Spanish ports. This conthe companies concerned so that priority might be given to the most essential cargoes. Importers have thus been since enabled to apply Company, Ltd., the Saorstat & Continental Steamship Company, Ltd., and the Wexford Steam-Company, Ltd., for the These three companies commenced the service to Spanish and Portuping to Eire. There are substantial quantities of phosphates and pyrites waiting to be shipped from Spain, Portugal and North Africa.

The arrival from New York early Captain J. O'Neill, general super- in June of the United States liner

Irish Shipping, Ltd., have made was proprietor of the firm of Messrs. Company, Ltd.), and Senator F. M. contracts with John Readhead & T. O'Connor & Co., provision mer-Summerfield (F. M. Summerfield,

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and chairman of Suburbs Cinemas,

The Federation of Irish Manufacturers, Ltd., in accordance with the and Docks Board; he was 64 years following to be members of the of age. Mr. O'Connor was a pro- Dublin Port and Docks Board: Mr. minent Dublin business man, and P. L. McEvoy (McEvoy Publishing

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#### 1945. During this period the will be maintained on an economic aggregate tonnage of vessels arrived fuel consumption. Deck officers and at Dublin from foreign ports engineers will be berthed in spacious amounted to 206,262 tons, an inrooms with saloon and smoke-room crease of 140,103 tons compared with for their exclusive use. Cargo space will be laid out to

the half-year being 757,274 tons +275,730 tons). The tonnage dues

trade, £15,634 (+£1563); cross-

A settlement was reached last

regard to casual workers.

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progress maintained.

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Shipbuilding & Engineering Section

Survey of Work and Prospects

By Our Own Correspondents

THE CLYDE

More Contracts Expected Shortly

GLASGOW, Tuesday No launches took place last week. and no new orders were reported. It is known, however, that firms in both the upper and lower reaches of the river are negotiating contracts, and particulars are expected shortly. The indications are that a continued, if necessarily more restricted, flow of new orders will proceed from now on, for although owners are not yet entirely happy about the prospects, they seem to consider any reaction in building costs less likely and are, therefore, more prepared to "take a risk." further moderate rise in tonnage prices

would not, in fact, be surprising, for the full cumulative effect of costs increases in recent months has not yet been seen, and an increase in steel prices to offset the rise in railway rates is expected to be announced in the

near future

Efforts to counteract the rising trend of costs by increased efficiency are, of course, constantly being made. act was illustrated afresh by Lord Aberconway at the annual meeting of John Brown & Co., Ltd. Lord Aberconway stated that of £167.479 expended on capital account during the year ending Mar. 31 last almost the vhole had been spent at Clydebank in modernising the shipbuilding berths and further improving the equipment of the engine works. He gave no pre-cise details of the work carried out. but it is known that the whole organisation is now keenly funed as regards efficiency, a modern prefabrication shop in the west yard enabling constructional work to proceed under cover and thus shortening operations on the building berths. On the east side seven high-capacity cranes have replaced a previous miscellany of small

It is expected that the Queen Mary will come to the Clyde for reconditioning after her war service, and it is possible that H.M.S. Vanguard will have a final "brush up" before conveying the Royal Family on their visit to South Africa early next year. Other important reconversion and repair work is in prospect for Clyde establishments. At the end of June fully 3,000,000 tons gross of shipping was under or awaiting repair in British ports, and a considerable share of this was located on the Clyde, where the various undertakings remain busily

During the past week Barclay, Curle & Co., Ltd., handled 23 vessels, of which seven were drydocked at Elderslie, At Linthouse, Alexander Stephen & Sons, Ltd., completed the reconditioning of the Essex, and hope to complete work on the tanker Acasta by the end of this week. Efforts are being made to have the whaling ship Empire Victory ready for service early in September, this being a priority job. Operations continued on the Monte Rosa (to be renamed Empire Windrush); and the Maidan is expected to go on trials to-day. Yesterday, Messrs Alexander Stephen & Sons started reconversion of the Ocean Tolya, which will take six weeks to two months to complete. Of 17 vessels on hand at D. & W. Henderson's, Ltd., four were in dry dock and one undergoing reconversion. The Greenock Dockyard Company, Ltd., were engaged on three cargo vessels and two tankers, two of the former, the Clan Brodie and reconversion.

#### THE MERSEY

# Labour

until next Tuesday.

seyside is assuming rather large pro- the Warwick Castle when released by portions, and is receiving much con- the Ministry of Transport. sideration by the Government. In the shipbuilding and repairing industries.

Another vessel due for restoration is the Royal Mail Line's Pampas, however, there is still a demand for skilled labour. On the building side (Continued on page 6, column 3)

the demand for heavy ironworkersplaters, riveters, &c .- and for shipwrights is very acute, and shortage of such labour is actually holding up progress in several berths. This results in a corresponding redundance among the less skilled classes, which include numbers of casual workers. On the engineering side also, although there is a demand for skilled workers, there is a surplus of semi-skilled or trained labour.

There is a great difference between the shipbuilding industry and other branches of engineering in that there is less repetition work in the former and whereas the trainee and semiskilled worker is of value for mass production, he cannot be employed to the same advantage on work where each job is an individual one. Consequently there was no place in the industry for many semi-skilled workers when the war emergency ended. These men may be absorbed into the building industry when the building programme has developed and materials have become more plentiful, and, it may be added when some of the controls are released

#### BELFAST

#### New Tonnage Nearing Delivery

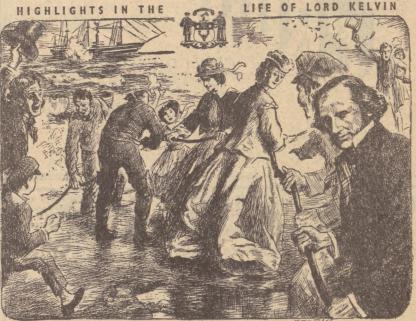
BELFAST, Tuesday The next four or five weeks are likely to see a large reduction in the number of ships at the finishing wharves at Belfast which have been crowded for many months past. It is expected that during the period up to eight vessels fitting-out, reconditioning or repairing will have been completed. The new tonnage nearing delivery comprises the Pacific Steam Navigation Company's motorship Salaverry (7000 tons), which s to perform trials next week, the Anglo-Saxon tanker Linga (6300 tons). and the refrigerated motorship Port Hobart (ex Empire Wessex), of 11,000 tons, for the Port Line which should be ready about the end of the month. The whale oil refinery ship Balaena (15,000 tons), for United Whalers, Ltd., is also

nearing completion. The Salarerry is the fourth ship of her class to be built by Harland & Wolff, Ltd., at Belfast, the others being the Samanco, Sarmiento and Santander. Two further ships are now under construction. The departure of the Linga will leave the bitumen carrier Patella (8200 tons) and two tankers on the stocks to represent the Anglo-Saxon Company in the port while there is still a sister ship of the Port Hobart, the Blue Star Line's Empire Star, formerly the Empire Mercia, to be finished.

Three ships undergoing long-term reconditioning after war service are in the final stages. The largest is the former Royal Mail liner Asturius, now owned by the Government. She is being fitted out as a first-class troopship, a contract which has taken a year to carry out. On Friday the Belfast Steamship Company's motor passenger vessel Tlster Monarch is to return to the Belfast-Liverpool service. The delivery of this ship was delayed by a few weeks owing to the hold-up of materials, as was the Burns Laird motorship Royal Ulsterman, which is also to re-enter the Irish Sea trade within a few weeks.

On the repair side the Union Castle refrigerated cargo motorship Roslin Castle which arrived in July for overhaul and repairs to ber stern frames will leave next week. Her place has already been filled by the arrival of the Eros (5888 tons), a fruit-carrying ship managed by Elders & Fyffes, Ltd. which was built by Harland & Wolff, Engadine, being in process of Ltd., at Belfast in 1936. The overhaul of this vessel is likely to take about

three months. While the clearance of ships is by coincidence a large one the wharves Redundancy of Semi-Skilled with new tonnage and ships taken in will soon be taxed to capacity again hand for reconditioning. The Holt liner Calchas (9000 tons) will be BIRKENHEAD, Tuesday launched within a few weeks and two Most shipbuilding and repairing further tankers will be in the water yards on Merseyside have been closed during the autumn. Nor will these for August Bank Holiday week, and be the only remaining launches of general resumption will not be made the year. It is understood that other large liners of the Union Castle fleet The unemployment problem on Mer- will also join the Capetown Castle and



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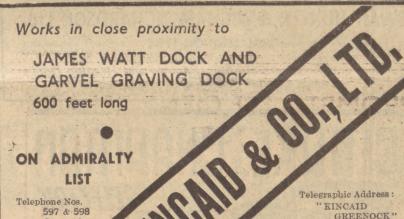
breakages of the cable and atrocious weather at sea, the two ends of the Atlantic cable were finally landed. Wild rejoicing on both sides of the Atlantic. No one had more cause for satisfaction than Lord Kelvin (then Professor Thomson). His intensive work on the project from the earliest days, his insistence upon proper tests of the cable before laying, were largely the basis of its ultimate success.

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#### Shipbuilding & Engineering Section

ROUND THE SHIPYARDS (Continued from page 5, column 4)

as the Parramatta and later renamed as a replacement for the Pampas, lost by hombing at Malta. The present Pampas was taken over by the Admiralty as an assault ship and renamed Persimmon and she is now being

returned to her owners.

It is learned that Harland & Wolff, Ltd., were asked by the Irish Shipping, Ltd., Dublin, to tender for some of the new tonnage which is now in view, but that they were unable to do so owing to the shortage of building berths available to suit the requirements. It has been stated that this company, which has ordered two cargo ships of 7500 tons from J. Readhead & Sons, Ltd., South Shields, also wishes to build two cargo liners of 9000 tons for

the North Atlantic trade. The two 1500-ton oil tankers to be built by the Warrenpoint Shipyard Company, Ltd., are for A/S, Gowart Olsen, of Stavanger.

#### THE FORTH

#### Another Burntisland Launch

LEITH, Tuesday

The Maltese Prince has been aunched by the Burntisland Shipbuilding Company, Ltd. She is the third vessel to be built in recent years for the Prince Line, Ltd. (Furness, Withy & Co., Ltd., managers), London, and has been specially designed for the carriage of citrus fruits and general tion for the same owners, the Anglocargo between Eastern Mediterranean ports and the United Kingdom, and These tankers with a deadweight capa-has accommodation for 12 passengers. city of 6295 tons and a speed of 12 The hull form is finely lined and embodies a number of features designed to give a higher degree of propulsive the Lake Maracaibo trade. efficiency. The Maltese Prince, which is 334 ft. 6 in. in length, has a carrying capacity of about 3500 tons d.w., and a speed of 13½ knots. The propelling machinery consists of a 3-cylinder 2-cycle opposed-piston Doxford oil engine developing 2240 i.h.p. at 120 r.p.m. The propelling machinery is to be installed by the engineering department of the Burntisland Shipbuilding Company, Ltd.

Active conditions were maintained in the Leith ship-repairing yards last week, the dry docks being fully occu- Orcades will be launched before the pied, and work taken in hand last week beginning of next year, and the 29,000more than compensated for that completed. Menzies & Co., Ltd., were particularly busy last week, having 16 vessels in hand for conversion, alteration, survey and overhaul, &c., with prospects of more to follow. Henry Robb, Ltd., also very active, had 14 vessels of various types in hand for similar attention, while George Brown & Sons (Leith), Ltd., had a large trawler for reconversion and several merchant vessels for general repairs.

#### THE TYNE

#### Busy Months Ahead

JARROW, Tuesday Shipbuilding and repairing yards on the Tyne returned to work to-day after the holidays. For the first time the workmen received wages for the August Bank holiday. Work is now expected to go on without interruption until the end of the year. By that time substantial production figures should have been reached and the repairing industry should be able

to claim one of its best years. The total output will probably prove to have been affected to some extent by the delay in obtaining materials. Recently, launches have been put back from this cause. More serious delays, vessels fitting out, and in one or two instances labour has been dispensed with for short periods, thus aggravat-

Owing to the holidays, there were few launches or sea trials last month. The present month will be busier, however. An indication of the volume of tonnage in hand on the Tyne can be obtained from the order book of Swan, Hunter, & Wigham Richardson, Ltd.; which shows that the firm have over 20 vessels on order at their two

shipyards. A recent addition to the number of large vessels in the river undergoing reconversion after war service is the armed merchant cruiser Glenearn, which has returned to home waters after service in the Pacific, She will be taken in hand by Smith's Dock Company, Ltd., North Shields. The Glenearn took part in the evacuation of Crete and in the Normandy landings. A number of docks are occupied with vessels that require several weeks' repair. The Beal and Wooler, for example, have been in one of the three docks of the Mercantile Dry Dock Company, Ltd., for some weeks now, the Nikos T. similarly occupying another. Swan, Hunter. & Wigham Richard-

together the two parts of the Norwegian motor tanker Thorshordi. The work will last about three months. Last week Smith's Dock Company, Ltd., repaired 28 vessels, of which 20 were

dealt with alongside.

The work of reconverting the fleet of trawlers which were used as mine-

launched at the Queen's Island in 1943 | sweepers is almost completed. Owners are endeavouring to improve crew accommodation, but the amount of space available is limited; the overall length of the vessels must be about 115 ft., this being regarded as the most efficient size for North Sea weather conditions

#### THE TEES

#### Tanker Construction by Smith's Dock Co.

MIDDLESBROUGH, Tuesday Shipyard holidays on Tees-side are now concluded. Last week was holiday week for the men and staff of the Furness Shipbuilding Company, Ltd., and work was not resumed until this morning. But at the South Bank yard of Smith's Dock Company, Ltd., August Bank holiday was observed as a normal working day. Similarly the iron and steel plants were on full production over the week-end in a concerted effort to keep pace with an overwhelming demand for supplies of steel.

The outlook for the shipbuilding industry is still set fair. Apart from the heavy programme of new construction, there is an enormous volume of work in sight for ship repairers, chiefly in the conversion of war vessels to peacetime

The launch of the twin-screw motor tanker Gouldia by Smith's Dock Company, Ltd., last week, still leaves two more sister ships in course of construc-Saxon Petroleum Company, city of 6295 tons and a speed of 12 knots loaded, are specially designed with a shallow draught for service in

#### BARROW

#### Aircraft Carrier's Future

BARROW-IN-FURNESS, Tuesday Work is proceeding at the naval construction yard of Vickers-Armstrongs, Ltd., according to plan. Work on the Orient & P. & O. liners is progressing. It is not expected that the 29,000-ton ton P. & O. liner will be some time after that. The aircraft carrier on the stocks is not being hurried. Work is also progressing on the smaller vessels

The future of the two aircraft carriers building at Barrow is still in doubt. The Majestic, which was launched some time ago, and which has been lying at the fitting-out wharf in the Buccleuch Dock, has now been taken away to another dock, where a moderate amount of work is being done on her. Work on aircraft carriers entrusted to other builders has been suspended, but the Majestic and her sister ship on the stocks at Barrow are still in the naval programme and, at any rate, it looks as if the Majestic will eventually be completed and delivered, When, it is difficult to state, as work is being concentrated on merchant ships.

The Orient liner Orion is still being fitted out for her normal Australian service, and the Barrow-built P. & O. liner Stratheden has now arrived to receive similar treatment. They present

a rather imposing picture at the Buceleuch Dock Wharf. In the Devonshire Dock a liner under construction for the Union Steam Ship Company of New Zealand, intended for the North and South New Zealand service, is rapidly taking shape.

Last week there was a slight setback however, are being experienced with by reason of a dispute with the 700 joiners in the yard, who objected to new terms. They decided to "go slow" and there were rumours of a strike; ing that unemployment which the but the men are going back to normal boilermakers are raising as a barrier hours this week, and negotiations are to overtime working. a new agreement.

#### THE WEAR

#### The Case for Staggered Holidays SUNDERLAND, Tuesday

Shipyards and engineering works were idle last week for the annual holiday-with-pay, but a general stoppage did not work out so well as the staggered holiday. Before the war employers and unions had agreed that the week before August bank holiday should be the week for the holidaywith-pay for all the yards, but when the war came there was a request for the break to be staggered. Then early this year it was agreed to revert to the pre-war decision. Many workers and their families were able to get away to seaside resorts and to the country for a week's holiday. Many more were not, and the result was that the town was full of people who could not get son, Ltd., are now engaged in joining their wants satisfied in these days of shortages. It will be surprising if next year there is not a move to have the week's holiday staggered again.

There is plenty of work for shipyard and engineering workers to go back to after the long break. Orders have

(Continued on page 7, column 4)

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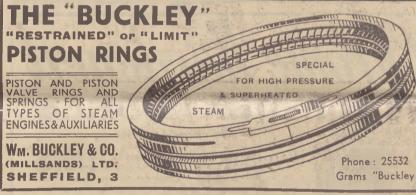
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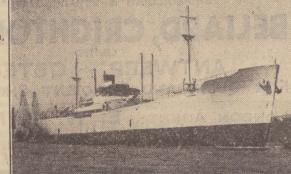
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## Shipbuilding & Engineering Section

#### FORCED CIRCULATION FOR MARINE BOILERS

A New Condensing Heater

By a Correspondent

It has long been known that an inherent disadvantage of the internally fired cylindrical boiler, such as the 'Lancashire," "Super-Lancashire," 'Economic," "Scotch," marine and similar types, is the large amount of stagnant water under the furnace tubes. This means slow starting up from cold, in addition to reduced thermal efficiency and rate of evaporation. The trouble could be eliminated by mechanical means, of course, such ORKNEY AND SHETLAND SERVICE as using a centrifugal pump with pipe circuits, but the obvious disadvantages are the space occupied, additional liability to breakdown and cost of the

Accordingly, much interest attaches to a new type of circulator for cylin- Aberdeen, for the North of Scotland drical boilers, as well as tanks and other apparatus, known as the Highfield " condensing heater, a British invention (Patent No. 481,451), the sole makers of which are Meldrums, Ltd., Timperley, near Manchester. Essentially this consists of a small and designed for the owners' Islands trade compact arrangement which can easily be fixed in any existing boiler or with equal facility withdrawn for inspection, and is located beneath the furnace tubes, whereby live steam from another boiler under steam, especially the the bridge. Water ballast is carried donkey boiler, is admitted into the ir the double bottom and fore and aft boiler under steam, especially the water without noise or vibration, causing rapid thermal circulation. arrangement has the important advantages that the price is relatively small, no valuable space is occupied, since the apparatus is entirely in the boiler, and liability to breakdown is negligible, no more than the boiler itself, there Provision is made for carrying livebeing no moving parts, while operating stock in the 'tweendecks and hold. Thecosts are almost non-existent, due to the amazing reduction in the time factor.

It is of outstanding importance that full steam pressure can be got up from cold in from about one to two hours, using steam from the donkey (or other) boiler, whereas without the circulator from 12 to 15 hours is normally required. The circulator is formed by a series of the heater units with approximately 1 ft. between each and arranged to rest on the bottom of the boiler in the dead cold water. Owing to the very rapid water circulation the boiler shell is approximately at the same temperature, thus eliminating the very undesirable stresses usually set up in cylindrical boilers of the shell

Each heater unit consists of groups of hollow castings with a wide fin cast round, each having a wide triangular central hole, the periphery of the fins being rectangular. Also the castings through which the steam passes in very thin streams to the condensing zone of the fins and into the water, without noise or vibration, due to the correct proportions of apertures and condensing zone. Each group or unit is connected to the next one by a pipe having the same triangular section as the hole in the castings, thus forming a compact assembly, being securely held en bloc by three bolts passing horizonfrom one end to the other

A typical example of the efficient operation is a test carried out upon an " Economic " type boiler, 15 ft. 6 in. long, by 9 ft. 9 in. diameter, holding level. This was filled with water at down and a small fire started in the two grates, the total amount of coal used being 10 cwt. Steam was taken from the mains to the circulator by a 1-in. pipe, and 420 lb. of steam were used, full steam pressure being attained in one hour 10 minutes, while without the circulator the normal time

for raising steam was 12 hours. Essentially, therefore, the apparatus gives silent heating, sufficient water circulation with freedom from vibration, and elimination of back pressure. The steam expands in the gaps between the fin plates at the same pressure as the water head to condense into water before issuing from the heater. Consequently, the steam merges into the water quietly, without vibration or is followed by colder water, thus a trawler and a tug remained in hand.

making the heat transfer more efficient and setting up rapid circulation.

Another test with a "Highfield" was a large open tank, 9 ft. by 4 ft. by 5 ft. 1 in. depth, being equivalent to three cubic feet, or 187 lb. of water. The temperature in the tank at the start of the test was 90.5 deg. F. and the steam supplied to the circulator 80 lb. per sq. in. On entering, the steam gave a quiet circulation with a calm surface, and after 20 minutes only a slight hum was recorded, inaudible at 40 ft. away, with good circulation. In 45 minutes the water was boiling, with no sound, the steam pressure being 85 lb. per sq. in., and the height of the water in the tank increased to 511 in., a difference of 5% in. from the commencement. As stated, the temperature had risen to boiling point

from 90.5 deg. F.

#### Motorship "St. Clement" Launched

The cargo motorship St. Clement, built by Hall, Russell & Co., Ltd. orkney & Shetland Steam Navigation Company, Ltd., has been launched. Or shelter-deck type, the vessel is 170 ft. in length b.p., 31 ft. in breadth and 18 ft. 6 in. in depth, and has a raked stem, flared bows, cruiser stern and streamline rudder. She is specially and has two large cargo hatches with 3-ton and 6-ton derricks. The deck machinery, which is electrically driven, includes windlass, capstan and two slewing winches; the electric steering gear is controlled by telemotor from peak tanks. An echometer is installed. The Passenger accommodation is provided in four single and four double-berth cabins amidships, where the accommodation for master, chief officer and steward is also situated; the engineers, second officer and crew are berthed aft. propelling machinery, supplied by British Polar Engines, Ltd., and installed by the builders, is situated aft and develops 960 b.h.p.

#### ROUND THE SHIPYARDS

(Continued from page 6, column 4)

probably just about kept pace with aunchings, so that it can still be said that there is work in hand for the next two years and more.

#### SOUTH WALES

#### Damaged Steamer Arrival

CARDIFF, Tuesday Ship-repairers have continued to be steadily employed during the past week, and have good lists of work to are spaced by packings of various follow on. Dry dock space was reguthicknesses to provide steam spaces larly engaged, and a large volume of repair work was executed on vessels in the wet docks. The American steamer William J. Riddle, which sustained

The Mountstuart Dry Docks, Ltd., and associated companies at Cardiff, Barry, Newport and Avonmouth had 13 vessels in dry dock and attended to a large number afloat. The Catrine remained in dry dock undergoing heavy lamage repairs. The overhand of the Admiralty

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\*\*Anti-Foulin Aletta, Trocas, Flimston, Sata and Oku 32,400 lb. of water to the gauge glass was continued, as were general repairs on the Empire Homestead and Rocky 133 deg. F., the boiler stop valve shut Mountains Park. New drydockings down and a small fire started in the were the Empire Lundy, Paris and Umberleigh. C. H. Bailey, Ltd., were engaged on 46 vessels in dry dock and afloat. Those on the blocks were the Maurice Rose, Jellicoe Rose, Empire Reaper, Empire Haldane, and an L.C.T. at Cardiff, the St. Andrew, Milford Queen, Retriever and Sammex at Newport, and the Joffre Rose, Poznan and Beltoy at Barry.

The Penarth Pontoon, Slipway & Ship-Repairing Company, Ltd., proceeded with the St. Julien on the pontoon and attended to four vessels afloat. At Barry, Hodges & Co., Ltd. had a trawler in dry dock and seven vessels in hand in the wet docks. The Prince of Wales Dry Dock Company Swansea, Ltd., docked the King back pressure, the surface at the back | Emperor, Glen Helen and British of the fin plates in contact with the Major. The Empire Trent entered dry water offers a very large area for heat dock at Port Talbot with the Port transfer, and the heated water rising Talbot Dry Dock Company, Ltd., and

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Number & Type Bartram & Sons, Ltd., Sunderland Cargo m/ship

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Ruston diesel Ruston & Hornsby, Ltd., Lincoln

Engines & Builders

Doxford oil engine Wallsend Slipway & Engineering Co., Ltd.

A/S. Athene (Mr. Jorgen Bang) Christiansand Finnmark - Sentralen (for service on coast of N. Norway)

Wednesday, August 7, 1946 LLOYD'S LIST





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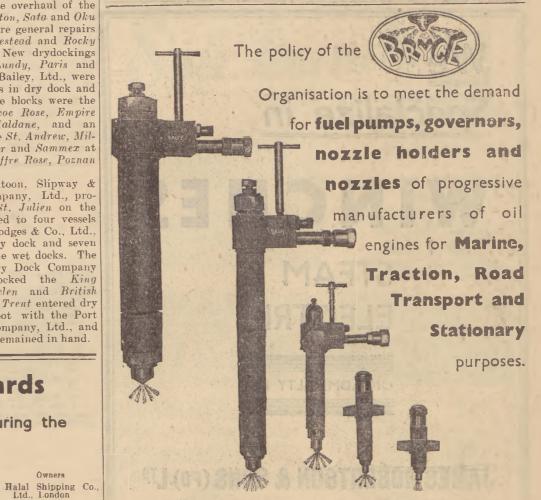
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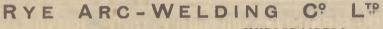
TROON, Ayrshire

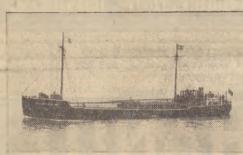
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## Shipbuilding & Engineering Section

#### AVERAGE EARNINGS

Effect of Winter Hours in the Shipyards

#### MINISTRY OF LABOUR'S SIX-MONTHLY INQUIRY

According to statistics published in the July issue of "The Ministry of Labour Gazette." the average earnings of all shipyard workers in the last pay week in January showed a decrease of 15s, 7d., compared with those of six months previously (week ended July 21, 1945), the average earnings of men (21 and over) falling by 18s, 10d. over the same period. In the earlier week the average earnings of all workers in the shipyards (130s. 3d.) were higher than those in any other The smaller average earnings of all shipyard workers in the last pay week of January are largely the result of the diminution in the amount of overtime worked during the winter months. Compared with their average earnings in the last pay week in October, 1938 (the latest pre-war date for which figures are available). the average earnings of all shipyard workers in the last pay week in January, 1946, show an increase of 91 per cent., those of men workers only showing an increase of 81 per cent.

This information is contained in an article giving the results of an inquiry made by the Ministry of Labour and National Service in order to obtain particulars of the average weekly earnings and working hours of manual wage earners employed in manufacturing industries generally, and in a number of the principal non-manufacturing industries in the United Kingdom. In the inquiry, forms were sent to all employers who had supplied information in response to a previous inquiry made in July, 1945, asking for particulars of the number of wageearners at work in the last pay week in January, 1946, of the aggregate earnings of those wage-earners in that week. and of the total number of man-hours worked in the week, classified under the following headings: Men, 21 years and over; youths and boys under 21 years; women, 18 years and over; and girls under 18 years. The employers were asked to give separate particulars of the numbers and earnings of any men or women employed as part-time workers for not more than 30 hours a week, who had entered their employment since July, 1941, and of the number of hours worked by such

Results of Inquiry

to which forms were sent (exclusive of derived. those which were found to be no longer in operation in January, 1946.

Table I., printed below, shows in all workers, 103s. (73 per cent.).

Column 1 the average earnings of all

The percentage increases in av ber, 1938, in shipbuilding and repair- in different industries. October, 1938, of men (21 years and

years and over) (counting two part-timers as one full-timer), and all workers respectively.

Table II. shows, for shipbuilding, the various branches of engineering and the manufacture of aircraft, &c., the average hours worked by men (21 years and over) and all workers in the last pay-week of October, 1938, and in the last pay-week of January, 1946; and the average hourly earnings of men and all workers in the last pay-week of January, 1946, and percentage inreases on the average hourly earnings

in the last pay-week of October, 1938. A note appended to the original tables states that the figures given for the engineering, &c., industry are based partly on returns from firms who are members of the Engineering and Allied Employers' National Federation, and partly on returns from nonfederated firms. The average earnings shown by the federated firms were in general higher than those shown by the non-federated firms (for "all workers," for example, 104s. 10d. and 99s. 4d., respectively). The average hourly earnings were 27.2d. and 25.9d. respectively.

As mentioned above, the original tables show the numbers of wage-earners covered by the returns received. The following extract shows the figures for shipbuilding and the various branches of engineering, the columns giving successively from left to right the totals for men (21 years and over), youths and boys, women (18 years and over) and all workers.

Men Youths Women All Shipbuilding and 145.214 22.581 3.306 171.295 

In its comments on the investigation in general, the article states that the average earnings in the last pay-week in January of the 5 million workpeople covered by the returns received were as follows: Men (21 years and over) 114s. 7d.; youths and boys, 43s. 1d. women (18 years and over), two parttime workers being counted as one fulltimer, 60s. 9d.; girls, 34s. 9d. These figures, however, relate only to the wage-earners employed in the establishments from which returns were received and the average earnings shown are affected by the fact that different industries, with varying levels of wages, were not represented in equal proportions in the returns. example, returns were obtained from a much higher proportion of employers in the engineering industry than in the building industry, and the engineering industry has therefore an unduly heavy weight, in comparison with the buildesults of inquiry ing industry, in the calculations from which the foregoing averages are

In order to eliminate the effects of such disparities, general averages for or to be employing no wage-earners all industries combined, and for each within the scope of the inquiry) was of 16 broad groups of industries, have about 53,600, of which approximately been calculated on the basis of the 52,400 furnished returns suitable for estimated total numbers of wagetabulation. The total number of earners employed in the individual inwage-earners (including part-time dustries in January, 1946. These workers) covered by returns showing averages are given in a table, pub-the numbers employed and wages lished in "The Ministry of earned in the week was over five Labour Gazette," together with million. The main results of the the percentage increase on similar together with inquiry are presented in tabular form averages relating to October, 1938. showing (1) numbers of wage-earners From the table it may be seen that in covered by the returns received, and the metal, engineering and shipbuildaverage earnings in the last pay week ing group of industries the average in January, 1946; (2) average hours earnings of men (21 years and over) in worked and average hourly earnings January were 122s. 7d., an increase of in one week of January, 1946; and (3) 63 per cent.; of youths and boys, average percentage increases in weekly 42s. 5d. (63 per cent.); of women (18 and hourly earnings between October, years and over), 64s. (92 per cent.); of 1938, and January, 1946. girls, 35s. 11d. (80 per cent.); and of

The percentage increases in average workers covered by returns received. weekly earnings between October, relating to the last pay-week of Octo- 1938, and January, 1946, varied widely ing, the various branches of engineer-ing, and motor vehicle, cycle and percentage increases in weekly earnaircraft manufacture and repair, and, ings shown for men ranged from less in the other columns (extracted from than 50 per cent, in some industries to the relative table accompanying the over 85 per cent, in others, while those article) the average earnings in the for women ranged from less than last pay-week in January, and per- 55 per cent, to over 110 per cent. The centage increase compared with fact that the average percentage rise

over), youths and boys, women (18) (Continued on page 9, column 3)

# AVERAGE EARNINGS

| Octo   | ber, 1      |            | 1 | -A. V J                | 12 JDb. | AUL      | 44 131 |      | January  |     |     |           |           |             |          |
|--|-------------|------------|---|------------------------|---------|----------|--------|------|----------|-----|-----|-----------|-----------|-------------|----------|
|  | Al          | 1          |   | Men<br>(21 an<br>over) |         | Inc.     |        | iths |          | * W |     | n<br>l    |           | All<br>rker | S Inc.   |
|  |             | s. d.      |   | s. d.                  |         | p.c.     | 8.     | d.   | p.c.     | 9.  | d.  | p.c.      | 8.        | d.          | pe.      |
| Shiphuilding and pairing Engineering, &c.—                                 | re-         | 9 11       |   | 126                    | 9       | 81       | 44     | 3    | 113      | 70  | 3   | Ť         | 114       | 8           | 91       |
| General engineer<br>and engineers' i                                       |             |            |   |                        |         |          |        |      |          |     |     |           |           |             |          |
| and steel foundin<br>Electrical engineeri                                  | g .         | 60<br>50 1 |   | 116<br>122             | 5       | 58<br>65 |        | 10   | 64<br>59 | 65  | 4 2 | 104<br>92 | 100<br>92 | 6           | 66<br>82 |
| Marine engineering   | g           | 61         | 9 | 112                    | 9       | 50       | 42     | 10   | 133      | 67  | 7   | 1         | 99        | 8           | 61       |
| Constructional er  |             | 62         | 5 | 115                    | 1       | 60       | 41.    | 4    | 69       | €4  | 10  | +         | 103       | 4           | 66       |
| Motor vehicle, cy<br>and aircraft (incl<br>ing componer<br>manufacture and | ud-<br>nts) |            |   |                        |         |          |        |      |          |     |     |           |           |             |          |
| manufacture and  | Le.         | 70         | Q | 170                    | 7       | E7       | 40     | 0    | F1       | 71  | a   | 70        | 119       | 7.3         | 60       |

| nuary, 1946, was too small to furcentage increase in earnings  | rnish a s                    | atisf act                       | ory bas                      | sis for the                       | e calcula                    | tion o                       | f the av             | erage                |
|--|------------------------------|---------------------------------|------------------------------|-----------------------------------|------------------------------|------------------------------|----------------------|----------------------|
|  |                              | TABLE                           | IÎ.                          |                                   |                              |                              |                      |                      |
|  | Ave                          | RAGE HOT                        | IRS WO                       | RKED                              | AVERAGE HOURLY EARNINGS      |                              |                      |                      |
|  | October<br>Men<br>hours      | 1938<br>All<br>workers<br>hours | Jan.<br>Men<br>hours         | , 1946<br>All<br>workers<br>hours | Jan.,<br>Men wo              | All                          | Inc. Oct<br>Men wo   | All<br>rkers         |
| ipbuilding and repairing<br>gineering, &c.—<br>leneral engineering and en-   | 45.0                         | 44.9                            | 47.4                         | 46.9                              | 32.1                         | 29,3                         | 72                   | 83                   |
| gineers' iron and steel<br>founding<br>Electrical engineering<br>Marine engineering<br>Constructional engineering<br>Motor vehicle, cycle and air- | 48.9<br>49.3<br>50.1<br>49.9 | 48.0<br>47.5<br>49.3<br>49.4    | 47.7<br>47.4<br>48.4<br>47.5 | 46.5<br>46.2<br>47.5<br>46.8      | 29.3<br>31.0<br>28.0<br>29.2 | 25.9<br>24.6<br>25.2<br>26.5 | 62<br>71<br>55<br>69 | 72<br>91<br>68<br>75 |
| craft (including components) manufacture and repair  | 49.0                         | 47.4                            | 46.6                         | 45.8                              | 33.5                         | 29.6                         | 61                   | 65                   |



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# Shipbuilding & Engineering Section

#### AVERAGE EARNINGS

(Continued from page 8, column 4)

in the earnings of women was greater than that shown for men is partly due to the increase since October, 1938, in the numbers of women engaged on work normally undertaken by men.

In most of the principal industries in which such increases have occurred, wartime dilution agreements are still in operation providing that where women are employed on work previously done by men they should be paid either the full rates for men (usually after a qualifying period, or subject to ability to perform the man's work without extra supervision or assistance), or specified proportions of those rates, yielding wages higher than those generally paid for work not regarded as men's work. Some part of the difference is also due to the fact that war advances, or war bonuses, granted to women, although usually less in amount than those granted to men, have generally represented a somewhat greater percentage increase in pre-war rates than the war advances granted to men.

#### Numbers of Man-hours Worked

As stated above, employers were also asked to furnish particulars of the aggregate number of man - hours actually worked in the last pay-week in January, 1946. The results of this inquiry are also set out in tabular form. The figures given relate to the total number of hours actually worked in the week, including all overtime and excluding all time lost from any cause; recognised intervals for meals, &c., are also excluded.

The hours actually worked in the last pay-week in January averaged 47.4 for men (21 years and over), 44.1 for youths and boys, 42.3 for women (18 years and over), 42.5 for girls and 45.8 for all workers. The table shows that there was considerable variation in the average hours worked in different industries and among different sex and age groups. In the great majority of industries the average hours worked by men in the last pay-week in January ranged between 44 and 50, those worked by youths and boys mostly ranged between 43 and 46, while those worked by women and girls were mostly between 40 and 44. Compared with the hours worked in the last week of October, 1938, these averages showed reduction of about 1 hour for men, nearly 11 hours for women, and rather more than 2 hours for youths, boys and girls.

The average hourly earnings in the last pay-week in January, computed from the foregoing figures of average weekly earnings and working hours, and the average percentage increases on the average hourly earnings in the last pay-week of October, 1938, are also set out in tabular form. The hourly earnings in the last pay-week in January averaged 2s. 4.9d. for men (21 years and over), 11.8d. for youths and over), and 9.7d. for girls, average for all workers being 2s. 0.3d.; these show increases of 66 per cent., 74 per cent., 89 per cent., 94 per cent. and 77 per cent. respectively over the average hourly earnings in the last pay-week of October, 1938.

The following table shows the average earnings of the various groups of workers in the shipbuilding and repairing industry in the week ended 408,290 in the United Kingdom July 21, 1945, and in the last pay-week (374.876 and 405.802 at May 13). of January, 1946, with the percentage increase over October, 1938, against each : -

Another table in the "Labour Gazette" shows the average weekly earnings in the industries covered by these inquiries in October, 1938, and at various dates for which information is available between July, 1940, and January, 1946, computed on the basis of the total numbers of workpeople employed in the different industries at the various dates. The table shows a progressive increase in average earnings up to July, 1944, subsequent figures showing a decline from that peak. It is pointed out that the increase since 1938 represents the combined effects of a number of factors, including (a) increases in rates of wages, (b) increases or decreases in the number of working hours and in the amount of overtime, week-end work, night-shift working, &c., (c) extension of systems of payment by results, and increased output by the workers affected, and (d) changes in the proportions of men, boys, women and girls employed in different industries and occupations.

#### Increases in Wage Rates

As regards the first of these factors, it is estimated that in the industries covered by the inquiries the average level of rates of wages for a full ordinary week's work, exclusive of overtime, was about 50 to 51 per cent. higher in January, 1946, than in October, 1938. If industries not covered by the inquiry (e.g. agriculture, coal mining, railway service, and merchant shipping) were included, the figure would be raised to about 58 per cent. The difference between this figure and the average increase of

(Continuel at foot of next column)

## SHIPYARD LABOUR

#### More Unemployment in June

The industrial analysis of unemployment among insured persons at June 17 last, published in the July issue of 'The Ministry of Labour Gazette,' shows that more than a thousand more shipyard workers were unemployed then than at May 13 last, the totals being 11,970 and 10,864 respectively. Decreases were shown, however, in the unemployment figures for engineering (42,266, against 43,695), and for the construction and repair of motor vehicles, cycles and aircraft (31,095, against 34,269).

The same issue of the "Gazette" contains an analysis of employment in industry in Great Britain for mid-1939, mid-1945, and April and May, 1946. which shows that 226,100 persons (males and females) were employed in shipbuilding and ship-repairing in May, against 227,000 in April. An article based upon the figures in the June issue, relating to shipbuilding and engineering, appeared in Lloyd's List of July 17 last.

The analysis of employment covers only certain industries (with a total of 11,345,100 persons employed in May, out of a total working population for the whole country of 20,321,000). The following table, based upon the figures given in the "Gazette," shows the estimated numbers (in units of a thousand) of insured persons employed in certain selected industries at the dates indicated:

| NITIMO  | nne m                 | MPLOY                   | ED                      |                         |
|---|-----------------------|-------------------------|-------------------------|-------------------------|
|   | Mid-<br>1939          | Mid-                    | Apr.,<br>1946           | May,                    |
| Shipbuilding—<br>Total<br>Females only            | 144.7<br>2.9          | 252.3<br>21.9           | 227.0<br>11.8           | 226.1<br>11.0           |
| Engineering—<br>General, &c<br>Electrical         | 704.7<br>133.9        | 1,139.8<br>175.8        | 906.6<br>152.8          | 905.6<br>1.52.0         |
| Marine<br>Constructional -<br>Total               | 52.2<br>49.0<br>939.8 | 80.5<br>41.9<br>1,438.0 | 71.1<br>47.7<br>1,178.2 | 70.5<br>49.0<br>1,177.1 |
| Females only<br>Construction of<br>Aircraft, &c.— | 98.3                  | 448.2                   | 257.2                   | 248.1                   |
| Total<br>Females only                             | 473.3<br>45.2         |                         | 110.0                   | 540.1<br>104.8          |
| The followin                                      | g tab                 | le shov                 | vs for                  | ship-                   |

building and ship-repairing, the various branches of engineering, and the construction and repair of motor vehicles, cycles and aircraft the numbers of males and females wholly unemployed (including casuals) at June 17 last, the totals (also including those temporarily stopped) for Great Britain, and the grand totals for the United Kingdom (including Northern Ireland):

NUMBERS UNEMPLOYED AT JUNE 17 Great Britain U.K. Males Females Total Total Shipbuilding 8,578 1,954 10,553 11,970

Engineering—
General, &c.
Electrical
Marine, &c.
Constructional Construction of Aircraft, &c. ... 21,019 6,122 27,200 31,095

The statistics for May 13 showed the following totals of unemployment for and boys, 1s. 5.0d. for women (18 years Great Britain and the United Kingdom respectively: Shipbuilding, 9642 and 10,864; general engineering, 34,594 and 35,811; electrical engineering, 2469 and 2560; marine engineering, 3149 and 3867; constructional engineering, 1437 and 1457; and construction of aireraft, &c., 29,976 and 34,269.

The total number of insured persons unemployed in all industries at June 17 was 376,167 in Great Britain and

#### DANISH MOTORSHIP WITH SAILS

July, 1945 January, 1946 s. d. p.c. s. d. p.c. Men (21 and over)... 145 6 108 126 8 81 Youths and boys ... 48 11 136 44 3 113 Women (18 and over) 79 10 - 70 3 - All workers ....... 130 3 117 114 8 91 Anders, has run trials. She is 33.4 metres in length 6.9 m. in breadth The cargo motorship Vian, 250 tons 33.4 metres in length, 6.9 m. in breadth and 2.52 m. in depth to main deck, and has two hatches, two masts and two derricks for two-ton lifts. The accommodation for master, mate and crew is aft. Both masts are provided with sails. The propelling machinery consists of a B. & W. Alpha diesel engine of 240/265 h.p., which gives the vessel a speed of 10 knots in loaded condition when running at 375 r.p.m.

(Continued from preceding column)

74 per cent, shown by the returns of actual weekly earnings represents the net effect of the other factors referred to above.

As regards working hours, it is shown that the average number of hours actually worked by the wage earners employed in the industries covered by the inquiries was 45.8 in the last payweek of January, 1946, compared with 46.5 hours in the last pay-week of October, 1938. Owing to payments for overtime, night shifts, and week-end work at rates above the normal rates, the increases in weekly working hours since October, 1938, which continued up to July, 1945, resulted in more than proportionate increases in weekly earn-

The extensions during the war period of piecework and other forms of payment by results, combined with increased production by workpeople employed on such systems of payment, contributed towards the increases in average hourly earnings, equally with the increases in weekly earnings. Where production was increased, the extra charges arising from the higher earnings were, of course, spread over the larger output.

Wednesday, August 7, 1946 LLOYD'S LIST

SoloM

Page 9

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# Motor Ships & Engines

Shipbuilding & Engineering Section

Two Diesel-Driven Craft

By Our Special Correspondent The construction of the special

colliers which carry coal from North-East Coast ports to our London gas works, and which proceed with their cargoes above London Bridge, is at the best a specialised business. There are dent has been created in this connot more than two or three shipbuilders in the whole of Great Britain who have hitherto been concerned with this particular branch of shipbuilding.

As might naturally be expected, the propulsion of such ships has previously been entirely in the hands of the steam reciprocating engine and the Scotch boiler. It is only within the past two years that the possibility of using the diesel engine for such work has been considered, and within the last year that motor "flat irons" have been and more are expected. Their the ship as a whole. advantages are obvious; low fuel consumption is one, smaller space taken up by machinery is another, a reduction in personnel required in the engine-room a third.

#### A Typical Collier

accompanied without certain diffi- Gas Company's vessel which was culties from a design point of view. sunk in collision this year. In this A flat iron collier is not an easy case a most unusual system of proship to plan. Vital points to watch pulsion is being adopted, two are her trim, cubic capacity, Mirrlees 4-cycle diesel engines, each draught (which must be a mini- of about 700 b.h.p., turning at 600 mum), low superstructure, her wide r.p.m. are to drive a single screw and long hatches, and the navigat- via mechanical reduction gearing ing bridge slightly forward of and hydraulic couplings at 150 amidships and at the break of the r.p.m. The new ship will be the raised quarterdeck. A typical self- first Fulham Borough Council trimming collier for navigating the motorship, and, let it again be re-Thames bridges may have a length peated, the second motorship of this of 260 ft., a beam of 39.5 ft. and a kind for service on the Thames. depth moulded of 18.5 ft. Her deadweight on a draught of 17 ft. 14 in. is interesting because she is diesel may be as much as 2690 tons, with a propelled, the Fulham ship is even cubic capacity of 124,320 cu. ft. more so, because she is the first Space must be found for upwards of geared diesel merchant ship to be 960 tons of water ballast; the gross constructed in Great Britain; she is tonnage is about 1720 and the net also one of the few merchant ships tonnage 940.

steam triple - expansion engine great deal of interest. developing about 700 h.p., taking What is the real reason for the service when fully loaded.

comprises an 8-cylinder Polar Atlas ship? diesel with cylinders 13.39 in. dia- The problems of installation of meter and 22.44-in. stroke. The the two different power plants for engine is directly coupled to the two different owners must have been screw, which at the time the ship intensely interesting ones, from the was ordered from the Burntisland builders' point of view. When full Shipbuilding Company, Ltd., was details are available we shall look stated to be of variable pitch type. undoubtedly to see whether the pro-If the ship actually goes to sea with peller shaft in the geared ship is such a propeller she will be the first above the centreline of the engine British ship so equipped and will crankshaft. It would be interesting make history, not only as regards to know whether any investigation her main machinery but also from was made into the possibility of the propeller point of view.

Purists in the matter of ship propulsion may be inclined to query the raison d'être for a reversible blade propeller in a ship of this drive for this kind of ship, though

THE THAMES COLLIER | kind whose duties are of the most defined liner type. A flat-iron collier on her voyages north in winter weather when light may, of course, pitch a great deal. Is it possible that the propeller is intended to act as a species of engine governor? On the other hand, is the propulsion of the ship herself to be controlled from the propeller?

If the engine itself is a normal standard Polar Atlas design, it is obviously direct reversible. Precenection, however, for it is understood that the Johnson liner Suecia, the first ocean-going ship to be fitted with propellers of this kind, has direct reversing engines.

It is noteworthy that the dimensions of this new collier, the first motorship in such an important trade, are closely akin to those of a steamer. More intimate details of the design are lacking. It is believed, however, that the conventional folding funnel and masts have been superseded by telescopic ones, though this is a small point in laid down; two are now in hand connection with the importance of

Development has not stopped short with the Wandsworth & District Gas Company, however, for the Burntisland yard is also constructing a ship for the Fulham Borough Council to replace a collier of rather smaller gross tonnage than All these advantages are not that of the Wandsworth & District

If, however, the Wandsworth ship afloat to-day in which the Mirrlees In the pre-diesel days propul- engine is used for propulsion. As sion might have been by a single such she will be watched with a

steam from one boiler burning coal use of geared diesels in a ship of and delivering steam at 220 lb. per this kind? Do the owners feel hapsq. in. pressure. Such a ship would pier with two engines geared to one have a speed of about 11 knots in shaft, remembering that the engines chosen in this case have in the main The diesel substitute is interest- been of non-reversible type? Is the ing from many points of view. The choice of engines at this period of Mitcham, the first diesel-driven flat- building ships limited by their iron collier, now under construc- availability? Do the owners feel tion for the Wandsworth & District that the direct-coupled diesel turns Gas Company, has dimensions very at rather too high a number of revosimilar to those detailed above for lutions per minute for a necessarily the steamer, but her machinery slow turning screw in a single-screw

> using a single non-reversing engine in association with a reduction reverse gear. Possibly we may ultimately see some form of electric simplicity of layout must always be the keynote.

Lastly, it is most important to place on record this latest entry of the diesel engine into a field which has hitherto been considered the monopoly of steam, and which might still be were it not for the fact that economical diesel engines are cheaper in first cost, more easy to produce and more readily available than really economical steam engines. The whole idea presages an entirely new conception of a type of ship which is indigenous to the British shipowning scene.

#### MOTORSHIPS FOR SWEDISH CO.

The cargo motorship Vika I., 1600 tons d.w., built at Ekensbergs Varv, Stockholm, has been delivered to the Skanska Cement A/B., Malmo. She is the first of two sister ships which were originally laid down for German account, but could not be completed before the German capitulation; they were both subsequently sold to the Skanska Cement Company. The second vessel will be delivered in the autumn. The Vika I. is of the raised quarterdeck type and is fitted with a Polar diesel engine of about 900 h.p.

Royal Mail Lines Ltd., ordered these parts for use on a captured German vessel. Main engine fuel pump, fuel valves and spares for M.V. "Empire Confidence," (ex "Dusseldorf" built for Norddeutscher Lloyd).

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#### SCIENTIFIC MANAGEMENT AND **PRODUCTION**

#### A Newcastle Training Scheme

contribute towards the cost of an apprenticeship a training scheme planned by the Bureau, under which it is proposed to train six suitable youths annually in scientific management and production. It is hoped by this plan to provide, within a few years, a pool of skilled men able to accept responsible posts in the engineering industry.

Lord 224,000.

compared with 208,000 in the previous month.

In the first six months of this year apprenticeship a training scheme planned by the Bureau, under which it is proposed to train six suitable working days, 17,700 workers and 104 stoppages, compared with 74,000 lost working days, 17,700 workers and 104 stoppages in the first six months of last year. From a comparison of these figures with those already multiplications and production are provided in the engineering industry.

Lord 24/9, 25/0
46/3 Stewarts & 48/712, 49/3, 48/6
57/6
40/3 Stewarts & 48/712, 49/3, 48/6
57/6
41/9 Swan, Hunter 61/3
Ord
58/9
46/3 Stewarts & 48/712, 49/3, 48/6
57/6
41/9 Swan, Hunter 61/3
Ord
101,000 working days were lost by 11,200 shipbuilding workers in 59 stoppages, compared with 74,000 lost working days, 17,700 workers and 104 stoppages in the first six months of last year. From a comparison of these figures with those already multiplication in the engineering industry. neering industry.

#### SWEDISH-BUILT MOTORSHIP FOR NORWAY

The keel has been laid of a cargo last year motorship of 400 tons d.w. which is to will have accommodation for a small number of passengers, is to be completed in May, 1947, and is intended for the Norwegian coasting trade.

# and Engineering Shops

Statistics relating to trade disputes June, published in the July issue of The Ministry of Labour Gazette, 4/0 thow that in the metal, engineering 22/6 and shipbuilding industries 101.000 working days were lost by 16,900 workers involved in 48 stoppages during the month, against 86,000 working days lost by 29,800 workers involved in

were 22,000 working days lost by 2300 workpeople involved in seven disputes. compared with 19,000 working days. 6300 workers and 16 disputes in June

In the engineering industry, 403,000 be built at Karlstads mek Verkstad, working days were lost by 65,900 workers in 104 stoppages during the Karlstad, for the Narvik Dampskibs-selskap, Narvik. The vessel, which first six months of the year, the corresponding figures for the previous year being 221,000 working days, 52,700 in hand at the Akers yard includes workers and 139 stoppages. From a vessels of 6000 and 8000 tons gross for comparison of these figures with those Messrs. Fred. Olsen & Co., Oslo. already published for the first five months of the year, it may be deduced tending the boiler welding shop at the standard that during June 50.000 working days built at Vesters Skibsværft, Grenaa, St. Peter's Works, Newcastle, of were lost by 3900 workers in 15 disforthe A/S. Færoske Fiskerskihe has R. & W. Hawthorn, Leslie & Co., Ltd. putes, compared with 62,000 working been launched. The keel of a 50-ton

there has been a marked expansion in the volume of business in shipbuildng, iron, coal and steel issues during the past week, and with few exceptions orice movements have been in the upward direction. The outstanding feature has been the active buying of colliery issues, on the proposed compensation terms. Bolsover Colliery have jumped 6s. to 56s., Butterley 5s. to 40s., Wm. Cory 3s. 11d. to 88s. 11d. Powell Duffryn 9d, to 24s. 3d., Settle, Speakman 5s. 7½d. to 35s. 7½d. Sheepbridge 3s. 6d. to 43s. 6d., Staveley 3s, 9d. to 50s, and United Steel 2s. 3d. o 24s. 9d.

THE SHARE MARKET

Colliery Issues Strong

Notwithstanding holiday influences

Shipbuilding & Engineering Section

There has been a revival in the demand for Beardmore, which closed s. 6d. dearer at 29s. 6d., but the Preference lost 3d. to 24s. 9d. John Brown issues, although not quotably changed, were inclined to go higher, and Cammell Laird rose 3d. to 12s. 9d. Harland & Wolff rose 6d. to 27s. 6d., and the Preference 3d. to 22s. 6d. while Swan, Hunter were also 3d. up at 61s. 9d. Vickers Ordinary have been supported and recovered Is. 3d. to 26s., but the tax free Preference were 9d. easier at 34s., and Grayson, Rollo reacted 3d. to 9s. Thornycroft ere last dealt in at 89s. 9d.

the highest and lowest prices recorded during 1945, together with a selection of the business arranged yesterday:

| ŀ | Highest and               | Yesterday's range<br>of Business    |
|---|---------------------------|-------------------------------------|
| į | Lowest 1945               |                                     |
| ŀ | 57/3 47/9 Allied Irofodrs | 56/9, 55/9, 56/3                    |
|   | 36/6 50/0 Allied Irnfndrs | 35/9                                |
|   | Pref                      |                                     |
|   | 1/10 1/0 Amalg Anthra-    | $1/4$ , $1/41_2$ , $1/3$ , $1/31_2$ |
|   | cite Ord                  |                                     |
|   | 9/3 6/3 Amalg Anthra-     | 13/712. 14/112. 13/6                |
| l | cite Pref                 | 13/1114                             |
| ı | 61/3 50/7 Babek & Wilcox  | 64/0, 64/6, 64/3                    |
| ı | Ord                       |                                     |
| ļ | 7/1 5/0 Baldwins(Hold-    | 5/412, 5/3                          |
| i | ings) Ord                 |                                     |
| ı | 6/3 20/1 Barrow Hema-     | 29/6, 29/9, 29/412                  |
| ı | tite Ord                  |                                     |
| ı | 29/6 25/0 Beardmore Ord   | 28/6, 29/1012                       |
| ı | 2010 2010 -001            | 041101-                             |

26/9 21/6 Beardmore 24/1012 Pref

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TRADE DISPUTES IN JUNE

Working Days Lost in Shipyards and Engineering Shops

| 26/9 | 21/6 Beardmore | 24/10¹2 | Pref | 20/0 paid) | 15 | 23/0 | 20/9 prown (J) ord 29/3, 29/6, 23/1¹2 | 20/9 prown (J) 1st 23/0 | 20/9 prown (J) 1st 20/9 | 20/9 prown (J) 20/9 prown (J) 20/9 prown (J) 20

22/0 17/1 Harind & Wolff 22/9, 22/6, 22/7<sup>1</sup><sub>2</sub>
4\% Cum Pf
65/0 55/3 Lambert Bros 76/10<sup>1</sup><sub>2</sub>
0rd
4/0 2/10 Ocean Coal ... 4/3, 4 4<sup>1</sup><sub>2</sub>, 4/2<sup>1</sup><sub>2</sub>
22/6 20/0 Ocean Coal Prf 23/6 22/8 20/0 Ocean Coal Pri 23/6 12/3 9/0 Pease& Partnrs 17/0, 17/6 Ord 24/4 19/9 Powell Duffryn 24/0, 24/4<sup>1</sup>2, Ord 23/10<sup>1</sup>2, 24/3<sup>3</sup>4 23/10 19/9 Powell Duffryn 22/9 Prof

Pref
7/6<sup>3</sup>4 5/6 Bichardsons, 1C/0, 10/1<sup>1</sup>2, 9/11<sup>1</sup>4
Wstgrth Ord
30/4 26/3 S. Durham ... 24/9, 25/0
12/0 8/9 S. Durham "B" 8/7<sup>1</sup>2, 8/3<sup>3</sup>4

#### WORK IN NORWEGIAN YARDS

According to Det Norske Veritas. 45 steel vessels, of about 70,000 tons gross, were under construction in 22 Norwegian vards on July 1 last. About 28,000 tons of the total was in hand at two yards, Akers mek. Verksted, Oslo, and the Fredrikstads mek.

The fishing cutter Glothin, 30 tons, for the A/S. Færoske Fiskerskibe, has The contractors are Purdie, Lumsden & Co., Ltd., of Newcastle.

days lost by 10,500 workers in 26 discutter for Eshjerg owners is being laid on the vacant berth.

. Hay & Sons, Ltd. nglo-Saxon Petroleum Co., Ltd.

ohn Holt & Co. (Liverpool), Ltd.

nited States Maritime Commission. oc. Geral de Comercio Industria e Trans-portes. Lida.

#### LAUNCHES

The following details of vessels launched have been received. All are constructed of steel unless otherwise stated.

|     | +  | TO TOTTO ALTE CLEARING OF A              | D 1967 - 10 | 200000000 |  |             |   |
|-----|----|--|-------------|-----------|--|-------------|---|
| 20  | 4  | Versel                                   | Floor       | Tons      | Builders                                 | Shipvard    | Owners  |
|     |    |  |             |           |  |             |   |
|     |    | Harold Rein uer<br>(Yard No. 44)         |             | 850 Lib   | erty Dry Dock, Inc                       | Brooklyn    | Reinauer Transportation Co.                         |
|     |    | Ottawa Maymere                           | Br          |           | ton Engineering & Dry Dock               | Quebec      | Canadian Government.                                |
| Jly | 8  |  |             | 204 Wh    | eeler Shiphuilding<br>Corporation Whites | tone (N.Y.) | Trawler Margee & Pat II, Inc                        |
|     |    |  |             |           |  |             | Canadian Government.                                |
|     | 12 | Santa Monica                             | Aju         | 6800 Fed  | eral Shipbuilding & Dry Dock             | Kearny      |   |
|     |    |  |             |           | eral Shipbuilding & Dry Dock<br>Co.      |             | United States Maritime Commi                        |
|     |    | (Vard No. 120) (motor)                   |             |           |  |             | Soc. Geral de Comercio Indust<br>portes. Ltda.      |
| 17. | 27 | THE FORMATION                            | Rr          | 1030 (Jec | rge Brown & Co. (Marine),<br>Ltd.        | Greenock    | J. Hay & Sons, Ltd.<br>Anglo-Saxon Petroleum Co., L |
|     |    | va No 11591 (mil. Falls) (4              | 536 11      |           | THOI AS DEFORE REDORIED                  | ank-on-Tees | Anglo-Saxon Petroleum Co., L                        |
|     | 29 | (Vard No. 305) (motor)                   | Br          | 2430 Bu   | ntisland Shipbuilding                    | Rurntisland | Prince Line, Ltd.                                   |
| Jly | 30 | Albano (Vard No. 1190)                   | Br          | 2195 Wn   | . Gray & Co., Ltd West                   | Hartlepool  | Ellerman's Wilson Line, Ltd.                        |
|     |    | (Yard No. 1322) (trawler)                | Ic          |           | hrane & Sons, Ltd.                       |             |   |
|     |    | Robert L. Holt                           | Br          |           |  |             | John Holt & Co. (Liverpool),                        |
|     |    | O'Bob Leach (motor fishing vessel) (wood | Br          |           | nes V. Hepburn & Co., I.td               |             |   |
| The | 31 | St. Cote d'Argent                        | Fr          | - Joh     | n Baird & Sons. Ltd.                     | Aberdeen    | M Fourny.   |

(trawler)

#### IRON AND STEEL

#### Persistent Calls for Bigger Deliveries

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

Home and export buyers continue keen to negotiate for larger quantities of material, but producers are showing increasing disinclination to add to their commitments. Persistent calls for bigger deliveries against extensive running contracts are seriously taxing sources of supply, and short deliveries have occasioned some inconvenience. Pig-iron consumers are taking up full allocations, and would readily accept larger deliveries to build up depleted stocks. The very limited makes of high phosphorous qualities are promptly absorbed, and bigger quantities from other producing areas are urgently needed to meet the requirements of light casting foundries. Outputs of low and medium grades are no more than sufficient for current requirements. The whole of basic iron production is still retained for use at makers' own consuming works. The distribution of hematite is adequate for home needs.

Demand for semi-finished steel continues in excess of production, and the prospect of better imports is not very favourable. All classes of finished steel Ordinary were harely steady, the last are in strong request. Sheet makers and plate producers have heavy bookrecorded business having been at and plate producers have heavy book-76s. 10½d. and 77s. 6d., while Doxford ings and cannot entertain offers of new business for supply before the early Below will be found a table showing part of next year. Plants turning out railway requisites are assured of great activity over the next six months, and works producing colliery equipment have orders to keep them busy for a considerable time.

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#### Examination of German Practice

#### SOME BASIC FACTS

Discussions with a number of technical experts in Germany regarding cheaper and more compact. German marine diesel engine practice ing), submitted by Mr. Wm. P. Spofford on behalf of the United States Technical Industrial Intelligence Committee. The officials interviewed included chief engineers and chiefs of departments of Blohm & Voss, M.A.N. (Hamburg plant), F. Krupp-Germaniawerft A.G., Howaldtswerke connected single-acting diesel. A.G., Norddeutscher Lloyd, Hamburg-speed here is usually a compr report, which may be obtained from Germany has built every conceivable

composite opinion should carry weight. Language difficulties, plus the peculiarity of conditions attending these interviews, tend toward reservations as to the soundness of such opinions; however, they can be weighed in the light ever, they can be weighed in the light of the actual designs and engines being higher powers—3500 to 10,000 h.p. This used to arrive at fairly firm con-

A few basic facts seem agreed upon by all, namely: (1) The desirability of ising good fuel and lubricating oil; 2) steady operation at approximately 35 per cent. rated power; (3) a general conservation as to engine r.p.m. Point (3) is most clearly evidenced by the most recent German merchant ships with geared and electric drive. Here the speed possibility is almost Cycle unlimited, within practical ranges, yet in every such case observed the actual speed is held to about 260 r.p.m. maxi- cycle type was generally favoured for

speed, the answer almost invariably is that 1200 ft. per minute piston speed has been considered as about the limit for seagoing merchant ships, and a ratio of 1 to 1.35-bore to strokeabout the best combination for efficiency and service, and that these two factors automatically determine the correct r.p.m. These opinions appear to be held by most operators and by some of the large shipyards. This com-

that higher piston speeds (with good properly made. If this latter opinion lubrication which they did not have in the late stages of the war) up to 1350 ft. per minute, and square engines -i.e. approximately equal bore and stroke—would be perfectly feasible and permit satisfactory high rotation and would be lighter, speeds also agree that the fuel conform the subject of CIOS (Shipbuild- sumption would be slightly higher and overhaul more frequent, though not necessarily more expensive, due to standardised parts, One operator (Norddeutscher Lloyd) has expressed ments. definite interest in M.A.N.'s new high-

speed designs. First on the list is the old directspeed here is usually a compromise Amerika Linie and Deutsche Schiff between reasonably good propeller und Maschinenbau Aktiengesellschaft speed and reasonable weight. When Werk (Demag). Extracts from the compared with the 260 r.p.m. class, geared on electric units, it is reported H.M. Stationery Office, price 2s., are to be cheaper but heavier. These are given below: special materials, are simple and can ype of marine diesel, including all be repaired anywhere in the world. ombinations of transmission to the Furthermore, satisfactory engines of propellers, has considerable experience this type can be had during periods rith all and has some very successful of special material shortages, and this ship operators—consequently a sound factor is reported to have led to some recent orders for this type. However, under normal conditions, the trend entire mechanism, from engine to, and seems definitely away from this type, due to weight.

The double-acting direct connected is particularly due to the same conservatism on speed—about 150 r.p.m. for this type in geared units (Blohm & Voss figure), wherein the geared unit does not offer a very great saving in weight and the direct acting unit is actually shorter in over all length and simpler. At least one order was noted. for this type and reportedly for the above reasons (Norddeutscher Lloyd).

Until recently, judging both by statements and by orders placed, the two- Supercharging except for weight and space, the fourextensive experience with superengine produces more power for a given size and weight than the two-cycle

unit. experimented with supercharging two- pipes, in which case the gear driven cycle engines, but that the gain was unit would cough and splutter but go not sufficient to justify the installation. on, whereas the Buchi reputedly would Due to the above reasons, the trend stop dead. Even under these condihas now swung back to four-cycle tions, it is interesting to note that the engines supercharged. This in turn latest standard submarine engineand has led to research towards this also has the Büchi as standard equipend. Higher speeds immediately indi- ment. While some builders design and cate either gears or electric drive to use their own fuel injection systems. provide the necessary reduction to the large majority apparently use the suitable propeller speeds. These standard Bosch system. developments are steadily tending toward reduced weight and space.

#### **Electric Transmission**

This costs more and weighs more than geared transmission, is less efficient by almost 5 per cent., and requires more skilled personnel. Nevertheless, there are certain applications where it is justified, particularly where there are other large electrical needs for port use-suction dredgers, for instance. Again, there may be special space considerations wherein space at shaft level is very restricted, but considerable is available at a higher level. Hamburg-Amerika Linie appears to be the strongest proponent for electric drive, and give as a reason a desire to have just one cylinder size in the fleet to simplify spare parts and main-It is difficult to see why geared units could not achieve this same admittedly desirable result, though, of course, the geared unit is more restricted in number of cylinders, owing to torsional problems.

D.C. diesel-electric propulsion is an old story and has not been greatly changed. A.C. is, however, relatively new, and has been described in detail in a report on the Ostmark. This seems to render satisfactory service, and first costs should be lower. We were unable to obtain comparative costs, as these figures all were developed in Berlin. The A.C. type takes auxiliary power from the main units, which helps over all efficiency and tends to help to reduce first cost. Modern ships use more and more electric auxiliary power. D.C. has definite advantages for manoeuvring, but A.C., due to the necessity of isolating one power unit, does not appear superior to direct-reversing diesels as regards manoeuvring,

#### **Geared Units**

Here we have considerable controversy among the people interviewed. Some, including Krupp Germania and the Wagner Turbine Company, feel strongly that complete torsional isolacoupling (Foettinger) or electric, as used in the United States, between

Werft, and Demag, all agree that these if engine is badly worn.

however, while going along with this |-completely isolating-couplings are combination when requested, agreed not necessary if the installation is is correct, then the simple geared unit becomes the most attractive future installation for small and medium

As Blohm & Voss are the leading proponents for this system, claim to have used it successfully since 1925 and state that they would always offer geared units, even with 2-cycle double acting engines in high powers, unless the owner wished something else-we will quote their Mr. Behnkee direct as to the firm's methods and require-

"First and most important, the torsional moments of the engine must be analysed and so adjusted that there never will be a negative moment. Usually this means a minimum of six cylinders for a reasonably shallow curve. This. plus a reasonable weight flywheel, is usually sufficient. Sometimes torsional analysis does not permit this, in which case the design of engine must be changed, either by more cylinders or rearrangement of masses to eliminate any possible negative moment, as otherany possible negative moment, as otherwise there would be backlash in the gears, which is fatal to success.

'Second, and almost equally important-complete torsional analysis of including, propeller. Also, a check of hull vibration moments to be sure ship and machinery do not coincide. Criticals of final unit must not be excessive at any running speed.

Third, engines should be matched so that number one piston of each engine is on top centre at the same time. In this manner, all engines are said to act as one, thus greatly simplifying the torsional problems. It also simplifies resetting after one engine has been disconnected. With these precautions, the solid coupling is entirely satisfactory, as proved by long successful service.

There appears to be a universal trend mum, even for four-cycle, single-acting all but small powers as providing the towards the supercharger. The Büchi most power for a given weight and exhaust gas turbo driven unit also space. Most agree, however, that seems to be almost a universal choice. These were visible in every single plant cycle is the better engine. The recent visited, and this point is confirmed by all interviewers. chargers has apparently changed this engine was an exception, but for a very picture completely. Nearly all now definite reason. These engines (Krupp agree that the supercharged four-cycle design) all had superchargers driven by gears and flexible coupling from the main engine, because apparently the submarine would occasionally ship M.A.N., for one, state that they have water in both intake and exhaust has opened the field to higher speeds M.A.N.—at present being installed

#### **Cooling Systems**

It was rather surprising to observe a general trend back to salt water cooling. Germania, Blohm & Voss and M.A.N. in merchant ships' engines, as well as all submarine engines, have salt water cooling. Others are believed to have the same, though this was not carefully checked. Germania had records of very thorough research on this subject, including plastic models for studying water circulation in the jackets, and particularly the cylinder nead. This research showed that zinc plates, if they interfered with smooth streamlined flow, did no good, and in fact some harm, but if they were faired in with the streamlining were very beneficial. Their final design carried this smooth uniform velocity flow, with no eddies, restrictions or hot spots. straight through the entire cooling system. With this change, they felt there was no necessity for fresh water cooling of jackets or heads, and so built their engines. They did still use freshwater cooling for double-acting engine pistons, and oil cooling for singleacting trunk pistons, except aluminium submarine engine pistons, which required no cooling. Blohm & Voss used a similar system, likewise M.A.N. on submarine engines at least, but neither had evidence of as thorough research. All claimed to have no trouble. The single exception by all three was in the case of vessels trading in silt laden waters. For such trades, separate cleanable heat exchangers were obviously needed.

#### Crank Case Explosions All were interviewed on this subject,

and all expressed surprise at any concern on the matter. All submarine engines, and many others, have safety plates on one side of the engine, away from the operating platform. All had some type of ventilation. Germania a 90 mm, pipe per cylinder from upper crankcase to supercharger suction—used on all sizes up to 125 h.p. per cylinder. For sizes above 125 h.p., the tion between engine and gear is same pipe, but direct to atmosphere. essential, i.e. the use of a hydraulic Blohm & Voss had one 3-in. pipe per engine carried up to the skylights - just an open vent these units. If we concede this point, with no vacuum or other take-off. then the efficiency of this combination M.A.N. submarine engines have is about the same as electric drive, but one 15 mm. pipe per engine the cost and weight are less, for the leading to supercharger suction (about gear is simpler to operate and 8 in. of water-suction). They recommaintain. Three very reputable concerns, pipe with a 15 mm. orifice when engine nevertheless. Blohm & Voss, Deutsche is in good condition, and to be enlarged

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Two duplex steam cargo oil pumps, each of 390 tons per hour capacity, are fitted in the main pump room amid- pagnie Maritime Belge. Some 2500 ships. In addition there are pumps for petrol and diesel oil. An up-to-date system of cargo pipe lines is fitted. To meet the owners' conditions for oiling damaged at the time of the German at sea, four large braced derrick posts are provided, two forward and two aft, each with a derrick capable of handling are working there on the construction oil hoses at 50 ft. from the ship's side, port and starboard. A complete system with steam smothering and gas ejector installations. The latest type of commotor trawler Noordende III. (32.25) of vapour lines is provided, together pressed air salvage equipment is fitted m.), a motor trawler (27.25 m.), which with connections for inflating the is to be used as a training ship, and a buoyant hoses while oiling at sea. The steering gear is of the Wilson Pirrie first - named have already been steam type with telemotor control. Two 30kw. 110-volt d.e. steam-driven electric generators are fitted, together with a very complete electrical installation to supply power for lighting, mechanical ventilation, wireless, depth sounding, radar, telephone and alarm systems, gyro compass equipment, electric log. rudder indicator, projec-

tors, Kent's clear view screen, loud hailers, auto alarm, D/F gear, &c.

A total complement of 84 is catered for in roomy accommodation complete with all the latest amenities, including mechanical ventilation and heating. The life-saving equipment includes four steel tanker type lifeboats, each with craft. motor in gravity type davits; provision is also made for a 24 ft; motor working

boat. The geared turbine propelling machinery of 6800 s.h.p., with two Foster Wheeler watertube boilers and two auxiliary cylindrical boilers, is being supplied by the North Eastern Marine Engineering Company (1938) Ltd., and installed by Richardsons Westgarth & Co., Ltd.

#### TRAWLERS FOR FRANCE

#### Two Launches at Beverley

French Government were launched to main deck, and 34 ft. 4 in. to shelter recently by Cook, Welton & Gemmell, Ltd., at Beverley. These vessels, the Jacques Colin and Michel Bernard, are two of about 140 deep-sea trawlers ordered by the French Government lower hold provides about 52,000 cu. ft. from British. European and American yards with a view to replacing the fish and dairy produce, in six separate heavy losses sustained by the French compartments; and vegetable-oil dardise as far as possible the require-ments of a number of French trawler cranes. The vessel is equipped with

The vessels are built with a forecastle on a flush upper deck. Water both for domestic use and the boilerfeed is carried in double-bottom tanks. The fish-rooms are fully refrigerated, and the trawling equipment includes a a Laurence, Scott electric fish hoist. The steering gear is of the Donkins hand-hydraulic type. A lifeboat is mounted on the boat deek aft

The propelling machinery, to be supplied by Chas. D. Holmes & Co., Ltd. Hull, consists of triple-expansion steam boilers have been designed to facilitate trawlers of the series. The auxiliary equipment for work at night. plant consists of a steam-driven Laurence. Scott generator.

problems relating to steam and gas-

#### BELGIAN YARDS

### Features of Tank Steamer Work and Orders in Hand

Reviewing work in three of the principal Belgian shipyards, the "Lloyd Anversois" states that more than 6600 workpeople are employed in the yards themselves, while many more are employed in the manufacture of raw materials and equipment for vessels on order. Employment is assured for at least a year ahead.

The Soc. Anon. John Cockerill, Hoboken, now has five building slips and three dry docks. The slips are occupied by the liners Albertville, Leopoldville and Anversville, 9500 tons each, for the Congo service of the Compagnie Maritime Belge; the channel packet Roi Albert for the Ostend-Dover service, and a cargo vessel of 7200 tons for the French Government. Vessels still to be laid down are the Prins Philippe, for the Ostend-Dover service, and another 7200-tonner for the French Government. In the river, fitting out, are the tenders Leie and Rupel; the 5000-ton cargo vessel Elisabeth van Belgie; the Leopold I., Hainaut, Brabant, Limbourg and Henry Story eargo vessels of 5000 tons each ordered by the Belgian Government and intended for the Armement Deppe Antwerp. Also in hand are a tanker of 12,600 tons; the cargo vessels Houffalize and Bastogne (11,000 tons). ordered by the Belgian Government time Belge; while the passenger/cargo vessel Gouverneur Galopin (8300 tons) has recently been delivered to the Com-

workpeople are employed. The yard of Messrs. Beliard, Crighton & Co., Ostend, was badly of seven vessels, namely, the steam trawlers Frans Courtens and James Ensor (52 metres in length), two steam launched. Several other trawlers are on order, including four for the French Government. The Antwerp establishment of this firm is engaged only on repair work and employs 2200 workpeople.

About 1400 workpeople are employed at the Chantiers J. Boel & Fils S.A. La Tamise, which can build vessels of up to 5000 tons. Five cargo vessels, four trawlers and a seagoing tug are at present in hand, together with five river craft, including a tank motorship of 1000 tons. Several other vessels are on order, including seagoing vessels, trawlers, tugs and river

#### SWEDISH ORIENT LINE

#### Motorship "Naboland" Runs Trials

The cargo motorship Naboland, about 6200 tons d.w., built at Kockums mek. Verkstad, Malmö, for the Angfartygs A/B. Tirfing, and intended for the service of the Svenska Orient Linien, Gothenburg, has run trials. Of shelterdeck type and built to Lloyd's Register class, she is 395 ft. in length b.p., Two steam trawlers ordered by the 56 ft. in breadth, 25 ft. 1 in. in depth deck, her draught on summer freeboard being about 23 ft. 5 in. There are five holds, with a total capacity of about 348,000 cu. ft. (grain); No. 3 of refrigerated space for fruit, meat, fishing fleet during the war. In design tanks, having a capacity of about 470 they represent an attempt to stanwireless telephony, D/F., gyro compass, echo-sounder, SAL log, rudder indicator, electric clocks, loudspeaking telephones. &c. The crew are berthed aft in single and two-berth cabins. The propelling machinery consists of a sixcylinder two-cycle double-acting Kockum-M.A.N. diesel engine develop-

#### FISHING VESSEL FOR ICELAND

The fishing vessel Hvita, 93 tons gross, built at A/B. Holms Skeppsvarv, reciprocating engines, supplied with steam by a single boiler working under trials. The hull is constructed of oak forced draught at superheat. Although and fir. The propelling machinery conat present intended to burn coal, the sists of a 215-h.p. Atlas Diesel engine. The vessel is fitted with echo-sounder. subsequent adaptation to oil fuel, oil direction-finder, W/T and radio telefiring is, in fact, to be adopted in later phony, a searchlight, and floodlighting

The motor trawler Michel-Daniele, Work is now well in hand on the built of oak, at the Chantiers Navals de Normandie, Fecamp, for the Société erection of a research station adjoin- des Pêcheries de Cornouailles, Lorienting the Turbinia Works, Wallsend, for Kéroman, has been launched. A vessel the Parsons and Marine Engineering of 81 tons gross, she is 23.35 m. in Turbine Research and Development length over all, and 6.05 m. in breadth. Association. The new station, which and has a draught aft of 3.55 m. will have powerful testing machinery. The fish hold has a capacity of 56 cubic is to be used for the investigation of metres. The propelling machinery consists of a Crepelle motor of 250 h.p. designed to give a speed of 9.8 knots.

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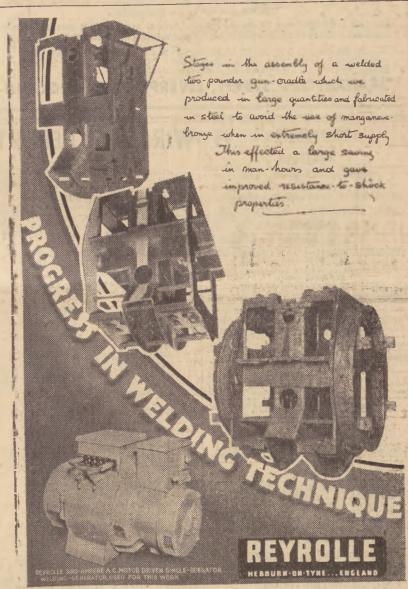
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6 p.m. Empire MacKendrick.—53 42 N. 38 18 W, Aug 5, 6 p.m. Empire Tagralia.—46 48 N, 14 48 W, Aug 5, 6 p.m. Empress of Australia.—40 06 N, 09 42 W, Aug 5, 6 p.m. Empress of Scotland.—45 54 N, 08 24 W,

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Aug 5, noon
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Star Line
SANNID, 7219, 19 Shed, Royal Albert, Blue
Star Line
SANNIB, Colorador, W. Lineshouse, G. S. N.
Co.
SANDRE, Colorador, W. Ayrshing, Co.
KYLE QUEEN
LIBUTENANT LANCELOT, S.S.O.C.A.
Lines
BALMAHA, 1428, Harrington, A. Coker & Co.
KYLE QUEEN
LIBUTENANT LANCELOT, S.S.O.C.A.
Juy,
BAYRSHIRE COAST, 773, Trafalgar, Coast
Lines
BAYRSHIRE COAST, 773, Trafalgar, Coast
AYRSHIRE COAST, 773, Trafalgar, Coast
AYRSHIRE COAST, 773, V. SYNLOR
BAYRSHIRE COAST, 773, Trafalgar, Coast
Lines
BAYRSHIRE COAST, 773, AYRSHIRE COAST, 773, Trafalgar, Coast
Lines
BAYRSHIRE AMKHUN, 1815, 22, Shed, Tilbury, United Shipping to (Clemt)

ADVISER, 6348, C. Shed, West India, Gray, Dawes & Co.

ANSON P. K. SAFPORD, 1716, 22 & 24 Sheds, Royal Albert, United States Lines

Royal Albert, United States Lines

ARANMORE, 1135, W. Dk., Ldn. Dk., Clyde

Shipping Co.

ARAWAL, 462, Shops, Royal Albert, Shaw

ARANMORE, 1135, W. Dk., Ldn. Dk., Clyde

Shipping Co.

AUSTRALIA STAR., 11,224, 20 Shed, Royal

Albert, Bine Star Line, Saw, Saw, Say, Sarey

Albert, Hogarth, Sons & Co.

BENLAWER, 7219, 21 Shed, Royal Albert, Bine Star Line, Saw, W. E., Ldn. Dk., Clyde Shipping, Co.

BENLAWER, 7219, 21 Shed, Royal Albert, Bine Star Line, Saw, Say, Sarey

Commercial, Nelson, Orokin & Co.

BENLAWER, 7219, 21 Shed, Royal Albert, Bine Star Line, Saw, W. Dk., Ldn. Dk., Clyde Shipping, Co.

BENLAWER, 7219, 21 Shed, Royal Albert, Bine Star Line, Saw, W. Dk., Ldn. Dk., Clyde Shipping, Co.

BENLAWER, 7219, 21 Shed, Royal Albert, Bine Star Line, Saw, W. Dk., Ldn. Dk., Clyde Shipping, Co.

BENLAWER, 7219, Shed, W. Dk., Ldn. Dk., Clyde Shipping, Co.

BENLAWER, 7219, Shed, W. Dk., Ldn. Dk., Clyde Shipping, Co.

BENLAWER, 7219, Shed, W. Dk., Ldn. Dk., Clyde Shipping, Co.

BENLAWER, 7219, Shed, Royal Albert, Bine Star Line, Shed, Swith-West India, T. & J.

Harrison Control of the Star Line, Shed, Swith-West India, T. & J.

SHERTING, Coverley, West India, T. & J.

SHERTING, Coverley, W. District of Marker, Bine, Star Line, BULLFINCH, 433, E. Qy., Regent's Canni.
G. S. N. Co.
CAMBRIAN COAST. 763, W. Dk., Ldn. Dk.,
Coast Lines
CAPELLA (Sw), 1865, Canada Yd. S., Surrey
Commercial, H. Lange, Bell & Co.
CAPELLA, 1561, Transit Shed E., Surrey Commercial, C. Gee & Co.
CARPIO, 1847, 3 Shed, Royal Albert, MacAndrews & Co.
CATHERINE (ferry), 259, Norway Floating
Dry, L.M.S.
CATTARO, 2883, 17 Shed, Tilbury, G. S. N. Co.
(Clemt) (Clemt)
CEFN-Y-BRYN, 5164, Dry Dk., Millwall,
Capper, Alexander & Co.
CHANNEL QUEEN, 567, Blackwall Bsn.,
West India. British Channel Islands Shipping Co.
CID, 1847, W Dk., Ldn. Dk., MacAndrews & ZEUS, 200, Shad Bsn., Ldn. Dk., Brussels S.S. CO.
CITY OF LILLE, 6588, Dry Dk., Tlibury,
Montgomerie & Workman
CITY OF MADRAS, 8582, 18 Shed, Royal
Albert, Ellerman & Bucknall S.S. Co.
CLAN MACNAIR, 6096, 33 Shed, Tilbury, Cay-Andrews & Co.

DUNSTER GRANGE, 9494, Z Shed, Victoria.

Houlder Bros. & Co.

FENDRIS, 1018, Shad, Bsn., I.dn. Dk.,
Coverley, Westray, Walbaum & Tosetti

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

CLAN MACNAIR, 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.
CRANE, 785, W. Dk., Ldn. Dk., G. S. N. Co.
DARRO, 9733, 3 Shed, King George V., Royal Mail Lines
DENBIGHSHIRE, 8983, 14 Shed, King George V., Glen Line
DESEADO, 9641, A Shed, Canal, Victoria, Royal Mail Lines
DROMORE, 4096, O Shed, South-West India, Westcott & Laurance Line
DRONNING MAUD, 1886, 26 Shed, Tilbury, United Shipping Co. (Clemt)
DUNDEE, 1541, W. Dk., Ldn. Dk., MacAndrews & Co.

WIRELESS REPORTS

Ariguani.—46 18 N, 35 42 W, Aug 5, noon Ascania.—43 18 N, 09 42 W, Aug 5, 6 p.m. Bardistan.—Gibraltar, Jly 30, 8 35 a.m., bd Persian Gulf, 85 m E
Bassano.—59 00 N, 15 00 W, Aug 5, 6 p.m. Beaverglen.—51 30 N, 14 12 W, Aug 5, 6 p.m. Britannic.—44 30 N, 09 00 W, Aug 5, 6 p.m. Britannic.—44 30 N, 09 00 W, Aug 5, 6 p.m. Cairnavon.—49 30 N, 28 36 W, Aug 5, noon Caledonia.—Bd Halmstad, 128 m NNE of Plamborough Head, Jly 31 Carina.—57 11 N, 02 22 E, Aug 4, 10 10 a.m. Caxton.—56 24 N, 22 LV W, Ave 5 (Carina.—56 24 N, 22 LV W, Ave 5 (Carina.—57 11 N, 02 22 E, Aug 4, 10 10 a.m.

G. A. Tom & Co.

EMPIRE SHELTER. 1336, 26 Shed, Tilbury,
G. S. N. Co. (Clemt)

ESPERANCE BAY, 14,204, 7 & 9 Sheds. Royal
Albert, Shaw Savill & Albion Co.

FORELAND, 1331, W Dk., J.dn. Dk., Currie

FORT CADOTTE, 7128, 11 Shed, Royal Albert, FORT CADOTTE, 7128, 11 Shed, Royal Albert, Cunard White Star FORT CARIBOU 7132, T & T2 Whses., Millwall, E. H. Mundy & Co. FORT GLENORA, 7126, 24 Shed, Tilbury, Anderson, Green & Co. FORT MIAMI, 7132, C Qy., Victoria, Cunard White Star FORT SAKISDAC, 7160, 27 Shed, Royal Albert, J. B. Westray & Co. FORT SPOKANE, 7128, 7 Shed, King George V. Cunard White Star FORT THOMPSON, 7134, Brunswick Yd. Shed, Surrey Commercial, E. H. Mundy & Co.

Aug 5, 6 p.m.

Aug 5, 7 45 p.m.

Aug 5, 7 45 p.m.

Lautaro.—50 06 N, 10 12 W, Aug 5, 6 p.m.

Losada.—48 48 N, 27 00 W, Aug 5, 6 p.m.

Malancha.—36 00 N, 13 54 W. Aug 5,
6 p.m.

Malayan Prince.—45 36 N, 09 00 W,
Aug 5, noon

Manchester City.—56 36 N, 20 18 W,
Aug 5, 6 p.m.

Manchester Pid. A. Surrey Commercial, Single George V. Royal Mail Lines

JAMES RENNETT MOORE, 7198, 2 Shed, Victoria, United States Lines,

JAMES RENNETT MOORE, 7198, 2 Shed, Victoria, United States Lines,

JANS STEEN, 7174, 13 Shed, Royal Albert,
Royal Mail Lines

JOHAN JEANSSON. 1458, Centre Yd. N.

Surrey Commercial, Galbraith. Pembroke
& Co.

Manchester Progress.—55 12 N, 16 00 W, Aug 5, 6 p.m.
Markhor.—44 00 N, 09 12 W, Aug 5, 6 p.m.
Marsdale.—44 42 N, 09 12 W, Aug 5, 6 p.m.
Matheran.—43 48 N, 09 36 W, Aug 5, 6 p.m.
Merchantman (tug).—Gibraltar, Jly 30, 9 p.m., bd Alexandria, abeam Cabo Espartel
Ocean Strength.—Gibraltar Jly 30, 9 a.m., bd Haifa, passing Gibraltar
Ocean Volunteer.—Bd Falmouth, 50 10 N, 24 40 W, Aug 6, 12 10 p.m.
Ocean Wanderer.—50 54 N, 18 48 W, Aug 5, noon

Markhor.—44 00 N, 09 12 W, Aug 5, 6 p.m.
Green's Dry No. 2. L.C.C.
KILWORTH, 791, A Qy. Regent's Canal.
Grand Union (Shipping)
KING LEAR, 309, S. Lay-bye. Surrey Commercial, Ocean Salvage & Towage Co.
LAUCHLAN McKAY, 2437, 3 Shed, Tilbury, Associated Antwerp Lines
LOCHEE. 964. Canary Wf.. West India.
Dundee, Perth & London Shipping Co.
LOMBARDY, 3379, F Qy., Victoria, Royal Mail Lines
MAGDAPUR, 9142. 15 & 16 Sheds, Tilbury.
A. Howden & Co.
MAHANADA, 8971, 8 Shed, Tilbury, A. Howden & Co.
MAHANADA, 8971, 8 Shed, King George V. Rydboholm.—Bd Oslo, 123 m Sw of Sable
Is, Jly 31, noon
Samcleve.—35 35 S, 118 01 E, Aug 3, 1 36
a.m.
San Felix.—40 06 N, 29 36 W, Aug 5,
6 p.m.
Sarpedon.—44 24 N, 09 42 W, Aug 5,
6 p.m.
Stage Door Canteen.—49 11 N, 21 07 W,
Aug 5, 9 30 p.m.
Stirling Castle.—38 42 N, 09 36 W, Aug 5,
6 p.m.
Stirling Castle.—38 42 N, 09 36 W, Aug 5,
Coast Lines

Line
MEROE, 582. A Shed. West India, United
Skipping Co.
MERWEDE, 5412, 32 Shed, Tilbury, Keller,
Bridge. G. S. N. Co.
FAUVETTE. St. Katharine's Wf. Tower
Bridge. G. S. N. Co.
FERRANTI, Upper Tr. Deptford. StephenSon Clarke, Ltd.
FINA, Alpha Jty., Cliffe,
FOCH ROSE, Imperial Paper Mills, GravesMORTHUMBERLAND, 11,559, 33 Shed, Royal
Albert, J. B. Westray & Co.
OCEAN COAST, 1173. W. Dk., Ldn. Dk.,
Coast Lines MEROE, 3832, A Shed. West India, United

trining Castle.—38 42 N, 09 30 W, Aug 3, 6 p.m., bd 6 p.m.

empo.—Gibraltar, Aug 1, 8 35 p.m., bd Falmouth

SHIPBROKERS' LECTURES

The Institute of Chartered Shipprokers announce that lectures in control of the contr Nantaise PETREL. 921, F Qy., Regent's Canal, G. S. N.

Co.
STRATEGIST. 6255. I. Shed, South-West India. T. & J. Harrison
STRATHNAVER, 22,283, 31 Shed, Tilbury, P. & O. S. N. Co.
SULEV, 2460, Station Yd., Surrey Commercial. Mitre Shipping Co.
SWIFT, 936, Thames Dry No. 2. G. S. N. Co.
TERN. 213. Shad. Bsn., Ldn Dk., Brussels
S. Co.
OTTERHOUND, off Gravesend
PACHECO, for Ldn Dk., MacAndrews & Co.
PICARDY NO. 1. Bys., Charlton, G. S. N. Co.
POLLY M., Ohlendorff's Wf., Silvertown, C.
Rowbotham & Sons
PROWESS, Glengall Wf., Limehouse, F. T.

#### LONDON—IN DRY DOCK

GREEN'S NO. 1.—Philomel. GREEN'S NO. 2.—Queen's Channel (hopper barge).

KING GEORGE V.—Empire Pakeha.

MILLWALL.—Cefn-y-Bryn.

NELSON.—Rhone. Emerald Queen.

NORWAY FLOATING.—Catherine (ferry).

ROYAL ALBERT. Empire Regent. Brockley-

THAMES NO, 2—Swift. TILBURY,—City of Lille. Sobieski UNION,—Pioneer. WEST INDIA .- Somerset Coast.

#### LONDON IN THE RIVER

ACCLIVITY, Jurgen's Jty., Purfleet, F. T. Everard & Sons ACTIVITY, Everard's Jty., Greenhithe, F. T. Everard & Sons ADAPTITY, Saw Mills, Purfleet, F. T. Everard & Sons AGILITY, Everard's By., Greenhithe, F. T. Everard & Sons ANNIE, Alpha Cement Works, Unite. Freight Express
APTITY. Knight's Wf., Silvertown. F. T. Everard & Sons
ARCHGROVE, St. Clement's Reach, Temple Thomson & Clark
ARIOSTO, Mark Brown's Wf., Bermondsey, United Shipping Co.
ASSIDUITY, Everard's Bys., Greenhithe, F. T. Everard & Sons
AVONWOOD, Lower Tr., Beckton, Temple Thomson & Clark

Thomson & Clark
BALMORAL QUEEN, Durham Wf., Charlton,
British Channel Traders
BELHAVEN, Carron Wf., Wapping, London
& Edinburgh Shipping Co.
BELRAVOCK, Carron Wf., Wapping, London
& Edinburgh Shipping Co.
BENGUELA, Standard Wf., Erith, Such & Schooley Schooley BLAIRDEVON, Imperial Paper Mills, Graves-end, Tatham, Bromage & Co., BLISWORTH, for Tilbury Dk., Grand Union

(Shipping)
CAMROUX I., Rosebank Wf., Fulham
CAMROUX II.
CELTIC QUEEN, Mast Pond Wf., Woolwich,
British Channel Traders
COLDRIDGE, Galleons Tr., Woolwich,
Coastwise Colliers
COLWYN, Littlebrooke Power Station, Dartford Coastwise Colliers ford, Coastwise Colliers CORCHESTER, Lower Tr., Erith, W. Cory & CORFELL, Galleons Tr., Woolwich, W. Cory CORGLEN, St. Clement's Reach, W. Cory & CORMARSH, S.S.O.C.A. Jty., Purfleet, W. Cory & Son CORSICA, HM. Victualling Yd., Deptford CROHAM, Lower Tr., W. Woolwich DAGENHAM, Upper Tr., Erith, J. Hudson

DAVID M., Co-operative Wf., Gravesend DONA FLORA, Middle Tr., Erith DORRIEN ROSE, Free Trade Wf., Ratcliff, S. Cater & Co. DUNMOIR, St. Clement's Reach, Such & Schooley
DUNNET HEAD, Kent Portland Cement
Works, Stone, Temple Thomson & Clark
DURHAMBROOK, St. Clement's Reach,
Comben, Longstaff & Co.
EDENWOOD, St. Clement's Reach, Temple
Thomson & Clark
EMPIRE BANK, Town Wf., Gravesend, Such

EMPIRE ('LARA (fug) EMPIRE DAFFODIL, Stowage Wf., Deptford Creek, G. S. N. Co.

EMPIRE FAIRWAY, Everard's Jty., Greenhithe, F. T. Everard, & Sons

EMPIRE FANAL, Everard's Jty., Greenhithe, F. T. Everard & Sons

EMPIRE FANE, Fresh Wf., London Bridge. F. T. Everard & Sons EMPIRE FANFARE. Everard's Wf., Green-hithe. F. T. Everard & Sons EMPIRE FARNHAM, Town Wf., Gravesend, S. Cater & Co. EMPIRE FAROUCHE, Upper Tr., W. Woolwich
EMPIRE FASTNESS, Bellamy's Wf., Rotherhithe, F. T. Everard & Sons
EMPIRE MARTHA (tug)
EMPIRE RAJA, for Victoria Dk., P. & O. S. N. Co. EMPIRE SPINNEY, Stowage Wt., Deptford Creek, G. S. N. Co. EMPIRE SWALLOW, St. George's Wf., Dept-

Schooley
G. RNGARRIFF. Cory's Jty.. Erith, Charrington, Gardner, Locket & Co.
GODFREY B. HOLT. White's Wf., Swanscombe. E. Bigland & Co.
GRUNO, Horseferry Wf., Rotherhithe, Freight Express
GUELDER ROSE, Long's Wf., Miliwall,
Temple Thomson & Clark
HARLAW, Free Trade Wf., Ratcliff, Aberdeen S. N. Co. HAWKWOOD, Barking Jty., Milner, Thomas HOLDERNESS, Lower Tr., W. Woolwich, C. Rowbotham & Sons
HOLDERNORE, De Pass Wf., Barking
HUDSON BAY, Tunnel Portland Cement
Works, W. Thurrock
IRIS, Rowater's Wf., Northfleet, J. Carlbom

JOHN EVELYN, Admiralty Bys., Deptford

KELMSCOTT, Convoy's Wf., Deptford, Runci- ATLANTIAN, 6549, E. Float, † T. & J. Harrison man (London) man (London)
KENIA (tug)
KENTISH HOY (aux.)
KINGFISHER, Rateliff Cross Tr., G. S. N.

ROBRIA, and Co.
RONDO. Ford's Jty., Dagenham
ST. ABBS HEAD, Stepney Electric Wf.,
Temple Thomson & Clark
SAXON QUEEN, Free Trade Wf., Ratcliff,
British Channel Islands Shipping Co.
SAMTAMPA, for Royal Albert Dk.
SECURITY (tug)
SIR ALEXANDER KENNEDY, Lower Tr.,
Deptford, Stephenson Clarke, Ltd.
SIR JOSEPH SWAN, Battersen Power Station, Stephenson Clarke, Ltd.
SIR LEONARD PEARCE, Stephenson Clarke,
Ltd. SPRINGCRAG, Williams' Jty., Dagenham, Walford Lines SUFFOLKBROOK, Loam Wf., Erith, Comben, Longstaff & Co.

Longstaff & Co.

SUMATRA, Keller, Bryant & Co.

THE EARL, Bevan's Wf., Northfleet, Temple
Thomson & Clark

TRENTWOOD, Wouldham's Wf., Grays.Charrington, Garduer, Locket & Co.

URSA, for Regent's Canal Dk., S. L. A., Ltd.
VALERIAN COAST, Bell Wf. Tr., Shadwell,
Tyne-Tees Steam Shipping Co.
VIC 79, Admiralty Bys., Deptford
VICTORIA PEAK, Swanscombe Tr., Lambert
Bros.

Bros. WEGA, Highway's Wf., Wandsworth, Freight WESTERN HILL, Charlton Bys., Freight Express
WESTLAAN, for Greenwich
WESTWOOD, Bell Wf., Swanscombe, Temple
Thomson & Clark

ALGOL, St. Clement's Reach, Temple Thomson & Clark
ANNIE, Alpha Cement Works, Cliffe, Freight
Express

WILLIAM PEARMAN, Power Station, Deptford, Stephenson Clarke, Ltd.
WIM, Highways Wf., Wandsworth, Freight WOODLARK, for Tilbury, Clemt

#### MERSEY—IN PORT

Docks are at Liverpool unless otherwise shown † indicates Birkenhead

Pessel Tons Gross Dk. or Wf. Broker
ALLERTON, 1195, Cammell Laird & Co's
Dry 4.† Bahr, Behrend & Co.
AMY SUMMERFIELD, 407, Carriers, W. A. Savage
ANNA II. 478, Carriers, Ross, Ryan & Co.
ANTRIM COAST, 646, Prince's, Coast Lines
APPLIANCE, 200, W. Waterloo, W. A. Savage
ARDENZA, 933, Langton Branch, Moss Hutchison Line
ASPHAI,ION, 6274, Vittoria, † A. Holt & Co.
ASSURANCE, 203, E. Float, †
ATHELPRINCE, 8782, Lpool, Athel Line

CONISTER, 411, Queen's, T. Orford & Son CORAL QUEEN, 303, Salthouse, A. Coker & TIRGENT NO. 1. Bys., Charlton, G. S. N. Co.
P. & O. S. N. Co.
SULEY, 2460, S. N. Co.
SULEY, 2460, S. N. Co.
SWIFT, 936, Thames Dry No. 2. G. S. N. Co.
TERN. 213, Shad. Bsn., Ldn Dk., Brussels
S.S. Co.
THEMSTON, 711, C Qy., Regent's Canal. S.
Instone & Co.
TERVITAN, 6935, M Whse., Millwall, F. C.
Strick & Co.
TURKISTAN, 6935, M Whse., Millwall, F. C.
Strick & Co.
ZEUS, 200, Shad Bsn., Ldn. Dk., Brussels S.S.
Co.
ZEUS, 200, Shad Bsn., Ldn. Dk., Brussels S.S.
Co.

TONICAL THEMSTON AND COLOR TO THE WISTON AND R. & D. Jones DURHAM COAST, 783, Trafalgar Branch, Coast Lines E. HAYWARD, 444, Carriers, W. A. Savage EGRET, 1391, Wellington, Wilson, Son & Co. EMPIRE BARD, 3114, Queen's, T. Phelan & EMPIRE CAMEL, 2719, Toxteth, Ellerman EMPIRE CANDIDA, 2908, Hornby, T. Phelan EMPIRE CONTOUR, 965, Bramley-Moore. Monroe Bros.
EMPIRE CONTYNE, 1935, Bramley-Moore,
W. H. Stott & Co.
EMPIRE DUNNET, 7373, Huskisson 1, Cunard
White Stor White Star EMPIRE ETTRICK, 4022. King's 1, Yeoward EMPIRE FABIAN, 411, Canning, J. W. Fisher EMPIRE GANGES, 3744, Grayson, Rolio & Clover's Dry 4.† Brinings (Shipping).
EMPIRE GARLAND, 1925, Hornby, Mac-Andrews & Co.
EMPIRE GRENADIER, 9811, Cammell Laird & Co.'s Wet Bsn.†
EMPIRE LADY, 7046, Alexandra 2, P. S. N. Co. EMPIRE LASS, 813, Morpeth, t Brinings (Snipping) EMPIRE LORENZO, 2865, Bidston,† R. & D. EMPIRE MACCALLUM, 8252, Alexandra 2. J. Dowie & Co.
EMPIRE MACANDREW. 7952. Gladstone 2.
H. Tyrer & Co.
EMPIRE MAURAE, 8252, Alexandra 2.
Dowie & Co.
EMPIRE MAYMORN. 390. Clarence Dry 2.
W. A. Savage
EMPIRE MAYTOWN. 394, Canning, W. A.
Savage Savage EMPIRE NILE, 6318, Alexandra 1, J. Dowie & EMPIRE PLOVER, 6109, Langton, T. & J EMPIRE PROVER, 6109, Langton, T. & J. Harrison
EMPIRE POLLY (tug), 232, Morpeth,† T. Phelan & Co.
EMPIRE RUBY, 667, Cammell Laird & Co.'s
Wet Bsn.,† Elder Dempster Lines
EMPIRE SYBIL (tug), 276, Birkenhead,
Mersey Docks & Harbour Board
EMPIRE TEGAMBIA (ex Herman Andersen),
1171, Victoria, Honlder Bros. & Co.
EMPIRE TREASURE, 7022, Canada 2,
Donaldson Bros.

(Continued on page 18)





ISSUED BY GODFREY PHILLIPS LIMITED

# LLOYD'S SHIPPING INTELLIGENCE | Kuwi | Tocopilla Swansea | Charles | Hall J. Kelley | Henry B. Brown | Mary Pickersgill | Milton J. Foreman | Tudor Prince | Wellen | Sanny, Aug 2 | Glenartney, B. Boulogne | Hast III. Lysekil | Edward Richardson | Charleston | Char

Baron Haig, Aug 5 Newcastle (NB)

SUNDERLAND

| OVERS  | SEA MC  |
|--|---|
| UNITED K   | INGDOM  |
| ONITED K   | 0   |
| Sumatra, Aug 5   | <b>2</b><br>AVONMOUTH<br>Regent Pauther, Au<br>Trini              |
| for Tilbury Dk<br>Samtampa Tyne  | Meadowbank, Aug 6<br>Liver<br>SHARPNESS                           |
| Empire Raja, Aug o<br>Singapore<br>for Victoria Dk                                       | Marianne Bratt, Aug<br>R  |
| for London Dk  | A. Banck, Aug 5<br>Kopmanhol<br>Meadowbank Aug 6                  |
| Baron Nanier Cienfuegos  | Avonm<br>Hondsrug Run   |
| for Surrey Com Dk<br>Lisbeth<br>Westleen Aug 6 Sligo                                     | Whiteshell Park, Au<br>Fort Chui                                  |
| GRAVESEND SD<br>Olavus, Aug 6 Emden  | Resistance, Aug 3 For The report of the aug of the Empire Re      |
| THAMES HAVEN AR<br>Monica, Aug 6<br>Rotterdam  | erroneous   |
| THAMES HAVEN CLD Monica, Aug 6 Rouen SOUTHEND Pd Down                                    | Hera, Aug 5 for B<br>Graiglas, Aug 6<br>for Avonn                 |
| Congonian, Aug 5 ROCHESTER AR Bidassoa Fr. Aug 4 Havre                                   | SWANSEA<br>Chateau Latour, Au                                     |
| SHEERNESS CLD<br>Chant 24, Aug 2<br>Stavanger  | Evita, Aug 5 Beau<br>Flora, Aug 6 Sun                             |
| Chant 25 Stavanger   | ELLESMERE PT<br>Windar, Aug 5 Stus<br>STANLOW<br>Neothauma, Aug 6 |
| Edward P. Ripley, Aug 5 Marie M. Meloney Will Rogers Barendrecht, Aug 6 Montezuma Castle | INCE Tselfat, Aug 6   |
| NZPU, Aug •<br>Kathio  | Cape Ann, Aug 5<br>Athelprince, Aug                               |
| NYXX<br>NXQD<br>Yaka<br>Klipfontein  | Halland<br>Lapwing Box  |
| Rita, Aug 5 Edward P. Ripley   | Heron, Aug 5 Confor St<br>For St<br>Empire Camel, Au              |
| Marie M. Meloney<br>Noemi, Aug 6   | Corinthian Alex<br>Essex G<br>Empire MacAndre                     |
| Stavelot<br>Zuijderburgh<br>Baltia<br>Barendrecht  | Benjamin Sherbur<br>Aug 6 for Mano                                |
| Alabama, Aug 6 Montezuma Castle Will Rogers  | Santander Valy<br>LIVERPOOL<br>Nassa, Aug 3<br>Marsdale, Aug 3    |
| NZPU<br>Mont Sandra<br>NYXX<br>River Raisin  | Letitia, Aug 6  |
| DOVER Pd F   | Viima, Aug 3  |
| Prinses Josephine Charlotte Becky Henry Baldwin, Aug 6                                   | WORKINGTON<br>Frank A. Vander<br>Aug 5 Liv                        |
| Loire<br>Prince Baudouin<br>Santa Clara Victory  | WORKINGTON<br>Kalix Aug 3 Arc<br>ARDROSSAN                        |
| Hudson (tug) Zebulon B. Vance  | Kalix, Aug 4 Worl<br>Beaconstreet, Aug<br>Norse Mountain,         |
| Prince Baudouin, Aug<br>Taarnholm, Aug 6<br>Lilian                                       | ARDROSSAN<br>Kalix, Aug 5<br>CLYDE ANCHO                          |
| Herthridge, Aug 6  | Bergensfjord, Au  |
| Aug 5 Zachary Taylor for Fernandir   | GLÝDE ANCHO Francis A. Retka Ne                                   |
| San Andres, Aug 6 ST CATH'S PT Pd Fort Drew, Aug 6                                       | E Essex, Aug 5 Aug 6 Empire Bombard                               |
| Keizersgracht, Aug 6 ST CATH'S PT Pd 1 Aug 6 Morgantown Victory                          | GREENOCK Gadila, Jly 28 Las GLASGOW                               |
| Saginaw Victory  | R Glaucus, Aug 5<br>Bergensfjord                                  |
| Abada  | GLASGOW<br>Empire Bombard   |
| Washington Hav   | Serigi (Bz) (296)   |
|  | DUNNET HEAD<br>Katrine Mærsk,<br>Henry H. Blood<br>Baron Douglas  |
| San Antonio, Aug 3<br>Borgesto<br>PRAWLE POINT Pd  | E Consuelo  |
| Finn, Aug 6 PRAWLE POINT Pd Tachira, Aug 5 Fort Columbia                                 | W Bauta, Aug 5<br>Northleigh                                      |
| Winsum, Aug 6  | KIRKWALL  |
| Marie Louise Mackay<br>(cable) North Atlant<br>Empire Valour Sfe                         | tic ABERDEEN Midsland, Aug 6                                      |
| Freja, Aug 6<br>Otterback  | Westland, Aug   |
| The report of the sails of the Empire Resisance on Aug 2 w                               | METHIL Empire Conques Aug 5 Monita, Aug 6                         |
| erroneous Resistance, Aug 2 Bar  | Hasting, Aug 6  |
| Neritina, Aug 3 Helsir<br>De Vilhena, Aug 5<br>Empire MacCabe<br>Antwe                   | GRANGEMOOT  |
| Carmelfjell Lond American Salvor (salvage) Dov   | Gaasterland<br>ver Ek   |
|  | Glashaven   |

San Wenceslao

Key West
Neritina, Aug 4 Houston
De Vilhena, Aug 5

LIZARD
Pd E
Duke Victory, Aug 6
Marie Louise Mackay
(cable), Aug 6
Gaston Micard

Maria Aug 3

Kristinehamn

LUsari Gamleby
In Orde
Kristinehamn

BO'NESS
SD
Marna, Aug 3 Kirkcaldy
LEITH
SD
Gaasterland, Aug 5

Grangemouth
Cairnvalona Aug 6

AR KARLSHAMN SD Valborg, Jly 31 Gdynia Alden Leningrad Kildin, Aug 1 Murmansk Podolsk Klaipeda Azov, Aug 2 Ventspils Kentucky Svendborg Svendborg Azov, Aug 2 Ventspils
Leonardia, Aug 3
Leonardia, Aug 3
Sweden
Torni Sweden
MIDDLESBRO AR
Kajtum, Aug 5 Narvik
Empire Beatrice Bona
Veenenburgh Rotterdam
Sveenenburgh Rotterdam
SPURN HEAD Pd In
Atlantides, Aug 5
Tore Jarl

SPURN HEAD Pd Qut

Azov, Aug 2 Ventspils
WESTERVIK AR
Birgitta (aux), Jly 30
Ramsgate
Westfart (aux), Jly 31
Westfart (aux), Jly 32
Westfart (aux), Jly 32
Westfart (aux), Jly 31
Westfart (aux), Jly 31
Westfart (aux), Jly 31
Westfart (aux), Jly 31
Westfart (aux), Jly 32
Westfart (aux), Jly 31
Westfart (au SPURN HEAD Pd In Atlantides, Aug 5
Tore Jarl

SPURN HEAD Pd Out Empire Lance, Aug 5
Aug 6
Cchill

SPURN HEAD Pd Out GEFLE
Canada, Jly 31
Gothenburg
SODERHAMN
SD
Dahlia, Aug 2
Dahlia, Dahlia, Aug 2
Dahlia, D | Comparison | Com

STORHOWAY
STORHO

Algorab, Aug 4
Amsterdam
Athelchief
Batavier II, Harwich
Prinses Beatrix Harwich
Athos Trondheim
Trompenburgh London
Cateli Par
Tyro Delfzyl
Nijenburgh London
Wilson B. Keene
Galveston
Vliestroom Amsterdam
Depa Groningen
Master Elias Kulukundis Bahia Blanca
Jamaica Antwerp
Sigrid Matthiessen
Mathilda, Aug 5
Mathilda, Aug 5
Skelleltehaun
ROUEN
Sberty, Aug 2
Algiers
Ambriz Lisbon
Elise, Aug 3 Rotterdam
Nathaniel Currier
New York
PLM 17, Aug 4
Spramex Boucau
Lieutenant Lancelot
London
Alsacien
Bona
Matlaroa
Monte Jarindo
Rembrandt (4669)
Travancore
Gibral Hemburg
Ciudad de Melilla, Aug 5
J. W. McAndrew
Achuri, Aug 5
J. W. McAndrew
Castillo Monforte
Nathaniel Silsbee
Andrew Carnegie, Aug 6
Cape Junction
Park Benjamin
Vasaland
Walter E. Ranger
Andrew Carnegie, Aug 6
Malaga Mathilda, Aug 5
Hamburg
Elise (No)
Falkenes
Stavanger BREST TO Falkenes Stavanger (in tow of tugs Schelde and Blankenburg)

CARAMINAL POINT Lezo, Aug 5

MALAGA
Evplorer Aug 5

Alcor, Aug 3
Belgian Equality, Aug 3
Belgian Equality, Aug 3
Galveston
Zeeland Newcastle
Hast III. Lysekil
Edward Richardson
Charleston
Bonn
Oslo
Deneb Karlstad
Algorab, Aug 4
Ansterdam

Hall J. Kelle,
Boul
Boul
Rioverto
ROUEN
Divina, Aug 1
Sanny, Aug 2
Ioannis Frangos
Wallonia
Oise, Aug 4
Waija
Isac
G

Algorab, Aug 4 | Waij Amsterdam | Isac

Argentina
Berkel
Newport
Leuvehaven
Red Gauntlett
New Orleans
Henry Baldwin N York
Sutherland, Aug 6
Pasajes
Samgara
Avonmouth
Baharistan
Bristol
Gripen
Gothenburg
Hubert Howe Bancroft
Rotterdam
Sofie Bakke
Valparaiso
D Somtay
Sofie Bakke
Valparaiso
Mag Somtay
Sofie Bakke
Valparaiso
D Somtay
Sofie Bakke
Valparaiso
Middlebury Victory,
Aug 5 Naples
A. J. Buchan (trlr).
Aug 5 Naples
A. J. Buchan (trlr).
Serucho
George M. Bibb, Aug 5
Genoa
Flitt 2
Narvik
Havnia
Helsinki
Havnia
Mantyluoto
Majfrid
Hamburg
Valparas
Mantyluoto
Majfrid
Hamburg
Valparas
Mantyluoto
Majfrid
Hamburg
Valparas
Abo
Radiestan, Aug 5
Radiestan, Aug 1
Radiestan
Radiestan Aug 2
Radiestan
Radiestan Aug 3
Radiestan
Rotterdam
Rott Neritina, Aug af Houston De Vilhener, Aug 5 London Mackay Louise Mackay Lou

LLOYD'S LIST Wed., Aug. 7, 1946 VESSELS FOR SALE STEEL SCREW TUG

Argonne

Aug 5
Skelleftehamn

Cape Douglas, Aug 6
Fort Yukon

MALAGA AR Torfinn Jarl, Aug 4 Thessaloniki

ELSA PARTISS Built 1908 by Messrs, Warren, New Holland. Dimensions: 58 ft. by 15 ft. 1 in. by 7 ft. 9 in. Draft about 7 ft. Bunkers 7 tons. Compound Engines, 11 in. and 22 in. by 16 in. stroke. Boiler, new 1927, 8 ft. 6 in. by 7 ft. 6 in., 120 lbs. working pressure. 21 N.H.P. 125 I.H.P. Fitted with Fire & Salvage Pump.

15

(Particulars not guaranteed.)

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FOR PRIVATE SALE Under Instructions from Owners The STEEL COASTING STEAMER "ZILLAH"

Built of steel in 1901. 100 A1. About 420 tons d.w. on 12 ft. 3 in. mean. Comp. engines and 1 S.E. boiler, 130 lbs. w.p. About 8 knots on 8 tons. Two hatches and one hold.

DIMENSIONS:

About 143 ft. by 24 ft. 1 in. by 11 ft. 5 in.

(Not accountable for errors in description) C.W. KELLOCK & CO., Ltd. 27-31, ST. MARY AXE, LONDON, B.C.3 And Cunard Building, LIVERPOOL, 3
Telegrams— Kellocks

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69 It. 6 in. x 18 It. 6 in. x 3 It. 0 in., draught M.O.T. STEAM 5 & 6 certificate for 150 passengers. Wood construction, built 1937. Twin screw Parsons pet/par marine engineselectric lighting. Speed 10 knots. Accommodation comprises weather deck with seating accommodation, saloon, bar and toilet below. Price as she lies—44,500, or refitted and equipped for service—27,500. Box 731, Ltoy's List & Shipping Gazette, Lloyd's, London, E.C. 3.

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don, E.C. 3.

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DAKAR Aug 2 Carreas Jacks Knob Knot, Aug 4 Wellington Park, Aug 5 Winthrop L. Marvin
Persian Gulf
Homestead Jacksonville CHARLESTON AR Orotava, Aug 5 CHARLESTON Orotava, Aug 5 Puerto Cortez Esso Memphis Bret Harte HAMPTON ROADS AR Empire Daring, Aug 4 Vancouver Cape Pillar Philadelphia Peribonka, Aug 5 John Barton Payne Atlantic Coast

PUERTO DESEADO
SD

Basil, Aug 2 Itacoatiara
PARAMARIBO AR
('apstan Knot, Jly 31
C'iudad Bolivar
AMSTERDAM

Baja Californa
Telde
VERACRUZ
Manto, Jly 28
Curacao
Lillemor (No)
New Orleans
AR

Alma Victory
Anniston City Baltimore
Anniston Victory
Rio Janeiro
Daniel Pierce Houston
New York Floyd Gibbons Ingertre San Ubaldo, Aug 6

MALTA
SD Genoa
San Giorg M., Aug 4
Limasol
Vasco (1526) Famagusta
Hwa Foo, Aug 5 Pt Said
Ourania (yt)
Narocz, Aug 6
Marciles
TARANTO
SD Karmen, Jly 27
Margherita di Savoia
ANCONA
AR William Ford Nichols,
William Ford Nichols,
Susa
Belpamela, Aug 2
Mardel Plata
Lagos
Mar del Plata
Lagos
Port Harcourt
Takoradi
Oxford, Aug 5
Marketerdam
New Texas
Sapele
Mar del Plata
SCOLOMBO
SD
Sir Harvey Adamson,
Aug 5 Tuticorin
Takoradi
Oxford, Aug 5
Fremantle
New Texas
Sapele
Mar del Plata
Lagos
Port Harcourt
San Gloom S. Bassett Seattle
Schuden
Sir Harvey Adamson,
Aug 5 Tuticorin
Naringa Karachi, Aug 5
Fremantle
New Texas
Sapele
Mar del Plata
ScollomBO
SD
Sir Harvey Adamson,
Aug 5 Tuticorin
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Susa Hrankso
Sir Harkeso
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TSINGTAO
Aug 5 Tuticorin
Naringa Hrankso
Sir Harkeso
Sir Harvey Adamson,
Aug 5 Tuticorin
Naringa Karachi, Aug 5
Fremantle
Naringa Marseiles
San Fraicisco
Naringa Marseiles
Naroca, Aug 6
Naringa Marseiles
San Fraicisco
Naringa Marseiles
Naringa Marseiles Punta Arenas
BAHIA BLANCA SD
Henry H. Richardson,
Aug 3 Gdynia
Ria de Vigo Las Palmas
NECOCHEA
Presidente Terre, Aug 3
LA PLATA
Durango, Jly 22
Buenos Aires

Rio Ciudad Bonvar
SD
Snake Head, Jly 31
Trinidad
AR
Sidney H. Short, Jly 30
Mackenzie
Thomas F. Cunningham,
Aug 4 New York
TAMPICO
SD
Ruby W. (aux), Jly 12

WEST INDIES

Anniston Victory
Rio Janeiro
Chagres New York
Belos Nova Scotia
Mountain Wave, Aug 4
Rio Janeiro
Black Warrior
Philadelphia
Nomirovitch Danchenco Barmon, Jly 31 Savonia, Auguster, Aug. 4

William Pond Nicola, Marchine Grid, Vasaline Grid, Vas Durango, Jly 22
Buenos Aires
San Jose, Aug 3
Fresno Star Liverpool
LA PLATA
SD

MEST INDIES
Gulf Ports, &c Jly 5 Los Angeles
YOKOHAMA
SD
Ajax, Aug 3 Shanghai
& Hongkong
Ajax, Aug 3 Shanghai
and Hongkong
Thomas Bailey Aldrich,
Jly 5 Sasebo

AUSTRALASIA
AND
Pacific Islands

PORTLAND, Oreg AR
Loyola Victory, Aug 3
Nordanland
Rio Neuquen
Rio Neuquen
Rio Rallego
Vancouver
San Venancio
La Libertad
Clarence F. Peck
Walter Frederick Kraft
Marseilles
Somerville
Shanghai
Rhode Island
Los Angeles
Dickinson Victory

Dickinson Victory

Dickinson Victory

Aug 3
Nordanland
Genoa
Rio Neuquen
Rio Rollego
Stella Polaris
Curacao
Tag Knot New Orleans
Tag Knot New Orleans
Thimble Eye
Sugarland
Tag Knot New Orleans
Thimble Eye
Sugarland
Cienfuegos
HOUSTO
Attleboro Victory,
Aug 3 Piraeus
Marseilles
Sveti Vlaho Montevideo
Walter Frederick Kraft
Marseilles
Norte
Table Bay
Rio Salado, Aug 4
West Palm Beach
Krageholm Gothenburg
Colony Trader Turks Is
Anchor Bend
Sagua
Baltimore
ORT ARTHUR
AR

Austrana Victory
New Orleans
Thimble Eye
Sugarland
Cienfuegos
HOUSTO
Attleboro Victory,
Aug 3 Piraeus
Marseilles
Horace See, Aug 3
West Palm Beach
Krageholm Gothenburg
Colony Trader Turks Is
Anchor Bend
Sagua
Baltimore
PORT ARTHUR
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ARD
PORTLAND, Oreg AR
Loyola Victory, Aug 3
Norseman, Aug 4 Seattle
Clearwater Victory
Vancouver
San Venancio
Tag Knot New Orleans
Thimble Eye
Sugarland
Cienfuegos
HOUSTO
Attleboro Victory
Aug 3 Piraeus
Cherry Valley
West Palm Beach
Krageholm Gothenburg
Colony Trader Turks Is
Anchor Bend
Sagua
Baltimore
PORT ARTHUR
AR

AND
Benjamin H. Bristow
Margaret Brent Calcutta
Oakley Wood Rotterdm
W. H. Ferguson
Baltimore
PORT ARTHUR
AR

ACHORNA
SD
Catatumbo, Aug 3
Mobile
Monte Altube
Sugarland
Cienfuegos
HOUSTO
Arthus
Mobile
West Palm Beach
Krageholm Gothenburg
Colony Trader Turks Is
Anchor Bend
Sagua
Benjamin H. Bristow
New York
Artus
Anchor Bend
Sugarland
Cienfuegos
Mobile
West Palmane
New York
Artus
Cherry Valley
West Palmane
Orderous
Artus
St. Augustine Victory
New Orleans
Tag Knot New Tirhan, Jly 30 Izmir Karadeniz, Jly 31 Naples Trabzon Istikbal Zonguldak Hind (aux), Aug 1 Burghaz Isaac S, Hopkins Eridan, Aug 5 Southampton Stopegate, Aug 5 Southampton Stopegate, Aug 5 Southampton Stopegate, Aug 5 Southampton Stopegate, Aug 6 Stopegate, Aug 3 Southampton Stopegate, Aug 6 Southampton St | April | Company | Compan John Goode, Odessa
Taronga Park, Aug 6
Odessa
ODESSA
Chastine Mærsk, Jly 27
Chastine Mærsk, Jly 27
ISKENDERUN
Kyklades, Jly 22
Haifa
AR

Robbounais Port Said

Archang
SD
Archang
SD
African Planet, Aug 4
Beira
Stonegate Middlesbro
LOUR MARQUES
SD
Empire Scott, Aug 3
Empire Scott, Aug 3
Samsoaring Singapore
William Strachan,
Calcutta
Loksang, Aug 6
Singapore

AMERICAN FARMER.—London, Aug. 6.
—The following reports have been received from destroyer Perry: Timed 6 10 a.m., G.M.T., Aug. 4: Steamer American Farmer is badly holed port side at forward ringposts with wedgeshaped cut from main deck down, about 4 ft. freeboard forward, but rudder and propeller still in water. Timed 1 3 p.m., G.M.T., Aug. 4: Steamer American Farmer: Forward two holds flooded and damage so severe that pumping is impracticable; bulkheads are holding. Timed 4 30 p.m., G.M.T., Aug. 4: At 4 10 p.m., G.M.T., crew of steamer American Ranger manning steamer American Ranger manning steamer American Farmer cast off tow lines and got under way from position lat. 49 20 N. long. 22 45 W., heading for Bristol Channel at 4 knots. American Ranger accompanying. (See issue of Aug. 6.)
—The Overseas Towage & Salvage Com-AMERICAN FARMER.—London, Aug. 6

The Overseas Towage & Salvage Company, Ltd., state that their tugs Salvonia and Empire Mary are accompanying the American steamer American Farmer, which is proceeding under her

Valentia Radio, Aug 5 — Following received from steamer timed 9 40 p.m., G.M.T.: At 9 p.m., G.M.T., position lat. 49 32 N., long. 16 10 W. speed eight knots, proceeding at 87 deg., 350 miles west of Bishops, will proceed to Falmouth. American Farmer O.K.

London, Aug. 6. The London office of the owners of the steamer American Farmer state this morning that the vessel is proceeding at eight knots, making for Falmouth, and is at present expected to arrive there

to-morrow evening.
Valentia Radio, Aug. 6.-Valentia Radio, Aug. 6.—
Following message received from steamer American Ranger: 9 a.m., G.M.T., position lat. 49 35 N., long. 14 19 W., course 88, wind south-west, moderate breeze, sea moderate, speed seven knots, pumping fuel and water forward on steamer American Farmer overboard, bow is coming up. Tugs Salvonia and Empire Mary standing by. Appl FORE—Lagos. Aug. 3.—Steamer APPLEDORE.—Lagos, Aug. 3.—Steamer Appledore: Main engine high pressure piston broke causing following damage:

pision broke causing following damage: High pressure piston junk ring and rings broken, lower stuffing box and both packing springs broken, cylinder cracked at bottom through stud hole extending into bottom wall and top cover holed in two small places. Intermediate pressure guide and main circulating pump steam end worn, main thrust slack and worn. Owners require permanent repairs, esti-Owners require permanent repairs, esti-mated time one month. We recommend permanent repairs.—Lloyd's Agents per Salvage Association. (See issue of

BARENDSZ.—Maassluis, Aug. 5.—Dutch motor vessel Barendsz left Rotterdam on Aug. 3 for Antwerp. (See issue of July 19.)

BEGONA NO. 7. — Vigo, Aug. 5. —
Spanish steamer Begona No. 7 has been towed into Vigo with broken propeller shaft. Vessel is undergoing repairs.
BENTONC.—Singapore, Aug. 2. — Motor Vessel Bentong: First examination in dry dock revealed four keel plates and six shell plates requiring renewal and as many more set up requiring fair and to keelson and floors examble to keelson and floors examble to the still bulkheads also be led. Rough estimate of cost of permanent repairs \$110,000, but it is in possible to effect them at Singapore owing to limited facilities due to strike. Teniporary repairs suitable for six owing to limited facilities due to Strike. Temporary repairs suitable for six months' service estimated to cost \$15,000 and to take two months. Surveyors recommend send vessel to Hongkong, in ballast, after renewing defective rivets and filling in cement, provided Hongkong can carry out permanent repairs. Meantime work on rivets proceeding.—Lloyd's Acting Agents per Salvage Association. (See issue of July 27.)

July 27.)

BIDWELL.—See Caroline (aux.).

BLUENOSE II.—New York, Aug. 2.

Motor vessel Bluenose II.: Particular
Average repairs cost \$2788, machinery

Average repairs cost \$2788, machinery General Average cost \$1475, cost of towage to repair port \$550, completion of repairs about Aug. 6.—Salvage Association's Surveyors. (See issue of July 27.) BRITTANY. — London, W., Aug. 6.—Steamer Brittany, from Southampton, struck quay wall when entering St. Helier harbour on July 16. One frame was fractured and two buckled, plate above belting set in and strakes buckled, was fractured and two buckled, plate above belting set in and strakes buckled, &c. (See issue of July 18.)

CABO DEL AGUA.—Cadiz, Aug. 5.—
Spanish steamer ('abo del Agua, Ceuta for Iquique, has put in here with damage (to) air bomb (2 pump)

(to) air bomb (? pump).

19

Cape Race Rock Springs Victory

Gaines Mills, Houston

NEW YORK

CAPE DOUGLAS. — London, Aug. 6. —
The owners of the British steamer Cape
Douglas state that the vessel left Tail
of the Bank on Aug. 1. (See issue of

CAROLINE (aux.).-London, Aug. In reply to inquiry asking for particulars of a schooner named SARDINE which was reported to be sinking off Dry Tortugas in the Gulf of Mexico on Jan. 5, Lloyd's sub-agents at Miami write under date of July 17: We believe the name of the schooner to be Caroline not SARDINE. The Honduran schooner to be caroline and the schooner to be caroline not sarboard in Wilmington N.C. Caroline, owned in Wilmington, N.C., left that port in October, 1945, loaded, and subsequently arrived at Havana, having carried out some permanent and some temporary repairs. On Dec. 9 a fire occurred, causing damage to port engine. The vessel left Tampa on engine. The vessel left Tampa on Dec. 30 for Wilmington, N.C., for repairs, but between Tampa and Rebecca Shoals near Dry Tortugas both engines developed trouble and the vessel anchored at 4 30 p.m. on Jan. 3, the anchor chain parting after anchoring. On Jan. 5 distress signals from the drifting schooner were observed by the motor tanker BIDWELL, which drifting schooner weth motor tanker BIDWELL, which manoeuvred alongside, but in doing so collided with the Caroline. A coast-guard patrol boat later towed the Caroline into Key West, where she was surveyed on Jan. 29 and 30. After a delay of several months at Key West the of several months at Key West the vessel was towed to Miami where she now lies. She will probably be towed to Havana for repairs, (See SARDINE in issue of Jan. 12 and (AROLINE in issues of Feb. 7 and 22.)

DARRO. - See Josefina Carmen B.

DON PANCHO.—Valparaiso, July Chilian steamer Don Pancho was surveyed here to examine damage to windlass. When heaving up anchors to leave here on July 12 the cables were found to be foul of the cables of the Chilian destroyer HYATT, and in attempting to avoid colliding with the French steamer ST. BERTRAND, whose tow line had parted the main engines were line had parted, the main engines were used, throwing excessive strain on the windlass. Defective parts of windless have been removed and repaired or renewed, windlass tested and found satisfactory, and anchors of destroyer HYATT and those of the Don Pancho

since recovered.

EMPIRE COUGAR.—Pernambuco, July 30.—Survey was held here on Mar. 15 and subsequent dates on steamer Empire Cougar, which put into this port on Mar. 12 with boiler trouble. Several tubes in centre boiler and valves in centre and starboard boilers were found to be leaking pieton gives in both centre and starboard boilers were found to be leaking, piston rings in both dynamo engines were broken, and feed pumps, dynamos, refrigerating machines, ballast pump, &c., found to be in poor condition. After repairing and plugging boiler tubes, several defects were discovered during tests and several tubes burst. Complete retubing of both centre and starboard boilers was recommended and new tubes arrived on June 29 and are being fitted On May 19 mended and new tubes arrived on June 29 and are being fitted. On May 19 driving pinion of windlass broke while anchors were being pulled up. This was repaired and windlass tested and found

satisfactory,
FALKENES.—Maassluis, Aug. 5.—Norwegian motor vessel Falkenes arrived at
Rotterdam to-day in tow of tugs Schelde

Rotterdam to-day in low of tugs Scheide and Blankenburg. (See issue of July 31.)

FORT MCDONNELL.—Colombo, Aug. 6.

— British steamer Fort McDonnell developed engine trouble while at Colombo on her way from Trincomali to the Persian Gulf with supplies for British warships, it was reported to-day. The supplies are being transferred to the Driving transferred to the Drivi the British steamer Fort Alabama, which will sail to the Persian Gulf in place of the Fort McDonnell.

GERASSIMOS VERGOTTIS. — Havre,

Aug. 2.—Steamer Gerassimos Vergottis: Patch still leaking slightly, pump broke down during night, No. 3 hold nearly full this morning. Owners' superintendent and ship's agents have now decided to discharge here agents have now decided. to discharge part cargo by means of floating cranes to lighters in Bassin de Maree before attempting to berth vessel Maree before attemposes at Quai Garonne. Arrangements have been made to commence on Saturday (Aug. 3).—Lloyd's Agent per Salvage Association. (See issue of Aug. 2.)

Havre,

Aug. 2.—Steamer Gerassimos Vergottis Another motor pump is being placed on board to morrow. Discharging into lighters commencing to morrow also.— Agent per Salvage Association

HANINI.—Tripoli, Libia, July 27.—
According to a statement by the master, several teeth on main gear of the port engine broke while motor vessel Haning was on a voyage from Malta to Benghazi, putting the port engine out of action, but she was able to proceed on starboard engine, arriving at Benghazi on June 29. She was delayed until July 19 effecting temporary repairs and trials, and left for this port, where she

arrived on July 21. No repairs were effected here, and vessel left on July 25 for Malta, where permanent repairs will be carried out. HOMESTEAD. - Jacksonville, Aug. 5 Turbo-electric tanker Homestead struck shore pipeline at Jacksonville, causing fire on vessel and shore. One tank exploded, 30 men missing. Vessel is

exploded, 30 men missing. Vessel is still burning.

HOPECROWN.—New York, Aug. 2.

Motor vessel Hopecrown refloated, diver's examination now being made.—Salvage Association's Surveyors. (See issue of Aug. 3.)

—New York, Aug. 3.—New York, Aug. 5.—New York, Aug. 5.—

power to Panama Canal, distance 420 miles.—Salvage Association's Surveyors.

New York, Aug. 5.

British motor vessel Hopecrown was floated on Aug. 1 from strand on Gorda Cay. Western Caribbean, by Navy salvage service, under Lloyd's contract, and vessel subsequently proceeded on voyage.—Merritt-Chapman & Scott Corporation

New York, Aug. 5.—
Motor vessel Hopccrown: Additional four days' fuel supplied. Vessel has sailed for Panama (Canal).—Salvage

HUBERT HOWE BANGROFT. - Antwerp, Aug. 6.—Steamer Hubert Howe Bancroft left here to-day for Rotterdam.

(See issue of Aug. 6.)

HUGH WILLIAMSON. — Rio Janeiro,
Aug. 5.—Steamer Hugh Williamson
arrived here on Aug. 3. (See issue of

arrived here on Aug. 3. (See Issue of July 3.)

HYATT (warship).—See Don Pancho.

IRRAWADI.—Bombay, July 29.—According to a statement by the master, the steamer Irrawadi experienced very heavy weather on July 26 while on a voyage from Bombay for Karachi with general cargo and sent out an SOS for assistance as it was feared the vessel might founder. When the vessel was turned about the volume of water breaking over her decreased and the master reported that assistance was no longer necessary that assistance was no longer necessary and that he was returning to Bombay, where the vessel arrived on July 27, and that he was returning to Bombay, where the vessel arrived on July 27. The cargo has been discharged and found very slightly damaged. No damage to vessel. (See issues of July 29 and 30.) JOSEFINA CARMEN B. (lighter).—
Buenos Aires, July 30.—Argentine wooden lighter Josefina Carmen B., 168

tons net, was surveyed afloat here on June 21 and subsequent dates in respect of damage stated to have been sustained of damage stated to have been sustained through heavy contact with Argentine steamer RIO PARANA, caused by the wash of the propellers of motor vessel DARRO, moored in the immediate vicinity and carrying out dock trials of main machinery on June 19. The following permanent repairs were effected: Supports to pilot house decking and doors to deck house removed and repaired, port bulwark rail repaired and six stanchions caulked, hull seams recaulked and stopping renewed. ('Ost of repairs is estimated at 1750 pesos. Argentine paper.

Argentine paper.
KENILWORTH—Hongkong, Aug. 3. Steamer Kenilworth, collision with steamer PRONTO: Cost of repairs to Kenilworth estimated at \$245,000 including \$10,000 docking, time eight weeks. (ost of repairs to PRONTO estimated at \$180,500, including \$5500 docking, time six weeks. Both estimates approximate, neither vessel surveyed under water.—Lloyd's Acting Agents per Salvage Association. (See issue of July 25.)

-Vizagapatam, Aug. 5.-Land ing craft L.C.T. 744 was inspected on Aug. 4. Vessel high and dry, slight damage to chine angle, assume salvable after slight repairs.—Lloyd's Agents per Salvage Association. (See issue of ing craft L.C.T. LANGTON GRANGE.—London, Aug. 6.

The owners of the British steamer Langton Grange (La Plata for London) have received the following message from the master, timed 7 45 p.m., Aug. 5: Fire broke out in No. 2 hatch, suggest

LYDIA M. — Santos, Aug. 1. — While beached steamer Lydia M. was on soft mud, no damage to hull, and came affoat as cargo was discharged from No. 4 hold. The damage is now clear above water but surveyors are agreed the vessel cannot effect satisfactory permanent repairs here, also doubtful at Rio Janeiro owing to shortage of proper material. Prior taccident owners intended to load vesses for United Kingdom in order to undergo thorough overhaul after discharge and as it is feasible to effect temporary repairs here to enable vessel to reach

the United Kingdom half loaded, surveyors recommend this course which is also in accordance with owners' wishes. Local underwriters' representative has not appeared, this probably because we, as Lloyd's Agents, intervening on behalf of interests of all concerned therefore of interests of all concerned, therefore eventual agreement of London underwriters to above recommendation (? required) so far as interested. Meanwhile have requested owners to inform local underwriters of position of affairs.—Lloyd's Agents per Salvage Association. (See issue of July 20.)

to a statement by the master, motor tanker Lyria, Belfast for Aruba, in ballast, sustained slight damage to propeller blade through propeller touching a mooring buoy at Orangestad on mooring buoy at Oran ly 10.—Receiver of Wreck

MARY KINGSLEY .- Takoradi, July 31 -Motor vessel Mary Kingsley was surveyed here to-day in respect of damage stated to have been caused by fire while in port. Fire was apparently caused by in porf. Fire was apparently caused by spontaneous combustion in residue left after discharge of cargo. Damage in No. 2 lower 'tween deck consisted of two plates in watertight bulkhead slightly buckled, ventilator trunk badly buckled, battens burnt and paintwork burnt off. The fire spread via the ventilator trunk to No. 2 upper 'tween deck, where the ventilator trunk was badly buckled and cargo hattens burnt. Some mail bags and a motor car were Some mail bags and a motor car were damaged by fire and mail bags and small amount of cargo damaged by water. (Se

MICHAEL MORAN.—Buenos Aires. 5.—American steamer Michael Moran, at Mar del Plata, is leaking in No. 2 hold in consequence of ranging damage sustained in boisterous weather while

MOINA MICHAEL .- Bordeaux, Aug. 5. When leaving quay American steamer Moina Michael broke mooring bit. Master requests Lloyd's intervention. Master requests Lloyd's intervention NEWTON D. BAKER.—Baltimore,

NEWTON D. BAKER.—Baltimore, Aug. 5.—Steamer Newton D. Baker arrived here to-day. (See issue of July 25.)
NIGERSTROOM.— Takoradi, June 25.—
Dutch motor vessel Nigerstroom was surveyed here in respect of damaged windlass. Starboard frame castings were found to be broken or cracked and surveyer here in traper castings were found to be broken or cracked and temporary repairs have been effected. Starboard anchor could be dropped in case of emergency, but could not be weighed by means of the windlass, and certificate of seaworthiness was given for vessel to proceed to Lagos, where further substantial repairs could be effected.

O.K. SERVICE III. (aux.). — St. Pierre, Miq., Aug. 5.—Auxiliary schooner O.K. Service III., loaded with coal, has gone ashore on the west coast of Little Miquelon. Position exposed; crew safe.

OCEAN VOLUNTEER.—Valentia Radio, Aug. 6.—Following received from master

Aug. 6.—Following received from master of steamer Ocean Volunteer (Liverpool for Montreal), timed 12 10 p.m., G.M.T.: Position lat. 50 10 N., long. 24 40 W., returning to Falmouth, chief engineer reports unable to proceed, serious boiler trouble.

engineer reports unable to proceed, serious boiler trouble.

ODIN.—Copenhagen, Aug. 1. — Danish steamer Odin, Emden for Copenhagen with coke, struck the wreck of the Danish motor vessel ESBJERG in Koge Bay in the night of July 30-31 and sank in position lat. 55 24 02 N., long. 12 36 E. The crew of 22 men was picked up by Svitzer's salvage steamer Bien, which was engaged in salvage operations on the ESBJERG. It is thought possible that the Odin, which is lying with masts showing above water, also part of the cargo, can be salved.—"Borsen." (See issue of Aug. 3.)

ORION.—Maassluis, Aug. 3.—Dutch motor vessel Orion left Rotterdam to-day for Gooie. (See issue of June 26.)

vessel Orion left Rotterdam to-day for Gooie. (See issue of June 26.)

PARAGUAY.—Rio Grande do Sul, Aug. 5.

—Danish motor vessel Paraguay, Copenhagen for Porto Alegre, in ballast, is reported aground in Feitoria Channel, Lagoa dos Patos,

—Rio Grande do Sul, Aug. 6.

—Motor vessel Paraguay refloated and proceeded

proceeded,
PHILIPPA.—Balboa, Aug. 5.—American
steamer Philippa left here to-day. (See
issue of Aug. 2.)
PRONTO.—See Kenilworth. PROVIDENCE TRANSPORT (aux) .-

PROVIDENCE TRANSPORT (aux).—
Montreal, Aug. 5.—Ferry Providence
Transport collided with tug CHELSEA
at Dalhousie, N.B., on June 26, damaging stern planking, skeg, rudder, stern
tube and stern bearing. Permanent
repairs completed, agreed cost \$2182.
Salvage Association's Surveyors.
RESISTANCE.—Barry, Aug. 6.—Steamer
Resistance (from Fowey), which arrived
at Barry on Aug. 3 for bunkers, has
developed a leak in bunker space;
bunkering operations suspended.

bunkering operations suspended.

RIO PARANA.—See Josefina (armen B.

we proceed Dakar or Freetown; hatch sealed. Position lat 07 20 N., long. 26 30 W.

YDIA M. — Santos, Aug. 1. — While beached steamer Lydia M. was on soft mud, no damage to hull, and came affoat mud, no damage to hull, and came affoat mud.

SAPPERTON PARK .- Vancouver, Aug. 5 —Steamer Sapperton Park, inward bound light, grounded early this morning at Beechy Head, Vancouver Island. Pacific Salvage Company attending.—Salvage Association's Surveyor. (See issue of Aug. 6.)

Vancouver, Aug. 5.—British steamer Sapperton Park floated with assistance and is proceeding to Esquimalt for drydocking and examination.

examination.

SARDINE (aux.).—See (aroline (aux.).

SEAMAN.—See Sirehei (hulk).

SELENE.—Gothenburg, Aug. 2. — Fire broke out yesterday on board the steamer Selene, which was lying at Lindholmen, but was extinguished before the arrival of the fire brigade.—"Gote-berry Hundels och Siofarts-Tidning."

the arrival of the fire brigade.—"Gote-borgs Handels och Sjofarts-Tidning." SERINGA.—('ape Town, Aug. 6.—Steamer Seringa arrived here yesterday afternoon under her own steam. Vessel burnt about eight tons of cargo and quantity of ship's fiftings. (See issue of Aug. 6.)

under her own steam. Vessel burnt about eight tons of cargo and quantity of ship's fittings. (See issue of Aug. 6.)

SIREHEI (bulk).—Hull, Aug. 2.—According to a report from the master of the tug SEAMAN, blockship Sirehei took a list to port and was beached in the River Humber on July 28 to avoid capsizing. (See issue of July 31.)

TAIPOSHAN. — Hongkong, Aug. 3.—Steamer Taiposhan refloated and is proceeding to Swatow under her own power.—Lloyd's Acting Agents per Salvage Association, (See issue of Aug. 1.)

THE CABINS.—Balboa, Aug. 5.—Turboelectric tanker The Cabins left here on Aug. 2 for Pearl Harbour. (See issue of July 31.)

THEO.—Penzance, Aug. 6.—French motor trawler Theo, of Lorient, arrived at Newley perdoder.

trawler Theo, of Lorient, arrived at Newlyn yesterday. Master reports that while fishing on the Small grounds on Aug. 3 vessel's propeller was damaged Aug. 3 vessel's propeller was damaged by trawl board, causing vessel to leak badly. The trawler arrived at Newlyn without assistance. It is proposed to beach vessel for inspection first tide Friday next (Aug. 9), meantime vessel's

Friday next (Aug. 9), meantime vessel's pumps keeping water under.

TIJUCA (aux.).—Rio Grande, Aug. 2.—

Auxiliary barque Tijuca: Made aerial inspection on July 30 and found vessel outwardly intact, only 200 ft, from beach. Surveyor from Porto Alegre is due to arrive to-morrow.—Lloyd's Agent per Salvage Association. (See issue of July 29.)

British yacht Truant, owned by Mr. Miller, ran aground to-day on an uncharted shoal soon after passing out of the Rove Tunnel but refloated with

the assistance of a trawler. damage was sustained to hull and rudder, and surveyor has been requested to examine vessel. (See issue of Aug. 6.) TYNEMOUTH, - Helsinki, Steamer Tynemouth completed repairs on July 24, when she undocked. Cost of repairing the sole piece, rudder and deck bearing of rudder amounted to £476 5s. 1d. (See issue of July 17.)

LLA. — Alexandria, Aug. 6.—Steamer Ulla arrived here to-day. (See issue of ULLA. -

EGA. — Maassluis, Aug. 3. — Finnish steamer Vega left Rotterdam to-day for Helsinki. (See issue of Aug. 1.)

VERA.—Mariehamn, Aug. 6.—The owners of the Finnish motor vessel Vera (Wis-mar for Toppila) report that she arrived at Mariehamn on July 27 with engine trouble. (Note.—Vera has since left Mariehamn on July 31.)

WEST POINT.—New York, July 22.—An observer who has returned from the scene of the stranding of the steamer West Point, which was wrecked on Manoel Luiz Reef, Brazil, on May 17, has reported that the vessel has completely disappeared. She had on board at the time of stranding a very large quantity of carnauba wax. (See issue of July 8)

WESTRALIA.—See "Cotton in Truck, Genoa, Italy," under "Fires."

WILLIAM J. RIDDLE.—Barry, Aug. 6.— American steamer William J. Riddle docked at Barry yesterday and drydocked in Barry Graving Dock to-day with ex-tensive stem and starboard bow damage. (See issue of Aug. 6.)

Motor vessel Zoarces, aground on reef at Jeremie: Master has requested my assistance, states prospect of refloating good. No assistance is available here now.—Lloyd's Agent per Salvage Association. (See issue of Aug. 3.)

#### WEATHER AND NAVIGATION

EARTHQUAKE AND TIDAL WAVE IN DOMINICAN REPUBLIC

IN DOMINICAN REPUBLIC

New York, Aug. 5.—Huge tidal waves set up by the earthquake tremors felt yesterday and to-day in the West Indies have flooded the streets of the port of Puerto Plata, and caused damage in five other towns along the north coast of the Dominican Republic, according to radio messages from Ciudad Trujillo to-day. Pan American Airways reported that a radio message from Ciudad Trujillo said a fresh earthquake tremor of slight intensity shook the Dominican Republic at 20 p.m., B.S.T., to-day.—Reuter, Miami, Aug. 5.—Two towns on the north coast of the Dominican Republic have been wiped out by the earthquake and subsequent tidal waves which occurred yesterday in the Atlantic, according to a

yesterday in the Atlantic, according to a Pan-American pilot who landed here to-day from ciudad Trujillo. Most of the destruction came from the tidal waves which followed the earthquake—Reuter. LIFERAFTS REPORTED

Land's End Radio, Aug. 6.—Following received from unknown vessel at 11 22 m., G.M.T.: Liferaft position lat, 49 11 N. long, 21 07 W., at 9 30 p.m., G.M.T.,

N. long, 21 07 W., at 9 50 p.m., O.M.A., Aug. 5.
Valentia Radio, Aug. 6.—Following received from American steamer Stage Door Canteen at 12 15 p.m., G.M.T.: Passed empty metal liferaft in position lat. 49 11 N., long, 21 07 W., at 9 30 p.m., G.M.T., Aug. 5.
Albany, W.A., Aug. 5.—Following received from Esperance lowing received from master of steamer Samcleeve timed 3 15 a.m., G.M.T., Aug. 3: Passed liferaft, British type, pointed both ends, approximately 16 ft. by 6 ft. by 3 ft., buoyancy tanks appear to be intact, floating light, in position lat. 35 35 S., tong, 118 01 E., at 26 am G.M.T., danger to navigation. tion lat. 35 35 S., long. 118 01 E., a 36 a.m., G.M.T., danger to navigation.

DRIFTING BUOY

Alexandria, July 9.—Following received from steamer Argentina: Passed conical buoy in position lat. 31 13 N., long. 29 37 E., in about 70 fathoms; dangerous to navigation. MINES REPORTED

Niton Radio, Aug. 4.—Following received from steamer Rosedale Park at 8 47 a.m., G.M.T.: At 8 30 a.m., G.M.T., in position lat. 50 01 N., long. 00 08 E., sighted

tion lat. 50 01 N., long. 00 08 E., sighted three floating mines.

Burnham Radio, Aug. 3.—Following received from notor vessel Empire Albany at 1 50 p.m., G.M.T.; At 1 30 p.m., G.M.T., passed floating mine in position Mumbles bearing 72 deg. 9½ miles.

Burnham Radio, Aug. 4.—At 10 15 a.m., G.M.T., floating mine reported in position lat. 51 31 40 N., long. 04 10 W. Oxwich Head bearing NE. magnetic, mile.

Wick Radio, Aug. 2.—Following received from trawler Fairway at 8 46 p.m., G.M.T., Aug. 1: Passed floating mine in position

from trawler Fairway at 8 46 p.m., G.M.T., Aug, 1: Passed floating mine in position lat. 58 15 N., long, 02 34 W., 45 miles NNW of Rattray, in 28 fathoms.

Stonehaven Radio, Aug. 4.—Following received from Swedish motor tanker Carina at 10 20 a.m., G.M.T. at 10 10 a.m., G.M.T. observed from Swedish motor tanker Carina at 10 20 a.m., G.M.T. at 10 10 a.m., G.M.T. observed from Swedish motor tanker Carina at 10 20 a.m., G.M.T. at 10 10 a.m., G.M.T. observed fire

N., long, 02 22 E.

Humber Radio, Aug. 4.—Following received from Norddeich Radio at 6 56 a.m., G.M.T.: Following received from German trawler H. M. Behrens, DKLY: At 6 18 a.m., G.M.T., passed drifting mine in position lat. 58 06 N., long, 01 36 E.

Alexandria, July 20.—Mines have been reported as follows:—

At 6 a.m., G.M.T., July 13, by steamer Tokar, in position lat, 31 15 30 N., long.

At 6 a.m., G.M.T., July 13, by steamer Tokar, in position lat, 31 15 30 N., long, 29 51 30 E., about 3 miles from Itas el Tin Lighthouse North.

At 7 45 a.m., G.M.T., July 16, by steamer Lee Sang, in position lat, 31 30 N., long.

30 01 E At 1 12 p.m., G.M.T., July 20, by steamer Cairo, in position lat. 31 16 N., Jong. 29 51 30 E. At 11 33 a.m., G.M.T., July 20, by steamer Langleetarn, in position lat. 31 16

Steamer Languetan, in position in 17 No. long. 29 51 E.

Bermuda, Aug. 5.—British steamer Canadian Observer reports having sighted floating mine in lat. 27 21 No., long. 72 29 W.

ATLANTIC WEATHER REPORTS We have received from the Meteorological Office the following wireless reports, dated Aug. 5, from vessels in the North Atlantic. The times given are G.M.T.:—ARIGUANI.—Noon, 46 18 N., 35 42 W.; SW., mod.; partly cloudy; bar. 29 97.

SW., mod.; partly cloudy; bar. 29 97.

ASCANIA.—Noon, 43 48 N., 09 24 W.;

SSW., fresh; cloudy; bar. 30 03, 6 p.m.,

43 18 N., 09 42 W.; SW., light; cloudless; bar. 30 18.

BASSANO.—Noon, 58 54 N., 12 18 W.;

S., mod.; drizzle and rain; bar. 29 44.

6 p.m., 59 00 N., 15 00 W.; E. by N.,

mod.; cloudy; bar. 29 44.

BRITANNIC.—Noon, 43 00 N., 09 30 W.;

SSE., light; cloudy; bar. 30 06. 6 p.m.,

44 30 N., 09 00 W.; SSW., mod.; cloudy;

bar. 30 06.

bar. 30 06. AIRNAVON.—Noon, 49 30 N., 28 36 W. W. by S., fresh; overcast; bar. 29 77.

AXTON—Noon, 56 24 N., 21 30 W. SSE., mod.; showers; bar. 29 41. 6 p.m. 56 24 N., 22 18 W.; S., gentle; showers

CLYDEFIELD.—Noon, 41 48 N., 24 00 W.; W., gentle; partly cloudy; bar. W.; W., gentle; partly cloudy, 30 09. CONSUELO.—6 a.m., 58 36 N., 08 42 W.

SSE, mod.; mist; bar. 29 65.
EL GALLO.—Noon, 40 12 N., 39 48 W.;
NE., light airs; partly cloudy; bar. 30 18.
6 p.m., 41 48 N., 38 48 W.; NE., light;
partly cloudy; bar. 30 18.

LLOYD'S LIST Wed., Aug. 7, 1946

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EMPIRE MACKENDRICK — 6 p.m., 53 42 N., 38 18 W.; NW., gentle; overcast; bar, 29 80.

EMPIRE TAGRALIA -Noon, 47 12 N. 13 24 W.; W., mod.; partly cloudy; bar. 29 86. 6 p.m., 46 48 N., 14 48 W.; W. by N., mod.; partly cloudy; bar. 29 97.

EMPRESS OF AUSTRALIA. — Noon. 41 48 N., 09 30 W.; S. by E., gentle; overcast; bar. 30 15. 6 p.m., 40 06 N. 09 42 W.; N., light airs; cloudy; bar. EMPRESS OF SCOTLAND.-Noon, 48 06

N., 07 42 W.; SW., mod.; cloudy; bar. 29 88. 6 p.m., 45 54 N., 08 24 W.; WSW., mod.; partly cloudy; bar. 29 83. FORDSDALE.—Noon, 47 18 N., 23 24 W.; mod.; overcast; bar. 29 94.

HEREFORDSHIRE.—6 p.m., 40 00 N. 09 42 W.; S. by E., mod.; cloudless bar, 30 15. HOPESTAR.—Noon, 50 00 N., 12 36 W.:

W., fresh; partly cloudy; bar. 29 77. 6 p.m., 51 00 N., 14 30 W.; W., fresh; overcast; bar. 29 86.

JAMAICA PRODUCER.—6 p.m., 41 06

JAMAICA PRODUCER.—6 p.m., 41 00 N., 27 42 W.; WNW., mod.; partly cloudy; bar. 30 15.
LAUTARO.—Noon, 50 24 N., 09 18 W.; SW., gentle; cloudy; bar. 29 80. 6 p.m., 50 06 N., 10 12 W.; W., fresh; cloudy;

bar. 29 80.
LOSADA.—Noon, 48 30 N., 28 06 W.;
W. by N. mod.; overcast; bar. 29 86.
6 p.m., 48 48 N., 27 00 W.; W. by S.,
fresh; overcast; bar. 29 86.
MALANCHA.—6 p.m., 36 00 N., 13 54
W.; N., mod.; cloudy; bar, 30 12.
MALAYAN PRINCE.—Noon, 45 36 N.,
09 00 W.; SSW. fresh; showers; bar.

29 97.

MANCHESTER PROGRESS. — Noon.
55 06 N., 18 18 W.; S., gentle; cloudy;
bar. 29 56. 6 p.m., 55 12 N., 16 00 W.,
SSW., mod.; cloudy; bar. 29 56.

MARKHOR.—6 p.m., 44 00 N., 09 12 W.;
SSW., fresh; cloudy; bar. 30 12.

MARSDALE.—6 p.m., 44 42 N., 09 12
W.; WSW., mod.; cloudy; bar. 30 06.

MATAROA.—Noon, 37 42 N., 09 18 W.;
NNW., gentle; cloudless; bar. 30 12.
6 p.m., 36 42 N., 08 06 W.; NNW., mod.;
cloudless; bar. 30 03.

b p.m., 30 42 N., 08 00 W.; NAW., mod., cloudless; bar. 30 03.

MATHERAN.—Noon, 44 00 N., 09 12 W.; SW., fresh; overcast; bar. 29 97. 6 p.m., 43 48 N., 09 36 W.; SW., light; partly cloudy; bar, 30 12.

OCEAN WANDERER.—Noon, 50 54 N., 18 48 W. S. 6 cach; cloudy; bar. 30 7.

18 48 W.; S., fresh; cloudy; bar 29 74 N. PACIFIC EXPORTER.—Noon 50 54 N., 10 48 W.; SW., gentle; cloudy; bar. 29 77.

29 77.

ROBERT F. HAND.—Noon, 40 48 N.
30 48 W.; W. by S., light; partly cloudy;
bar, 30 15, 6 p.m., 41 24 N., 29 36 W.;
WNW., light; partly cloudy; bar, 30 15
SARPEDON.—Noon, 45 30 N., 09 06 W.; SARPEDON.—Noon, 45 30 N., 09 06 W.; S. by W., fresh; showers; bar 29 91 6 p.m., 44 24 N., 09 42 W.; SSW., fresh; cloudy; bar, 30 06.
STIRLING CASTLE.—Noon, 37 12 X., 09 06 W.; NNW., mod.; cloudless; bar, 30 06, 6 p.m., 38 42 N., 09 36 W.; NNW., fresh; cloudless; bar, 30 09.

#### **MISCELLANEOUS** THE LABOUR TROUBLE IN NEW

Wellington, Aug. 5. — The New Zealand abour Federation have recommended Labour Labour Federation have recommended dockers to end their ban on loading wool for Spain, About 32,000 bales of wool are now in the ports waiting to be shipped. It is not yet known whether the men's trade unions will agree to the recommendation.—Reuter. LABOUR TROUBLE AT SAN FRANCISCO AND LOS ANGELES

San Francisco, Aug. 2.—Stevedores at Los Angeles working on vessels other than those carrying relief cargoes and those handling mail have been working unsatisfactorily for the past two weeks, and there is also a certain amount of unrest at San Francisco. The present longshoremen's Francisco. The present longshoremen's contract expires on Sept. 30, and the unions have voted in favour of a strike if a renewed contract on more favourable terms and conditions has not been signed. It is probable that stoppages without warning will occur until a new contract has been signed, or until Sept. 30.—Lloyd's

THE RAILWAY BRIDGE DAMAGED AT SOREL, QUEBEC

Montreal, Aug. 2.—While proceeding up Richelieu River on Aug. 1 steamer CAIRNESK, loaded steel for Marine Industries, Ltd., shipyards, struck downstream dolphin supporting the end of Canadian National Railways swing bridge when bridge was in open position, displacing span 4 ft, up-stream and lifting off turn-table, The bridge is now out of commission. Vessel was being assisted by off turn-table. The bridge is now out of commission. Vessel was being assisted by two of Marine Industries, Ltd., tugs at time. Damage to CAIRNESK: One shell plate on starboard side very slightly in-dented, stem undamaged; tugs undam-aged.—Salvage Association's Surveyors.

Fayal, Aug. 5.—Dutch steamer VAN OSTADE (Amsterdam for Paramaribo), put in to-day for fresh water, provisions, and to discharge empty whale oil drums.

# THE WAR

AUSTANGER. — Oslo, July 11. — Motor tanker Austanger, owned by Westfal Larsen & Co. A/S., Bergen, left Oslo yesterday in tow for Holland to complete repairs begun at Akers Mek. Verksted. The repair work in Holland is expected to take about five months.— "Norges Handels og Sjofartstidende." (Note.—Austanger was damaged by war causes on several occasions while named SCHLESWIG, under the German flag.) ESBJERG.—See Odin under "Marine

Casualties."

LAURETTA.—Civitavecchia, July 30.—
Italian steamer Lauretta, Sfax for Piombino, cargo 1287 tons phosphate, struck a drifting mine with her stern on July 27 two miles off Piombino, but entered harbour under her own power. Vessel is believed to have had some plating damaged. (See issues of Aug. 1 and 6.)

damaged. (See issues of Aug. 1 and 6.)

MAAS.—London, Aug. 6.—In reply to inquiry asking for particulars of steamer Maas, which was raised on May 25. Lloyd's Agents at Havre write under date of July 25: We are informed by the Overseas Towage & Salvage Company that the vessel came up in three pieces which are nothing but scrap and have been left in shallow water, the work being effected to clear the passage. They mention that they cannot state which Maas it is, if it is really the vessel of that name. It had been reported that it was a Dutch vessel sunk vessel of that name. It had bee ported that it was a Dutch vessel by the Germans on the floating dock across the north pier at Havre. (See "Havre" under "Weather and Naviga-tion" in issue of July 12.)

SCHLESWIG. See Austanger.

VENUS. — Copenhagen, July 26.—Cutter Venus, of Gilleleje, which was mined NW. of Gilleleje harbour in 1944, has now been raised and brought into Gille-leje harbour. She is badly damaged.—

Non-Marine will be found on page 19

AR NEW YORK Cheticamp, Aug 1 Dingwall Robert F. Burns Bremerhaven The report of the sailing of the Agwistar on Aug 4 for James River

Raton Pass, Aug 5
Wall Knot
Henry L. Ellsworth
Fort Caspar
Escanaba Victory Trieste
Winthrop Victory
Jurango Victory
Cape Race
Rock Springs Victory was erroneous Sewanee Seam, Aug 5 Mill Spring Corpus Christi

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Appomattox
Jagger Seam
Ruben Dario
Risden Tyler

Genoa Jason Fort Ticonderoga Liverpool Benny Skou Copenhagen

Drury Victory, Aug 6 Mobile

SD FALL RIVER
James L. Richards, James L. Richards, Aug 2 Norfolk NEW BEDFORD AR Edward Peirce, Aug 1 NEW BEDFORD SD

Aug 5 coastwise BOSTON Aug 2 Ethiopia Victory, Aug 2 Baltimore

Samuel A, Fabens
Walton (NS) (before reported Jly 30 for St John's (NF)) Jellico Seam, Aug 4 Norfolk

Walter D. Noyes, Aug 1 Sewalls Point O. K. Service V., Aug 5 Yarmouth (NS) Red Bank Britamsea, Aug 4 PORTLAND, Me SD QUEBEC

Corpus Citric Ci

Drury Victory, Aug 6
Drury Victory, Aug 6
Tide Penn Port Arthur Coastal Sentry Baltimore George W. Goethals Bremenhaven Pontus H. Ross Baltimore Virginia City Victory Gdansk Vedby Mount Maxwell Park Kathleen S. Holmes
Wedby Mount Maxwell Park Kathleen S. Holmes
Hargood Houston Stavangerfjord Oslo Stavangerfjord Oslo Stavangerf Port Antwerp Dalvangen London Corract Weiser Rouen Thames Haven Wey York Manuel (Da) (ex Pa)

Manuel (Da) (ex Pa)

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Newport News Geira
Newport News Geira
Newport News Geira
Grod Hope Castle Beira
Stry Methor Aug 4
Arthur M. Hiller Bremen Aruba
Aruba Geira
Stry Methor Aug 4
Aruba Aruba Stry Methors Honey Hill, Aug 5
Stry John, NB AR Trewellard, Aug 4
West Indies
Stry Methor Aug 4
West Indies
Stry Methor Aug 4
West Indies
Stry John NB AR Trewellard, Aug 4
Winding Gulf
Aruba Aug 3
Tolhn, NB AR Trewellard, Aug 4
Trewellard, Aug 5
Tolhn, NB AR Trewellard, Aug 4
Tolycrown, Aug 5
Tolhn, NB 5
Tolycrown, Aug 5
Tolyc

DINGWALL, NS SD Coastal Highflyer, Jly 31 New York Dingwall, Aug 1 New York CARAQUET, NB Empire Roding, Aug 5 Hartlepool FAME POINT Pd in FAME POINT Fanad Head, Aug 1 PD PT Pd In

July 29.)
TRUANT (yacht).—Marseilles, Aug. 2.

## LONDON CUSTOM HOUSE

ENTERED IN

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

Aug. 3
3013 BRINDA, Du, 94, Veen, Antwerp,
Queenborough, Wm. Hurst.
3009 MAGDAPUR, Br, 5250, Mallett, Calcutta & Vizagapatam, Tilbury Dk.,
Alexander Howden.
3010 POLLY M., Br, 183, McBrearty,
Antwerp, De Pass Wf., C. Rowbotham

Aug. 6 3030 ARIOSTO, Br. 970 Pountney, Copenhagen, Mark Brown's Wf., United Shipping (90, 3018 AUSTRALIA STAR, Br. 6803,

Blue Star Line.

Roberts, Auckland, Royal Albert Dk.,
Blue Star Line.

Blue Star Line.

Milliams, Cienfuegos, Royal Albert Dk.,
Hogarth, Sons & Co.

Hogarth, Sons & Co.

& Co. 020 BENREOCH, Br. 3702, Harvey, Port Pirie, King George V. Dk., Shaw, Savill & Albion Co. 033 BLAIRDEVON, Br. 2005, Flett, Clarke City, Gravesend, Tatham, Brom-

age & Co.
039 BRITANNIA, Sw. 2422, Walter.
Gothenburg, Millwall Dk., British &
Northern Shipping Agency.
016 BULLFINCH, Br, 195, Mace, Rotterdam, Regent's Canal Dk., G. S. N.

Co. 3036 ('APELLA, Sw. 1048, Ohrstrom, Sandvik, Surrey ('ommercial Dk., H. Lange, Bell & Co. 3038 ELECTRO, Br. 447, ('rossey, Ant-3049 EMANUEL, Da, 625, Lauritzen,

3049 EMANUEL, Da, 625, Lauritzen, Sandvik & Pitea, Surrey Commercial Dk., Johs. Gronsund & Co.
3027 EMPIRE MACALPINE, Br. 5254, Robertson, Montreal, Victoria Dk., Galbraith, Pembroka & Co.
3053 EMPIRE SWALLOW, Br, 99, Blackman, Paris, St. George's Wf., Wm. H. Muller & Co.
3046 FAUVETTE, Br, 217, Griffith, Antwerp, St. Katharine's Wf., G. S. N. Co.
3061 FENDRIS, Br. 470, Cowie, Oporto, London Dk., Coverley, Westray, Walbaum & Tosetti.

baum & Tosetti. 14 FORT GLENORA, Br. 4246, Arun-dell, Port Kembla, Tilbury Dk., Ander-Green & Co. FRODE, Sw, 861, Hadonsten, skar, Surrey Commercial Dk.,

Skutskar, Surrey Commercial Dk., S. L. A., Ltd. 23 GALACUM, Br. 243, Roberts, Ghent, St. Bride's Wf., C. Rowbotham

& Sons.
32 GRETH, Sw. 916, Henberg, Gefle,
Regent's Canal Dk., S. L. A., Ltd.
57 IRIS, Sw. 839, Jansson, Holmsund,
Bowater's Wf., John Carlbom & Co.
22 JANS, Du. 130, Timmer, Amsterdam, London Dk., Transport Exchange JOHAN JEANSSON, Sw.

JOHAN JEANSON, SW, 810, JONSSON, Sandwik, Surrey Commercial Dk., Galbraith, Pembroke & Co.. 140 KILWORTH, Br, 370, Hudson, Copenhagen, Regent's Canal Dk., Grand Union (Shipping).

126 LIEUTENANT LANCELOT, Fr, 536 Le France, Rouen Purfleet, Stephen.

226 LIEUTENANT LANCELOT, Fr. 536, Le Franc, Rouen, Purfleet, Stephenson Clarke, Ltd.
259 LISBETH, No, 1636, Aksdal, Molotovsk, Greenhithe Swing Bys., Robin Eggins & Co.
255 MAHIA, Br. 6381, Hart, New Plymouth, Royal Albert Dk., Shaw Savill & Albert Dk., Shaw Savill & Control of the Control

Albion Co.
12 MARGRETHE, Da, 1042, Kjolhede,
Aarhus, Cotton's Wf., United Shipping

Co. 047 MAURITZ, Sw, 839, Hannsson, Hudiksvall, Surrey Commercial Dk., B. E. Moors & Co. 045 MEROE, Br, 2269, Turner, Genoa, Palermo & Marseilles, West India Dk., United Shipping Co. 060 MONICA, Du, 126, Crome, Rotterdam, Thames Haven, Phs. Van Ommeren (London)

Rotterdam, Greenhithe Bys., Shipping

Rotterdam, Greenhithe Bys., Shipping & Coal Co.
3019 ORANJEPOLDER, Du, 442, Witte, Rotterdam, Custom House Qy., Wm. H. Muller & Co.
3017 PENCHATEAU, Fr, 538, Clement, Nantes & La Pallice, London Dk., Compagnie Nantaise.
3052 RANGITATA, Br, 10,309, Kinnell, Wellington, Royal Albert Dk., J. B. Westray & Co.
3021 RAPHAEL SEMMES, Am, 3519, Paterson, Norfolk (Va.), West India Dk., Runciman (London).

Paterson, Norfolk (Va.), West India Dk.,
Runciman (London).
3058 RITA, Sw. 1008, Olsson, Bilbao,
Ford's Jetty, John Carlbom & Co.
3031 SAMLEA, Br. 4381, Womersley,
Vancouver, Milwall Dk., Montgomerie
& Workman.
3042 SAPHIR, Be, 269, La Rue, Ostend,
Tilbury Dk., Erlebach & Co.
3025 SAXON QUEEN, Br, 264, Williams,
Jersey & Guernsey, Free Trade Wf.,
British Channel Islands Shipping Co.
3043 SECURITY (tug), Br, 69, Pattison,
Antwerp, Gravesend, Dick & Page.
3051 STRATEGIST, Br, 3788, Peterkin,
Curacao & St. Kitts, South West India
Dk., T. & J. Harrison.
3056 SUMATRA, Du. 5622, Spanderman,
Hamburg, Gravesend, Keller, Bryant &
Co.

Co. 3011 TERN, Br. 96, Urquhart, Brussels, London Dk., Brussels Steamship Co. 3041 THE EARL, Br. 481, Stewart, Rouen, Bevan's Wf., Temple Thomson

& Clark. 54 THEMSTON, Br, 283, Hewetson, Antwerp, Regent's Canal Dk., S. Instone Co. 5 URSA, No. 552, Johannsen, Weser-nunde, Regent's Canal Dk., S. L. A.,

munde, Regent's Canal Dk., S. B. S., Ltd.

1034 WEGA, Du, 108, Klugkist, Lim-fjord, Allsops Wf., Freight Express.

1015 WEST COASTER, Br, 155, Hor-sham, Dieppe, London Dk., G. S. N. Co.

10307 WIM, Du, 93, Koster, Limfjord, All-sops Wf., Freight Express.

1024 ZEUS, Du, 95, Waker, Brussels, London Dk., Brussels Steamship Co.

ENTERED OUT

For, Vessel, Flag, Tonnage, Master, Station, Agents or Brokers Aug. 6
ANTWERP, Themston, Br. 283, Hewetson, Regent's Canal Dock, Instone Lines. BRUSSELS, Tern. Br. 96, Urquhart, London Dock, Brussels Steamship Co. LISBON, Foreland, Br. 523, Hume, London Dock, Curie Lines

don Dock, Currie Line. OSTEND, Saphir, Be, 269, La Rue, Tilbury Dock, Erlebach & Co.

# COASTWISE & HOME TRADE MOVEMENTS

C 1 C 2 Entered DOVER LONDON Glengarriff, Aug 6 Newport Yewmount DUNGENESS Friargate, Aug 5 SPITHEAD

Isle of Sark, Aug 5 Whitstable, Aug 6 Flying Hurricane (tug) NEEDLES (with tow) Pd W MEEDLES
Haslemere, Aug 5
Empire Peacemaker
Isle of Jersey, Aug 6
AR (ARDIFF

LONDON Patricia
Corundum Channel Is
Miltrap Arromanches
Nathaniel Mathews
DARTMOUTH
AR
BARRY
BARRY
Monkstone, Aug 6
Plymouth
Annaghmore
Whin
GLASGOW
St. Modan, A Grangemouth

Corrier (s.v.) Ipswich Cimberley (s.v.) Ipswich Corrier Rose Goole Dannebrog (s.v.)

Dannebrog (s.v.) Ipswich Corrier Rose Goole Dannebrog (s.v.)

Ipswich Leith Savoy (s.v.) Ramsgate GRAVESEND AR Archgrove, Aug 5 Tyne Edenwood, Aug 6 Tyne E Edenwood, Aug 6 Tyne
Fulham III. Barry
Algol Preston
for Swanscombe
Oriole, Aug 6 Havre
for London Dock
Blisworth Antwerp
for Tilbury Dock
Firsth Aug 6

Firsth Aug 6

Thames Coast, Aug 3
Liverpool
Lady Anstruther,
Aug 4 Thames
Aug 4 Thames
Rochester
Aug 3 William Ashburner (a
Bay Anstruther,
Aug 4 Thames
Aug 5 SwansEA
Mary Stewart (aux),
Multistone, Aug 5
Multistone, Aug 6
Multistone, Aug 7
Multistone, Aug 8
Multistone, Au

for Tilbury Dock
Moray Firth, Aug 6
Moray Firth, Aug 6
Rochester
Sir Leonard Pearce

Barry
Aboyne
Belfast
Mavis
Ghent
GRAVESEND
John Hopkinson, Aug 5
Corfen, Aug 6
Seaham
SOUTHEND
Pd Up
Lochee, Aug 5
Melista
Mumbles
Pd In
Empire Kew, Aug 6
Seaham
SOUTHEND
Pd W
Monkstone, Aug 5
Emid
Fremington
Mumbles
Pd In
Empire Kew, Aug 6
Mumbles
Pd In
Empire Laird, Aug 6
William Ashburner(aux)
Moss Rose
FISHGUARD
Aug 3
Sligo
Oak
Newry
FISHGUARD
Ar
Great Western, Aug 4
Helen Craig
Preston
Portavogie, Aug 5
Melissa
"Enchanter"
Troon
Empire Wapping Blyth
Jargoon
Greenock
William Ashburner(aux)
Moss Rose
FISHGUARD
Ar
Great Western, Aug 4
Helen Craig
Preston
Portavogie, Aug 5
Cambria, Aug 3
Melissa
"Ayr
"Enchanter"
Fachanter"
Fromington
Melissa
"Ayr
"Enchanter"
Schehalter
"Enchanter"
Fachoanter
"Enchanter"
"Enchanter"
Fachoanter
"Enchanter"
Fachoanter
"Enchanter"
"Enchante

Lochee, Aug 5
Empire Clara (tug)
(with tow)
R. W. Wheeldon (tug)
Veronica, To Petertown, Aug 4 R. W. Wheeldon (tug)
Moray Firth, Aug 6
SOUTHEND Pd Down
John Hopkinson, Aug 5
Sun XI, (tug), Aug 6
R. W. Wheeldon (tug)
Greenore
Aug 4 Plymouth
The Monarch, Aug 6
Clyde
NEWLYN
SD
Guelder Rose, Aug 3
Hibernia, Aug 5
Hibernia, Aug 5
Hibernia, Aug 5
Kingstown
HOLYHEAD
Hibernia, Aug 5
Kingstown
Kingstown
Hibernia, Aug 5
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Hibernia, Aug 5
Kingstown
Hibernia, Aug John Hopkinson, Aug 5 Sun XI, (tug), Aug 6 R. W. Wheeldon (tug) ROCHESTER AR Yewmount, Aug 4

Thames
Yewmount, Aug 4

Ipswich

EASTHAM
Alchymist, Aug 5 Londn
ELLESMERE PORT
AR ROCHESTER Moray Firth, Aug 4 Tyne

Veronica Tennant

Bristol
GUERNSEY
AR
St. Angus, Aug 2 Belfast
HARTLAND PT Pd In
Empire Kew, Aug 5
AR
Clarecastle
Empire Kew, Aug 5
AR
Clarecastle
Clarecastle
Clarecastle
Comber
Whin Glasgow
Pal Preston
Dorothy Rose
Ellesmere Port
Carnduff Ardrossan
Carnduff Ardrossan
Donaghmore
Ayr
Donaghmore
Ayr
BOSTON, Hartlepool Blyth GUERNSEY AR Empire Nina (tug), Aug 6 Hamburg SD Majestic (tug), Aug

Milford AR APPLEDORE Hampton Ferry, Aug 5 Majestic (tug), Aug 3 Victoria SD L.S.T. 447 Milford Plumgarth (tug), Aug Milford Haven (with

Swin (salvage) Plymouth ROTTERDAM, Annie, Du, 106, Ritskes, Alpha Cement Wharf, Freight Express. ROTTERDAM, Empire Fastness, Br. 190, Reed, Bellamy's Wharf, F. T. Everard &

Sons.
ROTTERDAM, Oranjepolder, Du, 442,
Witte, Custom House Quay, Wm. H.
Muller & Co,
ROTTERDAM, Springcrag, Br, 152, Buckingham, Dagenham Dock, Walford Lines.
ROUEN, Monica, Du, 126, Beekhuizen,
Thames Haven, Phs. Van Ommeren
(London).

THE DOWNS

Aug 5 Empire Flora (tug)

Canterbury, Aug 5 Shepperton Ferry Victoria, Aug 6

FOREIGN VESSEL ENTERED OUT COASTWISE For, Vessel, Flag, Tonnage, Master, Station, Agents or Brokers Aug. 6

BILLINGHAM-ON-TEES, Oleum, Du, 173, Schuringa, Ordnance Wf., E. A. Gibson & Co.

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

Aug. 6

ANNIE, Du. 106, Ritskes, Rotterdam,
Alpha ('ement Wf., Freight Express.

EMPIRE FASTNESS Br. 190, Reed,
Rotterdam, Bellamy's Wf., F. T. Everard

K Sons.

FORELAND, Br. 523, Hume, Lisbon,
London Dk., Currie Line,
MONICA, Du. 126, Beekhuizen, Rouen,
Thames Haven, Phs. Van Ommeren

(London) ORANJEPOLDER, Du, 442 Witte, Rot-terdam, Custom House Qy., Wm, H. Muller & Co. SAPHIR, Be, 269, La Rue, Ostend, Til-bury Dk., Erlebach & Co. SPRING(RAG, Br, 152, Buckingham, Rotterdam, Dagenham Dk., Walford Lines

Lines.
TERN, Br. 96, Urquhart, Brussels, London Dk., Brussels Steamship Co.
THEMSTON, Br. 283, Hewetson, Antwerp. Regent's Canal Dk., Instone Lines.

FOREIGN VESSEL CLEARED COASTWISE

Vessel, Flag, Net Tonnage, Master, For, Station, Agents or Brokers.
Aug. 6
OLEUM, Du, 173, Schuringa, Billinghamon-Tees, Ordnance Wf., E. A. Gibson & Co.

CLEARED IN BALLAST

Vessel, Flag, Net Tonnage, Master, For, Station, Agents or Brokers Aug. 2 CHANT 24, No. 214, Knutsen, Stavanger, Sheerness, Wm. Hurst. CHANT 25, No. 214, Stephansen, Stavan-ger, Sheerness, Wm. Hurst.

OLAVUS, Br. 759, Towler, Emden, Bevan's Wf., Galbraith, Pembroke & Co. (re-

#### C 3

BRISTOL AR Veronica Tennant, Aug 5 Vewcroft, Aug 5 Caen Newlyn Kildrummy, Aug 6 Lpool St. Mungo Dublin Pd E BRISTOL SHARPNESS AR Empire Skipper, Aug 3 Glencree The Lady Belle

Swansea Liverpool Empire Lad. Aug 5
Bowling Bolumian Monksville, Aug 5
Liverpool
Carnduff, Aug 6 Belfast

Bowling
Polurrian
Fireguard, Aug 5 GLOUCESTER AR Camborne (aux), Aug 6 Swansea Swansea Gleucree Belfast ARDROSSAN SD St. Mungo, Aug 5 Dublin AR The Lady Belle

Mary Eliezer (aux), Aug 5 Bridgwater Isle Ornsay Eldorita Swansea Anglian Coast Liverpool Ardchattan Preston Ardchattan East Anglian, Aug 6 Granville GLASGOW St. Modan, Aug 5 SD

Shetland Coast, Aug 6 Cameo Dublin Marie

Aug 3 Fremington Enid Fremington Melissa

Cambria, Aug 3

Goole Kingstown Annaghmore Lairdsoak Annan, Aug

Aug 3 Empire Jonquil Belfast
Milford GARSTON AR Downshire Aug 5 Blfast

Staleybridge
Connah's Quay
Lady Thomas, Aug 4

Spirality Helen Craig Beryl Beryl Wallace Rose Hawarden Bridge

Esso Dakotah Stanlow Dublin Palm, Aug 6 PRESTON SD Algol, Aug 3 Third

Staleybridge Beechfield Moelfre Rose FLEETWOOD

Dungarvan Belfast Belfast

C 4

Loch Aline SEAHAM Titan (tug), Aug 6
Havre
Patricia Channel Is
Corundum Channel Is
BARRY AR Lairdsferry Belfast
London Lairdsglen Belfast
Loch Dunvegan
West Highlands
Relfast

Glasgow Ardrossan

Kingstown Kingstown Meath Birkenhead Hampshire Coast Lpool

Donaghmore Coleraine Craigolive

ABERDEEN SD
Liverpool St. Clair, Aug 5 Lerwick
Limerick Spray
Belfast Clova Antwerp
Welsh Coast Kirkcaldy
Moorlands Methil

**C** 5 Londonderry SUNDERLAND Dublin Cormount, Aug 4 Drogheda Pass of Ballater

Belfast Amurcy Belfast Petworth, Aug 6 Shoreham

Guernsey
Ayr
Troon
Troon
Blyth
Way
Queens Cross (tug)
(towing barges Streamway and Wakering) FLAMBORO HD Pd N SD Crombie\_Aug 6 for Aberdeen Coast,
Aug 3 Sligo
Newry
Ardrossan FLAMBORO HD Pd S

Preston Aug 6
King's Cross (tug)
Queen's ('ross (tug) Rosehill, Aug 6

Preston Bedale H., Aug

EMPIRE VENTURE, 12,639, W. Float, † H

stancy.

Portsmouth
Line
ENNEH, 1972, Queen's 2, Moss, Hutchison Line
ESSEX, 1,063, Sandon, J. Dowie & Co.
ESSO CADILLAC, 8142, Cammell Laird &
Co.'s Wet Bsn...† Furness, Withy & Co.
ESTER THORDEN, 1893, Wallasey, † A. Coker Northumbrian Coast, Aug 3 Middlesbro HALLAND, 2712, E. Float,† R. & D. Jones HAMPSHIRE COAST, 1224, Lpool, Coast Flathouse Bowling Guaysider. Aug 4 Hartlepool Edenwood London SEAHAM AR Irvine Irvine Actuality, Aug 4 Hospitch Ipswich Institute Aug 4 Hartlepool London SEAHAM AR Actuality, Aug 4 Hospitch Institute Instit othesay
Bristol
Belfast
Belfas Islandmagee, Aug 5
Peterhead
Annuity London
Petworth, Aug 6
Shoreham
HARTLEPOOL AR

HARTLEPOOL AR

EXAMPLE 10 A STREET OF THE ST Cardiff GLASGOW SD HARTLEPOOL AR Quaysider, Aug 4 KERRY. 1411, Prince's, Coast Lines KHETI, 2734, Langton Branch, Moss Hutchi son Line KINDAT, 4358, Alexandra 3, Lamport & Holt Corfoss, Aug 3
Rochester
Rochester
RyLE BUTE. 795. Bramley-Moore. Monroe MIDDLESBRO AR Ialine, Aug 5
Southampton

Bros.

KYLE RHEA, 323. E. Float. † Brown & Kinch LADY DOROTHY, 578. Liverpool, L.C.I.
LANCASHIRE COAST, 1104, Clarence Dry 1.

ONEIDA, 675. Eccles Oil Wf. H. Watson & Co. MIDDLESBRO SD Kings Cross (tug), Aug 5 Lndn (towing barges Treadway and Sun-

Brocklebank
MANCHESTER EXPORTER. 5277, Hornby.
Furness, Withy & Co.
MANCHESTER SHIPPER, 7881, Gladstone 1.
Canadian Pacific S.S.
MARCITA, 150, Morpeth Branch, † T. Phelan MARGAY, 4972, Alexandria 3, R. P. Honston & MARTAND, 7967, Alexandra 1, Cunard White Ayr SPURN HEAD Pd In MANSURIA, 1083, Queen's 2, Bahr, Behrend AR MAURETANIA. 35,677, Gladstone 1. Cunard

Glasgow The report of the arrival of the River Trent on Heysham Jly 31 was erroneous MAYFLOWER, 370, Bramley-Moore, W. A. Savage MEATH, 1434, Woodside Cattle Stage of the River Trent on
Jly 31 was erroneous
Empire Seablue, Aug 6
Immingham
Coast Lpool
Llanelly
Glasgow
Ayr

OOCLY

Of the River Trent on
Jly 31 was erroneous
Empire Seablue, Aug 6
Immingham
Buttle SD
Empire Fabric, Aug 3
Bo'ness

MAIFLOWER, 370, Bramley-Mocre, W. A.
Savage
MEDINA VICTORY, 7607, Canada 1, Donaldson Bros. & Black
MERCHANT PRINCE, 5229, Alexandra 2,
Sivewright, Bacon & Co.
MERSEY COAST, 509, Trafalgar, Coast Lines
MILLAIS, 6991, Alexandra 3, Lamport & Holt,
Ltd. AR MORAY COAST, 687, Alexandra 3, Coast Billingham MORRIS HILLQUIT, 7210, Canada, Atlantic AR NATURALIST (ex Empire Trumpet), 7059, Downshife, Aug 5 bhast
J. B. Kee, Aug 6
Castletown
Crossbill Ramsey
LIVERPOOL AR
Kyle Bute, Aug 4
Kyle Bute, Aug 4
Kyle Bute, Aug 4
Kyle Bute, Aug 4
Kyle Bute, Aug 5
Beechfield, Aug 5
Preston
Constance H Aug 6
KING'S LYNN SD
KING'S LYNN SD
Constance H Aug 6
KING'S LYNN SD
Constance H Aug 6
Constance

Castletown
Ramsey
LiveRPOOL
Ramsey
Rinder
Ramsey
Backson
B

FRASERBURGH SD Empire Seabrook, Aug 3 Hamburg Hamburg

Innes
SD
SAMYORK. 7219, Alexandra, J. Dowie & Co.
SAN DARIO, 1137, Herculaneum, Shell Mex.
Ltd.
ANNTANDER, 6612, Lpool. P. S. N. Co.
SETTLER, 6202, Canada, T. & J. Harrison
SKELWITH FORCE. 592, Coburg. A. Coker AR STANDARD, 10,177, Dingle Oil Jty., Furness. Withy & Co.
STOCK FORCE, 983, Wellington, W. S. Ken-

Silloth Dublin Moorlands Methil Moorlands Methil Moorlands Methil Moorlands Methil Stanlow Dublin Belfast SD London Dublin Dingle Cardiff Dublin Cork Dublin AR Brightside, Aug 5 London AR Janual AR Cork Dublin Cork Dublin

FLEETWOOD AR Sodium, Aug 4 Llandulas FLEETWOOD SD Lithium, Aug 4 Llandulas FLEETWOOD SD Lithium, Aug 4 Birkenhead Helium, Aug 5 Liverpool BARROW AR Helium, Aug 5 Liverpool BARROW AR Fluor, Aug 4 Ayr GRANGEMOUTH AR Fluor, Aug 6 Larne GRANGEMOUTH AR Deneside, Aug 6 Larne Sherbrooke, Aug 5 Sherbrooke,

FINVOY, 374, North, Ross, Ryan & Co. HELFRID, 1318, Stalbridge, A. Coker & Co. HERBERT W. WALKER, 365, North, I

HERBERT W. WALKER.

Tyrer & Co.

IRENE, 1548, Stalbridge, A. Coker & Co.

J. B. KEE. 241, Old. J. Darlington

KARRI, 354, Stalbridge, J. Darlington

LARCHFIELD. 495, Stalbridge, W. A. Savage

OPEPE, 562, Stalbridge, J. Darlington

ORANMORE, 495, North, J. Darlington

ST. KENTIGERN, 249, North, Ross, Ryan & Tyrer & Co.
EMPIRE WAVENEY, 12,844, Canada Tongue, Cunard White Star EMPIRE WISDOM, 9208, Bidston,† Blue Star Co. SILVERFIELD, 426. North, W. A. Savags SIR JOHN R. WRIGHT (tug), 95, North THORN, 256, North, J. Darlington TYNAN, 432, North, J. Darlington WARITA, 305, North, Ross, Ryan & Co.

## MANCHESTER-IN PORT

Vessel Tons Gross Dk. or W1. Broker
ALCHYMIST. 322. British Oil Wf.. Caleb
Brett & Son
ASHFIELD. 426. Slate Wf.. A. E. Bowen
BRITA THORDEN. 1899, Shed 1B, Riverside
Qy.. A. E. Bowen
CLARECASTLE. 664. Shed 1. Riverside Qy..
A. Guinness, Son & Co.
DENNIS ROSE. 1600, Ellesmere Port, R.
Hughes & Co. EMPIRE MAYROVER, 394, Runcorn, Clark KENTISH COAST, 459, Shed 4, Dk. 3, Coast MANCHESTER DIVISION, 6048, Dry Dk. 3. Manchester Liners
MANCHESTER TRADER, 5671. Shed 6, Dk. 7,
Manchester Liners
NEOTHAUMA, 5229, Stanlow Oil Dk. 4. C. T.
Bowring & Co. ONEIDA, 675, Eccles Oil Wf., H. Watson & Co.
OUSEL, 1535, Dry Dk. 2. Wilson, Son & Co.
PACHESHAM, 6090, Ellesmere Port, H.
Watson & Co.
RADSTOCK, 195, China Clay Jetties, A. E.
Banen RECORDER, 5982. Shed 2, Dk. 9, J. W. Jones & SOIL WILLODALE, 1777, Shed 7, Dk. 9, R. F. Sanderson & Co. WINDAR, 1162, Ellesmere Port, H. Tyrer & TYNE IN PORT

Vessel Tons Gross Dk. or Bth. Broker
ACTIVITY, 9700, Palmers Dry Dk., Hebburn.
Runciman Shipping Co.
AFTERGLOW, 936. Dunston Staiths, Stephenson Clarke, Ltd.
AGAMEMNON, 7593. Walker Naval Yd.
AKENSIDE (ex. Langleebrook), 4246. Brigham & Cowan's Dk., S. Shields, Connell & Grace
ALGERIAN, 2315, Wallsend Slipway,
Anthony & Bainbridge ALGERIAN, 2315, Wallsend Shpway, Anthony & Bainbridge ALGONQUIN PARK, 7135, Commissioners' Staiths, N. Shields, Dent & Co. ALLEGHENY. 828, South Shields Buoys, Furness, Withy & Co. AMASTRA, 8031, Smith's Dk., N. Shields, AMASTRA, 8031, Smith's Dk., N. Shields, Mann, George & Co. AMBERTON, 5377, Mercantile Dry, Jarrow, AMBERTON, 5377, Mercanthe Dry, Jarrow, R. Chapman & Son ARENA, 6362, Commissioners' Staiths, N. Shields, C. Lochen & Co. ARTHUR WRIGHT, 1991, Northumberland Dk., North Shields, Stephenson Clarke,

Engineering Co.'s Yd., Wallsend, F. C. Strick & Co. (Newcastle)
BRITISH SUPREMACY, 8242, Jarrow Slake, F. C. Strick & Co. (Newcastle)
BRITISH TOMMY, 1411, Springwall Tr., Jarrow, F. C. Strick & Co. (Newcastle)
BRIXTON, 1645, Tyne Dk., South Shields, South Metropolitan Gas Co.
BUSHWOOD, 2342, Dunston Staiths, France Fenwick Tyne & Wear Co.
CAMBERWELL, 1577, Smith's Dks., N. Shields (APITOL, 1558, South Shields Bys., Stephenson Clarke, Ltd.
CASPIAN COAST, 733, Newcastle Qy., Tyne-Tees Steam Shipping Co.
CASTOR, 1663, Commissioners' Staiths, N. Shields, P. H. Matthiessen & Co.
CEDARTREE, 1557, Dunston Staiths, L. S.
CATT & CO.

CEDARTREE, 1557. Dunston Staiths, L. S. Carr & Co. CERNE. 1257. Dunston Staiths, Stephenson Clarke, Ltd.
CHARLES DICKENS (ex Gryfevale). 4434, Jarrow Staiths, Burnett & Co.
CHELWOOD. 2742. Howdon Staiths. France, Fenwick. Tyne & Wear Co.
CHESSINGTON. 1750, Harton Staiths, Stephenson Clarke, Ltd.
CITY OF DIEPPE, 7958, Swan, Hunter, & Wigham Richardson's Yd., Walker, C. Hassell & Son
CITY OF NEW YORK, 8500, Walker Naval Yd., Wallsend
CLAN ALPINE, 7168. Walker, Runciman Shipping, Co. Ltd.
CLUNEPARK, 3491. Brigham & Cowan's Dk., S. Shields, J. & J. Denholm
COLDHARBOUR. 2865, Jarrow Slake, W. Cory & Son

Helium, Aug 6 Liverpool
BARROW AR
Floor, Aug 4 Age 6
RANNEY
GRANCEMUUTH AR
Sherbrooke, Aug 5
Ballywatter
WORKINGTON AR
Riverville, Aug 4
Lighthan Common Stephen Common London
British Common London
British Common London
British Common Revery
AVR
Sherbrooke, Aug 5
Liverpool
Fragman Irvine
Frammanore
Larne
Show Queen, Aug 5
Lorey
Show Queen, Aug 6
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RISH PLANE, 4706, Readnead's Dry, S.
Shields, T. H. Seed & Co.
Shields, P. H. Matthiessen & Co.
Shields, Prance Fenwick Tyne & Weat Co.
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NIKOS T., 5175, Mercantile Dry, Jarrow, R. 8
NUCULANA, 8179, Hawthorn Leslie & Co.
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# SHIPS IN PORT

TYNE IN PORT. Cont. from p. 18.

EMPIRE GLORY, 7290, South Shields Bys. E. J. Sutton & Co. EMPIRE HARCOURT, 2905, Brigham & Cowan's Dk., S. Shields, Runciman Ship EMPIRE HAVEN, 6852, Jarrow Slake, Runci-

GOLDMOUTH, 7402, Smith's Dk., N. Shields,
GREYFRIARS, 1142, Mitchison's, Felling,
E. R. Newbigin
HARPAGUS, 7271, Swan, Hunter, & Wighum
Richardson's Yd., Walker, W. A. Souter &

TADY OLGA, 1266, Tyne Dock Engineering Co. 8, Shields, Slephenson Clarke, Ltd. LARGO, 2209, South Shileds Bys., Pelton 8.8

TRANSPORT, 1998, South Shields Bys., Gueret Liewellyn & Merrett, Ltd.
TURULI, 2698, Moreantile Dry, Jarrow, E. R. Newbigin
VIC 79, —, Fish Qy. N. Shields, Aberdeen, Newcastle & Hull Steam Co.
VIC 106, Pelaw Main Staiths
VOLO, 2070, Swan, Hunter, & Wigham Richardson's Yd.. Walker
WANDLE, 1482, South Shields Buoys, Stephenson Clarke, Ltd.
WELSH ROSE, 581, Dunston Staiths, Connell & Grace

TRANSPORT, 1998, South Shields Bys., Southern Railway, Southern Railway, Itchen Qys., Berth 7, Outer, Southern Railway, JADE, 931, Itchen Qys., Berth 22, Empress KAIDA, 510, Berth 4, Outer KROSNO, 1896, Berth 34, Itchen Qys., KUTNO, 1780, Berth 34, Itchen Qys., Benj. Lincoln Salvor, 1896, Berth 35, Outer, Southern Railway, WELSH ROSE, 531, Dunston Statths, Conneil & Grace
WILLIAM CASH, 1186, Dunston Staiths,
Stephenson Clarke, Ltd.
WIMBLEDON, 1598, Pelaw Main Staiths,
Stephenson Clarke, Ltd.
WOOLER, 507, Mercantile Dry Dk., Jarrow,
Tyne-Tees Steam Shipping Co.
WORTHING, 2294, Jarrow, W. Milburn & Co.
YEARBY, 5666, Smith's Dks., N. Shields
YEWFOREST, 1047, Tyne Dk. Engineering
Co. Shields, G. T. Gillie & Blair
ZAANSTROOM, 1519, Dunston Staiths, W.
Dickinson & Co. man Shipping Co.
EMPIRE LETHE, 569, Clelands (Successors), Ltd., Willington Qy., E. R. Newbigin EMPIRE MARKSMAN, 965, Northumberland Dk. G. T. (illie & Blair EMPIRE RIDER, 965, Tyne Dk. Engineering Robson Robson Campon Market Care and Tyne Dk., S. Shields. 

MATHANIEL MATHEWS, 2437, Berth Empress
NORDERNEY (cable), 1487, Dry Dk. 4
OGARITA, 59, Itchen, Dawson Bros.
PATRICIA (Trinity), Berth 1, Outer
PURDUE VICTORY, 7607, River
QUEEN ELIZABETH, 85,673, Berth 101,
Western, Cunard White Star
QUEEN MARY, 81,235, Berth 44, Ocean.
Cunard White Star
RINGWOOD, 755, Berth 31, Itchen Qys.,
Southern Railway

#### HULL IN PORT

Tons Gross Dk. or Wf. Broker Vessel
ANGELO, 2199, Albert, Ellerman's Wilson Line
ARDGRYFE, 979, Alexandra, Atkinson &
Prickett
ASKO, 2122, Victoria, F. Bengtsson & Co.
ATLANTIC, 221, Alexandra, T. E. Kettlewell BEN READ, 449, Salt End Oil Jetties, R. Rix BLYTH, 1108, Humber, Ellerman's Wilson Line
BRENDONIA, 489, Victoria, Craggs & Jenkin
BUG, 565, Victoria, Craggs & Jenkin
BURY, 1686, Albert, Ellerman's Wilson Line
CALUMET, 7268, Alexandra, McGregor, Gow
& Holland
CAVEROCK, 1332, Albert, Hekla Agencies, son Clarke, 14d.

FORT GLOUCESTER, 7127, Smith's Dks.,
N. Shields, W. A. Souter & Co.

FORT ST. FRANCOIS, 7125, Tyne Dk., South
Shields, Antonaropulo Bros.

FREDEN, 1211. Commissioners' N.

Shields, Trapp & Co.

FRISIAN COAST, 586. Gateshead, Tyne-Tees FRISIAN COAST, 536. Gatesnead. Tymerco.
Shippin C.
FULHAM, 1599, Dunston Staiths, Stephenson
FULHAM II, 1596, Dunston Staiths, StephenGALTNES, 1126, Clelands (Successors), Ltd.,
Willington Gy., C. Lochen & Co.
GEORGE BALFOUR, 1568, Dunston Staiths,
Stephenson Charke, Ltd.
GLENEARN, 9734, Smith's Dks., N. Shields,
Runciman Shipping Co.
GLENGYLE, 9919, Walker Naval Yd., The Sóns DORNOCH, 5186, Alexandra. Lambert Bros. DUKE OF SPARTA, 5397, Alexandra. McGregor, Gow & Holland EBBRIX, 258, Victoria, R. Rix & Sons ELLEEN M., 323, Alexandra, Oughtred & Harrison

man's Wilson Line
EMPIRE CONSENT, 1942, Alexandra, Ellerman's Wilson Line
EMPIRE CUTLASS, 7177, King George Houlder Bros. & Co. EMPIRE FAIRPLAY, 410, Victoria, R. H Hunt EMPIRE FARRIER, 411, Victoria, Craggs & Jenkin EMPIRE GALBRAITH, 1923, King George Ellerman's Wilson Line EMPIRE GALENA, 1925, Alexandra, J. Good & Sons EMPIRE GALLOP, 1944, King George, Eller-man's Wilson Line EMPIRE GALWAY, 1944, Alexandra, Ellerman's Wilson Line EMPIRE GANYMEDE, 1923, Alexandra, Eller man's Wilson Line EMPIRE GAVEL, 1923, Alexandra, Ellerman's EMPIRE HAIG, 9923, King George, Eller man's Wilson Line
EMPIRE HALBERD. 7177, King George.
Houlder Bros. & Co.
EMPIRE HARMONY. 2906. Victoria. W Brown, Atkinson & Co.
EMPIRE ISLANDER, 2066, Victoria, W.
Brown, Atkinson & Co.
EMPIRE SALERNO, 877, Alexandra, Eller man's Wilson Line EMPIRE SEABLUE, 518, Alexandra, Cragge

Racon & Co BRNA, 865, Victoria, R. Rix & Sons ERROL, 311, Humber, Dundee, Perth & Lon-LEVNDROS (ex Fleswick), 610, Mitchisons Felling, Antonaropulo Bros.
LESTO, 1893, Readheads Dry Dk., S. Shields. Pelton S.S. O., 1058, Readhead's Dry Dk., Sonth Shields, Furness, Withy & Co., LONGWOOD, 9463, Smith's Dk., N. Shields, H. E. Moss & Co., LOWLANDER, 8059, Jarroy Slake, W. Milburn & Co. FORT CARLTON, 7131, King George, Houlder FREAN, 200, Alexandra, T. E. Kettlewell & GLOUCESTER, 8532, King George, G. S. N HEIRE, 807, King George, Ellerman's Wilson MALINES, 2980, Dunston Staiths, H. Gay MARGO. 1412. Dunston Staiths. Hull & Chicken
MARTITA. 7331. Walker
MATCHING, 1321. Mercantile Dry, Jarrow,
Stephenson Clarke, Ltd.
MENESTHEUS, 7494. Palmers Dry Dk., Heb-MENESTHEUS, 7494, Palmers Dry DK., Hebburn, Runciman Shipping Co.
METHILHILL, 648. Tyne Dock Engineering
Co. South Shields, W. Mathwin & Son
MRALDA, 8013, Palmer's Dry, Hebburn
Mann, George & Co.
MONS, 641. Brigham & Cowan's DK., S.
Shields, Anthony & Bainbridge
NATICINA, 8179, Jarrow On Wt., Mann,
George & Co.

MARY BIRCH, 160, Humber, B. W. Steamship, Tug & Lighter Co. MOLLOU, 158, Victoria, B. W. Steamship Tug & Lighter Co. MOORMYRTLE, 350 (net), Alexandra, Cragge

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PRINSHURST, 1454, Tyne Dk., Engineering
Co., S. Shields, Speeding, Marshall & Co.,
PERSIAN COAST, 744, Newcastle Qy., TyneTees Steam Shipping Co.
POOL, FISHER, 605, Vickers-Armstrongs, Ltd.
(Naval Vd.), High Walker, Leopold Wal(Naval Vd.), High Walker, Leopold Wal-SCHELDT, 497, Albert, W. Brown, Atkinsor

Line FITANIA, 750, Victoria, G. S. N. Co. UMGENI, 8149, King George, McGregor, Gow & Holland

# REDRIFF. 1577. Smith's Dk. N. Smiths. South Metropolitan Gas Co. REGENT TIGER, 10,000. Swan. Hunter. & Wigham Richardson's Yd.. Wallsend REUBEN SNOW, 1813. Brigham & Cowan's Dk. S. Shields. Anthony & Bambridge-RUDBY, 4846. Middle Dks., S. Shields, Anthony & Bambridge-SAGONA, 7554, Dunston Staffhs, C. Lochen & Co.

SAUGNA, 7554, Dunston Statins, C. Locaen & Co.
SANGARA, 5445, Middle Dks., S. Shields Weidner, Hopkins & Co.
SCHUYLKILL, 8965, Dunston Statths, Furness, Withy & Co.
SENGA, 5140, Tyne Dk., S. Shields, Weidner Hookins & Co.
SHELBRIT 2, 695, Smiths Dks., N. Shields, France, Fenwick Tyne & Wear Co.
SHELBRIT 5, 423, Jarrow Oil Wit., Furness, Withy & Co.
SHERWOOD, 1530, Tyne Dk., N. Shields, Furness, Withy & Co.
SIR DAVID, 1275, South Shields Bys., Stephenson Clarke, Ltd., SOLBRITT, 1885, Dunston Statths, Harper Hopps & Co. Vessel Tous Gross Dk. or Wf. Broker NBERDONIAN, 1648, Berth 16, Inner AQUITANIA, 44.786, Ocean. Cunard White

DL NIL, 7775, Berth 108, Western, Royal Mail EMPIRE BASCOBEL (tug), 460, Berth 24

Dks. 8. Shields. Cairns. Noble & Co.
SOUTHWOOD. 1149. Gateshend. Heslop & Robson
SPRINGHAVEN. 485, Jarrow Oil Wf., Frapp.
STANHOPE. 2337. Tyne Dk. Engineering Co., 8. Shields. E. R. Newbigin.
STANHOPE. 2337. Tyne Dk. Engineering Co., 8. Shields. E. R. Newbigin.
STELLING. 2136. Jarrow Staiths, Stephenson Clarke. Ltd.
TEESWOOD. 864. Springwell Tr., G. T. Giltie
THE COUNTESS. 824. Tyne Dk., South Shields. W. Joplin & Co.
THORSHOVDI (forepart). Swan. Hunter, & ThorshovDI (afterpart), Swan. Hunter, & Technical Co.
THORSHOVDI (afterpart), Swan. Hunter, & Wigham. Richardson's Yd., Wallsend, C.
Lochen & Co.
THYRA. 1995. Newcastle Qy., Nielsen. Ander-TOLWORTH, 1351. Harton Staiths, Stephen.

EMPIRE BASCOBEL (tug), 460, Berth 24. Empress, EMPIRE PIRES, 299, Hamble EMPIRE FLAMINIAN. 2763, Marchwood McGregor, Gow & Holland
EMPIRE LIFEGUARD, 1333, Berth 29, Itchen Ovs.
EMPIRE PARKESTON (ex Prince Henry), 693, Berth 45, Ocean EMPIRE PIGNESS (ex Georg), 186 (net). River FOREMOST 18 (tug), Berth 24, Empress, Risdon Renzley
FOREMOST 18 (tug), Berth 3, Outer FOREMOST 10 (hopper barge), 853, Berth 10. Inner
TOLWORTH, 1351. Harton Staiths, Stephen.

STRIKE OF RAILWAY WORKERS IN CYPRUS

Beazley
LIANGIBBY CASTLE, 11,951, Berth 40, Test
Qys. Union-Castle Mail S.S. Co.
LYDIA EVA, 158. Town Qy.
LYMINGE, 2499, Dry Dk. 3
MALOJA, 20,914, Berth 46, Ocean, Escombe,
McGrath & Co.
MELISANDE, 264, Berth 19, Inner
MERSTONE, 342, Dry Dk. 4, Southern
Railway

Bombay, Aug. 5 Normal postal deliveries were resumed in Bombay to-day

deliveries were resumed in Bombay to-day when postal workers returned to work. The city's telegraph workers, however, remained on strike to-day. In other parts of India affected by the strike postmen have been trickling back to work since Saturday (Aug. 3). In the north-eastern provinces of Bengal and Assam, however, a statement was issued saying the postal workers there were determined to fight out their case at all costs. Reuter.

Cunard Willowship Control of the Con ROWALLAN CASTLE, 1990. Betta 65, 1est Qys., Union-Castle Mail 8.8. Co.
SHIFTER (tug), 218, 1tchen, Dawson Bros.
SOUTHAMPTON SALVOR (salvage), 953,
Berth 25, Empress, Risdon Benzley
SOUTHGATE, 143, Agw. Jty., Fawley, Petroleum Board
SPITFIRE III. —, Town Qy., Wainwright
Bross & Co. London Aug. 6.—New Delhi Radio eported to-day that 90 per cent, of the elephone workers and postmen who had elephone workers and positive with the been on strike in Calcutta have no eturned to work. In Bombay the tele Bros. & Co. WASHINGTON, 22,846. Berth 124. Western WHITSTABLE, 787. Berth 31. Itchen Qys. Southern Railway

BRISTOL IN PORT (Including Avonmouth & Portishead)

Tons Gross Dk. or Wf. Broker ATLANTIC COAST, 890, City, Coast Lines EMPIRE HARBOUR, 979, City, B. A. Baker KILDRUMMY 629, City, Bristol S. Co. MAGNA, 1788, City, Mark Whitwill & Son ORCHY, 1090, City, Mark Whitwill & Son RYELANDS (aux), 154, City, B. A. Baker & B. Norman B. Norman TORSA, 1543, City, Mark Whitwill & Son VERONICA TENNANT, 484. City, B. A. Baker & B. Norman

#### AVONMOUTH

DURENDA, 7241. Avonmouth, Bethell, Gwyn & EMPIRE AYR, 5064, Avonmouth, F. C. Strick EMPIRE KANGAROO, 6219, Avonmouth. Cunard White Star EMPIRE MOLE, 4876, Avonmouth, Elders & Fyffes FORT AKLAVIK, 7132. Avonmouth. Bethell. KAIKOURA, 5852, Avonmouth, Bethell, Gwyn LORD O'NEILL, 5688. Avonmouth, C. Hill & OCEAN FAME, 7175, Avonmonth, James & Hodder PORT SYDNEY, 9129, Avonmouth, Cunard White Star SAMESK, 7219, Avonmouth, Bethell, Gwyn & SAMGALLION, 7210. Avonmouth, E. G. Turner SHELL MEX 5, 423, Avonmouth, Houlder Bros. & Co. STANLEY FORCE, 586, Avonmouth, Whitwill.

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#### SHARPNESS

CROSSGAR, 661, Sharpness EMPIRE SKIPPER, 313, Sharpness MARIANNE BRATT, 1240, Sharpness, Whit-will Cole & Co. MONKSVILLE, 499, Sharpness, V. W. Rowles

#### NEWPORT IN PORT

Vessel Tons Gross Dk.or Wf. Broker ARNOLD BRATT, 1436, South, Audnesen & CATRINE, 5218, Mount Stuart Dry 2, Dunn LAN RANALD, 5447, South, Jones. Heard & EMPIRE BALFOUR, 7201, South, Houlder EMPIRE DEBEN, 11,635, South, Houlder Bros. & Co. FLIMSTON, 4674, Mountstuart Dry 1, R. W FORT POPLAR, 7134, South, Strick, Gorchs & DUNCAN, 1832, North, W. J. Barnett KAROA, 7009, South, Bethell, Gwyn & Co. NASSAUHAVEN, 399, South, C. Shaw Lovell & Sons PULBOROUGH, 1047 ROMEO II., 797, North, Clifford C. Jones &

ST. ANDREW, 2702. South TROJAN STAR, 9037. South, Bethell, Gwyn

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(Including Barry & Penarth)

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ANGLIAN (OAST. 594. Bute E., Coast Lines

ANNA T., 2728, Bute E., Constants (South

Wales)

ARDCHATTAN. 264. Bute E.

BRORA. 1028. Bute E.

C. A. BANCK, 1259. Queen Alexandra

C.F.H. (aux.). 83. Roath

CELTIC MONARCH. 5909. Queen Alexandra.

Gucret. Llewellyn & Merrett

CHANT 6. 403, Bute E., British Mexican Trad

CROWN OF DENMARK, 136, Roath, J.

Tyrrell (Including Barry & Penarth)

DEVON CITY, 4928, Roath, Sir W. R. Smith & Sons
EAST ANGLIAN, 870, Roath
ELDORITA, 201, Roath
EMPIRE LUNDY, 288, Channel Pontoon
EMPIRE MARS, 8199, Roath Bsn., T. T.

Pascoe EMPIRE MOON, 7472, Roath, Martyn, Mar-EMPIRE NIGHTINGALE, 5698, Roath, Sir

(THE CARDIFF CHANNEL DRY DOCKS & PONTOON CO., LTD.)
(THE BARRY GRAVING DOCK & ENGINEERING CG., L7D.)
PRIVATE GRAVING DOCKS

# NON-MARINE

CYPRUS

Famagusta, July 29.—As from to-day Cyprus Government Railway workmen have gone on a six-day strike, and all trains have stopped, all traffic being diverted to the road.—Lloyd's Agents.

Kyrenia, Aug. 5.—Railwaymen resumed work to-day, after receiving a Government promise that there would be an investigation of their claims.—Reuter. THE STRIKES IN INDIA

eturned to work. In Bombay the tele-hone system is working normally, but the trike of telegraph workers has not yet

# CASUALTIES TO AIRCRAFT

ACCIDENT AT AUCKLAND, NEW ZEALAND

NEW ZEALAND

Wellington, N.Z., Aug, 6.—DH 82 Tiger
Moth, ZK-AIK, Auckland Aero (lub, was
damaged by taxi-ing aircraft DH 82 Tiger
Moth ZK-AIF, Auckland Aero (lub
pilot Buckley, one passenger, at Mangere
Aerodrome, Auckland, at 3 20 p.m. on
July 21. ZK-AIK had starboard inter
plane struts damaged and rudder, spar
broken, ZK-AIF had propeller broken
rear spar starboard lower wing damaged
—Lloyd's Agents.

#### FIRES

FUEL STORE, FREDERICIA, DENMARK
Fredericia, July 29.—Fire occurred last night at Akts. H. Olsen Holmelund's fuel store at the harbour here. The loss has been roughly estimated at 700,000 kr.—
"Borsen."

PEAT STORE, KOLDING, DENMARK Kolding, July 29.—Fire broke out last night and was still burning this morning night and was sun ourning this monthly at the electricity works peat store at the harbour here. The store, which holds 3000 tens of peat, is in danger of complete destruction.—" Borsen." COTTON IN TRUCK, GENOA, ITALY

Genoa, Aug. 1.—Fire broke out in this port yesterday morning in a truck loaded with cotton ex Danish motor vessel WESTRALIA (from Buenos Aires). The fire was promptly extinguished and the cotton, which was being transported to Piacenza, was unloaded and spread out in the open, where survey will be held. Damage does not appear to be serious.—Lloyd's Agents.

SEASIDE, 7149. Qu'en Alexandra, Evan, Thomas, Radcliffe & Co.
TREVETHOE, 7355, Rostb. Ham S.S. Co.
TROCAS, 7406, Mountstuart Dry, Mann, George & Co.
UMBERLEIGH, 4950, Mountstuart Jetty
VRISSI, 440, Bute W., D. Vrettas
WATSON FERRIS, 1791, Roath, C. P. Bell &

#### WILLIAM TILGHMAN 7191. Roath BARRY

AVANVILLE, 693, No. 1, J. F. Thomas & Co. BANNTHORN, 429, No. 1, C. M. Willie BELTOY, 1544, Commercial Dry, Lambert Bros.
BEN ROBINSON, 290, No. 3
EMPIRE ANNAN, 2385, No. 1, Gueret. Llewellyn & Merrett EMPIRE NUTFIELD, 1561, No. 2, W. E.

EMPIRE PEACOCK, 6098, No. 2, Rogers & Bright
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IMPERIAL VALLEY, 4593, Queen Alexandra, C. P. Bell & Co.
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KYLEMOUNT, 704, Bute W., F. S. Dawson MARY ELIEZER (aux.), 95, Roath MAURICE ROSE, 1600, Junction Dry, Bute E. Turner, Edwards & Co.
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SHIPBUILDERS AND REPAIRERS

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HELEN BIRCH, 159, Victoria, B. W. Steamship, Tug & Lighter Co.
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|---|--|--|----------|--|--|--|--|--|--|
|   | Showing Vessel, Voyage, Probable Date, Broker and Berth  |  |          |  |  |  |  |  |  |
|   |  |  |          |  |  |  |  |  |  |
| 1 | LONDON   | Otranto, Hongkong,   | Aug 16   |  |  |  |  |  |  |
|   | Arabian Prince, Haifa, Aug 17  | Escombe, McGrath & Co.   |          |  |  |  |  |  |  |
| - | Westcott & Laurance (West India).  | Principessa Giovanna, Port Said<br>and Naples.                       | Aug 10   |  |  |  |  |  |  |
|   | Aylesbury, Buenos Aires, Aug 10<br>Capper, Alexander & Co.   | Escombe, McGrath & Co.   |          |  |  |  |  |  |  |
|   | Capper, Alexander & Co. Baltannic, 'Wellington. Aug 19 J. B. Westray & Co.                               | Ranchi, Bombay,<br>Escombe, McGrath & Co.                            | Aug 17   |  |  |  |  |  |  |
|   | Baltraffic, Lyttelton and Montevideo, Sep 13   | Riebeeck Castle, Port Natal,<br>Union-Castle Mail S.S. Co.           | Aug 29   |  |  |  |  |  |  |
|   | J. B. Westray & Co. Baronesa, Buenos Aires via Havre, Aug 11   | Robert F. Hand, Puerto la Cruz, A<br>Anglo-American Oil Co. (Fawley) | ug 10-11 |  |  |  |  |  |  |
|   | Houlder Bros. & Co. (Victoria).<br>Beaverburn, Baltimore & New York, Aug 9                               | Stirling Castle, Melbourne,<br>Union-Castle Mail S.S. Co.            | Aug 8    |  |  |  |  |  |  |
| - | Beaverglen, Montreal, Aug 7  | Strathaird, Bombay,<br>Escombe, McGrath & Co.                        | Aug 15   |  |  |  |  |  |  |
|   | Canadian Pacific S.S. (Victoria).  | Thysville, W.C. Africa,  | Aug 13   |  |  |  |  |  |  |
|   | Benvorlich, Hongkong, Aug 25 Galbraith, Pembroke & Co.   | FALMOUTH   |          |  |  |  |  |  |  |
|   | British Fortitude, Abadan, Aug 11<br>F. C. Strick & Co. (Purfleet).                                      | American Farmer, Baltimore,  | Aug 7    |  |  |  |  |  |  |
|   | Burma, Calcutta, Aug 14  | G. C. Fox & Co.  |          |  |  |  |  |  |  |
|   | P. Henderson & Co. (Tilbury).  | AVONMOUTH  | 100      |  |  |  |  |  |  |
|   | C. A. Banck, Ornskoldsvik, Aug —<br>Cairnavon, New York, Aug 9   | Ariguani, Port Antonio,<br>Elders & Fyffes                           | Aug 11   |  |  |  |  |  |  |
|   | Cunard White Star<br>(Surrey Commercial)   |  | nid Sep  |  |  |  |  |  |  |
| l | Canton. Bombay via Southampton, Aug 16<br>P. & O. S. N. Co.  | Baharistan, Sydney via Antwerp,<br>Bethell, Gwyn & Co.               | Aug 9    |  |  |  |  |  |  |
| 4 | Carthage, Bombay via Southampton, Aug 21<br>P. & O. S. N. Co.  | Cunard White Star.   | Aug 7    |  |  |  |  |  |  |
|   | Charlbury, Buenos Aires, Aug 17  | Empire Celia, Vancouver,<br>James & Hodder                           | Aug 7    |  |  |  |  |  |  |
|   | Capper, Alexander & Co. City of Alma, Mobile, Aug 7  | Empire wye, w.C. Airica,   | Aug -    |  |  |  |  |  |  |
|   | Runciman (London) (West India).  | M. Whitwill Son.   | Aug 14   |  |  |  |  |  |  |
|   | City of Leicester, Turkey, early Sep<br>Westcott & Laurance  | James & Hodder   |          |  |  |  |  |  |  |
|   | City of Norwich, Philippines   | James & Hodder   | nid Aug  |  |  |  |  |  |  |
|   | Montgomerie & Workman.   | Graiglas, Canada,<br>C. Hill & Sons.                                 | now due  |  |  |  |  |  |  |
|   | City of Swansea, Beira, Aug 12   | Pacific Exporter, New York. C. Hill & Sons                           | now due  |  |  |  |  |  |  |
|   | Montgomerie & Workman (Tilbury). City of Tokio, Singapore, Sep 6   | Samgara, Port Pirie via Antwerp, abt                                 | Aug 17   |  |  |  |  |  |  |
|   | Montgomerie & Workman.<br>Clan Cameron, Beira, Aug 24  | M. Whitwill & Son<br>Skelwith Force, Liverpool                       | now due  |  |  |  |  |  |  |
|   | Cayzer, Irvine & Co. (Tilbury)   | James & Hodder   | )        |  |  |  |  |  |  |
|   | Clan Campbell Sydney via Liverpool And 25  | BRISTOL  |          |  |  |  |  |  |  |
|   | Cayzer, Irvine & Co. (Tilbury). Comedian, Trinidad, T. & J. Harrison (West India). Condens Process Aircs | Brookside, Baltasound, ab<br>B. A. Baker & B. Norman                 | t Aug 8  |  |  |  |  |  |  |
|   | Condesa, Quenos Aires, Aug 21  | (City).  | now due  |  |  |  |  |  |  |
|   | Houlder Bros. & Co. (Victoria).<br>Corona, Helsinki, now due   | Mark Whitwill & Son.   |          |  |  |  |  |  |  |
|   | C. Gee & Co. (Surrey Commercial) Diplodon, W.C. Africa, Aug 12   | Hervor Bratt, Gothenburg,<br>Whitwill, Cole & Co.                    | Aug 12   |  |  |  |  |  |  |
| 1 | E. H. Mundy & Co.  | Moyle, Oran, ea  | rly Aug  |  |  |  |  |  |  |
|   | Durango, Buenos Aires, Aug 21<br>Royal Mail Lines.   | Star. East Norway, 63  | arly Aug |  |  |  |  |  |  |
|   | Vasadala Abadan Ang O  | Whitwill Cole & Co. (City)   |          |  |  |  |  |  |  |

Hera, Baltic,
Mark Whitwill & Son.
Hervor Bratt, Gothenburg,
Whitwill, Cole & Co.
Moyle, Oran,
James & Hodder.
Star, East Norway,
Whitwill, Cole & Co. (City) now due (Surrey Commercial) Aug 12 SHARPNESS Brockley Combe, Liverpool, V. W. Rowles & Co. Carbonia, Sundavall,
Castle Combe, Liverpool,
V. W. Rowles & Co.
Vibeke Christensen, Gothenburg,
James & Hodder

Empire Rosalind, Wabana, Mordey, Son & Co. Manchester Port, Baltimore via

C. Gee & Co. (Surrey Commercial)
Diplodon, W.C. Africa,
E. H. Mundy & Co.
Durango, Buenos Aires,
Royal Mail Lines.

Easedale, Abadan,
W. Hurst (Sheerness).
Edward F. Johnson, New York,
Anglo-American Oil Co. (Purfleet)
Elizabeth Mærsk, Little Bay Is, (NF.), Aug 9
E. Lloyd (Ridham).
Empire Arun, Durban via Antwerp, abt Aug 13
Bullard, King & Co. (West India)
Empire Athelstan, Freetown,
Killick, Martin & Co. (Royal Albert)
Empire Clarendon, Sydney,
P. & O. S.N. Co.
Empire Leech, Fowey,
Loyd (Ridham).
Empire Success, Mombasa,
Union-Castle Mail S.S. Co.
Empire Wharfe, Kingston (Ja.),
Royal Mail Lines (West India).
Fort Drew, St. John (N.B.),
Harris & Dixon (Surrey Com.).
Fort Torew, St. John (N.B.),
Harris & Dixon (Surrey Com.).
Fort Loche, Rosario,
H. G. Mann (Shipping).
Gascony, Kingston (Ja.),
Royal Mail Lines.
George E. Merrick, New York via
Cherbourg, Aug 14
United States Lines (Royal Albert).
Highland Monarch, Buenos Aires, Aug 28
Royal Mail Lines.
Glen Line.
Haiton R. Carey, Baltimore,
United States Lines (Royal Albert).
Highland Monarch, Buenos Aires, Aug 28
Royal Mail Lines.
Glen Line.
Hation, Baytown,
Augla American Oil Co.

now due Aug 19

Idomeneus, Newcastle (N.S.W.),
Glen Line.
Kathio, Baytown,
Anglo-American Oil Co.
(Thames Haven).
Kindat, Vizagapatam via Liverpool,
P. Henderson & Co. (Tilbury).
Langton Grange, La Plata.
Houlder Bros. & Co. (Victoria).
Lestris, Lulea. Lestris, Lulea, T. Watson (Rochester) Aug end Aug Aug 10

Aug 20 Aug 20 Aug 26 Aug 22

Lestris, Lulea,
T. Watson (Rochester)
Lochmonar, Buenos Aires,
Royal Mail Lines
Lucy Borchard, Halifax,
airplay Towage & Shipping Co.
(Surrey Com.)
Malacca, Shanghai,
Escombe, McGrath & Co.
(Tilbury Cargo Jetty).
Manchester Port, Baltimore,
Furness, Withy & Co. (Surrey Com.)
Mandasor, Calcutta,
A. Howden & Co. (Tilbury).
Manpur, Calcutta,
Montgomerie & Workman (Tilbury).
Marcel, Antwerp.
L. Dens & Co. (Symon's Wf.)
Mathura, Calcutta,
A. Howden & Co. (Tilbury).
Mewata Park, Victoria (B.C.),
Furness, Withy & Co. (Surrey Com.)
Moreton Bay, Wellington,
G. Thompson & Co.
Paparoa, Lyttelton via Panama.
J. B. Westray & Co. (Royal Albert)
Perim, Sydney,
Pring, Sydney,
P. & O. S. N. Co.
Polaris, Ornskoldsvik,
J. Carlbom & Co.
(Empire Paper Mills, Greenhithe)
Port Alma, Bluff. Aug 7 Aug 16

(Empire Paper Mills, Greenhithe) Port

Port Line.
Port Halifax, Melbourne,
Port Line.
Port Phillip, Wellington, Port Line.
Port Line.
Port Hilliax, Melbourne, Port Line.
Queda, Calcutta, end Aug
Gray, Dawes & Co.
Ranchi, Bombay via Southampton, Aug 19
River Rasin, Araba.
Anglo-American Oil Co.
(Thames Haven).
St. Clears, Trinidad.
St. Margaret, Rosario.
Howard Tenens
Samakron, Kingston (Ja),
Samakron, Kin

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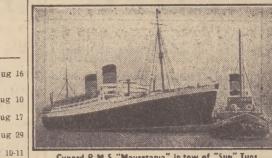
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|   | W. H. J. ALEXANDE   | K, Lu               | 1., |
|---|---|---------------------|-----|
|   | Ocean Wanderer, Vancouver &<br>San Francis  | sco, Aug 8          | V   |
|   | Donaldson Bros. & Black<br>Ovingdean Grange, Fray Bentos.                                       | Ang 14              |     |
|   | Houlder Bros. & Co. Pilcomayo, Buenos Aires, P. S. N. Co.                                       | Aug 16              | F   |
|   | Rhexenor, Port Pirie,<br>A. Holt & Co.  | Sep 23              |     |
|   | Samidway, Melbourne,<br>A. Holt & Co.   | Aug 17              |     |
| - | Samsmola, Alexandria,   | Sep 2               | -   |
|   | Samtucky, Beira via Antwerp,<br>Elder Dempster Lines<br>Samzona, Vancouver,                     | mid Sep             | -   |
| - | P. S. N. Co.<br>Teucer, Hongkong,   | early Sep<br>Sep 15 |     |
| l | A. Holt & Co. Trevaylor, Lagos,   | Aug 18-19           | A   |
|   | H. Tyrer & Co.  | 1                   | -   |
|   | GARSTON Britta Christensen, Sundsvall,  | Aug -               | (   |
|   | Nordia, Huil,<br>A. Coker & Co.   | Aug 12              |     |
|   | Uskside, Caraquet.<br>E. Nicholson.   | Aug'7-8             | 6   |
|   | MANCHESTER<br>Anglia, Gothenburg,   | Aug 22              | 0,  |
|   | Bahr. Behrend & Co.   | now due             |     |
|   | El Mirlo, Cabo Blanco,<br>C. T. Bowring & Co.<br>(Ellesmere Port).<br>Ensis, Abadan via Dingle, |                     | G   |
|   | Brinings (Shipping) (Stanlow).  | Aug 11              | S   |
|   | Fort Vermillion, Takoradi,<br>H. Watson & Co. (Irlam Wf.).<br>Manchester Progress, Montreal,    | Aug 17<br>Aug 9-10  |     |
|   | Manchester Liners   | Aug 9               |     |
|   | Miguel de Larrinaga, Melilla,<br>H. Watson & Co.<br>Richard Upjohn, Galveston,                  | Aug 12              | A   |

Richard Upjonn, Galveston,
H. Watson & Co. (Salford).
Zuiderburgh, Tunis,
— (Warrington). HEYSHAM Fort Raleigh, Corpus Christi, J. Fisher & Sons, Kengis, Narvik, J. Fisher & Sons

Houlder Bros. & Co.
Port Royal Park, Wabana.
Mordey, Son & Co.
Randfontein, Amsterdam,
Mordey, Son & Co.
Vesta, Narvik.
W. J. Barnett CARDIFF Karesuando Narvik, C. W. Brice Maywood. Bilbao, CLYDE BARRY Boryslaw, Glasgow via Avonmouth, Aug-J. Bovey & Co. Elizabete, Charlottetown. now do Ocean Fame, Avonmouth, abt Aug-J. Bovey & Co.. (No.. 2).

PORT TALBOT Karmas, Narvik, S. Stephens. SWANSEA Aug -

Four Lakes, Abadan,
Burgess & Co.
Lodestone, London,
Simpson Bros. (Swansea) (King's)
Samgara, Avonmouth.
T. H. Couch (A Shed, King's).
Solfonn, Baytown,
Burgess & Co. (Queen's). now due Aug 26 MERSEY

Adrastus, Hongkong,
A. Holt & Co.
Alca, Teneriffe.
Yeoward Bros.
American Manufacturer, Los Angeles, Aug 18
C. G. Dunn & Co.
Anglia, Gothenburg via Manchester,
Bahr, Behrend & Co
Artisan, New Orleans.
T. & J. Harrison

Manufacturer, Los Angeles, Aug 27
Bahr, Behrend & Co
Artisan, New Orleans.

Mid Aug Artisan, New Orlean
T. & J. Harrison
Bothnia, Naples,
Cunard S.S. Co.

Aug 16
Aug 11

Sep 7
Aug 11

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Aug 27

Aug 20

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ug 11 Sep lug lug Aug ug 14 Aug v due w due ug 17 w due due early Aug early Aug early Aug

Aug 7 end Aug Aug 14 Aug 14-15 now due

early Aug Aug 14 WORKINGTON Stanburn, Bona, Workington Iron & Steel Co. ARDROSSAN Norse Mountain, Aruba. R. L. Alpine & Co. (Oil Wf.). now due

CLYDE

Benjamin Sherburn, Ornskoldsvik, early Aug Clan Alian, La Plata,
A. Crawford & Son
Clan Angus, Mombasa via Liverpool, Sep 27
Cayzer Irvine & Co.
Clan Chattań, Newcastle (NSW), Sep 11
Cayzer, Irvine & Co.
Clan Macaulay, Sydney,
Anchor Line (Yorkhill).
Empire Gazelle, Demerara.
Prentice, Service & Henderson (Greenock).
Empire Greehe, Wabana,
J. B. Couper (Rothesay Dk.).
Maihar, Calcutta via London
and Dundee,
Anchor Line
Nemiskam Park, Wabana,
J. B. Couper (Rothesay Dk.).
Roxburgh, Colin Scott & Co.
Samidway, Melbourne via Liverpool,
Aitken, Lilburn & Co.

BELFAST

BELFAST

British Piper, Aruba, J. Burke & Co. Aug 27
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now due Aug 13 Thelma, Kotka, G. Bell & Co. LIMERICK Monaleen, Liverpool, Limerick S.S. Co. now due

DUNDEE Sep 17
Ang 18
Ang 20
Aug 20
Aug 8-9
arly- Sep
arly- Sep Aug 24 now due GRANGEMOUTH

Sep 14
Aug 15-16
Aug 12
mid Aug

Aug 7 GRANTON River Swift, Susa. abt Aug 9

BO'NESS Empire Consistence, Malmo, Marie Flore, Lillesand, Sep 9
Aug 10
Aug 10
nd Aug
No. 9 Shed, Albert Ban.) now due TYNE Astrea, Betgen,
P. H. Matthiessen & Co.
(Tyne Commission Qy.).
Bretagne, Oslo,
P. H. Matthiessen & Co.
(Tyne Commission Qy.)
Jupiter, Bergen,
P. H. Matthiessen & Co.
(Tyne Commission Qy.).
Maliakos, Denmark,
Runciman Shipping Co.
(Commissioners' Staiths)
Megara, Houston via Southampton
& Rouen, abt Aug 20
Skeldergate, Three Rivers,
Pyman, Bell & Co.

SUNDERLAND

SUNDERLAND Korso, Oxelosund, S. C. Wright & Co. now due HARTLEPOOL now due

Aug 19 Quaysider, —, Smith, Hogg & Co. MIDDLESBROUGH Aug 7
now due

Aug 8
Sep 18
Sep 18
now due

Aug 22-23
Sep 2

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Empire Colne, Lubeck.
McGregor, Gow & Holland (Dent's Wf.)
Escombe, McGrath & Co.
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Aug 31

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New Aug 10 Aug 10-12 Aug 7 Aug 7-8 Aug 7-8 Aug 10-11 Aug 12 Aug 9 abt Aug 12 HULL end Aug

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(Wm. Wright) Aug 8 Aug 10 IMMINGHAM

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Masen. Civitavecchia, Stanridge, Botwood, Stonehouse & Cory.

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now due

now due

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