ESTABLISHED 1734

LONDON: WEDNESDAY, AUGUST 14, 1946

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# OFFICIAL NOTICES PRIZE COURTS

IN THE HIGH COURT OF JUSTICE PROBATE, DIVORCE AND ADMIRALTY DIVISION August 8th, 1946

To the Owners and all interested in the CARGO ex the following vessel: M.V. "HEIDE" and Cargo (Writ No. 1942)

(Writ No. 1942)

Take notice that a Cause has been instituted against you in the High Court of Justice, Probate, Divorce and Admiralty Division, in Prize, by H.M. Procurator-General or other the proper folicer of the Crown, for the condemnation of the said ship and cargo as good and lawful Prize. And that it has been ordered that service of the Writ in the said Cause on you be effected by this advertisement. If it is desired to defend the said Action, Appearance must be entered within thirty days of the publication of this advertisement inclusive of the day of such publication at the Admiralty Registry, Room 738, Royal Courts of Justice, Strand, London, W.C. 2.

In default of such appearance judgment may be entered against you.

Treasury Solicitor, Storey's Gate, St. James's Park, London, S.W.L. Solicitor to H.M. Procurator-General. 9th August, 1946.

### PROPOSAL TO CHANGE A SHIP'S NAME

I SAMUEL CRAWFORD HOGARTH, of 120, St. Vincent Street, Glasgow, HEREBY GIVE NOTICE that, in quence of a change of ownership, I have applied to the Ministry of Transport under Section 47 of the Merchant Ship under Section 47 of the Merchant Shipping Act, 1894, in respect of my ship "EMPIRE RANSOM," of West Hartle-pool, official number 168964, of gross tonnage 2905 tons, of register tomage 1641 tons, heretofore owned by Minister of Transport, of London, for permission to change her name to "BARON ELIBANK," to be registered in the said new name at the Port of Ardrossan, as owned by Kelvin Shipping Company, Ltd. Any objections to the proposed change of name must be sent to the Registrar-General of Shipping and Seamen, Llantrisant Road, Cardiff, within seven days from the appearance of this advertisement. Dated at Glasgow this twelfth day of August, 1946.

# S. CRAWFORD HOGARTH. PROPOSAL TO CHANGE

A SHIP'S NAME WE, LEITH SALVAGE & TOWAGE COMPANY, LTD., of 16, Bernard Stree Leith, HEREBY GIVE NOTICE that, i consequence of change of ownership, we have applied to the Ministry of Transport, under Section 47 of the Merchant Shipping

> For LEITH SALVAGE & TOWAGE COMPANY, LTD. JAMES GEBBIE Secretary.

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WEDNESDAY, AUG. 14, 1946

High Water, London Bridge ... 03 51 15 58

High Water, Liverpool ...... 00 54 13 15 Sun Rises ... 04 41 Sun Sets ... 20 28 Moon Sets ... 07 00 Moon Rises ... 21 38 The above times are B.S.T.

TO-DAY'S WEATHER

Meteorological Office Forecast

ending midnight to-night: -

West of Ireland is moving East.

showers at times elsewhere.

Advance forecast for the 18 hours

General Inference: A depression

Further outlook for the British Isles:

Mainly fair in the South-East; rain or

LIVERPOOL UNDERWRITERS'

ASSOCIATION

McNeill" and "Wallace" Prizes The Liverpool Underwriters' Associaion announce that the Liverpool Marine Insurance Clerks' Competitive Examinations will be held in 1947. when the " McNeill " and " Wallace " prize competitions will be resumed. The the second prize £10. The competition cost of approximately £120,000. The is open to marine insurance clerks employed on the Liverpool Marine Insurance Market whose age does not exceed 20 years on Dec. 31, 1946.

The competition for the "Wallace prizes is in two groups. One competition s open to marine insurance employed on the Liverpool Marine Insurance Market of over 20 years but not exceeding 27 years on Dec. 31 1946, with first prize £25 and second prize £15. The second competition will he open to marine insurance clerks employed on the Liverpool Marine Insurance Market who, owing to the war, have been deprived of the opportunity of competing in the original competition and are now ineligible on account of their age. The qualifications will be that candidates must have served either in H.M. Forces or have been engaged on National Service at some time since September, 1939. unless rejected on the grounds of medical unfitness; they must be of an age exceeding 27 years on Dec. 31, 1946, but not exceeding 34 years on that date. The prizes will be first £25. second £15, and third £7 10s.

The examinations will be conducted by the Chartered Insurance Institute commencing on Monday, Apr. 14, 1947. All candidates are required to give written notice not later than Jan. 31.

# TYNE DIVISION R.N.V.R.

# "Calliope" Towed to Elswick

From Our Own Correspondent NEWCASTLE, Tuesday

H.M.S. Calliope, depot ship of the Tyne Division R.N.V.R., was yesterday towed up-river to her original moorings at Elswick, after having been moored during the war at North Shields, where she added to her already long and creditable service. She was one of the few survivors of a hurricane at Samoa when on Pacific service last century, As depot ship on the Tyne, many hundreds of men have trained in her. Concription at present tends to restrict the numbers of young men eligible to train for the R.N.V.R., and a motor minesweeper is due in the Tyne shortly to be available for R.N.V.R. sea train-

# Obituary

under Section 47 of the Merchant Shipping Act. 1894, in respect of our ship "YANGUARD," of Leith, official number 14:205, of gross tonnage 172 tons, of register tonnage 3 tons, heretofore owned by Steel & Bennie, Ltd., of Glasgow, for permission, to change her name to "MICKRY," to be registered in the said new name at the Port of Leith, as owned by Leith Salvage & Towage Company, Ltd.

Any objections to the proposed change of name must be sent to the Registrar-General of Shipping and Seamen, Llanteisant Road, Cardiff, within seven days from the appearance of this advertisement. Dated at Leith this twelfth day of August, 1946.

For LEITH SALVAGE & underwriting under the agency of Messrs, Bolton & Co. up to the end of last year. Mr. Ward leaves a widow.

# IRON AND STEEL PRICES DUTCH GOVERNMENT RAISED

The Editoria, Advertisement and Publishing 4s. 6d. to 6s. 6d. Advance for Pig and Semis

### OFFSETTING HIGHER COSTS

Increases in prices of iron and steel. varying from 4s. 6d. to 6s. 6d. for pig iron and heavy steel, were announced vesterday in the Control of Iron and Steel (No. 52) Order, 1946 (S.R. & O. No. 1359), and the Control of Bolts, Nuts, &c. (No. 12) Order, 1946 (S.R. & O. No. 1358), which come into operation to-day.

These orders provide for higher maximum prices necessitated by increases Kon, Nederl. Stoomboot Mij., Amsterin railway rates, coke prices, wages and other costs. The maximum prices of the main qualities of pig iron are increased by from 4s. 6d. to 6s. 6d. per ton, and of heavy steel by os. per ton. Prices of more finished products have been, where necessary, increased by amounts which reflect the effect of the increases in pig iron and semi-finished steel, as well as the increases in direct processing and delivery costs. The over the Southern North Sea is moving Orders also free wrought iron in any North-East and a ridge of high pressure form and cemented carbide hard metal tool tips from control.

Copies of the orders are obtainable from the Stationery Office, price 2d. for the Iron and Steel Order and 1d. for the Bolts, Nuts, &c., Order.

### DORMAN, LONG TO INCREASE CAPACITY

Important extensions to the main structural engineering shops of Dorman, Long & Co., Ltd., in Middles-brough are being undertaken to facilitate the handling and fabrication of the exceptional tonnages of structural steelwork which the company has on order for home and export. The area of the existing shops, already much the largest in Great Britain, is being McNeill " first prize will be £25 and increased by over 110,000 sq. ft., at a extensions will be equipped with handling devices to enable output of fabricated steel to be increased by about 20 per cent.

# AUSTRALIA'S WHALING PLANS

# Concern at Decision to Allow Japan to Send Fleet

SYDNEY, Tuesday Mr. Robert Cosgrove, Tasmania' Premier, attacking a decision by the Supreme Allied Commander in Japan to allow Japan to send a whaling fleet to the Antarctic in the coming season said: "General MacArthur's move seems to brush Australia aside. gives no consideration to the proposals, which have been discussed most fully, for establishing the whaling industry." The Tasmanian Government had been negotiating for a year for the estabof the industry. lishment interested persons were prepared to using Tasmania as a base.

Mr. Joseph B. Chifley, Australian Prime Minister, said he was unable to comment on the announcement until he had seen "all the implications of the thing." Australian representatives the company's Grimsby fleet. have been sent abroad to study whaling questions, and the Cabinet has authorised the construction of a mother ship and eight chasers, he added .- Reuter.

# HONGKONG AS AIRPORT

# An Extensive Plan

HONGKONG, Tuesday Hongkong will become a leading airport if the British Government approves a plan now being drawn by the local Colonial authorities. A modern airport is planned at a cost of between £3,000,000 and £4,000,000, the Hongkong Colonial Secretary told the Legislative Council in reply to questions on Hongkong's future as an international air centre. A possible site has been found within the boundaries of the Colony, and the best possible technical advice is being sought.

detailed report for London, setting focal point of an international civil air-Government to make an early decision, Once the Government's plan has been approved by London and the necessary financial arrangements ironed out, work will begin on the construction of modern airfield to make Hongkong course. a leading air centre in the Far East .-

# LLOYD'S AGENCY AT LICATA

Mr. Arthur Verdirame, who was apacity, will shortly be leaving the district, and the Committee of Lloyd's have declared the Agency vacant. Applications for the appointment are invited until Sept. 30.

### FIRST SHIP DOCKS AT DUNKIRK DUNKIRK, Tuesday

The first sea-going merchant ship to enter Dunkirk since it was closed during the war-the Swedish steamer Jupiter-docked yesterday with 600 tons of tinned meat and paper, British United Press.

# SHIPS

# Transfers to Companies

Noesaniwi, 6737 t. gr., built 1936.

Stoomvaart Mij., Rotterdam Gerard Dou, 7242 t. gr., built 1942.

Terborch, 9875 t. gr., built 1944. Curacao, 8269 t. gr., built 1930.

dam

Bonaire, 3164 t. gr., built 1926, Tan Ostade, 2890 t. gr., built 1942. Kon, Hollandsche Lloyd, Amsterdam Aert van der Neer, 7170 t. gr., built

Stoomvaart Mij. Nederland, Amster-Jan Lievens, 7178 t. gr., built 1942. Jan Steen, 7174 t. gr., built 1942. Philips Wouwerman, 7089 t. gr

Kon, Paketvaart Mij., Amsterdam Karsik, 3057 t. gr., built 1938.

Van der Helst, 6946 t. gr., built 1942. Ver. Nederl. Scheepvaart Mij., den

Rembraudt, 8126 t. gr., built 1941.

Stoomvaart Mij. "Oostzee." Amsterdam

1942. 1941.

Erhardt & Dekkers, Rotterdam Vermeer, 7240 t. gr., built 1941.

Frans Hals, 6626 t. gr., built 1941. Haleyon Lijn, Rotterdam

Van Honthorst. 6140 t. gr., built 1943.

N.V. Gebr. v. Uden. Rotterdam Aelbert Cuyp, 7036 t. gr., built 1942.

The German steamer Spree, 2867 tons gross, built 1929, which arrived at Rotterdam from a German port, has been transferred to the Oranje Lijn (Anthony Veder) at Rotterdam and will be renamed Hedel,

# Increased Sailings

and both from Harwich and Antwerp, on raise £3,000,000 for the purpose of This has been made possible by the Dewsbury was formerly attached to

follows: Tuesdays and Fridays: Dep. by the United States and supported by Islands.

London (Liverpool Street) 3 p.m., Britain, the last two principles would North arr. Harwich (Parkeston Quay) 4 52 reserve management of the straits for operate from both the Chicago and p.m. Wednesdays and Saturdays: the Black Sea Powers instead of Scattle gateways, and will provide a pool Street) 9 a.m., or 10 15 a.m.

# "HOWE" AND "ANSON" AS TRAINING BATTLESHIPS

# Means of Keeping Ships Serviceable

The Admiralty announce that the Training Battleship Squadron will con- Britain and France should have a share sist of H.M. ships Nelson (flagship), in the control. Howe and Anson, and represents a new development in training methods, by Soviet Union, which concerns defence which recruits will now receive ship- rather than navigational control in board training much earlier in their Hongkong authorities are preparing career. The squadron will be based at Portland. The decision to use Howe forth Hongkong's potentialities as a and Anson as training ships was made waterway which, at its northern end. to ease the accommodation position ways network, and will ask the home ashore, and as a means of keeping those modern ships serviceable and in commission without having to use full combattleship will have about 450 men ment. under training during each 16-week

# SALE OF MACHINE TOOLS

general purpose machine tools will be arranged on the site.

The board of Powell Duffryn, Ltd. announce that Mr. Robert William

# FUEL RESEARCH

# Mr. Morrison Visits Station

A device to reduce smoke from handfired industrial boilers was seen yesterday by Mr. Herbert Morrison, Lord President of the Council, during a visit at using coal for all purposes with the maximum efficiency. Mr. Morrison was visiting the Station in his capacity as Minister responsible for the Department of Scientific and Industrial

Smoke from ships in wartime disclosed the position of convoys to enemy ubmarines, so the Fuel Research Station invented a device for reducing smoke. Elimination of smoke has been shown to save from 5 to 10 per cent. in fuel consumption, and so the device has been developed for industrial boilers. It will thus be an economy in coal as well as a contribution to cleaner cities and public health,

The possibilities of producing from coal such products as diesel oils, motor fuels, lubricants, waxes, soaps and margarine have been explored at the Station. To overcome their shortage of petroleum products the Germans also worked on these lines, and carried their work into the industrial stage, Richardson, Ltd., Wallsend-on-Tyne. Teams of investigators from the Fuel Research Station have been to Germany to study these developments. Other subjects under investigation at the Station include the preparation of solid petrol, the influence on boiler per-Java China Japan Lijn, Amsterdam formance of certain constituents of U.K./India service: 10.550 tons d.w. coal-ash, the production of light-weight Barclay, Curle & Co., Ltd., Glasgow. plastics suitable for heat insulation, and the extraction of waxes from lignite and peat.

Van Ruisdael, 7862, t. gr., built laboratories in the different coalfields The research organisation includes at Glasgow, Newcastle, Chester, Leeds, Sheffield. Nottingham, 'Birmingham and Cardiff. From these laboratories Connell & Co., Ltd., Scotstoun, Glas is carried out the Coal Survey, which gow ssesses reserves of coal of various Pieter de Hoogh, 7168 t. gr., built types and enables future mining operations to be properly planned.

Mr. Herbert Morrison was accompanied by Sir Edward Appleton, Secretary of the Department of Scientific and Industrial Research, and Sir Research Board.

# THE DARDANELLES

### Turkey Rejects Russian Demands ANKARA, Tuesday

The Turkish Council of Ministers. meeting to-day under the presidency of M. Ineunu, discussed the Russian Note on the Dardanelles. They prepared an answer which will be transmitted to Russia probably to-day. Turkey absolutely rejects the Russian conditions, and says that the question has always been an international one as a result of the Montreux Convention on the Dardanelles.-Renter.

Reuter's Diplomatic Correspondent

states One of the gravest diplomatic clashes

by the Soviet Union are the same as Connecting train services are as the first three proposed last November Dep. Harwich (Parkeston Quay) 7 15 placing their control on a wide inter-a.m., or 8 25 a.m., arr. London (Liver-national basis. This is precisely the Tokyo, with extensions in Manchuria same principle as the Soviet Union to Harbin, Mukden and Dairen, in has been advancing at the Council of Korea to Seoul, in China to Shanghai, Foreign Ministers in connection with Nanking and Peiping, and from the control of the Danube, where Moscow argues that navigational management should be reserved to the Danubian States. Britain and the United States warmly support the view be managed on a broader international basis and that, as has been the case since the Congress of Berlin in 1868,

The fifth principle advanced by the the Straits, would give Russia and Turkey joint responsibility for fortification and protection of this strategic lies wholly between Turkish territory. This amounts to a request for military base on Turkish soil. Such a request would, it is believed, be resisted plements of trained personnel. Each to the limit by the Turkish Govern-

### **NEW YORK TUG CHARGES INCREASED** WASHINGTON. Tuesday

New York tug-boat companies are putting up their charges by 161 per ent, as from to-day as a result of the recent increase in wages for tug-boat rews. This increase has been approved by the Office of Price Administration. it is announced in Washington. Paul Porter, head of the O.P.A., said that Controller, Board of Trade, Northern the increase in charges was justified by Region, since December, 1945, and was increased cost of labour and shipbuild- formerly Deputy Regional Controller. ing and repair costs.—British United Ministry of Production, Midland

# NEW B.I. TONNAGE

# Further Details of Recent Contracts

Further details are now available regarding the builders of the new pasenger and cargo tonnage ordered by the British India Steam Navigation Company, Ltd., the announcement of which appeared in Lloyd's List of Aug. 12. As already stated, 18 new vessels are on order or under construction, nine being passenger vessels and nine cargo ships, and the contracts have been placed as follows:-

### PASSENGER SHIPS

Kampala and sistership (steamships): 10,200 tons gross-Alexander Stephen & Sons, Ltd., Linthouse, Glasgow.

Dumra\* and sistership (motorships): 5000 tons gross—Barclay, Curle & Co., Ltd., Glasgow.

Dwarka (motorship): 5000 tons gross -Swan, Hunter, & Wigham Richardson, Ltd., Wallsend-on-Tyne.

Sangola\* and sistership (motor-

ships): 9000 tons gross-Barclay. Curle & Co., Ltd., Glasgow. Sirdhana (motorship): 9000 tons

gross-Swan, Hunter, & Wigham Motorship for East Africa feeder service: 1000 tons d.w.-No contract signed, but order passed by board.

### CARGO SHIPS

Two "Canara" class motorships for Omara (steamship): 9000 tons d.w.-William Denny & Brothers, Ltd. Dumbarton.

Umaria (steamship): 8500 tons d.w. -Wm. Gray & Co., Ltd., West Hartle-

Purnea: 9000 tous d.w. - Charles Landaura (motorship): 9600 tons d.w.-Barclay, Curle & Co., Ltd.,

Glasgow. Two "W" class motorships: 5500 tons d.w.—Burntisland Shipbuilding Company, Ltd., Burntisland,\*

Carpentaria (refrigerated motor-Harold Hartley, Chairman of the Fuel ship): 10,550 tons d.w. with 100,000 en, ft, of refrigerated space. - Barclay, Curle & Co., Ltd., Glasgow.

Previously reported in LLOYD's LIST.

# ROUND-THE-WORLD AIR SERVICES

# U.S. Authorises Two Routes

The authorisation of two United States round-the-world air services by the Civil Aeronautics Board was announced at Washington on Aug. 1. according to United States Information Service. Pan - American Airways is permitted to extend its present mid-Pacific route to Japan, Australia and India; Northwest Airlines to fly the great circle route over the northern since the end of the war is expected to Pacific via Alaska to Japan, China and result from the form in which Moscow the Philippines; and Trans-World Airhas informed Turkey of the Soviet line, the present North Atlantic route Union's wish for revision of the 1936 to Bombay, was extended to Shanghai Montreux Convention which governs to connect with the newly authorised the status of the Dardanelles. The contents of the Note, as published decisions were approved by President upon the Harwich-Antwerp service, the from Moscow, show that while the first Truman. Operation of the new services three principles for revision laid down depends upon the securing of landing rights at points along the routes, principally in the Balkans and Kurile

Northwest Airlines was authorised to

Shanghai south to Manila. The new authorisation for Pan-American Airways provides for the extension from its present route at Midway Island to Tokyo, Shanghai and that the waterways of Europe should Hongkong. Another extension from its present terminals at Manila and Hongkong provides for air service south to Saigon, Singapore and Batavia, and west from Saigon through Bangkok and Rangoon to Calcutta. In the South Pacific Pan-American was authorised to extend its present route from Noumea, New Caledonia, to Sydney, Australia. The Trans-World Airline extension from Bombay runs through Calcutta, Mandalay, Hanoi and Canton to Shanghai.

C.A.B. is still considering recommendation for United States air services across the South Atlantic to connect the United States with South

### **NEW NORTH-WEST REGIONAL** CONTROLLER

Mr. H. N. Grundy, Board of Trade Regional Controller for the North-West Region, is retiring on Aug. 31 He will be succeeded as Regional Controller for that region by Mr. G. W Brazendale, who has been Regional Region.

# SCOTTISH UNION & NATIONAL INSURANCE COMPANY

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A Rotterdam correspondent writes: The ships assigned to the Netherlands to the Fuel Research Station. He also by the Allied Tonnage Replacement saw much other scientific work aimed Scheme have been transferred as

Rotterdam Lloyd. Rotterdam Govert Flinck, 7178 t. gr., built 1942.

Holland Amerika Lijn, Rotterdam

Aruba, 3979 t. gr., built 1929.

Van der Capelle, 7037 t. gr., built

built 1943.

Haag.

Frans van Mieris, 7170 t. gr., built

Van Nievelt Goudriaan & Co., Rotterdam

# HARWICH-ANTWERP SERVICE

The Harwich (Parkeston Quay)-Antwerp steamship service of the L.N.E.R. which was resumed on July 29, is to be increased to two sailings a week. Tuesdays and Fridays, as from Aug. 30. introduction of another L.N.E.R. vessel, the Dewsbury. Like the Accrington, which is now engaged

# A large selection of good quality

on sale at two additional selling centres asked to conduct the duties of Lloyd's for Government-owned surplus machine Agency at Licata in a temporary tools being opened at Coventry and Featherstone, near Wolverhampton. The two depots are: Ministry of Supply Store, Daimler No. 2 Factory, Browns Lane, Coventry (opens Aug. 20) and Ministry of Supply Store, Featherstone (opens Aug. 21). The tools can be nspected between ten and four o'clock Mondays to Fridays and purchases

> Foot has been appointed an additional managing director of the company.

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ments, &c.

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FREIGHT MARKETS

**Business Restricted** 

By Our Own Correspondent

Chartering operations have been on small scale, although in many direc-

tions a large number of orders con-

tinue to be quoted. No further book-

ings are reported on time charter but

numerous inquiries are circulating for

vessels of practically any size and for

any position for periods ranging from

three months up to two years for

various classes of trading, mainly for

delivery on the Canadian and United

States Atlantic coasts. In the outward

section there is no increase in the

quantity of coal available for export,

although there is a new inquiry for

Freetown, and tonnage is understood

to be treating for low grade fuel to

Exceedingly quiet conditions con-

tinue to rule in the River Plate sec-

tion, despite the fact that demand for

Argentine cereals and oilseeds is still

as keen as ever. There is no definite

inquiry for Eire, but \$18 is offering

firm to Sweden and 95s, to Norway.

The rate from Necochea completing

Bahia Blanca to West Italy is main-

tained at \$19 for August, with the

An active inquiry has again been in

evidence in the North American

market but business is by no means

active. A vessel of 6500 tons has been

chartered for coal from Baltimore to

Rio Grande do Sul at \$13.25, which

is \$1 over the W.S.A. schedule, but to

most Continental ports rates are usually \$1 under the schedule. There

has been a resumption of chartering

for Cuban sugar, a small Aug.-Sept.

ship having been done to Antwerp at

MORE W.S.A. RATES

dated Aug. 12, states that the War

Shipping Administration has an-

nounced the following freight rates,

Bremerhaven and Hamburg Range

from the North American Pacific

Coast, \$21.70 per long ton; from the

figures for coal in bulk to Bremerhaven

and Hamburg Range have been fixed

at \$12.70 per ton from United States Atlantic North of Cape Hatteras,

\$13.20 from South of Cape Hatteras,

Conditions in the Australian, Indian

A handy sized vessel has been taken for

pyrites from Huelva to Antwerp/

Ghent or Rotterdam at 30s., and fur-ther carriers might be worked for rye

FIXTURES

PROVINCIAL REPORTS

From Our Own Correspondents

River Plate grain is workable to Eire

HUELVA to ANTWERP.-2750 t., 30s.

per ton, pyrites, ppt. BONA to U.K.—7500 t., 31s. per ton,

iron ore, Aug. LULEA to MIDDLESBROUGH.—2000 t.,

Coal stems remain difficult to

arrange and there are consequently few

orders circulating for foreign destina-

tions. There is still a good supply of

tonnage for the coasting trade, which

much expansion since demand for home

difficulties regarding stems. Oversea

Inquiry for North Europe is mode-

rate, but exporters are unable to secure

slowly. The home coast has an active

general inquiry, but early tonnage is

difficult to place, and late August ton-

nage holds off. Atlantic and Mediter-

There is very little outward business

offering at the present time, and rates tend to be slightly easier. Fixtures:

LISBON (ldg. Humber) .-- 2000 t., 22s. 6d.

WEST ITALY (ldg. Humber) .- 2000 t.,

There is nothing fresh to report. The

Clyde dock depression is to be the sub-

(continued at foot of next column)

HULL, Tuesday

GLASGOW, Tuesday

ranean inquiry is lifeless.

27s. 6d., ppt.

to the scarcity of coals generally.

CARDIFF, Tuesday

32s, per ton, iron ore, August,

Italy. Fixtures:

Pacific Coast.

from Turkey to Italy.

A Reuter message from Washington,

option of the Adriatic.

some of the Continental ports.

THE BALTIC, Tuesday

Compensation to Owners for Wartime User of Fleet

NORWEGIAN SHIPPING

Apr. 22 and May 18, 1940, has now been approved by both Houses of the Norwegian Storting. In the course of the debate in the Lagting (Upper House), members referred to the importance of the Norwegian merchant fleet's work in financing the Government during the war, "so that they did not have to go like beggars to the Great Powers." One speaker pointed out that the fleet had earned 2200 million kroner, and that the Norwegian Government had received 450 million kroner through the use of the fleet. Shipowners had lost 60 per cent. of their real capital, while other industries had lost 18 per cent. Mr. Evensen, Minister of Commerce, pointed out that the State had had previous day's sethack. the use of a thousand ships for over 5½ years. Shipbuilding prices were to-day 60 to 100 per cent. higher than before the war, and although 1575 would not make the fleet up to its pre-

It will be recalled that the plan, proposed by a State Commission showing the larger movement at 124. appointed to investigate the matter, provided for the payment of compensation totalling 1766.3 million kroner.

# THE "LLANGIBBY CASTLE"

# 55,732 Miles Without Overhaul

Recently arrived at the port of Southampton is the Union-Castle Line motorship Llangibby Castle, now returned home after being absent since January last. She has been employed principally in repatriating West African troops from India. During effective Aug. 5: Grain in bulk to this period she made three trips to and from West Africa, covering in all 55,732 miles, the longest stay in any one port being two days 20 hours, United States Atlantic, \$13.70; and from the Gulf, \$15.20. The rates for similar cargoes from Pacific Coast leaving no time for overhaul-a tribute to the reliability of the diesel engines of a vessel built in 1929. The Llanports to France have been fixed at gibby Castle was the first motorship \$22.15, to Algeria at \$22.15 to \$24, constructed for the intermediate serand to Tunisia at \$23 to \$24. The vices of the Union-Castle Line, and vices of the Union-Castle Line, and prior to the war was engaged on the East African route. She has thus beaten the owners' previous record for the longest voyage (formerly held by the Arundel Castle, which a short time \$14.80 from United States Gulf, and ago completed a voyage of 45,225 miles on Government service), \$20.80 from the North American

The Llangibby Castle had an adventurous voyage early in 1942, while en route to Singapore, when after losing and African trades have shown no a large portion of her stern, together alteration from those recently ruling. with her rudder and rear gun, as a result of a torpedo attack, she travelled 3400 miles before reaching a home port for repairs. During part of this time she had on board nearly 2000 Service personnel. Repeated but unsuccessful attacks were made by enemy BALTIMORE to RIO GRANDE DO SUL.

—Nt. Uergue, 6500 t., 10 per cent.,
\$13.25 per ton, coal, Sept. 1-25.

CUBA to ANTWERP.—Spanish stmr.,
3600 t. \$16 per ton, sugar, Aug.-Sept.

HUELVA to ANTWERP/GHENT or
ROTTERDAM.—Stmr., 5000 t., 30s. per
ton, pyrites, end Aug.-early Sept. submarines in determined efforts to

sink the crippled ship. Apart from her many other war exploits, the Llangibby Castle will always be associated with D-Day operations and the weeks that followed them, when she carried a total of 100,000 British and American troops from Southampton to France. The following particulars regarding the liner will give some idea of the accomplishments of a merchant vessel of just LIVERPOOL, Tuesday under 12,000 tons in time of war: Additional to official grain, timber, Total mileage, from outbreak of war Agent for BAIRDS and DALMELLINGTON LTD.

Telephone— AYR

Telep Flour from the St. Lawrence quotes to West. Italy for August-September. served on board while engaged as a troop transport, 2,691,673.

### at 95s. for September, with demand from Sweden, Denmark and West CANADIAN GRAIN STARTS TO MOVE

MONTREAL, Tuesday The first new Canadian grain crop began moving across Canada to-day, headed for the Lakehead ports of Port Arthur and Fort William. This shipment contains only 17,000 bushels, but officials said that it is "just the beginning" of a movement that is expected to reach over 300,000,000 bushels-much of it bound for Britain and Empire countries. Grain ships waiting at Montreal are expected to get under way more than a week SWANSEA, Tuesday ahead of schedule. The full movement of this year's crop is expected to begin Operations are not yet disclosing about Sept. 14. During August 4,000,000 bushels-twice the quantity coasting trades is still checked by expected-is being shipped to England husiness, too, remains restricted owing from last year's crop.-Reuter

# NEWCASTLE, Tuesday SMALL CRAFT FACILITIES AT DUNDEE

Ground at Stannergate has been leased by Dundee Harbour Trustees to Unitas (Dundee), Ltd., for servicing £84 per ton, delivered. small craft, mainly yachts. The firm COPPER SULPHATE.—98/100 cargoes and definite orders circulate small craft, mainly yachts. The firm has been granted a towing licence for vessels up to 100 tons belonging to them or for servicing by them.

(Continued from preceding column)

ject of inquiry by deputations from the Transport and General Workers' Union, Glasgow Chamber of Commerce and Glasgow Corporation. Lack of tonnage is thought to be the basic trouble. It is more economical for ships to dis-26s. 3d., ppt. GIBRALTAR (ldg. Humber). — 6000 t., charge in the South and to send Scottish cargoes here by sea; it also ensures quicker turn-round. On the export side lack of coal is, of course, the basic reason. This is only a tentative approach to the problem; the matter must be thrashed out.

# MONEY MARKET

Special Buyer Takes Bills

There was again quite a keen demand The plan for compensating Norwe-gian shipowners for the use of their supplies remained small, borrowers for overnight loans yesterday, and as vessels during the war under the experienced some difficulty in satisfy-terms of the provisional Decrees of ing their requirements. In the discount market the banks were dislaying little or no interest in shortdated Treasury bills, with the result that assistance from the special buyer was again necessary. Foreign exchange rates and silver prices were unaltered.

# STOCK EXCHANGE

### General Tone Firmer

The Stock Markets as a whole were quiet, with some irregularity again in evidence. Indian buying of tea and jute shares was again reported, and mining prices recovered part of the

In the gilt-edged section there was a quiet investment demand for British Government stocks, which were usually 1-16 higher where changed. million kroner was being spent on new foreign bond section was quiet and contracts and secondhand ships, that rather dull. No quotable changes occurred among home railway Ordinary stocks. Argentine railway junior issues were 1 to 1 down. Great Southern

Although shipping issues were slightly more active, movements were confined to a fall of 6a. to 25s, in Coast 6 per cent. Preference and a rise of 6d. to 57s. in P. & O. Deferred.

Some irregularity was again in evidence in the commercial and industrial group. Cable and Wireless advanced 2½ to 113 and the Preference a similar amount to 1141. Rolls-Royce improved 1-16 to 55. Unilever 9d. to 54s. 6d. and Distillers 6d. to 139s., while a few other shares were the turn harder. Dunlop reacted 1s. 3d, to 77s. 3d.. Turner and Newall a like amount to 88s. 9d., while falls of 6d. were recorded in Associated Cement to 70s., Courtaulds to 56s. 9d. and General Electric to 108s. 6d.

Among oils there was a continuance of the demand for British Borneo. which jumped 2s. 9d. to 29s. 3d., while United British at 28s. 9d. and Mexican Eagle 8 per cent. Preference at 13s. 9d. were each 3d. dearer. Trinidad Leaseholds lost 1-32 to 5 31-32.

### COMPANY RESULT

MANCHESTER DOCK & WARE-HOUSE EXTENSION COMPANY. LTD .- A final dividend of 2 per cent. less tax, is recommended on the Ordinary shares, making 3 per cent., less tax, for the year ended June 24. For the two previous years similar distributions were made.

# COMMODITIES

GRAIN

LONDON (Baltic Exchange), Tuesday LONDON (Baltic Exchange), Tuesday WHEAT.—No offers of Canadian Manitobas to the Ministry were made to-day. Australian, Aug.-Sept. shipment, in bulk, 71s. per 480 lb., f.o.b.
MAIZE.—Argentine offers light owing to yesterday's holiday. Oct.-Nov. shipments from up river ports 70s., and from down river 77s, 6d, per 480 lb, f.o.b.

# OILS AND OILSEEDS

LONDON (Baltic Exchange), Tuesday OILS.—LINSEED.—Raw £65, RAPE.
—Crude £91, COTTON.—Crude £52 2s.6d, CASTOR..—First £82, seconds £80 GROUNDNUT and SUNFLOWER.—Crude £56 10s, per ton.
OILSEEDS.—For shipment, Castorseed Bombay £43 10s, per ton. Other oilseeds and groundnuts all unquoted.

# FOREIGN PRODUCE

JUTE.—Idle. Daisee 2/3 new crop October-November shipment £44 10s. per ton nominal. SHELLAC.—Open market quotations firmer on the basis of 370s, 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 or small lots; export £357 per ton f.o.b, U.K. TINPLATES.—Home delivery 32s, 6d.

basis I.C. 14 x 20 f.o.t, makers' works; export 38s, to 42s, basis f.o.b, South Wales. Uncoated plates 27s, a box, COPPER—Electrolytic and wire bars

cent. £33 10s, per ton (less 2 per cent.) in 2 cwt. bags (free) f.o.b.
PIG IRON.—No. 3 Cleveland 163s, per ton, delivered Middlesbrough area.

# NEW COMPANIES

MOY FISHING COMPANY, LTD.—
Capital £10,000 to carry on business as indicated by the title. The permanent directors are Messrs, John Rutherford and Walter W. Offord. 33, Bedford Street, North Shields.

LEA & PATON, LTD.—Capital £10,000 to carry on the business of fishing and trawling, &c. The directors are Messrs. Richard V. Lea and Arthur W. Paton. Eagle House, Jermyn Street, S.W. I.

J. J. YATES, LTD.—Capital £100. Insurance brokers and agents, &c. The directors are Mrs. Agnes J. Clarke and Mr. John Hubberstey. 55, Market Street, Manchester 1.

LLOYD'S LIST Wednesday, August 14, 1946

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Special Market Reports

From Our Own Correspondents

CARDIFF

Work at the collieries is still not back to normal and producers are hard put to it to keep pace with the requirements of the most important home users. Exports proceed very quietly There is good foreign interest shown but shippers have hardly any coal to offer and shipments are confined to the most inferior kinds.

# NEWCASTLE

Bad weather has tended to delay coastwise tonnage, but relative to the LONDON (Mincing Lane), Tuesday SPICES,—CLOVES.—Zanzibar spot 11½d. per lb. sellers c.i.f. August-September 9½d. (buyers' licence) aftoat 10d. per lb. sellers. PIMENTO.—Spot 1s. 2d. per lb. sellers. CINNAMON.—Ceylon chips 2s. 1d. per lb. sellers. MACE.—West Indian pale spot 5s. per lb. nominal. CHILLES.—Mombasa spot 155s. sellers, Sierra Leone spot 150s. per cwt. sellers. NUTMEGS.—Scarce. West Indian 80's quoted at 4s. 6d. buyers; sound unassorted 4s. 3d, buyers; wormy and broken 4s. buyers. (ARDAMOMS.—Aleppy green 6s. 6d. Aleppy seed 8s. 6d. sellers, Mangalore seed 8s. 3d. nominal. standstill. Cokes remain very steady.

# HULL

Demand for every quality of fuel shows no falling off and a strong tone rules. It is exceedingly difficult to negotiate fresh business since the main proportion of present production is already earmacked for home consumption. Foreign trade is restricted but coastwise traffic is again normal. There is an increased demand for bunkers.

# MERSEY

While the demand for Yorkshire Derbyshire descriptions is strong on account of bunkers, the supply position is poor. All coal allocated is fully directed, with stems for this week in arrears until early next. The industrial position shows no change, and consumers are looking forward to additional washed and dry slacks for stocking purposes. The export section has a good inquiry, but permits are diffi-cult to obtain. There is no change in the coke position.

### GLASGOW The tone in all sections is strong.

Generally speaking collieries are meeting their allocations and any surplus an find waiting outlets in the industrial market. Inferior grades of fuel are moving slowly owing to vessels falling out of position. Order books for bunkers are again filling.

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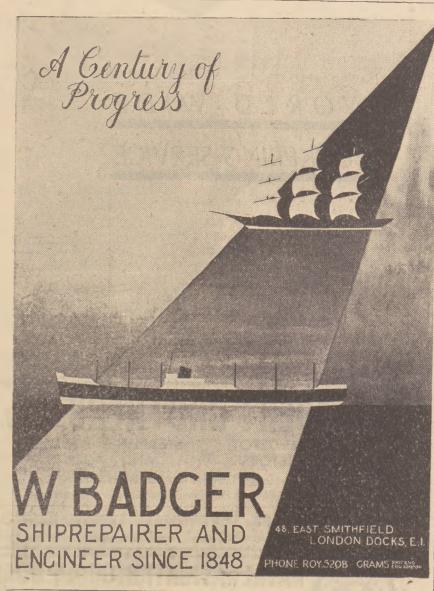


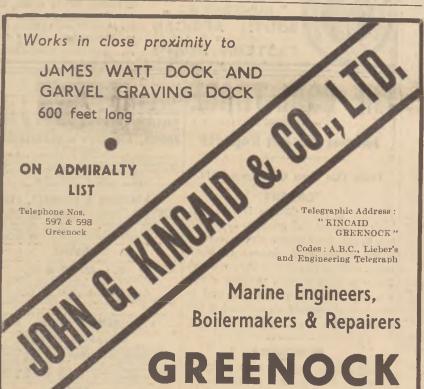
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# Round the Shipyards

Survey of Work and Prospects

By Our Own Correspondents

### THE CLYDE

# Further Orders in Prospect

GLASGOW, Tuesday The short supply of steel and other

materials makes it doubtful whether any increase in yard production is feasible at the present time. During the past week no further vessels have reached the launching stage, but two have been completed-the motorship Sinking, built by Scotts' Shipbuilding & Engineering Company, Ltd. Greenock, for the China Navigation Company, Ltd., London, and the turbine steamer Maidan, built by William Hamilton & Co., Ltd., for Thos. & Jno. Brocklebank, Ltd., which has completed trials and come up-river for loading.

There remains sufficient work to ensure steady output for the next two to three years, and further orders are known to be in course of negotiation. Charles Connell & Co., Ltd., Scotstonn have recently laid the keel of a cargo liner of 11,300 tons deadweight, for Ben Line Steamers, Ltd., Leith, a repeat of the Benlawers built at Scotstoun in 1944. Steam turbines, connected to a single shaft through double reduction gearing, to give a service peed of 15½ knots, will be supplied by David Rowan & Co., Ltd., Glasgow, and auxiliaries will be all-electric.

The outlook for the repair industry is also good. Among the latest contracts arranged is that for the reconditioning of the Llanstephan Castle The work is to be carried out by the airfield Shipbuilding & Engineering Company, Ltd., builders of the vessel in 1914, and will occupy several

During the past week Barclay, Curle & Co., Ltd., were engaged on 20 vessels, of which four were drydocked at Elderslie. At Linthouse Alexander Stephen & Sons, Ltd., continued work on the whale-oil refinery Empire Victory. Monte Rosa (to be renamed Empire Windrush) and Ocean Volga. the last named for reconversion. Dock trials were carried out by the tanker Acasta, and voyage and other repairs continued on the Bergenstjord, Samconstant and Nea Hellas. Work in prospect includes the docking, before trials, of the Somerset and of the Maihar and Brora, the last named for annual survey. D. & W. Henderson, Ltd., had work on 16 vessels, of which four were drydocked. General repairs on several vessels were in hand by Harland & Wolff, Ltd., Govan, one vessel being drydocked. The Greenock Dockyard Company. Ltd., were engaged in reconverting the cargo vessels Clan Bradie (ex Athene) and the Engadine to be renamed Clan Buchanan). They were also effecting machinery renewals and damage and maintenance repairs on the tanker Scottish Musician and maintenance repairs on the tanker Empire Jewel (to be renamed Fossarus).

# THE TYNE

# Criticism of the Paint Distribution Scheme

JARROW, Tuesday

Vessels continue to arrive in the river for reconversion or general repairs. The heavy calls made on the yards and graving docks seem likely to continue until the end of the year, for more big vessels are expected, including the Dominion Monarch, which will go to the Wallsend yard of Swan, Hunter, & Wigham Richardson, Ltd., and the Monarch of Bermuda, which will go to the naval yard of Vickers-Armstrongs, Ltd.

Another large vessel due for refitting at the Naval yard during the next few weeks is the Strathaird. The passenger liner Arawa (Shaw Savill & Albion Company, Ltd.) arrived at Messrs. Swan, Hunter's yard at the week-end for reconversion after trooping duties. The work will last five or six months.

The Middle Docks and Engineering Company, Ltd., South Shields, have Workers' Views of Holiday secured a contract for the repair of the motorship Rippingham Grange, damaged in a collision at Port Said. The Rippingham Grange had her refrigerating plant wrecked by the collision, and her shell-plating, framing and deck-plating in the way of No. 2 hold were extensively damaged.

The big reconversion contracts, together with those already in hand, will again emphasize the shortage of joiners. One yard, employing 150

joiners at present, will require 450 in the autumn. Although the boilermakers are refusing to work overtime so long as men of their craft are unemployed, a double shift has been started by the Middle Docks at South Shields. Another Tyne repairing yard made an effort a few weeks ago to adopt a twoshift system but without result.

The double shift, 6 a.m. to 2 p.m., and 2 p.m. to 10 p.m., has been put into force on the whale-oil refinery Southern Venturer, which is wanted in time for the start of the whaling season. Other trades are willing to work overtime, and the double shift has surmounted the boilermakers' objection.

The Board of Trade Paint Distribution Scheme has proved another source of worry to builders and repairers, who are strongly critical of the delay it is causing. The scheme apparently came into effect before they were aware of it, and few realised that form D.P.M., LO3 was required by the manufacturers before they could supply any paint. After being filled in the forms have to go to the Ministry of Transport in Newcastle, and are then sent to Bath They are then returned to the applicant, who forwards his order to the manufacturer. One ship-repairer has pointed out that this all takes time and is bound to delay work.

The Skeldergate, Turul and Pulborough are among the latest arrivals at the yard of the Mercantile Dry Dock Company, Ltd. The Empire Blackwater is alongside for boiler repairs. Smith's Dock Company, Ltd., North Shields, have had ten vessels in dock and 16 alongside during the week.

# THE TAY

# Caledon Yard to Launch a Motor Coaster

DUNDEE, Tuesday The motor coaster Toward, built for the Clyde Shipping Company, Ltd., Glasgow, is to be launched by the Caledon Shipbuilding & Engineering Company, Ltd., Dundee, to-morrow She is intended for the Belfast-London service. A sister ship, to be called Beachy, and a third vessel the name of which has not been announced, are on order from the same yard. The Toward is the Clyde Shipping Company's first motorship. Two previous vessels of the

same name were war casualties. The Caledon Company have delivered the motorship Szechuen (3034 tons gross) to the China Navigation Company. Ltd. Her propelling machinery. supplied by Alexander Stephen & Sons. Ltd., Glasgow, consists of Sulzer fourcylinder diesel engines, designed to develop 1900 b.h.p. and giving the ressel a speed of 121 knots. After trials in the North Sea the Szechuen proceeded to Middlesbrough to load for the Far East. She will carry general cargo and native passengers on the China coast.

The resumption of wooden shipbuilding on Rossie Island, Montrose by James V. Hepburn & Co., Ltd. can hardly be called a major development, since the yard is suitable only for small vessels, but it is an interesting revival of a craft which flourished in the port during the last century. Montrose had several shipyards in the hey-day of sail, but few of them survived the advent of steel and steam. The London & Montrose Shipbuilding Company, Ltd., and the Coaster Construction Company, Ltd., kept shipbuilding alive in the port until after the 1914-18 war, but it has been dormant since the latter firm went into liquidation 20 years ago. Messrs. Hepburn's yard, which has several fishing vessels under construction, is on the Coaster site.

# THE MERSEY

# Arrangements

BIRKENHEAD, Tuesday The majority of shipyard workers consider the agreement of last April, providing for payment for six statutory holidays a year in addition to the annual summer holiday, to be the most progressive step forward yet taken. and hopes are entertained that the

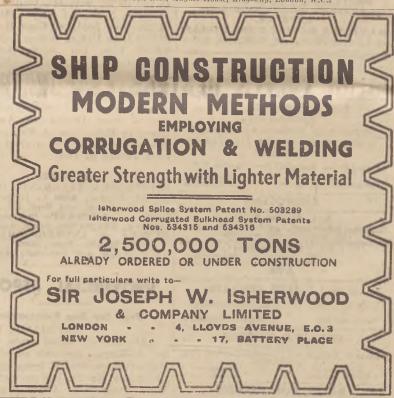
(Continued on page 5, column 3)



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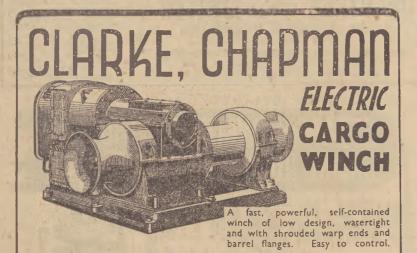
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# Shipbuilding & Engineering Section

(Continued from page 4, column 4)

annual holiday will before long be increased from one to two weeks. It seems possible that this point may become a matter for negotiation between employers' and unions' national organisations when the industry is better settled, and when the export trade is in a more assured position.

The annual holiday arrangements minority of workers only. These have related to the condition that a man must work the normal working day before and after a statutory paid holicertified sickness or employers' leave day. of absence being the only excepting circumstances. A few men who had previously arranged their holiday to nclude the day before or the day after Bank Holiday, finding that "previous arrangements" are inadmissible as a Post-Holiday Labour Effort cause of absence, count it a grievance that they have had to forfeit their Bank Holiday pay. No doubt slight difficulties will be adjusted in the light of experience, as were similar difficulties when payment for the annual holidays was first introduced.

# SOUTH WALES

# Good Volume of Work in Hand

CARDIFF, Tuesday There was a good volume of work n hand at repairing yards last week. The dry docks were well occupied, and a large amount of miscellaneous work was carried out on vessels alongside. A number of long-term contracts rewere on a fair scale. Much interest attached to the drydocking at Barry of the William J. Riddle, which received damage in collision with the American Farmer.

The Mountstuart Dry Docks, Ltd., and associated companies at Cardiff, Barry, Newport and Avonmouth were engaged on 14 vessels in dry dock and a good number outside. Among those newly drydocked were the Celtic Monarch, Ocean Fame, Meadowbank Samgalleon, Durenda and William J. Riddle. Remaining in hand from previous weeks were the Catrine, Aletta. Flimston, Sata, Oku, Empire Lundy and Umberleigh. C. H. Bailey, Ltd. worked on 35 vessels in dry dock and afloat. In dry dock at Cardiff they had the Maurice Rose, Fort Brule, Jellicoe Rose, Empire Reaper and a tank landing craft; at Newport the St. Andrew, Retriever and Milford Queen; and at Barry the Joffre Rose,

Poznan and Beltoy.

The St. Julien remained under repair by the Penarth Pontoon, Slipway & Ship-Repairing Company, Ltd. who also had four vessels alongside. Hodges & Co., Ltd., continued work on the trawler Powis Castle in dry dock and attended to several vessels outside. The Prince of Wales Dry Dock Company, Swansea, Ltd., proceeded with the trawler Glen Helen in the Prince dock and placed the British Patience in the Palmers. The tug William Poulsom and a trawler remained in dry dock with the Port Talbot Dry Dock Company, Ltd.

# THE WEAR

# British Princess" on Trials This Week

SUNDERLAND, Tuesday The tanker British Princess, launched at the Deptford yard of Sir James Laing & Sons, Ltd., by Princess Elizabeth, has finished fitting out, and will be leaving the shipyard quay to-morrow to take in ballast before running her sea trials on Thursday. After that she will proceed to Abadan on routine service for the British Tanker Company, Ltd. The keel of the first of the new vessels ordered by the Silver Line, Ltd., last October has been laid by Joseph L. Thompson & Sons, Ltd.

There is satisfaction in shipbuilding circles and in the port generally that the Admiralty has at length withdrawn its opposition to an allocation of labour to a scheme which T. W. Greenwell & Co. Ltd., have put forward for rebuilding and enlarging their No. 1 graving dock. Messrs. Greenwell will now be able to go ahead and obtain tenders for the work. Perhaps by November they will be in a position to decide whether they can go ahead with the scheme, or whether it must be delayed some time longer. It is realised that costs will he probably twice what they would have heen in 1939 when the extension was first planned. The graving dock was a very useful asset during the war until it was seriously damaged in one of the spring raids on the port in 1943.

Some months ago the Admiralty said they would be prepared to sanction widening of the entrance and construction of dock gates to the proposed new width of 80 ft., but Messrs. Greenwell could not see their way to proceed with this partial scheme because it would not have meant, owing to the peculiar alignment of the entrance with the dock itself, that any larger vessels could be accommodated.

The new dock will be 575 ft. long, with a clear width of 80 ft. at the entrance and a draught of 26 ft. over the sill at high water; at present the

ROUND THE SHIPYARDS | dock is 440 ft. long, 50 ft. wide at the entrance and 18 ft. in draught over the blocks. It will be 75 ft. longer than Messrs. Greenwells' main dry dock built shortly after the 1914-18 war, and will be able to take the largest vessels built in Wear shipyards.

Nearly all the shipyards reported a good turn-in of workmen on Tuesday. the day after Bank Holiday, which was also the end of the annual holiday-withpay. One firm described the return to passed off smoothly on Merseyside, work as "reasonable," and one said it complaints being heard among a was "not as good as normal." The weather has not been too good for outdoor work this summer. Saturday morning, for instance, was a "washday to be entitled to payment for it, out" and so was the whole of yester-

# THE TEES

# Satisfactory

MIDDLESBROUGH, Tuesday Absenteeism after the holidays was more extensive than usual, but it has never been serious in the Tees shipyards, and for the most part the men are working with a due sense of the need for sustained effort to provide the ships which are still so urgently needed. More goods in the shops, and incidentally more beer in the public houses, provide much needed incentives to increased effort.

At the week-end the British Iron & Steel Federation dropped a broad hint that a rise in steel prices " to meet the advances in railway rates, wages and other items" is to be expected. The substantial increase in the steel makers' costs of production is incontrovertible, and on the whole it is mained in hand, and fresh arrivals re-assuring to learn that the anticipated rise in prices is likely to be limited to about 5 per cent. There was a similar advance last December which raised the level of steel prices to about 47½ per cent. above the 1938 figure. Compared with other commodities coke for instance has risen 139 per cent.—the rise is not excessive, but shipbuilders are hoping that this will be the last turn of the inflationary spiral.

# THE FORTH

# Steady Employment on Reconversion Work

LEITH, Tuesday The various repairing firms continued to be steadily employed during the past week, with dry-dock space again fully occupied. Much of the work s centred on the reconversion of trawlers and the alteration of small craft, although there are several merchant vessels in hand for conversion to peace-time needs after war service. The Ethiopian, which has been in the hands of Henry Robb, Ltd., for the past six months is now nearing comple-

Messrs. Robb were particularly busy last week, having 14 vessels under repair, including merchant vessels trawlers, tugs and whalers affoat and in dry dock. Menzies & Co., Ltd., were also actively employed on 15 vessels of various types, the work involved including overhaul, conversion and voyage repairs and alterations. Geo-Brown & Sons (Leith), Ltd., continued with the reconversion of trawlers, and with general repairs on a number of merchant vessels and small craft.

# BELFAST

# Irish Sea Tonnage on Order at Queen's Island

BELFAST, Tuesday Last week Harland & Wolff, Ltd., again added to the already large tonnage on order from the yards at Belfast, where 17 slips are now occupied, with five keels waiting to be laid down. The remaining slip, as previously noted in Lloyp's List, is earmarked for a passenger liner the final details of which are in course of arrangement.

The latest order for two motorships for the L.M.S. Railway Company's service between Holyhead and Kingstown fulfils expectations that a large part of the post-war requirements of the Irish Sea passenger trade would come to Belfast. Harland & Wolff, Ltd., are already engaged on two motorships of 4000 tons for the Liverpool-Dublin service of the British & Irish Steam Packet Company, Ltd. and they have been responsible for the reconditioning of many of the vessels serving Belfast. It is noteworthy, however, that so far no new tonnage has been ordered for the routes to and from the port, but with the return of vessels from the war and the transfer of the Ulster Prince (ex Leinster) to the Belfast Steamship Company, Ltd., the former strength has nearly been restored.

The new L.M.S. motorships, with a gross tonnage of 5200 tons, are likely to be the largest cross-Channel vessels built at the Queen's Island. They will be about 400 ft. in length, 54 ft. in breadth, and 19 ft. 6 in. in moulded depth. Propelling machinery will con-

(Continued on page 6, column 4)

LLOYD'S LIST Wednesday, August 14, 1946

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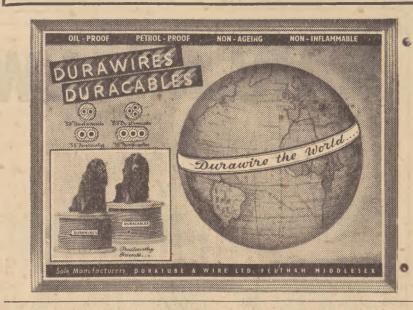
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BELFAST

Shipbuilding & Engineering Section

# Work for the Shipyards

Orders Reported in "Lloyd's List" during the Week Ended August 13, 1946

Number & Type Engines & Builders Rotterdamsche Droogdok Maat-schappij, Rotter-dam Diesel N.V. Rotterdamsche Lloyd, Rotterdam. M/ship Harland & Wolff, Ltd., Belfast Diesel L.M.S. Railway, London.

# IRON AND STEEL

# Capacity Output Likely to Continue

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

Inquiries for iron and steel continue numerous and heavy, and since protions are already embarrassingly weighty, output promises to be main- recorded business in Doxford was at tained at capacity for a considerable time. Pressure for supplies for export was at the considerable time. Pressure for supplies for export to the considerable time. Wolff rose 6d. to 28s, and the Pressure for the considerable time. essential home needs leave little tonessential home needs leave little ton-nage available for oversea customers. Rollo were dealt in at 9s. 14d. Not Pig iron supplies are insufficient for home users' demands. Consumers of garth were quoted ex dividend, the high phosphorous qualities are calling shares closed 6d. higher at 10s. 6d. persistently for larger deliveries, and users of the low phosphorous grades Samuel Williams 9d. to 20s. 9d. Wearand hematite readily accept their full dale Steel Deferred jumped 2s, 6d, to quotas. The output of basic iron is 39s, and the Preference 1s. 9d, to absorbed by makers' own producing 28s. 9d., while Dorman, Long Ordinary plants. Satisfactory parcels of semifinished and finished iron are reaching home buyers.

All classes of steel are wanted in bigger quantities than are obtainable. The shortage of steel semis is unabated, the scarcity of prime billets being particularly acute. Home production is large, but substantial imports are needed to meet the heavy requirements of rerollers. Pressure for maximum deliveries of sheet bars, blooms and slabs is unrelaxed, and specifications for rolled steel are extensive. The heavy bookings of sheet makers and plate producers include contracts for delivery over early next year. Light sections are well sold, and firms turning out rails and railway requisites have a great deal of work in hand. Producers of all types of colliery equipment have ample commitments

### BRITISH-BUILT TRAWLER FOR ICELAND

steam trawler Helgafell, launched by Cochrane & Sons, Ltd., of Selby, is the second such vessel to be built by the firm for the Icelandic Government. She is 175 ft. in length b.p., 30 ft. in breadth, and 16 ft. in depth. She will be fitted with modern equipment, all auxiliaries except the 1200-fathom trawl winch being driven by electricity. The fish-room is to be insulated, and the vessel will have a plant for extracting oil from fish livers she will carry a crew of 38. The propelling machinery, to be supplied by Amos & Smith, Ltd., of Hull, will consist of a set of triple-expansion with cylinders 164 in. 284 in. and 47 in. in diameter, and of 30-in.

# HARLAND&WOLFF anagen.

LIVERPOOL

SOUTHAMPTON

# THE SHARE MARKET

### Further Rise in Prices

Business in shipbuilding, iron, coal and steel shares during the past week has been on very active lines, and with few exceptions movements have been in the upward direction. Beardmore issues have been supported, the Ordinary improving 1s, to 30s, 6d, and numerous and heavy, and since producers' commitments for most descrip-Brown gained 6d. to 29s. 9d. and Cammell Laird 3d. to 13s. The last ference changed hands yesterday at the withstanding that Richardsons. Westwhile Swan. Hunter improved 3d, to 62s., Vickers 71d. to 27s. 71d. and and Preferred were 2s. 9d. and 2s. 41d up at 28s, and 46s, 9d, respectively. Allied Ironfounders advanced 2s, to 58s., Wm. Cory 3-32 to 5, Firth & John Brown "A" ls. 3d. to 47s. 6d. and Stewarts & Lloyds Deferred 1s. to 50s. Numerous other shares were 3d, to 9d firmer, the larger movement being shown in Lambert Brothers to 78s. 3d.

### AUSTRALIAN SHIPBUILDING

### Metal Trades' Concern for the Future

A deputation from the Australian Metal Trades Federation approached the Dominion Government recently for ssurances that the shipbuilding industry would be retained in Australia on a permanent basis. The Federation urged that Australia should undertake shipbuilding to the limit of her capacity, and demanded that special attention should be paid to repair facilities so that it would not be necessary to send any vessel away from Australia to be repaired.

The Minister for Labour (Mr. Holloway) told the deputation that as yet plans for the industry had not been finally decided.

Clelands (Successors), Ltd., Willington Quay-on-Tyne, have completed repairs to the collier Ralon, which sank after a collision in the Wear last February.

# ROUND THE SHIPYARDS

Continued from page 5, column 4

sist, of twin diesel engines, giving a speed of 21 knots. The keels are due to be laid later this year for delivery in 1948. The B. & I. vessels were begun some months ago, and they are

to be ready next year. Very few L.M.S. vessels have been built at Belfast, the last being the passenger steamer Duke of York (3743 tons gross), for the Belfast-Heysham route in 1935. The railway company has not previously gone in for diesel propulsion to any great extent, the Princess Victoria, built in 1939, by William Denny & Brothers, Ltd., for the Larne-Stranraer run, being a notable exception.

Last week saw the return to the Belfast Steamship Company's Belfast-Liverpool service of the motorship Ulster Monarch, which has been reconditioned by Messrs, Harland & Wolff. During the war this Belfast-built ship became one of the first L.S.1.s and her reconversion was a big task. She has now been fitted out in very fine order, and well matches the *Ulster Prince*. The forerunner of the latter was lost, and the third of the fleet, the Ulster Queen, is still under requisition. The Royal Ulsterman is now the last of the cross-Channel vessels under restoration and she will be completed in a few weeks. The fature of the Lady Jonnaught, one of the older Trish Sea ships, which has been at Belfast for some time, is still uncertain.

Repair work taken in hand lately neludes the Lairds Isle, with engine defects, the Ashbel Hubbard and a ight-vessel, as well as a number of ocally-owned coasters.

On Saturday the Admiralty Floating Dock XXI. left in tow of the naval tug Challenger, for Rosyth. The dock was brought to Belfast in July, 1943, to augment the local docking facilities, at a time when the naval base was expanding. During its stay it was under the management of the Harbour Commissioners.





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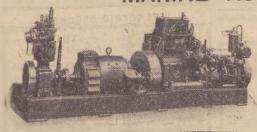
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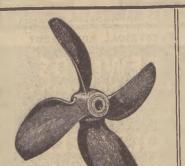
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# Shipbuilding & Engineering Section

Programme of the British

Association

# FIRST CONSIDERATION FOR " IMMEDIATE NEEDS "

The first annual report of the British Shipbuilding Research Association (covering the period Apr. 29, 1944the date of incorporation-to Dec. 31, 1945), a summary of which appeared in LLOYD'S LIST on Monday, contained a reproduction of a statement made by Sir Maurice Denny, as chairman of the Research Board, at the annual general meeting of the Association held in Edinburgh in September last. In his statement Sir Maurice outlined the research programme which had previously received the approval of the Association's Council. Sir Maurice DENNY said

The Research Board and its Comthere is much scope in our industry for scientific and technical work. also realised, however, that it would be impossible in present circumstances to undertake all the work that appeared to be desirable, and the Com- Ships' Performance mittees, who have prepared their recommendations with great care, have therefore limited themselves in the first instance to drawing up a programme of research which shall include those items of primary importance to and the marine engineer, with particular reference to immediate needs. In nearly every case a good deal of scattered information exists in the technical literature, both English and foreign, and one of the first tasks of the headquarters staff, who will be responsible for the carrying out of the research programme, will be to sift all this information in order to find out how far it covers our requirements, and what gaps in knowledge still remain for theoretical or experimental

research. The initial programme has been limited in this sense, but it is our intention to keep it constantly under review and to make additions as we think necessary, and as the available facilities both in respect of staff and laboratory capacity grow. In this connection, I would strongly support Sir Wilfrid Ayre's remarks about the urgency of securing additional staff. Even with the limited programme which we contemplate at present, the staff is entirely inadequate to enable desirable. I do not expect that remark make it just the same.

laboratories, and work will be carried out in the indusry's establishments, in various Govern ment laboratories, at universities and technical colleges, and on ships at sea. It is hoped also that firms will collaborate in some of the experimental work as opportunity offers. The Director of clutch-driven compressor and Research has made considerable prowater pump, typical of a range from 22 B.H.P. to 120 B.H.P. experimental work, and I should like now to give you some idea of the nature of this work, under the four headings OPENSHAW, MANCHESTER, 11 Hydrodynamics, Ships' Structures. Performance and Ships Machinery. Under such headings, my remarks are only a brief and partial summary of the programme.

# Hydrodynamics

Under hydrodynamics we group resistance, propulsion, steering, roll ing and pitching. One of the designers tasks is to estimate and reduce to the minimum the power required to drive a vessel at a specified speed, and to this end the experiment tank is the most powerful instrument at our command. We shall begin with methodical tank experiments on merchant ship forms. The first series covers three amilies of vessel, of 0.65, 0.70 and 0.75 block coefficients, each representing a ship of 400 ft. by 55 ft. by 27 ft. draught. For each of these parent forms we are to explore the effect of changes in draught, in position of the L.C.B. and in the hilge radius. No doubt when these tests are completed your representatives on the technical committees will ask for similar results for vessels of other length/breadth ratios. I should add that systematic self-propulsion experiments will be made as an addition to some of our methodical resistance experiments.

We shall also carry out methodical experiments on trawlers, and on tug and barge formations. An important item is proposals in respect to standard nomenclature and symbols. maries of all available published work on ship resistance, in a form which facilitates easy application by the user. will be produced by our headquarters

In the field of propulsion many problems require attention, including the effect on efficiency of controllable on efficiency, the stopping and backing of ships, the vibration of propeller blades and the design of paddle wheels.

# Ships' Structures

Although in the day-to-day work of the drawing office and in respect to classed ships the registration societies relieve us of much laborious calculation and worry in the structural design of merchant ships, it is not right simply to take rules for granted, and we must continuously maintain an inquiring

SHIPBUILDING RESEARCH mind into all aspects of ships' structures. The increased use of welding has brought new problems, and the time is always opportune for reviewing ideas regarding the best distribution of material in ship hulls.

We have acquired the large testing machine at Glengarnock, where experiments can be made with ship girders up to 24 ft. in length. I report this with pleasure. One of the objectives in these experiments is to compare the relative behaviour of riveted and welded stiffeners and the work has already given most useful results notably with regard to bracketed end connections, leading to easier, cheaper and more efficient production. It may be that soon we also shall be concerning ourselves with full-scale stress-measurements on ships at sea, in collaboration with or in succession to the Admiralty Ship Welding Committee. problems in the strength of ships continuously emerge, and I am glad to say there is the most close and cordial collaboration between our Association and the classification societies.

New materials are being produced mittees realised from the outset that which may find useful applications or board ship, and the Association intends to produce useful and up-to-date information on light alloys, wood and wood substitutes, fire-proofing, plastics. heat-insulating materials, &c.

The aim of this part of the pro gramme is to obtain more accurate and more abundant information regarding the trial and service performance of ships, to correlate this with the data from tank tests and so enable the perthe shipbuilder, the naval architect formance of a given design under various conditions of service to be predicted with greater certainty.

As a first step in this direction investigations are to be made with a view te developing improved instruments and methods for recording the per formance of machinery and hull both on trial trips and in service. A standard code of procedure for measured mile trials is to be drawn up, together with standard logs for recording service performance. tained will be analysed and correlated with the corresponding hull tank test and machinery shop trial data. The increase of power necessary to cover service (as compared with tank) conditions, involving a study of the effect of weather conditions prevailing on trade routes will receive attention under this programme.

### Ships' Machinery

This part of the programme deals with the main propelling machinery together with those items of auxiliary equipment which are the responsibility

the work to proceed as rapidly as is of the engine builder. Auxiliary machinery which is not normally the to be received with applause, but I responsibility of the engine builder. such as, for example, cargo handling The Association, at present, has no and ventilating equipment, is to be the experimental dealt with by a new main committee which it is proposed to set up for this

> Many of the items on the ships' machinery programme relate to problems encountered in the design of steam reciprocating and diesel propelling machinery. The rivalry between these two forms of prime mover in the last two decades has led to marked developments in both, and this has confronted designers with numerous problems, the correct solution of which calls for fresh data founded on a sound experimental basis.

The trend towards higher steam pressures and temperatures has created problems in connection with steam piping, feed water filtration, brick and brick-bolt materials for high pressure pomers. vessels subject to high pressures, methods of superheat control and circulation and tube expansion in water tube boilers.

In the case of diesel machinery the trend has been towards greater power output from a single shaft, and this has created numerous problems regarding the behaviour of materials under more severe conditions of heat and pressure. Thus, we find on this programme, items dealing with components exposed to combustion conditions, with the distribution of load along heavily loaded nuts, with the fatigue of bolts and studs, with the experimental determination of stresses under running conditions, and with crankshafts and bearings. Other important items relevant to the diesel engine are those dealing with the elimination of noise. and the utilisation of alternative fuels.

Important items concerning auxiliary machinery included in this programme are those dealing with the ventilation of machinery spaces and the provision of data on heat transfer. Propeller materials and scantlings are also to receive attention.

# **Vibration**

Included in this programme are three important items which are to be dealt with by a special joint Sub-Committee of the Ships' Machinery Committee and the Ships' Structures Committee. These investigations deal with the vibrations set up by inter-action pitch screws, the effect of size of boss between the machinery and hull and the object here will be to enable designers to avoid the troubles which have arisen in the past from this cause.

Most of the items on this programme will involve experimental investigation, but in some cases adequate data already exists which will be collected and collated in a form useful to the marine engineering industry.

The programme as it stands embodies those problems which are considered by

(Continued on page 8, column 4)

Safe launching

Wednesday, August 14, 1946

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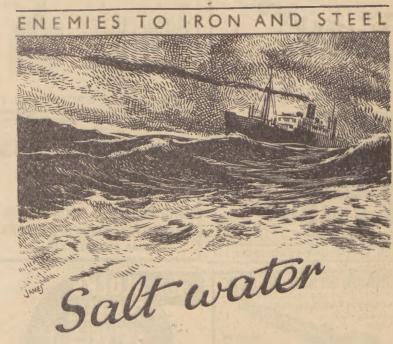
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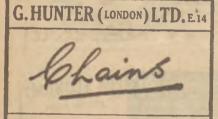


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LINER

A trend towards small fast wellequipped cargo liners has been noted in certain Scandinavian countries for some time past. The Danes, in particular, through Det Forenede Dampskibs-Selskab A/S., have long favoured this kind of ship for ocean voyages. In a fleet which they were fortunate enough to construct during the occupation years they included several of such ships for trade to North and South America. All were single-screw ships propelled

by oil engines. 6000 tons d.w.) have recently been high speed and light weight, placed booked by the Blyth Dry Docks & on a deck above the main D.C. pro-Shipbuilding Company, Ltd., for a pelling motor. This would give the Helsingborg owner, and they are advantage of direct control from the among the first orders for Swedish bridge. It would obviate any suggesships placed in British yards for tion of reversible blade propellers, many years. They are to be cargo propulsive devices which seem to be motorships with accommodation for gaining a measure of popularity in 10 passengers, but, what it more some of the larger types of ships. important, are designed for a speed If delivery permits it is believed of about 15 knots. They are to be that this type of propeller may be propelled by Burmeister & Wain installed in a certain coastwise two-cycle engines, which will be motorship building in Great shipped to this country from Copen- Britain, also with machinery aft. It hagen. Details of the machinery are must be admitted that rapid selfnot available, but it would not be manoeuvrability is an advantage for surprising to find a double-acting a ship of this kind, which has neither two-cycle engine, direct coupled to the bulk of the big 10,000-tonner nor the single shaft. On the other hand, the more modest dimensions of the there are possibilities of a single- coaster and short-sea trader proper. acting engine and even of a trunk piston engine of standard type being selected. No doubt the choice will are ordered to-day. This is a time be governed to a great extent by the when rapidity of delivery rather availability of the machines in than excursions into future probaquestion.

### An Australian Order

The ships are well-built cargo liners. Their speed of 15 knots presumably is a service speed in fully loaded condition. While, therefore, they are not the fastest of their kind in existence, they do represent good practice in that intermediate kind of tonnage which is half way between the tramp and the cargo liner proper. This makes all the more interesting an order for a cargo motorship of 6000 tons d.w. for the Australasian United Steam Navigation Company, Ltd., which Short Brothers, Ltd., of Sunderland, have just booked. She is intended for the Australian coastal trade and has a service speed of only 12 knots. Two ships of this type are also under construction at Burntisland for the British India Steam Navigation Company, Ltd.: they are, however, slightly smaller.

The Sunderland order is interesting because the ship is obviously a repeat of the Corinda, completed for the same owners by the same builders in April, 1937. She was a long bridge deck single-screw motorship, propelled by a Doxford opposed-piston two-cycle airless-injection engine having three cylinders, of 22.06 in diameter and 85.06 in. combined OSLO YARD'S FIRST POST-WAR SHIP stroke. The engine was rated for about 2200 b.h.p. at 117 r.p.m. In accordance with contemporary Doxford practice, this ship had all-steam auxiliaries, with ample exhaust-gas steam in the engine-room and steam

winches on deck. The Corinda is a smart little craft, with poop, long bridge deck and forecastle, a short superstructure being built on the bridge deck round the engine casing. She was intended for a special trade, though her machinery was amidships, contrary to coastwise shipping practice of a The engineslightly later date. room was remarkably short in fore and aft length, due to the fact that the engine was only a three-cylinder unit. This fact would seem to point to the possible choice of a doubleacting two-cycle engine for the Swedish ships mentioned above.

A 6000-tonner, particularly if intended for normal liner work, may with advantage use the shortest possible engines, because in a vessel with relatively limited dimensions a large proportion of the best and broadest part of the ship amidships is occupied by machinery. A long engine with a short stroke would obviously be out of place in a ship of this kind, apart from considerations of the number of revolutions.

Many people consider that the 6000-ton vessel of the future will choice, since a good deal depends on trim and draught, 'Tween deck ships of this size, with machinery

THE SMALL FAST CARGO largest to do so, except in one or two special cases, and, of course, in tankers.

> between perpendiculars, by 48.3 ft. beam by 21 ft. depth, with a draught of 22 ft. 6 in., but, as mentioned above, she is perfectly conventional in layout. If a motorship of these dimensions were constructed with machinery aft it is more than likely that the navigating bridge would be on the upper deck, slightly forward of amidships. An opportunity would then present itself for one of the more unconventional types of machinery arrangement, e.g., four high-speed engines geared to a single

### **Another Alternative**

Some owners might be prepared to consider diesel-electric propulsion Two ships of similar size (about with horizontal vis-a-vis diesels of

> It is perhaps wrong to pass judgment on ships of this kind which bilities of construction has first call. It is tempting to inquire, how ever, whether 15 knots can be considered the upper speed limit for ships of this class. Surely speed is inherent in the small ship, for in doing many more voyages per year than the larger and slower ships she is in effect a more efficient carry-Brassfinishers & Engineers
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tent in this one instance with a preideal compromise. If, however, the 6000-tonner is, as many people supshe is bound to receive a great deal of attention as regards design detail. Oil engines will undoubtedly be used for propulsion, though not

The cargo steamer Mildrid (Yard No. 351), 3400 tons d.w., the first vessel built at Nylands Verksted, Oslo, since the war, has been launched. Built to Norske Veritas class for account of Messrs. Bachke & Co., Trondheim, she is 275 ft. in length, b.p., 44 ft. in breadth, and 20 ft. in depth. She has forecastle, long bridge and poop, rounded stem and cruiser stern, and has accommodation for four passengers. The propelling machinery consists of a compound steam engine with Bauer-Wach exhaust turbine, developing together 1500 h.p., and giving the vessel a speed of about 11 knots in loaded condition. Steam is supplied by oil-fired boilers, which are situated at the sides of the main engines, according to the shipbuilders' patent

(Continued from page 7, column 4)

the industry to be the most pressing always have her machinery aft. tion as time goes on. From this There is no obvious reason for this brief review of our research work aft, have been constructed and have still many problems that we shall have operated successfully, though admittedly they are about the still many problems that we shall have to include in the future as the facilities at our disposal grow.

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Motor Ships & Engines

ing medium.

It is said that speeds as high as 18 knots have been mentioned in some circles. Certainly the power to produce this speed is available in very compact form, and the machinery can be laid out in a number of attractive ways. Norway has already partially determined on 18-knot ships for her coastwise trade, but it would be unfair on this account to condemn Australia for being conwar 12 knots. Perhaps for the moment the Swedish 15 knots is the pose, the ship of the future, then necessarily of the direct-coupled type.

A motorship of 700 tons d.w., the keel of which has just been laid at the Laksevaag yard of Bergens mek. Verksteder, will be the first vessel built at this yard since 1937. Owing to difficulties in obtaining materials it is uncertain when the vessel (which is being built for G. Stroms Transport, Oslo) will be delivered.

SHIPBUILDING RESEARCH

and worthy of immediate attention. It is, however, by no means exhaustive and will no doubt undergo modificayou will see that our programme is already one of considerable scope but, as I have previously indicated, we realise that there are

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Problems of Reconstruction

The following paragraphs relating to the requisitioning of fishing vessels during the war and to the reconstruction of the British fishing fleet appear in a Report, "Fisheries in War Time," issued by the Ministry of Agriulture and Fisheries (Stationery Office, price 1s. 6d.):

Out of a total of some 1030 steam trawlers available at the outbreak of the war, about 816 were requisitioned at one time or another, the maximum number on naval service at any one time being about 690. The number requisitioned during the first three months of the war was about 330. Towards the end of 1939, when the magnetic mine first made its appearance, there was another heavy demand for minesweeping, and about 190 more vessels were requisitioned. As countermeasures to the magnetic mine were devised and fitted, some of these vessels were returned to the fishing industry, but others were taken up for various ourposes following the collapse of France, and in January, 1941, the total number on service reached the figure of 690 referred to. The number available for fishing was only about onequarter of the pre-war fleet, and the catching power was even less, as praccically all the larger and more efficient ships had been taken. Another factor which must be taken into consideraion is that the age of the vessels still eft to fish necessitated constant repairs, often of a major character; the time spent in port was thereby considerably increased over the average of the prewar years. Catches fell to below onequarter of the pre-war figure. position remained substantially the same until the end of August, 1944, when the improvement in the war situation made possible a fairly steady flow of releases, which continued up to VE-day, after which the number of releases was only controlled by the capacity of the reconditioning yards to take the vessels in hand. At the date

The number lost on war service was 146. The steam drifter fleet also suffered severely from requisitioning, about 200 effect of requisitioning was, however, less serious in the case of the herring industry than was the almost complete closure of the North Sea to fishing, which restricted herring fishing to waters off the north-west and north coasts of Scotland. More herrings could certainly have been caught if more vessels had been available, but the principal factor in the decline of the herring catch was the lack of avail-

of this report comparatively few steam

trawlers were still under requisition

able fishing grounds rather than the lack of ships. The inshore fishing fleet in England and Wales suffered rather less than the larger sections of the industry through requisitioning. The total number taken up for naval service was about 90

and practically all of these have been

from War to Peace

Although the day-to-day work of eeping the fishing fleet at sea, or, rather, that limited part which had not been requisitioned for naval service, was the main preoccupation of the small staff of the Fisheries Department during the war years, every effort was made throughout that period to prepare the ground for dealing with ny problems of reconstruction which it was realised would present themselves immediately on the cessation of hostilities in Europe.

the war in Europe emphasised the launched. Of shelter-deck type, with urgent necessity of getting back into raked stem and cruiser stern, she has fishing the many trawlers and other been built to bloyd's Register fishing vessels which had been required with hull strengthened for navigation LUBRICATING OIL SYSTEMS

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for naval service, combined with the in ice. She is 258 ft. 42 in. in length b.p., 40 ft. 8 in. in breadth. 15 ft. 9 in. in depth to main deck and for one reason or another had been 23 ft. 3 in. to shelter deck, her esti closed to fishing owing to the exigencies mated carrying capacity being 2040 of war. The first of these problems tons on a draught of 15 ft. 1 in. The involved a number of ancillary prob- propelling machinery consists of lems. In the first place, the release of triple-expansion engine supplied by the requisitioned vessels involved extensive reconditioning, which took as much as six months to complete. Then, 850 mm. stroke, developing 850 i.h.p. before the vessels could begin fishing, at 90 r.p.m.; a Gotaverken turbo-comthe necessary crews had to be found, and, finally, the resultant landing of increased quantities of fish at the ports to which the vessels were returned necessitated the provision of more labour at the ports, and, in fact, right down the line to the fishmongers' slab and the provision of more transport facilities in the way of trucks.

The general release of requisitioned cadmium, antimony, cobalt and man vessels actually began in a small way a year or two before the end of the war Directorate of Non-Ferrous Metals in Europe, but bulk releases, especially Total figures of the consumption of of the larger vessels, did not really virgin metal only are as follows:—begin until after VE-day, so that, although with commendable prompti- of this year (compared with 50.653 tons tude the Admiralty were able to open a large area in the North Sea to fishing soon after VE-day, it was not anticipated that any substantial increase in British landings would 244 tons (149), and manganese metal occur before the late summer or early 149 tons (136). autumn of 1945, especially as the first trip to the Bear Island grounds was not possible until July of that year. But ing Company, Ltd., have bought a

increasing quantities.

increased to 25, new trawlers, but, although the available slipways were readily taken up by a small number of trawler owners, the general view of the associations of trawler owners wa generally against new building, partly on account of the then prevailing high costs and partly because of the genera uncertainty of the future. They favoured the alternative of getting back to fishing as soon as possible the many requisitioned vessels capable of returning to their previous vocation The months, therefore, immediately before and immediately after V.E.-day

were mainly occupied with the many

problems associated with this policy. There were, however, several other matters that began engaging the atten tion of the Department long before the end of the European war, and these were discussed from time to time with representatives of the trawler owners at a series of conferences which as far as expediency permitted were held at regular intervals throughout the wa years. It is satisfactory to record that the Department was able to maintain constant touch with the appropriate associations, not only at headquarters but with the branches at the ports. where most of the day-to-day work was

SUNDERLAND'S DRY DOCKS

Rebuild Their No. 1

From Our Own Correspondent SUNDERLAND, Tuesday

The Admiralty has now withdrawn the ban prohibiting T. W. Greenwel & Co., Ltd., from proceeding with plans for rebuilding and enlarging their No. 1 graving dock at South Dock, Sunderland. The Admiralty agrees to the allocation by the Ministry of Labour of the necessary civil engi neering labour to the scheme when it is put in hand. Messrs. Greenwell now intend to prepare plans and specifica tions, and to invite estimates and tenders.

The present dry dock, which has been of the three largest dry docks on the the largest vessels built in the port.

DOCKS

According to a Reuter dispatch from Hongkong, a profit of 95,860 Hongkon end of March, this year, in spite pany's dry docks had been retaken into use last September.

The cargo steamer Mangen, built at Helsingborgs Varf for O. F. Ahlmarl The immediate effect of the end of & Co., Eftr. A/B., Karlstad, has been builders, and having cylinders 455 mm 675 mm. and 1200 mm, in diameter by pressor is fitted.

> CONSUMPTION OF NON-FERROUS METALS

non-ferrous metals in the United King dom during the second quarter of 1946 covering zinc, lead, tin, nickel. ganese, have now been issued by the virgin metal only are as follows:in the first quarter), lead 48,013 tons (55,426), tin 6449 tons (5421), nickel 3094 tons (2098), cadmium 138 tons (127), antimony 1274 tons (1490), cobalt

the landings by Iceland vessels, now three-storey block of property at Blyth reinforced by those from Denmark and for conversion into additional offices elsewhere, began to be reported in and stores. The plan is part of the Early in 1944 the Ministry obtained berth establishment capable of build-

Messrs. Greenwell's Plan to

out of use since it was damaged in at air raid over three years ago, is 440 ft. long. When rebuilt it will be 5,5 ft. in length and will be 75 ft. longer and five feet wider than Messrs. Greenwell's being taken out of about 277. The other dry dock. It will then be one East Coast, capable of accommodating

HONGKONG AND WHAMPOA

Damage in Allied Air Raids

dollars was made by the Hong Kong & Whampoa Dock Company, Ltd., during the period September, 1943, to the widespread damage caused by Allied bombing raids. At the annual meeting of the company in Hongkoug, the chairman (Mr. D. F. LANDALE) announced that in view of such damage the company's assets had been written down by \$3,200,361. The damage included the almost entire destruc tion of the head office, main store oiner shop, sawmill, copper shop, sal rage store, and boat shed. Mr. Landale mentioned that one of the com-

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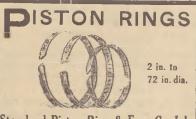
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# Admiralty Expenditure Criticised

# **ACCOUNTS COMMITTEE'S REPORT**

The Fourth Report from the Committee of Public Accounts (H.M. Stationery Office: 3d. net) comments on Admiralty's arrangements for securing economy in manufacture as Timber

The Comptroller and Auditor-General drew attention to a case where a contractor's use of more expensive material and a process requiring a heavier ingot had resulted in considerably higher costs for forgings than those incurred by other contractors. The Admiralty have not introduced the systematic use of efficiency returns and comparative costs on the lines adopted by the Ministry of Supply. They explained that in the case of warship building the question of efficiency in technique is left to the hiphuilders.

In the general area of engineering, including electrical gear, machinery, armaments and other stores, the Admiralty have always made an extensive use of the Principal Technical Costs Officer whose duty it is, in addition to the preparation of estimates of costs, to secure that the most efficient technique practicable is employed. This officer has a staff of production engithrough whose operations co-ordination of method between firms and close co-operation with the contract departments are secured. The Admiralty claimed that, having regard to the field covered, this system was as efficient as that used by the Ministry of Supply.

The Committee are not in a position to assess the adequacy of the Admiralty ystem, but they observe that, although he contractor concerned was carrying out similar production before the war, remedial action was apparently not initiated by the Principal Technical 'osts Officer until 1943.

The Committee recognise the difficulties in securing co-ordination of methods between firms in peacetime conditions, especially where open competition becomes fully effective. They recommend, however, that the arrangements for securing economy in manufacture should be kept under review. with the object of adapting them over he widest area practicable in the hanged conditions. They note that the Principal Technical Costs Officer, ised by the Admiralty, is now an officer of the Ministry of Supply, and they trust that this fact will ensure common arrangements on a wider basis between ill purchasing departments, for dealng with questions of production and

# Control of Sub-Contractors' Prices

Another section of the report is devoted to a consideration of the Admiralty's inquiries into the over-all trading results of sub-contractors, and reviews the measures now in hand for ensuring reasonable sub-contract

The Public Accounts Committee of 1945 recommended that the Admiralty should continue to press their investigations into the overall trading results of sub-contractors, with a view to ensuring a more satisfactory control of sub-contract prices.

During 1945 the Admiralty extended their inquiries with the object of covering all firms believed to have undertaken substantial sub-contracts. Out of 5910 firms brought within the field plate exports, except a small quantity of survey, some 1700 were found not to call for detailed investigation and 1255 were referred to other Government Departments with a larger subcontract interest. Of the remainder, 504 firms, employing a capital of £50,000 or more, showed profits, arising on Government orders (direct and indirect) and commercial sales, averaging 25 per cent, on a total capital employed of some £290,000,000, or 13 per cent, on the cost of sales. The Admiralty explained that these profits were not obtained wholly on Admiralty work. They stated that they were the major user of the sub-contractors and took charge of the investigations but that there might be a lot of work for other Departments as well as commerial work for private contractors. The Comptroller and Auditor-General, however, drew attention to the fact that commercial work was often indirectly

Government work. Rebates obtained to April, 1946. mainly in respect of Government subcontracts totalled about £3,250,000 and offers of about £750,000 were under conideration. While it has been useful to ecure these relates even though they are not large in relation to the total profits, the main object of the investigations is to improve the primary control of sub-contractors' prices. The Admiralty have appointed a committee, neluding an outside accountant, to examine this question. Measures now n mind for ensuring reasonable prices nclude, in addition to an extension of the practice of costing, provision in the ase of all large warship sub-contracts for a certified statement of cost after the completion of the work, and in all other substantial sub-contracts, the

verify that the price is reasonable. The Treasury explained that the control of sub-contract prices was also

# A Review of the Supply Position

The current issue of "The Board of Trade Journal " contains a number of brief surveys of the supply position of 74, YORK ST., GLASGOW, C.2 some of the principal raw materials, from which the following are ex-

The loss of considerable quantities of softwoods as a direct result of the LIFE SAVING EQUIPMENT recent strike in British Columbia has accentuated a shortage that was al ready acute. This, added to the restric tion of timber exports caused by the coal famine in Scandinavian countries. means that timber available for use in this country over the remainder of 1946 will harely permit consumption at present levels and indeed many users may have to face a reduction in their allocations since a high proportion of the available supplies must continue to be set aside for the housing programme Timber shipments from Germany have begun and should increase stantially over the coming months and there are also supplies in prospect from Russia, though not on a large scale. Resumption of hardwood exports from Burma and the Far East is not yet in sight.

### **Paint Materials**

Shortages of paint materials are widespread, with linseed oil the most serious. While the world oils and fatposition remains difficult, overall supplies of linseed oil will remain much below requirements and close control over use will continue to be necessary. Other bottlenecks are lithopone and titanium oxide, both of which it is hoped to secure in due course from Germany, though there is no immediate prospect of supplies from there: lead salts, which are restricted in consequence of the world shortage of the metal; and butyl alcohol and acetate for lacquers. On the credit side, the China wood oil position shows signs of becoming somewhat easier.

### Iron and Steel

Reconversion has not so far been seriously affected by shortages but the supplies in the next few months are certain to be very tight in view of the growing demand from consuming industries. Home production has been running at a very high level and is still rising. It had been anticipated that we should have been able to obtain substantial tonnages from the United States this year, but owing to strikes in both the steel and coal industries we cannot now get the deliveries we had expected. Supplies from the Continent, whence we used to import up to a million tons before the war, are not available in any large quantity. No relief can be expected until the United States or the Continent is in a position to export large quantities to

The available supplies are allocated among Government Departments which authorise the consumers, for which they are responsible, to place orders with the steel firms. The allocations of steel for export have been drastically reduced from the rate permitted in the first half of the year. The great bulk of the exports are for necessary services oversea, such as railways, oil companies, &c., which it is essential to keep going in order that we may obtain necessary supplies of raw for the oil companies, go to food-producing countries for canning food to be shipped to the United Kingdom.

Lead will be in short supply for probably at least the next two years. Every effort is being made to substitute other materials—copper, aluminium, &c.—for purposes for which lead would normally be used, to increase imports and to make the best use of scrap lead which can be salved. Consumption in this country is controlled by a rationing scheme which has the effect, inter alia, of reducing exports of semimanufactures in lead to almost negligible proportions. Exports of manufactured articles requiring lead, particularly cables, are permitted, but must be limited so long as the supply position makes it difficult to meet such basic reconstruction requirements at home as lead for housing, batteries and

# Other Metals

The other principal metals which are in tight supply or may be in short supply in certain specifications are zinc and copper. In degree, however, they do not cause the supply difficulties which we meet on iron and steel and lead, and are not likely seriously to impede the reconstruction programme.

(Continued from preceding column)

ordinating Committee at the end of 1945 and is to be reconsidered at about the end of 1946, in the light of the effectiveness of the existing arrangements and of post-war contract con-Admiralty are to have the right to ditions. The committee welcome the attention given to this subject, and they trust that satisfactory arrangements will be made for ensuring that sub-contractors' prices are fair and (Continued at foot of next column) reasonable in the future.

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PORT LINCOLN, 7246. 6 Shed, King George
OIL 100 Colon, 7246. 6 Shed, Colon, 7

SOCOTRA, 7840, E. Qy., Victoria, P. & O. SOCOTRA, 7840, E. Qy., VICTOTIA, F. & O. S. N. Co.
S. N. Co.
SOMERSET COAST, 1097, Blackwall Bsn., West India, Coast Lines
SPRINGWOOD, 525, Russia Yd. S., Surrey Commercial, Springwell S.S. Co.
STRATEGIST, 6255, L. Shed, South-West India, T. & J. Harrison
STRATHNAVER, 22,283, 31 Shed, Tilbury, P. & O. S. N. Co.
SUECIA, 4216, G. Whse., Millwall, British & Northern Shipping Agency
SUMATRA, 9426, M Shed, South-West India, Keller, Bryant & Co.
SUPREMITY, 2074, Albion Yd., Surrey Commercial, F. T. Everard & Sons
SYANHOLM, 1321, E Whse., Millwall, United Shipping Co. Shipping Co.
SWIFT, 936, Thames Dry No. 2, G. S. N. Co.
TEMPO, 297, Albion Dk. Bys., Surrey Commercial, International Shipbrokers
TERN, 213, Shad. Bsn., Ldn. Dk., Brussels
S S Co. THAMES COAST, 1057, W. Dk., Ldn. Dk., Coast Lines
THEMSTON, 711, C Qy., Regent's Canal,
Instone Lines
TREWIDDEN, 7273, Canada Yd. S., Surrey
Commercial, Hain S.S. Co.
TURKISTAN, 6935, M Whse., Millwall, F. C.
Strick & Co.
WEST COASTER, 361, W. Dk., Ldn. Dk.,
G. S. N. Co.

# LONDON-IN THE RIVER

Vessel Station Broker ABILITY, Lambert's Hoists, Beckton, F. T Everard & Sons ACCLIVITY, Jurgen's Jty., Purfleet, F. T Everard & Sons ACTIVITY, Everard's Jty., Greenhithe, F. T. Everard & Sons AFON GWILI, anchored St. Clement's Reach AGILITY, Everard's Bys., Greenhithe, F. T. Everard & Sons ARIOSTO, Mark Brown's Wf., Bermondsey, United Shipping Co. ARNEWOOD, Lower Tr., Charlton, Milner Thomas & Co.
ASSIDUITY, Everard's Wf., Greenhithe, F. T.
Everard & Sons
AYLESBURY, Bellamy's Wf., Rotherhithe,
Capper, Alexander & Co.
BEDALE H., anchored J.ong Reach
BELVINA, Hay's Wf., Bermondsey
BIRDWOOD, Lower Tr., Barking, W. France,
Fenyick & Co.

Fenwick & Co. BIRKER FORCE, Bellamy's Wf., Rotherhithe, BIRMINGHAM, Alpha Cement Wf., Cliffe, Shipping & Coal Co.
BLAIRDEVON, Imperial Paper Mills, Gravesend, Tatham, Bromage & Co.
BORNRIF, Horseferry Wf., Rotherhithe. Freight Express
CAMROUX II., Robinson's Wf., E. Greenwich CANTUCK HEAD, Kent Portland Cement Works, Greenhithe, C. Rowbotham & Sons CARRICK COAST, Tate's Wf., Silvertown, Coast Lines CASPIAN COAST, Stone Stairs Tr., Limehouse, Tyne-Tees Steam Shipping Co. CHANNEL QUEEN, Free Trade Wf., Ratcliff. British Channel Islands Shipping Co. CITY OF SWANSEA, anchored Northfleet Hope for Tilbury Dk., Montgomerie & Workman

Workman
COLONEL CROMPTON, Deptford Station, Stephenson Clarke, Ltd.
CORFEN, Erith Bys., W. Cory & Son CORFOSS, Middle Tr., Erith. W. Cory & Son CORGLEN, Barking Jty., W. Cory & Son CORMARSH, S. S. O. C. A. Jty., Purfleet, W. Cory & Son Cory & Son
CORMINSTER, Tunnel Portland Cement
Works, W. Thurrock, W. Cory & Son
CORMORANT, Irongate Wf., Tower Bridge,
G. S. N. Co.
CORMOUNT, Upper Tr., Erith, W. Cory & Son
CORNCRAKE, for London Dk., G. S. N. Co.
CORNWOOD, Lambert's Hoists, Beckton, E.
Foster & Co. Foster & Co. CORSICA, H.M. Victualling Yd., Deptford

CROMARTY FIRTH, G. Work & Co. DAVID M., Co-operative Wf., Gravesend EASTON, Lower Tr., Deptford, R. S. Dalgliesh EEMSHORN, Greenhithe Bys., G. A. Tom &

EMPIRE DAFFODIL, Stowage Wf., Deptford Ureek, G. S. N. Co.
EMPIRE FACILITY, Everard's Wf.. Greenhithe, F. T. Everard & Sons
EMPIRE FANFARE, Everard's Wf., Greenhithe, F. T. Everard & Sons
EMPIRE FARNAM, Town Wf.. Gravesend
EMPIRE FARNAM, Town Wf.. Gravesend
EMPIRE FAVOURITE, Everard's By., Greenhithe
EMPIRE SPINNEY, Stowage Wf., Deptford
Creek, G. S. N. Co.
EMPIRE TUGELA, White's Jty., Swanscombe
ETHYLENE, Nine Elms Gas Works, Cokemart, ltd.
FALCON, E. Lane Tr., Bermondsey, G. S. N. FAUVETTE, St. Katharine's Wf., Tower Bridge, G. S. N. Co. FIRESIDE, Galleons Tr., Woolwich, Cokemart.

FLAMMA, Lower Tr., Charlton, Cokemart, PORTH, Carron Wf., Wapping, Carron Co. FRIARGATE, Crown Wf., Deptford Creek GEORGE BALFOUR, Deptford Power Station, Stephenson Clarke, Ltd.
GLANTON, Upper Tr., W. Woolwich, B. E. Moors & So.

Moors & So.

HALVAR H., Bowater's Wf., Northfleet
JOHN EVELYN, Admiralty Tr., Deptford
KOOLGA, Free Trade Wf., Ratcliff
LEVENWOOD, White's Jty., Swanscombe,
Temple Thomson & Clark
LISBETH, off Greenhithe, Robin Eggins & Co.
MACBRAE, Upper Tr., Erith, J. Hudson & Co.
MARIA (aux.), St. Clement's Reach
MARTITA, Bevan's Wf., Northfleet
MAVIS, for Idn. Dk., G. S. N. Co.
MIERVALDIS, Lower Tr., W. Woolwich, R. S.
Duglieth

MR HARM SMEENGE, Blake's Wf., Fulham,

MG. HARM SMEENGE, Diake S. W., Fullam, Board Import
NORTHUMBRIAN COAST, Bell Wf. Tr..
Shadwell, Tyne-Tees Steam Shipping Co.
OLNA FIRTH, anchored St. Clement's Reach,
S. Cater & Co.
ORANJEPOLDER, Custom House Qy.,
London-Rotterdam Maritime Agency.
ORTOLAN, Ratcliff Cross Wf., G. S. N. Co.
PATRIA, Fennings' Wf., London Bridge,
British & Foreign Maritime Agencies
PETERTOWN, Victoria & Norway Wf., E.
Greenwich

Greenwich
POLARIS, Empire Paper Mills, Greenhithe, J.
Carlbom & Co.
POLGLEN, Purfleet Saw Mills, Robin, Eggins
& Co. & Co.
PORT PHILLIP, for King George V. Dk.,
Port Line
RATHLIN, for Ldn. Dk., Clyde Shipping Co.
RONDO, Barking Collier Tr., Stephenson
Clarke, Ltd.
SAMARINDA, anchored Long Reach, T. & J.
Harrison Harrison
SAMYALE, Greenwich Tr., Moxon, Salt & Co.
SAN ANTHONY, Ford's Jty., Dagenham,
W. H. Muller & Co.
SETAS, Lollar Wf., Millwall, Freight Express
SOUTHWOOD, Bevan's Wf., Northfleet,
Temple Thomson & Clark
SPRAMEX
SUMMITY, Plaster Products Wf., Greenhithe,
F. T. Everard & Sons
THE MONARCH, Kent Portland Cement
Works, Greenhithe
TUBO, Allsop's Wf., Wandsworth, Freight
Express

VIC 79, Victualling Yd., Deptford Creek VICTORIA PEAK, Swanscombe Tr., Lambert

Bros.
WARJO, Willson's Wf., Bermondsey, British & Northern Shipping Agency
WESTCLIFFE HALL, Lower Tr., W. Woolwich, W. France, Fenwick & Co.
WESTERN HILL, No. 1, Charlton Bys.
YARMOUTH TRADER
YEWFOREST, Lower Tr., Beckton, T. Cook

# MERSEY-IN PORT

Docks are at Liverpool unless otherwise shown
+ indicates Birkenhead

Vessel Tons Gross Dk. or Wf. Broker Vesset

ALCA, 3712, King's 1, Yeoward Bros.

ALLERTON, 1195, Cammell Laird & Co's Dry 4,† Bahr, Behrend & Co.

AMERICAN MANUFACTURER, 6821

AMY SUMMERFIELD, 407, Gladstone, W. A. Savage
ANGLIAN COAST, 594, Vittoria,† Coast Lines
ANNA II. 478, Carriers', Ross, Ryan & Co.
ARDENZA, 933, Langton Branch, Moss
Hutchison Line
ARDUITY, 959, Bromborough, Caleb Brett & ASPHALION, 6274, Vittoria,† A. Holt & Co. ASSURANCE, 203, E. Float.† ATHELPRINCE, 8782, Bromborough, Athel ATHELTARN, 1179, W. Float, † Athel Line AYRSHIRE COAST, 773, Trafalgar, Coast Lines

Wednesday, August 14, 1946 Page 11 LLOYD'S LIST TROUBLE WITH WATER HERE MEANS THE WRONG SORT OF CURVE HERE

The high-pressure water-tube boilers now becoming standard in modern freight and passenger carriers require efficient control of the feed water if overheating and burst tubes are to be avoided. Albright & Wilson, who have considerable experience in this problem, maintain an advisory service which is freely at the disposal of superintendent engineers.



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OF PROVED EFFICIENCY AND GREAT CONVENIENCE

The illustration shows a composite Boiler having a water tube (STEDDYFLO) waste gas section and a thimble tube (SPIRALFLO) oil-fired section

SINCE 1936 ONE SHIPOWNER ALONE HAS ORDERED 9 OF THESE BOILERS FOR SUCCESSIVE SHIPS SPANNER BOILERS LIMITED



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Cpecialists in Boiler, Ship Repairs and Site Work in the Bristol Channel area



THE BRITISH ARC WELDING CO. (BRISTOL CHANNEL) LIMITED ROATH BASIN, CARDIFF "Areaweldo" Cardiff

Phonos— 5343 & 5344 Cardiff



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ZURICH 2 Switzerland

AUTHORITY, 615. Canada, Caleb, Brett & Son BALMAHA, 1428, Harrington, A. Coker & Co. BANKVILLE, 339, Wallasey, J. S. Monks BANTRIA, 2407, Sandon, Cunard S.S. Co. BARANDA, 500, Gladstone 1, Ross, Ryan & BELNOR, 2871, Gladstone. Sivewright, Bacon & Co.
BEN VARREY, 198. Alfred.†
BLACKSOD, 500. Hornby, J. Kelly & Co.
BONIFACE, 4928. Langton, Booth S.S. Co.
BREMNES (ex Empire Ettrick). 4022. Langton Dry 1, Vogt & Maguire
BRITANNIC. 26,943, Gladstone 2, Cunard
White Star

White Star BRITISH COAST, 889, Bromborough, Coast CAID ALLAH (ex Cheshire Coast), 1122, Nelson, H. Tyrer & Co. CAPE ALAVA, 6751, Huskisson 3, American S.S. Lines Agency CAPE ANN, 6711, Huskisson 3, Anchor Line

(Continued on page 13)

The DEATH Penalty to all INSECTS New discovery ends all insect pests.

SUPER

CONTAINING D.D.T./GEIGY. THE MIRACLE INSECT PEST DESTROYER

Once insects have touched Super SECTO D.D.T.—they have to die. Steam flies, beetles, cockroaches, flies, bugs, fleas, lice, moths, grubs and for general infestation.

TRADE PRICES.

Dusting Powder: 2 lb. tins, 4 -; 7 lb. tins, 13/-All Purpose Powder: 2 lb. tins, 5/- each; 7 lb. tins, 17/- each.
Liquid ready for Use: 1 gal., 12/-; 5 gal., 45/-. Wall Wash Powder: (Mix with water paints)-Bulk, 7/6 lb. Remittance with order and plus postage or usual reforence.

THE SECTO CO., Mfg. Chemists BLACKBURN

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

Aug. 9
3148 EASEDALE, Br, 4667, Thomas,
Hongkong & Abadan, Medway Oil Fuel
Depot, Admiralty. Aug. 11 3149 BRFTISH FORTITUDE, Br. 4992, Stockman, Abadan, Purfleet, F. C. Strick & Co.

Aug. 12 166 GRONINGEN, Br, 547, Green, Hamburg, Tilbury Dk., Clemt. 165 PETREL, Br, 486, Aplin, Antwerp, Tibury Dk., Clemt.

Aug. 13
ABILITY, Br, 461, Hadlow, Delfzyl,
Albert Dock Hoists, F. T. Everard & Empire Gallop
Sarpsborg for MillSons.
CLAN MACNEIL, Br, 3788, Carter,
Empire Tugelo

Sons. 62 (LAN MACNEIL, Br. 3788, Carter, Antwerp, S. W. India Dk., Houston

62 CLAN MACNEIL, Br. 5788, Carter, Antwerp, S. W. India Dk., Houston Line (London).
153 EMPIRE CONSEQUENCE, Br. 1064, Barwick, Tore, Surrey (ommercial Dk., Shipping & Coal Co.
161 EMPIRE GALLOP, Br. 964, Holburn, Oslo, Millwall Dk., United Shipping Co. Halvar H. Port Phillip, Aug 259, Lucas, FIRECREST, Br, Port Philip,
Wellington for
George V Dk
Corncrake I
for Lone

Ostend, Tilbury Dk., S. Cater & Co.

167 HALVAR H., Fi, 734, Hakala,

Tolkis, Purfleet, Robbin Eggins & Co.

156 JANS, Du, 130, Timmer, Amsterdam, London Dk., Transport Exchange 63 KINDAT, Br. 2571, MacFadyen, Madras, Tilbury Dk., P. Henderson &

55 LUCY BORCHARD, Br. 1657, Peters, Windsor (N.S.), Surrey Commer-cial Dk., Fairplay Towage & Shipping MAVIS, Br. 170, Sinclair, Havre, don Dk., G. S. N. Co. PATRIA, Du, 168, Fekkes, Amster-n, Fenning's Wf., British & Foreign

ritime Agencies.
RUSSELL A. ALGER, Am. 4380,
.es, Cienfuegos, Royal Albert Dk.,
H. Muller & Co.
SUECIA, Sw. 2422, Lindhe, Gotheng, Millwall Dk., British & Northern

Shipping Agency.
158 SUMMITY, Br. 287, Fry, Rouen.
Greenhithe, F. T. Everard & Sons.
151 TERN, Br. 96, Urquhart, Brussels,
London Dk., Brussels S.S. Co.
157 TUBO, Du, 115, Bootsman, Limfjord, Allsop's Wf., Freight Express.

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

Aug. 12 HAMBURG, Woodlark, Br. 694, Stratcher, Tilbury Dk., Clemt.

Aug. 13
ANTWERP, Themston, Br, 283, Hewetson Regent's Canal Dk., Instone Lines.
COPENHAGEN, Ariosto, Br, 970, Pountney, Mark Brown's Wf., United Shipping

HAVRE, West Coaster, Br, 155, Horesham London Dk., G. S. N. Co.
LEGHORN, Merkland, Br. 631, Moar
London Dk., Currie Line.
MALMO Warjo, Sw, 301, Lindberg, Willson's Wf., British & Northern Shipping

Agency. EW YORK, Anson P. K. Safford, Am. \$380, Brennen, Royal Albert Dk., United Fort ('adotte, YORK, Fort Cadotte, Br., 4248 hett, Royal Albert Dk., Cunard

White Star,
RIEME, Cromarty Firth, Br. 274, Bailey,
Dagenham, G. Work & Co.
ROTTERDAM, Birmingham, Du, 257,
Jooster, Alpha Works, Shipping & Coal

Co. ROTTERDAM, Oranjepolder, Du, 442. Witte, Custom House Qy., London-Rotterdam Maritime Agency. CLEARED OUT

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

Aug. 12 WOODLARK, Br. 694, Stratcher, Ham-burg, Tilbury Dk., Clemt. ANSON P. K. SAFFORD, Am. 4380
Brennan, New York, Royal Albert Dk.
United States Lines.
ARIOSTO, Br. 970, Pountney, Copen

Mark Brown's Wf., United Ship-BIRMINGHAM, Du, 257, Joosten, Rotter

(ROMARTY FIRTH, Br. 274, Rieme, Dagenham, G. Work & C. FORT CADOTTE, Br. 4248, Pa. 274, Bailey RT (ADOTTE, Br. 4248, Patchett. Kew York, Royal Albert Dk., Cunard Erodona MERKLAND, Br. 631, Moar, Leghorn,

MERKLAND, Br., 631, 34047, London Dk., Currie Line.
ORANJEPOLDER, Du, 442, Witte, Rotterdam, Custom House Qy., Londonterdam, Custom House Qy., London-Rotterdam Maritime Agency.
THEMSTON, Br. 283, Hewetson, Antwerp, Regent's Canal Dk., Instone Lines.
WARJO, Sw. 301, Lindberg, Malmo,
Willson's Wf., British & Northern Ship-

ping Agency. WEST COASTER, Br, 155, Horesham, Havre, London Dk., G. S. N. Co.

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

Aug. 8 SYSLA, No, 6184, Helgesen, St. Kil (for orders), Isle of Grain, W. Hurst.

Aug. 11 BRITISH FORTITUDE, Br. 4992, Stock-man, Abadan, Purfleet, F. C. Strick & Co.

Aug. 13
BORNRIF, Du, 149, Werkman, Antwerp, Horseferry Wf., Freight Express.
CAPELLA, Sw. 1048, Ohrstrom, Helsingborg, Surrey C. Dk., H. Lange, Bell & Co. CITY OF LILLE, Br. 4052, Scrymgeour, India, Tilbury Dk., Montgomerie & Workman. Hodia, Tilbury Dk., Montgomerie & Bridgeport, Aug 12 Noreg, Aug Workman, New York FIRECREST, Br, 259, Lucas, Ostend, Tilbury Dk., S. Cafer & Co.

bury Dk., S. Cater & Co. JOHAN JEANSSON, Sw. 810, Jonsson, Burea, Surrey C. Dk., Galbraith, Pem-

Force & Co. RELMSCOTT, Br. 4889, Richardson, Dalhousie & Three Rivers, Convoy's Wf., Runciman (London).
POLARIS, Sw. 1273, Strom, Holmsund, Greenhithe, J. Carlbom & Co.

WINGS OVER THE WORLD' The August issue of "Wings Over the World," the magazine of B.O.A.C. contains an article on the effect of high speed aircraft on air line operation by Captain S. T. B. Cripps, Transport and the Colonial Empire by Mr. B. C. H. Cross, and "Pictures in the Sky by Captain David Brice. In addition there are articles on engine maintenance. Canadian trade and

# LLOYD'S SHIPPING INTELLIGENCE CUXHAVEN Hedda Lau, Aug 8 for 1

# **OVERSEA MOVEMENTS: Latest Reports**

Borelli, Aug Fredborg, Aug 13 La Rochelle SD Aug 12 Ostend

Sandvik AR

AR Kalmarsund X., Aug 12

AR AALESUND

# UNITED KINGDOM

GRAVESEND

GRAVESEND

Emanuel

SOUTHEND

MEDWAY San Felix, Aug 13

Westlaan, Aug 13

Regeja, Aug 12

ROCHESTER

THE DOWNS

Ezra Meech

THE DOWNS

George Gipp Marin Hills, Aug 13

Jarl

Moyle, Aug 12 Garonne, Aug 13 DOVER

Varvassi, Aug 12 Teresa Schiaffino

St. Albans Victory (pres). Aug 12 Linda Dan

Magna (pres), Aug 13

npire Tyne, Aug lward F. Johnson

rank Gilbreth, Aug 12 olby Victory

DUNGENESS

DUNGENESS

Aug 13

Karabagh

Gervais Boreland

DOVER

DOVER

Fortitude

Darro

FALMOUTH Fort Glenora, Aug 4
The report of the arrival
of the Nottingham British Virtue, Aug 13 Spyridon II. FALMOUTH (tug). Aug 12 Pd E Rotterdam was erro Montana, Aug 13
for Purfleet
Pd W

Bothnia, Aug 13
Got for Long Reach Bys
Clan Macneil, Aug 12
Middlesbro for South-Asa Gray, Aug 12 Flint 2, Aug 13 PENZANCE Abdul Kader, Aug 11 Empire Tugela Middlesbro for Swans-HARTLAND PT Pd In Aug 13 Empire Silas (tı Aug 13 Beira
Kindat Liverpool
(last two for Tilbury APPLEDORE Longtow (tug), Aug 11 Lisbon (towing LCT HTUOMMOUTH Boryslaw, Aug 12 Glasgow Baron Geddes, Aug 12 London Dock Lord O'Neill, Aug 13 Saphir, Aug 12 Fort Miami, Aug 13 Montreal BARRY IS Liverpool Pd Down Resistance, Aug 12 Rocky Mountains Park Lord O'Neill, Aug 13 Brockleymoor, Aug 13 PORT TALBOT Garesfield, Aug 13 Santander Buenos Aires Colombo PORT TALBOT SWANSEA Spramex, Aug 13 SOUTHEND Pd Down Arnold Bratt, Aug 13
Gothenburg
MUMBLES Pd Out MUMBLES East Coaster, Aug 13 City of Antwerp Arnold Bratt, Aug 13 MERSEY Neothauma, Aug 10 ROCHESTER AR Lestris, Aug 11 Lulea CHATHAM SD EASTHAM Fedor Litke (icebreaker) (Ru), Aug13 Archangl Kortenaer, Aug 11 Portsmouth Richard Upjohn STANLOW Fossarus, Aug 12 El Gallo, Aug 13 MANCHESTER Captain Polemis, Aug James A. Wetmore

SD

AR

SD

SD

ELLESMERE PORT AR Hindsholm, Aug 13 Aalborg Galveston AR Glasgow Curacac AR

Inver, Aug 12 Santander LIVERPOOL AR Ovingdean Grange, Aug 12 Fray Bentos Blue Bird 3 (yt). Empire Salisbury, Aug 13 Devonport American Manufacturer American Manufactur. City of Durham Aug 13 Mormugao Tselfat

LIVERPOOL Halifax Letitia, Aug 6 Georgic, Aug 12 AR Svangen, Aug 12 Rouen WORKINGTON SD Frank A. Vanderlip, Aug 12 Middlesbrough

Flora, Aug 11
Manchester Manchester
Baron Dunmore, Aug 12
Workington
ARDROSSAN
SD
Nyanza, Aug 10 Wabana
Praconstreet Aug 11

Mmilloria
Masilia, Aug 10
Gothenburg
Margrethe Copenhagen
Oswin, Aug 10
Holmsund Beaconstreet, Aug 11 Aruba

CLYDE ANCHORAGE SD Norwegian, Aug 12
GLASGOW
AR
Fort Covington, Aug 13
Casablanca
GLASGOW
SD
GT YARMOUTH RDS

Empire Gangway
GOTHENBURG
Klipparen, Aug 5
Table Bay
Empire Conqueror,

Glaisdale, Aug 13 Piombino g 13 Gothenburg SD Cometa, Aug 9 Rio Janeiro Gardenia, Aug 13
Rimouski
Auricula, Aug 13 trials
SUNDERLAND SD
Egyptian, Aug 12 Tyne
Gaston Micard, Aug 13
HARTLEPOOL AR
Zeeland, (286), Aug 12
Antwerp
MIDDLESBRO AR
Veenenburgh, Aug 12

Rio Janeiro
Grangemouth
ORNSKOLDSVIK SD
ORNSKOLDSV TYNE
Laban Howes, Aug 12
Finland
Sollund Au Egyptian,
SEAHAM
Gaston Micard, Aug 13
HARTLEPOOL AR
Zeeland, (286), Aug 12
Antwerp
AR Veenenburgh, Aug 12 Rotterdam MIDDLESBRO SD
Bohus, Aug 12 Gefle
Kajtum Narvik

SPURN HEAD Pd In Kora, Aug 10 SANDNES Eclipse, Aug 13 SPURN HEAD Pd Out ARENDAL ris, Aug 12 Impire Rapier PORSGRUNN

FLAMBORO HD Pd S

Anch

Uranus (No), Aug 9

Nyborg Gdansk Gdansk

SD

Drammen

o), Aug 10 Kerteminde

Christiansand

Drammer

Bahrein

SE

Logstor AR

BRIDLINGTON BAY

Jaederen, Aug 7 Christiansand KILLINGHOLME AR San Antonio, Aug 8 SD Narwal AR Akershus, Aug 9 Empire Lance, Aug 12 Cuxhaven Empire Consistence Bras (No)

Rosita PORSGRUNN Three Rivers Finse (No), Aug 9
Kolding Winkleigh, Aug 13 Jaederen (No), Aalbor HULL Helencrest, Aug 13
Middlesbrough Bras (No) Vida

Empire Rapier, Aug 12 ('uxhaven SKIEN Malmo Skarnes, Aug 2 Empire Ganymede Helsinki Royal, Aug 4 (dynia Antwerp Ophir, Aug 5 Emden GDANSK Wormo, Aug 7
Gothenburg SKIEN

Malmo

Don, Aug 13 Copenhagn GOOLE SD Urmajo, Aug 12 Rotterdam Billingham Anatina, Aug 6 IMMINGHAM AR LARVIK London Narwal Aug 6 Emde London LARVIK S Rochester

Narwal, Aug 8 Porsgrunn Caen Hull SANDEFJORD Vera B., Aug 6.

Marseilles Empire Woodlark TONSBERG

SARPSBORG Baden, Aug 7 Borgholm, Aug 5 Irish Beech, Aug 1 Siak, Jly 31 Aarhus GRIMSBY AR GOTHENBURG

Esbjerg Empire GRIMSBY

Kortenaer, Aug 12
Fetrophat
Petrophat
Petropha

AALESUND AR
Cygnus, Aug 3 London
Herma, Aug 6 Trapani
Brategg, Aug 7 Hambrg
Norfisk Wesermunde
AALESUND SD
Brategg, Aug 7 Boulogne
Norfisk Wesermunde
BERGEN AR
Maurita, Aug 3

Moulta London
Molla
Glashaven, Aug 12

Mulla Claragemouth
Grangemouth
Molla Glashaven, Aug 12

Mulla Narie M. Meloney
Murita, Aug 3

Nautilus London
Migerstroom, Aug 11

London
Molla
Glashaven, Aug 12

Swans

Mulla Claragemouth
Molla Glashaven, Aug 12

Mulla Narie M. Meloney
Murita, Aug 3

Nautilus London
Migerstroom, Aug 11

London
Molla
Glashaven, Aug 12

Swans

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Egyptian (new), Aug 12 Sunderland (in tow)
Bergenhus Aarhus
Ausinste Aug 3 Svaneholi S

Makefjell Grangemouth
Nova, Aug 9 Rotterdam
Midnatsol, Kirkenes
Pollux (No), Aug 9

Lausnes
ODDA
ABO
Aun, Jly 30
Aun, Jly 30
Skelleftehamn
Skelleftehamn
Fdle, Aug 4
Reguejada

Sparrenon, Obbola
ABO
Skum, Aug 5
ABO
Gdynia
Yrsa, Jly 27
Leningrad
Hermes, Jly 31 Antwerp
Aug 10 New York
Aug 10 New York
Frederik
Sparrenon, Obbola
Baltimore
Jan van Goyen N York
Oglethorpe Victory,
Aug 10 New York
Edenvale Aug 6 Dublin
Dublin
Frederik
Frederik
Hermes, Jly 31 Antwerp
Borgila (aux)

Lisbon

HELSINKI Kong Trygve, Aug 5 Oslo SD Vretaholm, Aug 7 Kirkenes AR AR

Kirsta Antwerp
Agioi Victores
Canopus, Aug 8 Kotka
George N. Seger
New Orleans
en
Clio, Aug 9
HELSINKI SD
Halvar H., Aug 6
Northfleet
Northflee Skien Clio, Aug 9 Gdansk HELSINKI Teignmouth
Larvik
Scandinavic, Aug 6
Lenir Froste Kotka Boreland Gothenburg

Empire Constructor Merikarvia Regin, Aug 7 Stockholm Karhula Kong Trygve Toras, Aug 8 Kotka teminde
Rodvik
Halden
Logstor
AR
Aug 9 Copenhagen Kotka Kotka

Canopus, Antwerp Vretaholm Gothenburg Antworp Ophir, Aug 6 Star, Aug 6 Scandia (1014) Gapern, Aug 7 Oxelosund

Norwalk Victory, Aug 8
Rev Baltimore
Lulea Skarnes, Aug 6 Horten Ophir, Aug 7 Porsgrunn Rex Gefle SD Lecko Aug 11 Joseph Weydemeyer China via Lisbon Joseph We GDANSK SD

rma, Aug 5 SD foreign on US Verna Henry St. G. Tucker New York Granada, Aug 6 Gdynia Earlham Victory US Maria, Aug 7 Gdynia Viking SD AR

Hildur (dvnia AR Greta Thorden Bestum Bestum Gainesville Victory, Aug 9 US foreign US Elk Basin

PD American Merchant New York Rouen American Scout, Aug 12 Balduin, Aug 9 Kattegatt fo 9 Oslo Seirstad for Ghent HAVRE DELFZYL Frem, Aug 9 YMUIDEN Prestes, Aug 10 Dublin John C. Breckinridge

and Baltimore And Sumatra, Aug 11
Teignmouth Harry Kirby, Aug 12
Nivernais London Aarhus trials Draupne, Aug 5 Draupne, Aug 6 Gdynia smiril, Aug 7 Thorshavn Cometa, Aug 9 Thorshavn Rio Janeiro Rio

Skelleftehamn
Edle, Aug 4 Reguejada
Regin, Aug 5 Santander
Tarn, Aug 8 Antwerp
ODDA
Aun, Aug 6 Thamshavn
Edle, Aug 7 Haugesund
EITRHEIM
AR

Skelleftehamn
Hermes, Jly 31 Antwerp
Sijia, Aug 1 Norrkoping
Will Rogers, Aug 11
ABO
SD
Charles Willson Peale,
Jly 30 Hampton Rds
HELSINKI
AB

Glethorpe Victory.
Aug 10 New York
Frederik
London
Spica Union Hall
Zwaluw, Aug 10 Par
Veenenburgh (pub back)
Batavier II. Aug 11
Harwich AR Trompenburgh Middlesbrough

Aug 7
Gothenburg
Antwerp
res
ug 8 Kotka
Seger
New Colors
William (\* Endicate)

Ara Bergen
Spero, Aug
Isla de Te
BILBAO
Glarrhyd,
m.v. Emanuel)
William (\* Endicate)

Madaket New York Capital New York Capita Gaasterland Leith

> ROTTERDAM Dovedale H., Aug 9 Copenhagen Malmo Harwich Batavier II. Gothenburg

Patria (Sw) Antwerp and Gothenburg Gefion Oporto Mies Stal

and Lisbon Oglethorpe Victory
New York

GIBRALTAR
SI
Cabo Espartel, Aug 12 and Persian Gulf Margrete Emden Zuijderburgh Katwijk

DORDRECHT AR Sunshine Hanne Skou, Aug 11
Karlshamn
Karlshamn
Fantoft Aug 12 Sweden

Fantoft Aug 12 Sweden

Fantoft Aug 12 Sweden

Kyle V. Johnson Havre
Puerto de Valencia Fantoft Aug 12 Sv FLUSHING RDS AR Iris (cable), Aug 10 AR

Le Robuste (tug) (Fr), Aug 9 Dunkirk Kaap Falga, Aug 10 Antwerp FLUSHING

and Rouen
LUBECK AR
Anna Rehder, Aug 9
Prorsgrunn
COPENHAGEN AR
Thomas Fitzsimons.

TESSHING SD
Gruno (97), Aug 9
Antwerp
Wim (260), Aug 10
FLUSHING Phaex II, (pres), Aug 12
Mirza,
Ameriki, Aug 13
GIBRALTAR Pd W Empire Tyne, Aug 10
Edward F. Johnson
Fort Miami
BEACHY HEAD Pd E
Diana (Sw), Aug 12
Frodona
BELFAST
Salveda (salvage)
Empire Severn, Aug 10
Aug 11 Rosyth
Fritish Piper, Aug 12
Empire Salmonpool
Diplodon, Aug 13
SHOREHAM
AR
Capella, Aug 12

Casablanea

Casablanea
Substance
Substance
Salveda (salvage)
Frins Bernhard, Aug 13
Aruba
Salveda (salvage)
Hook of Holland
Prinses Beatrix
Rotterdam
Batavier II. Rotterdam
Batimore
Bellin (Trip), Aug 10
Bellin II. Rotterdam
Batavier II. Rotterdam
Batavier II. Rotterdam
Batimore
Aug 11 Esbjerg
Johns Aug 10 Baltimore
Batimore
Aug 11 Esbjerg
Anus 11
Bellin F. Jerman
Batimore
Clombie, Aug 12
Frodana
Aug 10 Batimore
Barosund
Rotterdam
Batimore
Clombie, Aug 12
Frodana
Aug 10 Batimore
Batimore
Aug 10 Batimore
Batimore
Clam Campbell, Aug 13
Cocur d'Alene Victory
Supress of Australia
Cocur d'Alene
Clan Campbell, Aug 13
Cocur d'Alene
Clan Campbell, Aug 13
Cocur d'Alene
Clan Campbell, Aug 13
Cocur d'Alene
Clan Campbell
Clan Campbel

for Emden AR 9 Oslo Bert Williams, Aug 10 AR London Harry Kirby Rouen Amboim Palmyre Puerto la Cuuz Sontay Algiers

Henri Gerlinger, Aug 4

# BREST

Fiducia N., Aug BAYONNE Andre Thome, Aug

Spero, Aug 11 Middlesbro Isla de Tenerife

and Grangemouth
Haskerland
Setubal
Prins Maurits Montreal
San Ju San Juan (PR) THOS. McLAREN & CO.

Japara, Aug 10 Batavia
Delphinus (Sw), Aug 10

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and Sea of Azov and Sea of Azov

MEDITERRANEAN

Oporto Svendborg Newport and Istanbul Christine Marie Susa Istanbul and Istanbul Christine Marie Susa Veenenburgh Middlesbrook Enden Veenenburgh, Aug 11 Middlesbroogh (after putting back)
Nato Antwerp

Aug 1. Lishou

Susa Visitine Marie Susa Javellin (yt)
Brown Victory Trieste Sevilla (No)
Sovetskaya-Gavan,
Aug 13 Odessa William Sturgis, Aug 13
Sup Francisco

GIBRALTAR Francis Arabian Prince

Emden Cisneros Barcelona Setubal West Cusseta Venice Vifstavarf (tug), Sevilla Katwijk Vifstavarf I. S. Groen (tug), Aug 12 Ymuidn (tow-Christine Marie, Aug 12

GIBRALTAR

Derryclare Orbis
Phaex II. (pres), Aug 1:

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Neine Bones Elisabeth Teignmouth Sursum Corda
Kyle Castle, Aug 13
Copenhagen
Brabant
Oise
ANTWERP
Sorvard, Aug 12
Dakar
Ernie Pyle
Congo
Marcel
Hull
Anvers
Bahia Blanca
BRUSSELS
SD
Zeus, Aug 12
London
OSTEND
Sorvard, Aug 12
Sorvard, Aug 12
Copenhagen
Tripoli (Lebanon)
PORT DE BOUC
SD
Noreg, Aug 9
Havre
MARSEILLES
AR
Baalbek, Aug 6
For Alexandria
For Alexandria
For Alexandria
Eridan
Aug 9
Ajaccio
OSTEND
SD
Medea
Borelli, Aug 9
Blyth
Carthage
Blitines
Bouc Ar

Puerto la Cruz
Confidential, are invited from first-class trained
Shipyard or Repair Managers with practical and administrative experience. Person applied will be primarily concerned with applied of which will be primarily concerned with applied of which will be primarily concerned with applied of which will be primarily concerned with applied and administrative experience. Person applied will be primarily concerned with applied applied of which will be treated strictly confidential, are invited from first-class trained shipyard or Repair Managers with practical applied and administrative experience. Person applied will be primarily concerned with applied applied applied applied by proming the first proposed of the carbon of the control of the cont Aug 11 Aberdeen
Bridgeport, Aug 12
New York
Elk Basin, Aug 17
Pestol, Aug 9 Reykjavik
Bernard Victory
Antwerp
FAWLEY
Antwerp
(nut in stress of weather)
Arts (12)
Aug 12
Autwerp (nut in stress of weather)
Arts (12)
Autwerp (nut in stress of weather)
Arts (13)
Autwerp (nut in stress of weather)
Arts (13)
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Arts (14)
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Arts (15)
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Nelson Dingley Bartan.
NAPLES
Stig Gorthon, Aug 12
Winfred L. Smith,
Aug 13 New York
Fernebo Alexandria
Preston Genoa
Preston Genoa
Preston SD
NAPLES
SD
NAPLES
SD
Name Sandsgaard
St Louis (Rhone)
Singkep, Aug 11
Amsterdam
EAST LONDON SD
Talma, Aug
Ismaila
Ekma Langano Aug 5 Catania
PALERMO AR NEMOURS VENICE AR
Coeur d'Alene Victory,
Aug 5 New York
Jonathan Worth N York
Lucius Fairchild, Aug 6
Philadelphia
David Gaillard, Aug 7
Port Arthur
Lames Rowie Pt. Arthur
Pherto Capaz
Cabo Paez, Jly 20
Malaga
Fuerteventura, Jly 26
Villa Sanjurjo
Cosme Soler (aux),
Jly 27 Alicante
Cabo Paez, Jly 20
Waltham Victory,
Aug 9 Lour Marques
Fort Wrigley, Aug 10
Aden
RANGOON
Empire Byng
Cabo Paez, Jly 20
Lames Rowie Pt. Arthur
Cabo Paez, Jly 20
Lames Rowie Pt. Arthur
Cabo Paez, Jly 20
Cabo P Aug 11
Empire Arquebus
Piraeus and Toulon
Mataroa, Aug 12
Havmann, Aug 12
Red Gauntlet, Aug 12
Antwerp
Piraeus and Toulon
Mombasa
Havmann, Aug 12
Carthage (7665)
Rechodale
Rizwani
Wave Baron
Clan Macdonald
Toscana
Clan Macdonald
Toscana
Clan Macdonald
Toscana
Clan Macdonald
Toscana
Colonel Veiljeux, Aug 12
Red Gauntlet, Aug 12
Antwerp
Antwerp
Antwerp
ST MICHAELS
SD
Mombasa
Mombasa
New York
New Bedford New York
Khersones, Aug 10
Red Gauntlet, Aug 12
Ascanius
SD
Mombasa
Charon, Aug 13
Ascanius
Vizagapatam
Charon, Aug 13
Ascanius
Vizagapatam
Charon, Aug 13
SALINA CRUZ
SD
Salina Cruz, Jly 19
Salina Cruz, Jly 19
Salina Cruz, Jly 20
Sulman Lykes
Richard Holyoke
Clohester County
William Maclay, Aug 10
Salina Cruz, Jly 19
Salina Cruz, Jly 19
Salina Cruz, Jly 20
Sulman Cruz, Jly 20
Su

Procida Nemours Mocette (yt), Aug 6 Cannes Esperance, Aug 6 Sete Esperance Aug 6 Sete East LONDON Su Talma Esmaila Ekma Richmond Castle, Aug 12 Port Elizabeth AB CALCUT

AR Ce, Aug 10
Middle East
AR BONA
AR Jurko Topic, Aug 11
Middle East
AR BONA
AR Jurko Topic, Aug 11
Middle East
AR BONA
AR Jurko Topic, Aug 11
Middle East
AR Jurko Topic, Aug 11
Marquita, Aug 12
Marquita, Aug 13
Marquita, Aug 12
Marquita, Aug 12
Marquita, Aug 12
Marquita, Aug 13
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Marquita, Aug 13
Marquita, Aug 13
Marquita, Aug 13
Marqui French, Aug 11
Houston
Wansford Rotterdam
SAVONA
SD
David A. Curry, Aug 9
Hampton Roads
Chicaca, Aug 12
Hampton Roads
Chicaca, Aug 10
Hampton Roads
Chicaca, Bordeaux Fiet, Aug 11 Amsterdam Antwerp SD Morambique Empire Grey, Aug 13 Morambique Empire Grey, Aug 13 Tees and London Huambo Lisbon LOBITO SD Colombo Colom Saparoea, Aug 12 London
Thomas Nelson
Baltimore
M. E. Comerford
New York
GENOA
Martini, Aug 8

Theseus
Esek Hopkins
Covennes, Aug 11 Nantes
MOSTAGANEM
SD
Schiaffino, Aug 3 Rouen
ORAN
AR
MOSTAGANEM
SD
Schiaffino, Aug 12
Forthbank, Aug 12
Forth Bates Victory, Aug 10
New York
Nelson W. Aldrich,
Aug 10
Nelson W. Aldrich,
Aug 10
Hampton Roads
Hampton Roads
Dinglay Baltimre

Barcelona

Marc Richard,
Aug 4 Port Vendres
Sareance (No) Sete
Saint Honorat Monaco
Petit Frere, Aug 5 Nice
Mocette (yt) Gibraltar
Cabano, Aug 12 Durban
TABLE BAY
SD
Reina del Pacifico,
Aug 12 Bombay
Sir Harvey Adamson
TABLE BAY
SD
Reina del Pacifico,
Aug 12 Bombay
Sir Harvey Adamson
TABLE BAY
SD
Reina del Pacifico,
Aug 12 Bombay
Sir Harvey Adamson
TABLE BAY
SD
Reina del Pacifico,
Marine Snapper, Aug 13
New York
Raymond B. Stev
COLOMBO
Signeborg, Aug 1
Walvis BAY
Raymond B. Stev
Colombo
Signeborg, Aug 1
New York
Marine Snapper, Aug 13
New York
Raymond B. Stev
Colombo
Signeborg, Aug 11
New York
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Raymond B. Stev
Colombo
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New York
New York
Marine Snapper, Aug 13
Shanghai
Shanghai
San Angelo Vict
Bueno Aires
Vancouver
New York
New York Elmer A. Sperry,
Aug 11 East London
Ocean Glory Freetown
Durban

Trimdat
Frank Springer, Aug 1
Galvestor
Gulvestor
Galvestor Langano Aug 5 Catania
PALERMO AR
Thomas Heyward,
Aug 5 Mobile
AUGUSTA
AR
PARTHORIS AR
PARTHORIS SD
PARTHER AUG 1 Shwedagon, Aug Shwedagon, Au Aug 5 Modal
Aug 5 Modal
Aug 5 Modal
Aug 5 Modal
Aug 6 Modal
Aug 7 Aug 6 Modal
Malta
Malta SD
Batissa, Aug 11
Gibraltar
Fort St. Joseph, Aug 12
Lagos
VENICE AR
Victory,
Lagos
Venice AR
Malaga

Aug 4
Alcinous New 107
Aviles
Fort Pic Saffi
Seringa Rio Grande
African Planet Beira
Clan Macbrayne Beira
Cludad del Cabo,
Aug 12 Buenos Aires
Guaytecas (s.v.)
Guaytecas (s.v.)

Malaga

Aug 5 Modal
Aug 7
Aug 6
Aug 7
Aug 7 Port Arthur James Bowie Pt Arthur VENICE SD Cabo Paez, Jly 20 Cabo Paez, Jly 20 Malaga Fort Cheswell, Jly 27 Harberton, Aug 7 Sfax Francesca Alexandria Coeur d'Alene Victory Naples Fuerteventura, Jly 22 Charles Lykes Hoperature Margues Rio Carcarana B Aires Deebank, Aug 12 Deebank, Aug 12 Puerto la Cruz Charles Lykes Hoperature Margues Benledi, Aug 12 Charles Lykes Hoperature Margues Rio Carcarana B Aires Deebank, Aug 12 Puerto la Cruz Charles Lykes Hoperature Margues Rio Carcarana B Aires Deebank, Aug 12 Puerto la Cruz Charles Lykes Hoperature Margues Rio Carcarana B Aires Deebank, Aug 12 Puerto la Cruz Charles Lykes Hoperature Margues Rio Carcarana B Aires Deebank, Aug 12 Puerto la Cruz Charles Lykes Hoperature Margues Rio Carcarana B Aires Deebank, Aug 12 Puerto la Cruz Charles Lykes Hoperature Margues Rio Carcarana B Aires Deebank, Aug 12 Puerto la Cruz Charles Lykes Hoperature Margues Rio Carcarana B Aires Deebank, Aug 12 Puerto la Cruz Charles Lykes Hoperature Margues Rio Carcarana B Aires Deebank, Aug 12 Puerto la Cruz Charles Lykes Hoperature Margues Rio Carcarana B Aires Deebank, Aug 12 Puerto la Cruz Charles Lykes Hoperature Rio Carcarana B Aires Deebank, Aug 12 Puerto la Cruz Charles Lykes Hoperature Rio Carcarana B Aires Deebank, Aug 12 Puerto la Cruz Charles Lykes Hoperature Rio Carcarana B Aires Deebank, Aug 12 Puerto la Cruz Charles Lykes Hoperature Rio Carcarana B Aires Deebank, Aug 12 Puerto la Cruz Charles Lykes Hoperature Rio Carcarana B Aires Deebank, Aug 12 Puerto la Cruz Charles Lykes Hoperature Rio Carcarana B Aires Deebank, Aug 12 Puerto Lykes Puerto la Cruz Charles Lykes Hoperature Rio Carcarana B Aires Deebank, Aug 12 Puerto la Cruz Charles Lykes Puerto la Cruz Charles Lyk

Charles Lykes
Lourenco Marques
Alcinous Batavia
Bullaren East London

PT SWETTENHAM AR
Empire General, Aug 11
SINGAPORE
AR

SAN Processor SD AFRICA

SD West, South & East

Waltham Victory,

Alcmous
Bullaren East London
Water Witch
Lourenco Marques
LOUR MARQUES AR
Waltham Victory,

SINGAPORE
Port Sun Port
Bullaren East London
Water Witch
Prev Aug 9
Empire Newfoundland
Port Swettenham
Mactra, Aug 10

LOS ANGELES AI West, South & East
Empire Roach (ferry),
abt Aug 13-Port Said
HAIFA
AR
Rogn, Aug 10
Marseilles
Henriette Szold
HAIFA
SD
Empire Roach (ferry),
abt Aug 10
Dakar
Hoggar, Aug 11
Marseilles
Exceller, Aug 11
Baltimore

Exceller, Aug 12
Bullaren, Aug 9
Durban
Bullaren, Aug 9
Durban
Bullaren, Aug 10
Bu Bullaren, Aug 9 Durban Securus, Aug 10 Bahrein SINGAPORE Famagusta

Famagusta

AR

CASABLANCA

AR

Lillohus

Curacao

CASABLANCA

AR

London

ILlondstria

Sweden

Marrakech

Bordeaux

Liverpool

Aug 10

Bahren

Arican Planet

Durhan

Beaconsfield

Port Said

Fort Nottingham,

Aug 12

Belgium

Aug 12

Mombasa

Mandarin, Aug 10

Hongkong

Teported sailed Aug 7)

Astoria

Coss

Benjamin Warner, A

Benjamin Warner, A Marrakech Borneaux
Stamos, Aug 11 Belgium
Hoggar Dakar
ST MICHAELS AR
Pero de Alenquer, Aug 9
Philadelphia
Red Gauntlet, Aug 12
Red Gau

Houston Signeborg, Aug 10 Bahia White Swallow Montreal Buenos Aires

VANCOUVER

SD

Kitsilano Park, Aug 11
Shanghai
San Angelo Victory
Buenos Aires

Buenos Aires

Westerdam Rotterdam
American Clipper Havre
Esso Baytown
Rowland T. Delano Samtyne London
N WESTMINSTER AR
Bowness Park, Aug 10
Vancouver
Vancouver

Wormacswan, Aug 12
Baltimore
Buenos Altes
Rowland 1. Denam.
Coastal Harbinger
Jesse Cottrell Harstad
Baylor Victory
Fort Cornwallis Quebec West Wind, Aug 11 Trinidad Madras Riley, Aug 9 Singapore Sydney ASTORIA SD

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Gulf Ports, &c

TRINIDAD

SD Richard Holyoke (CR) Batavia LOS ANGELES S

Samytman, Singapore Oiseau des Iles Tahiti LYTTELTON AR Samstrae, Aug 13 Auckland Auckland Auckland Auckland Auckland Porto Alegre

Maua, Aug 11 New York Hegra Pernambuco Aug

Vancouver CHANT 58, 401, Collingwood, Houlder Bros. RADWINTER, 5613, Herculancum Dry 2, S. C. COLORADO SPRINGS VICTORY, 7607,

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LONDON LONDON Camroux II., Aug 13' Blyth Entered FOWEY Empire Mayrover Cantick Head Tyne Blyth FOWEY Polly M. Aug 13 Westcliffe Dundee Fred Everard, Aug 10 Lochee CLD Inverkeithing Hull Killurin, Aug 11 Preston Multistone Lancaster Lakeland LONDON CLD Ortolan, Aug I The Monarch Dundee LIZARD Caspian Coast
Goole
Cantick Head Wick
Belvina
Camroux II. Middlesbro
Relvina
LIZARD
The Duke, Aug 12
St. Kenneth, Aug 13
for London
LIZARD
LIZARD
The Duke, Aug 12
LIZARD
For London
LIZARD
For London Leith Salvonia (11g), Aug 12 AR Jade, Aug 13 Ophir, Aug 13 GRAVESEND Mavis, Aug 12 Havre Ophir, Aug 13 for London Dk MOUNT'S BAY The Monarch Rochester British Scout, Olna Firth Tyne Saxon Queen Firecrest, Aug 13
Ostend for Tilbury Dk
Supremity Hamburg
for Surrey Commercial
Diagram St. Kenneth, Aug 11
Bar
GUERNSEY
Lady Patrica, Aug 9
Toron NEWLYN Dundee JERSEY St. Angus, Aug 10 Glasgow for London Yarmouth Trader Wheelsman, Aug 11 Ostend GRAVESEND JERSEY Marsworth, Aug 12 ST IVES BAY Anch Collins (p. 13) Antwerp Coldridge Dona Flora, Aug 13 Collin, Aug 12 Goole ST IVES BAY Corfirth Suntrap Rogate ady Stella, Aug 13 'olnbrook, Aug 13 Devonbrook Trentwood Hudson Bank APPLEDORE APPLEDORE
Longtow (tug), Aug 11
Swansea
H.R.B. Avonmouth
Avonmouth
San Dario, Aug 13
Liverpool Sir Joseph Swan Arbroath Goodig Ardrossan AVONMOUTH AR Norman Queen Kentwood Dartmeet Liverpoot (weatherbound)
BRISTOL SD
Veronica Tennant,
Aug 12 Newlyn
Suffolk Coast, Aug 13
Penzance
SHARPNESS SD
BARROW
ASpen, Aug 12 Gars Acclivity, Aug 12 SOUTHEND Pd Down John Hopkinson, Aug 12 Belhaven SHARPNESS SD Aspen, Aug 12 Garston Castle Combe, Aug 12 Fluor Penmaenmawr Marsworth Herbert W. Walker, Kyles Cardin
NEWPORT AR
Bannthorn, Aug 11
Silverfield, Aug 12
Dublin
Dublin
Clasgow

Liverpool
Silverfield, Aug 12
Dublin
Dublin
Dublin
Dublin
Clasgow

Lesso Dakotah, Aug 11
Heysham
Dublin
Dublin
St. Magnus
Ab Mallard, Aug 13 Dona Flora Bushwood Join M. Lakewood Suntrap STROOD Dominence, Aug 12 Blyth SD Dublin AR Calorie, Aug 12 Watchet Portway Avonmouth Avonmouth Swansea The Monarch, Aug 12 Hawthorn G.F.B. CARDIFF THE DOWNS Anch Plover, Aug 13 Pulborough East Anglian, Aug 12 Mallard, Aug 13 Haldon (aux), Aug 13 Barry Brora, Aug 13 Swansea Alouette THE DOWNS Newport AR Portway BARRY The Marchioness, Aug 13 Holdernore Dalegarth Force, Aug 12 Belfast AR Tudor Queen, Aug 12 Hartlepool DUNGENESS Pd W Steersman, Aug 1 DUNGENESS Cedartree, Aug 12 Southport, Aug 12 London NEWHAVEN Ben Robinson, Aug 13 Ronan, Aug 11 Sunderland BARRY IS
Baronscourt, Aug 12
for Cardiff
Pd Down SHOREHAM Empire Farieon, Aug 10 Porthoustock Sylvia Beale Seah Lincolnbrook, Aug 11 Seaham 11 Southport, Aug 12 Goole East Anglian Arthur Wright, Aug 12
Tyne
SHOREHAM
SD Steersman, Aug 13

Arthur Wright, Ang. 12
SHOREHAM
SHOREHA

C 3 AR STANLOW SD Guidesman, Aug 12 Aug 12 Runcorn
Blyth
WESTON POINT SD SD Cornel, Aug 12 Silloth Par MANCHESTER SD Guidesman, Aug 12 Stanlow Beechfield, Aug 13 Trevor Hamburg Edina, Aug 11 Hamburg

AR Valerian Coast Hamburg Pd E GARSTON Antwerp Newry Belfast Vanellus, Aug 13 Thorn, Au Craigolive Aspen Newry SD GARSTON SD Carrickmore, Aug 12 Warrenpoint

Dublin Inishtrahull, Aug 12 (put back) METHIL for Manchester Belfast Monkwood, Aug 12 SD Rockville for Stanlow AR Aug 10 Barry
Empire Nickleby,
Aug 12 Avonmouth
LUNDY IS Sheltering
Brockenhurst (tug),
Aug 13 (with tow)
Southport
APPLEDORE Coleraine KIRKCALDY Dublin

rdrossan
AR
Ug 12
Vicklow
Pyrope
Birken
Kilkenny, Aug 13 Dublin
Liverpool
Liverpool
Liverpool
Ulster Castle
Londonderry
SD SD LEITH

Gladonia

GRANTON

Swansea SILLOTH AR Scottish Cooperator Kyle Bute, Aug 10 Liverpool Belravock Aug 13 Swansea Cardiff Moelfre Rose, Aug 11 Dublin Bucklaw Rotterdam blin (apito, Aug 12 Emden AR The Earl London

ARDROSSAN Deneside, Aug 10 Ayr Jacinth, Aug 12 Cork Esso Dakotah Bowling CLYDE ANCHORAGE SD. Esso Dakotah, Aug 13 GLASGOW AR

Marie, Aug 12 Rothesay Loch Dunvegan, Aug 13 W Highlands Belfast Bristol Sanda London

GLASGOW
Felspar, Aug 10
Dunara Castle, Aug 12
W Highlands
Helium Fleetwood
Londonderry

Londonderry

Archgrove, Aug 10
Penzance
Empire Bank, Aug 13
Norwich
AR Lairds Loch Londondrry Royal Scotsman Belfast Lairdsgrove Londondrr

Lairdshin Ulster Star W Highlands Liverpool LARNE Finvoy, Aug 10 Garston Moyallon Ayr Moyallon Ayr Empire Seablue TYNE

LERWICK AR Valerian Coast, Aug 11 HULL AR Errol, Aug 12 Newcastle Rosedene, Aug 12 Seaham Emerald Queen Immingham Josiah A. Mitchell Empire Sloane Hamburg Glasgon HULL FRASERBURGH AR Scheldt, Aug 12 London Empire Seablue Berwick Corfell London Florette (aux), Aug 10
Sunderland
FRASERBURGH SD Empire Islander GOOLE SD Empire Fane, Aug 12 Kingswear Ebbrix, Aug 13 Chatham Yewbranch KEADBY AR Dover St. Rognvald, Aug 13 Assurity, Aug 12 London IMMINGHAM AR ABERDEEN SD Antrim Coast, Aug 12 Apricity, Aug 12 GRIMSBY Charles M., Aug 12 Belfast GT YARMOUTH RDS

Antrim Coast Leith GRANGEMOUTH AR Bucklaw, Aug 12 Leith Empire Farouche, Charles M., Aug 12 Charles M., Aug 12 Charles M., Aug 12 Charles M., Aug 12 Bucklaw, Aug 12 Leith
Empire Farouche,
Aug 13 London
GRANGEMOUTH SD
Suffolkbrook, Aug 12
Blyth
Classic Wash BO'NESS AR Dunmoir, Aug 13 Londn AR River Trent, Aug 13
Prowess
Antiquity, Aug 13

CLYDE IN PORT-Cont. from p. 13 BEAVERCOVE 9800, Fairfield Shipbuilding & Engineering Co.'s Bsn., Govan, Canadian Pacific S.S.
BEAVERLAKE, 10,000, Kingston Bsn., Canadian Pacific S.S.
BERGENSFJORD, Plantation Qy., Govan, P. Henderson & Co.
BRITISH COMMODORE, 6865, Plantation
Qy., Govan, Gow, Harrison & Co.
BRITISH FUSILIER, 6943, Stobeross, Gow, Harrison & Co.
BRITISH KNIGHT, 7300, Harland & Wolff's
Bsn., Govan, Gow, Harrison & Co.
BRITISH RENOWN, 6997, Dunglass Wt.,
Bowling, Gow, Harrison & Co. Bowling, Gow, Harrison & Co. BRORA, 1628, Windmillcroft, W. Sloan CAPE ORTEGAL, 5100, Queen's, Lyle Ship-CHESHIRE, 10,002, Queen's, Robbigh, CohnScott & Co.

CILICIA, 11,136, King George V., Shieldhall.

Anchor Line
CITY OF CARLISLE, 9913, Elderslie Wf.,
Scotstoun West, City Line
CITY OF KEELUNG, 5186, Elderslie Wf.,
Scotstoun West, City Line
CLAN BRODIE, 9913, Garvel Dry, Greenock,
Chyzer Irvine & Co. CLAN CUMMING, 7826. James Watt Dk., Greenock, Greenock Dockyard Co. CLUMBERHALL, 5198, River Kelvin, T. L. Salvesen & Co. EMPIRE DOLPHIN, 5037, Gareloch, Gow.

SHIPS IN PORT

KIRKCALDY AR Cambrian Coast, Aug 11
London
Broughty, Aug 13 Leith Antrim Coast Aberdeen
KIRKCALDY SD
Broughty, Aug 13
Dundee
Antrim Coast Leith
GRANGEMOUTH RDS
Broughty, Aug 12
Cambrian Coast Leith
GRANGEMOUTH RDS
Broughty, Aug 13
Cambrian Scott & Co.
Cambrian Sco EMPIRE TEDRITA, 891, River Kelvin, Gow, Harrison & Co.

EMPIRE TEGYIKA, 1623, Prince's Pier, Greenock, D. MacDougall & Co.

EMPIRE USK, 3229, Rothesay Dk., Clydebank, Harper, Hopps & Co.

EMPIRE VICTORY, 21,846, King George V., Shieldhall, Chr. Salveson & Co.

EMPIRE WANDLE, 3093, James Watt Dk., Greenock, D. MacDongall & Co.

EMPIRE WANDLE, 3093, James Watt Dk., Greenock, D. MacDongall & Co.

EMPIRE WINTORY, 21,846, King George V., Shieldhall, Wr., T. Jaw & Co.

EMPIRE WANDLE, 3093, James Watt Dk., Greenock, D. MacDongall & Co.

EMPIRE WINTORUSH (ex Monte Rosa), 13,882, Shieldhall Wr., T. Jaw & Co.

France Fenwick Tyne & Wear Co.

KINGFISHER, 493, Humber, G. S. N. Co.

LIZZIE & ANNIE, 117, Humber, B. W. Steamship, Tug & Lighter Co.

MORAPHINE GROWN TO CO.

FASTNET, 1415, Springfield Qv., Clyde Shipping Co.

FELSPAR, 799, King George V. Shieldhall W.

FERRY IRWIN. —, Albert, Ellerman's Wilson Line

FRRRY IRWIN. —, Albert, Ellerman's Wilson Line

JESSE G. COTTING, 1791, King George V. Shieldhall Co.

JOSIAH A. MITCHELL, 1926, Alexandra, France Fenwick Tyne & Wear Co.

MINGFISHER, 493, Humber, G. S. N. Co.

LIZZIE & ANNIE, 117, Humber, B. W. Steamship Tug.

Shieldhall, Chr. Salveson & Co.

MORMYRTILE, 350 (net), Alexandra, Craggs NEKRASOV, 1912, Alexandra, Craggs Neckles New Co. Warkworth Lynn Trader, Aug 10 FELSPAR, 799, King George V., Shieldhall, W. AR Control of the con Robertson
FORT COVINGTON, 7130, King George V.,
J. & J. Denholm
FORT KOOTENAY, 7133, Prince's, Glen & Co.
FORT LIARD, 7131, Queen's, Chr. Salvesen &

Belgrave, Aug 13
Hamburg
LEITH AR
Dunleary, Aug 11
Stromness
Scottish Cooperator
London
Belravock London
Bucklaw Rotterdam
Capito, Aug 12
Empire Fairhaven,
Aug 12 Tyne
The Earl London
LEITH SD
Bucklaw, Aug 12
Broughtv Kirkcaldy
St. Magnus Aberdeen
ST ABB'S HEAD Pd S
Gladonia, Aug 13
Grangemouth
Broughtv Kirkcaldy
St. Magnus Aberdeen
ST ABB'S HEAD Pd S
Gladonia, Aug 13
BlyTH AR
Seine, Aug 10
Grangemouth
Grangemouth
Grangemouth
Grangemouth
BLYTH AR
Seine, Aug 10
Grangemouth
Grangemou Eaglescliffe Hall,

Aug 12 Belfast HARWICH AR

Lines Laird Lines
LAIRDSOREST, 789, Queen's, Burns & Laird Lines
LAIRDSDALE, 891, Broomielaw, Burns & Laird Lines
L

Grangemouth

Eaglescliffe Hall,
Aug 12 Belfast
Oliver Bury London
Camroux HI.

Middlesbro
Coldstream London
Redhall, Aug 13
Aberdeen
RLYTH SD
Westcliffe Hall, Aug 10
London
Archgrove, Aug 10
Penzance
Empire Bank, Aug 13
Norwich
TYNE
TYNE
Tyne
Trader, Aug 20
Lines
AlrDsDALE, 891, Broomielaw, Burns & Laird Lines
Laird

TYNE AR London Invertyne Sunderland Magrix Hartlepool Lady Kathleen London Islandmagee, Aug 15 Seaham (put in) Ar Warren Court, Aug 13 Empire Seablue Hull Ayr Empire Seablue Hull TYNE Sablue Hull Ayr Agr 19 London Tyne Seablue Hull Ayr Agr 19 London Tyne Seablue Hull Ayr Agr 19 London Tyne Seablue Hull Ayr Empire Seablue Hull Ayr Arg 19 London Tyne Sablue Hull Ayr Seablue Hull Ayr Empire Seablue Hull Ayr Sheerness R BLACKWATER AR Beauly Firth, Aug 9 Seablue Hull Ayr Sheerness R BLACKWATER AR Beauly Firth, Aug 9 Seablue Hull Rosyth Rosy

OSTEND SD Firecrest, Aug 12 London Yarmouth Trader London HAVRE Mytongate, Aug 12 London Oriole, Aug 12 London HAVRE SD Mevis, Aug 11 London HAVRE SD Mevis, Aug 11 London HAVRE Mevis, Aug 12, Mevis, Aug 12,

CALUMET, 7268, Alexandra, McGregor, Gow & Holland CATTARO, 2883, Alexandra, Ellerman's Wilson CAVEROCK, 1332, Albert, Hekla Agencies, CHARLES TREADWELL, 1814, Alexandra. Wilson Line COVALT, 2480. King George, W. France, Fen-DRABANT, 1767, Victoria, F. T. Bengtsson E1LEEN M., 323, Alexandra, Oughtred & Harrison
ELYSIAN COAST, 496. Humber, Ellerman's Wilson Line EMERALD QUEEN, 481. Humber, Free Trade Wf. Co.
EMPIRE CANNING, 6997, King George,
W. Brown, Atkinson & Co.
EMPIRE CONCESSION, 1966, Victoria, Ellerman's Wilson Line EMPIRE CONSENT, 1942, Alexandra, Ellerman's Wilson Line
EMPIRE CONSISTENCE, 1771, Albert, Ellerman's witson Line EMPIRE FARRIER, 411, Victoria, Craggs & Jenkin GALBRAITH, 1925, King George, DELILIAN, 6423, Avonmouth, Cunard White Ellerman's Wilson Line
EMPIRE GAVEL, 1923, Alexandra, Ellerman's DURENDA, 7241, Avonmouth, Bethell, Gwyn & Hamburg AR Duff & Co.
CORTEEN, 530, Rothesay Dk., Clydebank EMPIRE SPORTSMAN, 325, Albert, Craggs & Hodder EMPIRE MOLE, 4876, Avonmouth, Elders & Fyfies Warrenpoint
Crossgar Belfast
Rowan Newry
Melissa Dublin
Barry
Cragsman, Aug 13
Liverpool
Aug 9
Torquay
AB Welsh Coast, Aug 12
Liverpool
Ulster Monarch
Liverpool
Ug 11
Longford
Hamble
Hamble
Hamble
Hamble
Hamble
Hamble

Warrenpoint
Crossgar Belfast
Redhall
Blyth
MONTROSE
AR
Charles M., Aug 12
Norwich
GRIMSBY
Norwich
Barry
Norwich
GRIMSBY
Norwich
GRI J. B. Couper
DAXHOUND, 1127, Glasgow, Houlder Bros. & EMPIRE TERN, 2479, Alexandra, Sivewright GLOUCESTER, 8532, King George, G. S. N. Hodder Advanced Avonmouth, James & Belfast GT YARMOUTH RDS Harrison & Co. (laid up)

Harrison & Co. (laid

Ltd.
NURTURETON, 6272, King George, W.
Brown, Atkinson & Co.
OMEGA 3788, Alexandra, Lambert Bros.
PALERMO, 2797, Alexandra, Ellerman's Wilson Line
PASS OF BALLATER, 796, Victoria, Free
Trade Wf. Co.

CUMCO (tug), 425. Berth 27, Empress, Over-seas Towage seas Towage
DRAI, 696, Berth 2, Outer, Southern Railway
DILWARA, 11.080, Berth 41, Test Ov.
Escombe, McGrath & Co.
DORSETBROOK, 700, Itchen
EL NIL, 7775, Berth 108, Western, Royal Mail

EMPIRE AID (tug), 479, Dry Dk. 1
EMPIRE BASCOBEL (tug), 460, Dry Dk. 1
EMPIRE FLAMINIAN, 2763, Marchwood
McGregor, Gow & Holland
EMPIRE PARKESTON (ex Prince Henry),
6893, Berth 45, Ocean
EMPIRE PIKE, 1854, Berth 19, Inner, Wainwright, Bros. & Co.,
EMPIRE TIGNESS (ex Georg), 186 (net)
River

Cato Bristol Innisshaunon Ipswich BRUSSELS AR City of London Aug 11 London Firecrest, Aug 11 London Firecrest, Aug 12 London Softend Sprickett ARDGRYFE, 979, Alexandra, Atkinson & Prickett Asko, 2122, Victoria, F. Bengtsson & Co. Yarmouth Trader, London Varmouth Trader, London Softend Sprickett Asko, 2122, Victoria, F. Bengtsson & Co. Yarmouth Trader, London Sprickett Asko, 2122, Victoria, F. Bengtsson & Co. Yarmouth Trader, London Sprickett Asko, 2122, Victoria, F. Bengtsson & Co. Yarmouth Trader, London Yarmouth Trader, London Sprickett Asko, 2122, Victoria, F. Bengtsson & Co. Yarmouth Trader, London Yarmouth Trader, London Sprickett Asko, 2122, Victoria, F. Bengtsson & Co. Yarmouth Trader, London Yarmouth Trader, London Sprickett Asko, 2122, Victoria, F. Bengtsson & Co. Yarmouth Trader, London Yarmouth Trader, London Yarmouth Trader, London Sprickett Asko, 2122, Victoria, F. Bengtsson & Co. Asko, 2122, Victoria, F. Bengtss

BRISTOL IN PORT

(Including Avonmouth & Portishead) PARTIE TONS Gross Dk or W. Braker BROOKSIDE, 424, City H. A. Baker & R. Ellerman's Wilson Line
CLAN MACILWRAITH, 4839, Alexandra,
W. Brown, Atkinson & Co.
CONSUELO, 4847, King George, Ellerman's

Mison Line

Norman

Norman

Norman

Norman

Norman

Norman

Norman

Norman

Norman & B. Norman HERA, 1531, City, Mark Whitwill & Son HERVOR BRATT, 1178, City, Whitwill Cole & Co. KILDRUMMY, 629. City, Bristol S. N. Co. TORSA, 1545, City, Mark Whitwill & Son

**AVONMOUTH** 

ARIGUANI, 6746, Avonmouth, Elders & Fyffes BAHARISTAN, 5479, Avonmouth, F. C. Strick BONAWE, 355, Avonmouth, James & Hodder BORYSLAW, 5977, Avonmouth, Mark Whit-will & Son CARLTON, 7210, Avonmonth, James & DARTMEET 264, Avonmouth

Wilson Line
EMPIRE HALBERD. 7177, King George, EMPIRE AYR, 5064, Avonmouth, F. C. Strick Houlder Bros. & Co.

EMPIRE LANCE, 7177. King George, Eller-EMPIRE CELIA, 7025. Avonmouth, James & FORT AKLAVIK, 7132, Avonmonth, Bethell, GRAIGLAS, 4312, Avonmouth, C. Hill & Sons HOVE, 435, Avonmouth, B. A. Baker & B KAIKOURA, 5852, Avonmouth, Bethell, Gwyn NORFOLKBROOK, 873, Avonmouth, James &

NORTON, 7195, Avonmouth, James & Hodder PACIFIC EXPORTER. 6734, Avonmouth, C. Hill & Sons

Vessel Tons Gross Dk. or Wf. Broker CROWPILL, 190. Gloucester, V. W. Rowles &

SHARPNESS

BROCKLEY COMBE. 662, Sharpness, V. W. CARBONIA, 1938, Sharpness, V. W. Rowles & MARIANNE BRATT, 1240, Sharpness, Whit-will, Cole & Co.

# PORT TALBOT-IN PORT Tons Gross

Berth Broker CARNALEA. 619, Hoist 10, Burgess & Co. EMPIRE SHEPHERD, 2066, Margam Wt., Gueret, Llewellyn & Merrett GARESFIELD, 2168, Margam Wf., Gueret llewellyn & Merrett HIGHWOOD, 1177, Steel Wf., S. Stephens

SWANSEA-IN PORT Vessel Tons Gross Dk. or Wf. Broker ANGLIAN COAST, 594, King's, Stone & H. MILLER, 7219, Queen's, Burgess &

BRITISH CAVALIER, 9891, King's, Burgess BRITISH MAJOR, 8564, King's, Burgess & Co. BRITISH PATIENCE, 8097, Palmers Dry, King's, Burgess & Co. CASTLE COMBE, 454, King's

C.F.H. (aux.), 83, North, G. Shepherd & Co. CHATEAU LATOUR, 1913, King's, Worms EILIAN HILL, 781, King's EMPIRE FARAWAY, 411, South, Stone &

EMPIRE FARRINGAY, 410, King's, G. Shepherd & Co. EMPIRE LAIRD, 313. King's, Stone & Rolfe EMPIRE MILNER, 8135, Queen's, Burgess & ENID MARY, 582, South Dry, Richards, Turpin (Shipping) FORDE, 829, Prince of Wales, Stockwood, Rees & Co. FREDMAN, 1150, King's, N. Aadnesen & Dahl IRISH ASH, 2122, King's, Sir J. German &

IRISH COAST, 243, North, T. H. Couch LODESTONE, 4877, Quantum COAST, 687, VIVIEN LOUISE, 9912, Queen's, Burgess &

ZEELAND, 2726, King's, Sir J. German & Son,

# WIRELESS REPORTS

Antilochus. Gibraltar, Aug 7, 9 33 a.m., bd Port Said, 72 m E Aquitania.—48 06 N, 32 24 W, Aug 12. Atlantis .- 44 42 N, 08 30 W, Aug 12, Beaverdell.-52 00 N, 16 30 W, Aug 12.

Braheholm.—Bd Sweden, 340 m S ½ W of Cape Race Aug 8, noon Canton.-44 24 N, 08 30 W, Aug 12, 6 p.m. Ceylon -Aug 3, 360 m SSE of Cape Race

Clan Macrae.-46 42 N. 08 18 W, Aug 12, Clydebank,—Gibraltar, Aug 7, 10 7 a.m., bd Alexandria, 36 00 N 07 18 W Columbia Star.—45 12 N, 07 54 W, Aug 12,

Dolabella.—Gibraltar, Aug 3, 3 21 a.m., bd Land's End

Empire Antigua.—Gibraltar, Aug 8 1 25 p.m., hd Havre, 35 00 N, 10 58 W Empire MacCabe — 45 18 N, 26 54 W, Aug 12, 6 p.m. Empire MacDermott.-50 36 N. 11 00 W. Aug 12, 6 p.m.

Empire Macrae. — 56 18 N. 31 06 W. Aug 12, 6 p.m. Empire Spearhead. -54 18 N. 07 12 E. Aug 12, 6 p.m Fort Grant -43 57 30 N, 08 57 W, Aug 11.

Hellas.-Gibraltar, Aug 2, 6 35 p.m., bd Holmialand.—Bd Newport News, 50 56 N. 36 56 W, Aug 6 Krageholm.—Bd Oslo, 63 m E, 1 S, of Sable Is Aug 8, noon

Manchester Trader .- 56 30 N, 21 12 W, Aug 12, noon

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# MARINE CASUALTIES

Admiralty salvage officer reports: Motor vessel Assurity (London for Keadby), loaded with 160 tons of cargo, dragged ashore at Pelixstowe anchorage on Aug. 10 but was pulled off by salvage vessels Kinbrace and Lady Southborough and proceeded by veyage ASSURITY.

Steamer Astoria docked at San Pedro on account of grounding at Bandon on July 15 and it was found that No. 2 July 15 and it was found that No. 2 keel plate, one plate in A strake on port side and plates B2 and C5 on port side require fairing, plate No. 4 in A strake starboard side and scattered rivets require renewal. Temporary repairs were carried out. On July 19 vessel grounded on mudbank at Bandon and, while swinging to get off, struck submerged object and was in collision with steamer OLIVER OLSON, sustaining damage to propeller blades. Permanent repairs to propeller were effected without drydocking at a cost of \$325. No

repairs to propeller were effected without drydocking at a cost of \$325. No
apparent damage was sustained as a
result of collision with OLIVER
OLSON, (See issue of July 29.)
BANN.—Belfast, Aug. 12.—It is proposed
to attempt to refloat the tug Bann as
soon as the tide permits. It is estimated
that two hours' pumping will refloat her.
As she lies, the vessel does not interfere
with traffic in the harbour. (See issue
of Aug. 13.)

CABO DEL AGUA.—('adiz, Aug. 12.— Spanish steamer ('abo del Agua left here on Aug. 10 for Iquique. (See issue of

CAIRNGORM. - Liverpool, Aug. Motor vessel Cairngorn reports that when entering Custom House Dock, Dublin, on Mar. 21, she struck dock sill, remaining fast for a few minutes. Vessel sustained damage to bilge keel and T bar was independent. and several plates were indented.

and several plates were indented, issue of Aug. 9.)

CERES (s.v.).—('openhagen, Aug. 10. —

The hull of a new 12,000-ton vessel for the Det Forenede Dampskibs Selskab A/S., which has been laid up in the Sydhavn since the spring, was towed to Burmeister & Wain's Vaerft yesterday. The vessel, which has not yet been fitted

Burmeister & Wain's Vaerit yesterday. The vessel, which has not yet been fitted with machinery and floated very high in the water, was caught by a gust of wind and came into collision with the galeas ('eres, of Aarhus, which was lying at anchor. The latter vessel sustained sundry damage.—"Borsen."

CITE DE LEVIS.—Montreal, Aug. 12—Ferry ('ite de Levis has been surveyed in dry dock at Lauzon in consequence of striking wharves last winter season. Minor damage to side plating, fenders, &c. Agreed cost of repairs \$2865.—Salvage Association's Surveyors.

CORNELIS L. (barge).—New York, Aug. 12.—Barge Cornelis L., collision in July, surveyed on behalf of motor vessel F. A. VERDON: Eighteen planks, bilge log. 14 frames and clamp renew, deck beams, cross keelsons, bottom planking, braces, wearing pieces, house siding, doors and decking part renew, and hull recaulk, together with extensive sundry damages.—Salvage Association's Surveyors.

EDNA.— London, W., Aug. 13.—British steamer Edua Bankfok for Honskong.

—Salvage Association's Surveyors.

EDNA. — London, W., Aug. 13.—British
steamer Edua, Bangkok for Hongkong,
general cargo, grounded on Bangkok Bar
on June 17; no damage is anticipated.

EL MIRLO. — Manchester, Aug. 13.—
Motor tanker El Mirlo (from Cabo
Blanco) reports that port bow struck
lock wall at Eastham on Aug. 8; damage

sustained to plating.

EL SALVADOR VICTORY.—New York Aug. 9. Steamer El Salvador Victory left Los Angeles on Aug. 6. (See issue of July 31)

ELEUTHERAN ADVENTURER (yacht) London, Aug. 13.—The following mes-ges have been received from the

Bahamas:
Dated Aug. 10: Motor yacht Eleutheran Adventurer reported holed and beached Great Guana Cay, Abaco; Bahamas. Owners taking necessary action to protect hull and machinery.
Dated Aug. 13: Motor yacht Eleutheran Adventurer proceeded Green Turtle Cay, Abaco, under her own pixel panage apparently slighter than first reported.

EMPIRE FANAL. — Great Yarmouth, Aug. 12.—Motor vessel Antiquity passed northwards at 8 55 p.m., to-day proceeding to motor vessel Rupire Fanal to tow her to Great Yarmouth. (See issue

Great Yarmouth, Aug. 12.—
Great Yarmouth, Aug. 12.—
Cromer lifeboat and tug from Great Yarmouth are returning to stations as their services are not required for motor vessel Empire Fanal.

Great Yarmouth Aug. 13.—British motor vessel Empire Fanal left Haisbro Roads at 5 a.m. to-day and passed Great Yarmouth Roads southwards at 7 50 a.m. to-day in tow of motor vessel Antiquity.

Great Yarmouth, Aug. 12 Motor vessel Antiquity towing

13.—Motor vessel Antiquity, towing motor vessel Empire Fanal, arrived here EMPIRE SALISBURY .- Liverpool.

13.—Tank steamer Empire Salisbury (from Devonport) has been towed into the River Mersey from Crosby Lightvessel by tugs; cause at present

"Turbo-electric tanker Harpers Ferry:
Main engines (broken down), cannot be repaired at sea; position lat, 36 14 N., long, 75 15 W. Salvage vessel Warbler has been sout to assist

long, 75 15 W. Salvage vessel Warbler has been sent to assist.

ILHEOS.—Bahia, Aug. 13.—Brazilian steamer Ilheos is reported to be lying at Porto Seguro, damaged, but details at present upobtainable locally.

at present unobtainable locally.

JEAN LAFITTE.—New York, Aug. 12.—

Steamer Jean Lafitte, striking bottom in July: Four plates renew, floors, frames and bilge keel part renew, tanks make tight, together with sundry damages. Cost, including dry dock charges, \$13.478.—Salvage Association's Surveyors, (See issue of July 23.)

JEAN LYKES.—New York, Aug. 13.—Steamer Jean Lykes (Marseilles for New Orleans) went ashore last night between Fowey Rocks and Pacific Reef but got off and proceeded to-day for New Orleans.

JOAO JOSE SEGUNDO (aux. Aug. 12.—Portuguese auxiliary schooner Joao Jose Segundo, Sfax for Setubal, arrived at La Goulette on Saturday (Aug. 10) with tail end of shaft broken. Vessel will discharge about 108 tons of phosphates for repairs. Master has declared our assistance unnecessary.—Lloyd's Agents.

KEDAH.—Lizard, Aug. 12.— Coastguard, St. Agnes, reports: Position of steamer Kedah at 5.40 p.m., G.M.T., one mile north-east by north half north of St. Agnes flead. Tug close by but unable to make contact approach to the property of the p apparently owing fo heavy sea. Pad-stow lifeboat proceeding to Kedah and should be there about 7 30 p.m. Life-saving apparatus standing by. (See issue of Aug. 13.)

Lizard, Aug. 12.—Coastguard,

Penzer, reports: Lifeboat has left steamer Kedah and is burning green and white flares. Vessel when last seen was north-east by east about 2½ miles from St. Agnes Head and half a mile from the shore, drifting slowly ashore near Hanwar Cyng.

over cove,

Land's End Radio, Aug. 12.—
Following received from British steamer

6 17 p.m., G.M.T.: Using rockets Can rocket apparatus on shore see us? At 6 28 p.m., G.M.T., addressed to tug Salvonia: Still dragging, about a half

At 7 23 p.m., G.M.T.: Lifeboat arrived. All crew about to leave ship but at present anchors appear to be

holding.

At 7-24 p.m., G.M.T.: Distress traffic fluished for the present. Leaving ship.

Lizard, Aug. 13.—Coastguard, Penzer, reports: Padstow lifeboat returned with 10 survivors from steamer

Penzer, reports: Padstow lifeboat returned with 10 survivors from steamer Kedah at 1 30 a.m. to-day.

London, Aug. 13.—The following message has been received from the owners of the steamer Kedah: The master and crew of Kedah were all landed by lifeboat without casualty. The master has been in communication with us on the telephone this morning and has informed us that the ship is still afloat about half a mile from the beach below St. Agnes Head, and the anchors appear to be holding. The tug EMPIRE SILAS, which was towing the vessel, is standing by and the salvage tug Salvonia has arrived and is also standing by: We have instructed the master to proceed with the men as quickly as possible to St. Ives and report to Lloyd's Agents there. In the meantime, we have spoken to Lloyd's Agents on the telephone and have asked them to arrange for a motor launch or lifeboat to put the crew back on board as soon as the weather permits, and to obtain a suitable length of steam hose. boat to put the crew back on board as soon as the weather permits, and to obtain a suitable length of steam hose to go out with them to enable the EMPIRE SILAS to give steam for the windlass to raise the anchors. The master reports that up to the time of leaving there was practically no damage to the vessel, except that a few deck items which had been lashed down had broken adrift. We have advised the owners of the EMPIRE SILAS of the steps we have taken so that they may steps we have taken so that they may wireless the master of their tug. If this procedure is followed and the improvement now showing in the weather con-tinues, it should not be necessary to take any salvage services from the Salvonia

Land's End Radio, Aug. 13. Following received from tug Salvonia at 2 15 p.m., G.M.T.: Part of my crew now on board steamer Kedah.

Hartland Point, Aug. 13, — Tug EMPIRE SILAS passed here at 2 25 p.m. to-day, bound in.

KHERSONES.—Ponta Delgada, Aug. 12.—Russian motor tanker Khersones left St. Michaels on Aug. 10 for Norfolk. (See issue of July 18.) LISBETH.—Greenhithe, Aug. 13.—At about 2 45 p.m. steamer Lisbeth, on leaving Greenhithe Buoys, was caught

by the wind and driven on to dolphin at the Empire Paper Mills and badly damaged the dolphin. She also fouled her anchor at Tester's Barge Moorings and had to slip 15 fathoms of chain as well as her anchor. The vessel arrived back at Greenhithe Buoys at 3 45 p.m.

back at Greenhithe Buoys at 3 45 p.m. LUCIEN B. MAXWELL.—London, Aug. 13.—A report from the Bureau of Customs, Washington, D.C., dated July 26, states: All attempts to salve the steamer Lucien B. Maxwell, which grounded in the River Seine on Aug. 6, 1945, have been abandoned, and vessel has been declared a total loss. (See issue of Sept. 3, 1945.)

MCLAIN LINE NO. 7 (barge). — New York, Aug. 12.—Barge McLain Line No. 7, collision in July, surveyed on behalf of tug ST, MARTIN: Cabin renew, deck planking and rails part renew, togethe with sundry damages. Salvage Association's Surveyors,

MARIEBORG.—Copenhagen, Aug. 12 Steamer Marieborg is on voyage from Raumo to Leith with 2680 (one of wood-pulp. Svitzer salvage steamer is along-side. (See issue of Aug. 13.)

MARION .- See Sag Harbor. MAZARUNI (launch). - See Sylvania

MORMACISLE.—Buenos Aires, Aug. 12.
—Steamer Mormacisle (Philadelphia for Buenos Aires) has gone aground at Km. 87, Indio Channel, and remains.

NERO.—New York, Aug. 9.—Motor ves Nero left Cristobal on Aug. 4. (8

issue of Aug. 10,) O. D. NO. 35 (barge).—New York, Aug. 12.—Eastern Steamship Lines' barge (O. D.) No. 35, collision with unknown barges in June: One plank and 200 ft. of top log covering boards renew, together with sundry damages. Cost, including dry dock charges, \$2539.—Salvage Association's Surveyors.

OLIVER OLSON. See Astoria,

OREL (aux.).—London, Aug. 13.— The following cable has been received from Halifax dated Aug. 12: Auxiliary schooner Orel, cargo fish, reported ashore Strait of Canso; now refloated and at Port Hawkesbury, N.S., leaking, making "two hundred stroked" per hour.

hour.

PARRAMATTA.—Gothenburg, Aug. 6.—
According to protest made at New York,
the motor vessel Farramatta grounded
in the channel off Cow Island on July 13
while proceeding to Albany, N.Y., with
pulp, and had two keel plates and port
bilge indented. Soundings showed that
vessel was leaking in No. 2 hold bilge
and had a list of about 3 dog.—"Goteborgs Handels-och Sjofarts Tidning."
(See issue of July 19.) e of July 19.)

PHRONTIS .-- Portpatrick Radio, Aug. 13. -- Following received from British steam trawler Phrontis at 7 54 a.m., G.M.T. astle leaking very badly, proceed-

PORT CAROLINE,—Melbourne, Aug. 13.
Steamer Port Caroline left here to-day for Sydney. (See issue of Aug. 8.)

PORTER.—See Sag Harbor. R. J. REYNOLDS.—Varberg, Aug. 9. —
Steamer R. J. Reynolds, which grounded
on Havragrund in the Lillelands Reef,
south-east of Nidingen, is leaking and oil
has run out from the tanks.—"Goteborgs Handels och Sjofarts-Tidning."
(See issue of Aug. 12.)

(See issue of Aug. 12.)

—Steamer R. J. Reynolds refloated under salvors' form of "no cure no pay" contract, which is similar to Lloyd's Form, but settlement in Gothenburg. Salvage assistance consisted largely of two powerful salvage vessels at stranding place for 12 hours. Diver's examination place for 12 hours. Diver's examination shows severe bottom damage forward, several plates torn and steamer floating on tank tops but tight in holds. Have succeeded in obtaining docking possibilities at end of this week, when it is hoped temporary repairs can be effected enabling steamer to obtain certificate of seaworthiness.—Lloyd's Agent per Salvage Association.

vage Association. RICHARD HOLYOKE. - Los Angeles Aug. 9. — Costa Rican motor vessel Richard Holyoke, which sailed from here for Champerico at 6 15 p.m. on Thursday (Aug. 8), broke down and asked for assistance. Vessel was towed assed for assistance, vesser was towed to berth 196 and docked on Friday. It is understood that vessel had engine trouble and had loaded cargo. — New

York Maritime Association.

SAG HARBOR.—New York, Aug. 12.—
Standard Oil Pier, Baltimore, struck by turbo-electric tanker Sag Harbor, in town in July surveyed on behalf of tugs PORTER and MARION: Four concrete columns, together with beams, renew.— Salvage Association's Surveyors.

ST, MARTIN -- See McLain Line No.

SAMANA.—New York, Aug. 7.— The 120 ft, motor vessel Samana was reported in lat, 24 30 N., long, 79 40 W., about 65 miles from Fowey Rocks, vesterday. Vessel was in no immediate danger but coastguard will dispatch a surface craft to-day from Miami to assist.

-New York, Aug. 8 .-- Motor vessel Samana was taken in tow by coastguard cutter 38 miles from Fowey Rocks and arrived at Miami at 7 55 p.m.

Aug. 12.—American steamer San Angeld Victory arrived here yesterday. (See

SAN GASPAR.—Trinidad, Aug. 12.— British tank steamer San Gaspar left-here on Aug. 10 for Rio Janeiro. (See issue of Aug. 1.)

SAN JOSE.—San Francisco, Aug. 9.
While undergoing repairs at the Hodg son-Greene-Haldeman shipyard at Los Angeles Costa Rican steamer San Jose sustained damage as a result of fires in the insulation of the hold on Aug. 5 and Aug. 6, while welding double plates to shell. Surveyor is in attendance.

SIMCOE PARK,—Montreal, Aug. 12.—
Steamer Sincoe Park: Agreed cost of permanent repairs \$4875, — Salvage Association's Surveyors. (See issue of Lule 27)

July 27.)

SLOR (yacht).—Great Yarmouth, Aug. 13.
—Gorieston lifeboat towed yacht Slor into Great Yarmouth harbour early this morning. Crew of two were taken to the Sailors' Home.

London, Aug. 13.— Gorleston lifeboat to-day rescued two men on board the racing yacht Slor, which was drifting helplessly off Great Yarmouth. Her occupants signalled for help when the sails were blown away in Great Yarmouth Roads, but the vessel had drifted nearly to Winterton, eight miles north of Great Yarmouth, when the lifeboat reached her. The yacht, which was bound to Burnham-on-Crouch from Blyth, was brought into Great Yarmouth Blyth, was brought into Great Yarmouth

SYLVANIA (launch).—Trinidad, July 18.

—Motor launch Sylvania was surveyed here on July 3 to ascertain damage stated to have been caused by collision with launch MAZARUNI at about 6 p.m. on Apr. 29 at the Customs steps. Repairs were estimated to cost about \$800 and to take about seven weeks.

THE WAR

TEMPLE INN.—Cape Town, Aug. 13. — British steamer Temple Inn (Montreal for East Africa) is delayed here for

THE BLUE PETER (yacht). — Cowes, Aug. 10.—Cutter yacht The Blue Peter was dismasted while racing off Cowes on Aug. 10, but returned to harbour under

THESEUS.—Algiers, Aug. 12.—Steamer Theseus left here on Aug. 10 for Valencia. (See issue of July 26.)

Valencia, (See issue of July 26.)

VANELLUS. — Liverpool, Apr. 13. —
Steamer Vanellus, which arrived at
Garston on Aug. 13 from Antwerp, reports that after rounding South Foreland buoy on Aug. 10 she proceeded on
course SW, by S. for position off South
Goodwin No. 2 buoy. At 3 15 a.m.,
after passing South Goodwin, course was
altered to SW. by W. ½ W. and at
3 30 a.m. vessel grounded on Goodwin
Sands, remaining fast until 4 40 a.m.
when she refloated without assistance.
Vessel was sounded and found not to
be making water. No damage was sustained.

VIKING LASS.—London, Aug. 13. — In reply to inquiry Lloyd's Agents at Guayaquil write under date of Aug. 5: Owner of Honduran vessel Viking Lass reports that he received advices last. December from Panama to the effect that the vessel was account on one of that the vessel was aground on one of the islands of Las Piedras Archipelago, Panama; the fate of the crew is not known. (See issue of Dec. 3.)

known. (See issue of Dec. 3.)

W. NO. 6.—Vancouver, Aug. 12.—Steamer SEABOARD STAR collided with fish-packer W. No. 6 at New Westminster on Aug. 10. Fish packer was damaged and beached. Survey proceeding. Salvage Association's surveyor attending.—Vancouver, Aug. 12.—Steamer SEABOARD STAR struck fishpacker W. No. 6 on Aug. 10 in the Fraser River. W. No. 6 was beached in a sinking condition. She was towed to Vancouver on Aug. 12, drydocked and surveyed; preparing specifications and calling for SEABOARD STAR collided with fish-packer W. No. 6 at New Westminster on Aug. 10. Fish packer was damaged and beached. Survey proceeding. Salvage Association's surveyor attending.

Vancouver, Aug. 12.—Steamer SEABOARD STAR struck fishpacker W. No. 6 on Aug. 10 in the Fraser River. W. No. 6 was beached in a sinking condition. She was towed to Vancouver on Aug. 12, drydocked and surveyed; preparing specifications and calling for tenders. Sixteen starboard forward shell planks and one frame cut out and renew, forecastle and engine-room space flooded, engines operated partially submerged, all to open, clean and adjust.—Salvage Association's Surveyor.

WINCHESTER VICTORY.—London, Aug. 13.—Steamer Winchester Victory was towed 360 miles to Malta by H.M.S. St. Austell Bay from position lat. 34 03 N., long. 21 30 E. (See issue of Aug. 12.)

ZEEAREND (yacht).—Plymouth, Aug. 12.—Dutch yacht Zeearend was driven ashore here during heavy, gale to-day but refloated and was taken to inner harbour with damaged stern.

CRASH AT ENNISKERRY, EIRE Seaforth Radio, Aug. 12.—Following received from Air Control, Speke, at 3 18 p.m., G.M.T.; JU 52 aircraft, call sign 12 50 p.m., G.M.T.; JU 52 aircraft, call sign 12 75 p.m., G.M.T.; JU 52 aircraft, call sign 12 75 p.m., G.M.T.; JU 52 aircraft, call sign 12 75 p.m., G.M.T.; JU 52 aircraft, call sign 12 75 p.m., G.M.T.; JU 52 aircraft, call sign 12 75 p.m., G.M.T.; JU 52 aircraft, call sign 12 75 p.m., G.M.T.; JU 52 aircraft, call sign 12 75 p.m., G.M.T.; JU 52 aircraft, call sign 12 75 p.m., G.M.T.; JU 52 aircraft, call sign 12 75 p.m., G.M.T.; JU 52 aircraft, call sign 12 75 p.m., G.M.T.; JU 52 aircraft, call sign 12 75 p.m., G.M.T.; JU 52 aircraft, call sign 12 75 p.m., G.M.T.; JU 52 aircraft, call sign 12 75 p.m., G.M.T.; JU 52 aircraft, call sign 12 75 p.m., G.M.T.; JU 52 aircraft, call sign 12 75 p.m., G.M.T.; JU 52 aircraft, call sign 12 75 p.m., G.M.T.; JU 52 aircraft, call sign 12 75 p.m., G.M.T.; JU 52 aircraft, call sign 12 75 p.m., G.M.T.; JU 52 aircraft, call sign 12 75 p.m., G.

# WEATHER AND NAVIGATION

GALE AT LIVERPOOL London, Aug. 13.—The Ellerman Line steamer CITY OF DURHAM, due to dock on this morning's tide at Liverpool, was held up outside the bar by a gale and will be unable to reach her berth until late to-night or early to-morrow.
Liverpool, Aug. 13.—Steamer BEN VARREY, which left Canada Dock yester-

day for Laxey, has returned and put int Alfred Dock, Birkenhead, weatherbound

BOAT WASHED ASHORE Hull, Aug. 12.—A flat-bottomed steel boat 12 ft, long by 4 ft., marked on bows "R.C.C.H.," was washed ashore in good condition on July 24 near South Farm, Humber shore, and is now lying at Sunk Island, near Hull.

Liferaft Lost Overboard Land's End Radio, Aug. 12.—Following received from Norwegian vessel, call letters LOUF († LDUF—steamer ERICA, Man-chester for Bordeaux) at 4 51 p.m. G.M.T.: Lost liferaft in position lat, 50 30 N., long, 06 00 W., bearing ship's name

MINES REPORTED

Land's End Radio, Aug. 11.—Following received from British steamer Fort Grant via British steamer Empire Salisbury at 7-1 p.m., G.M.T.: Passed floating mine in position lat. 43-57-30 N., long. 08-57 W., at 6-46 p.m. G.M.T.

position lat, 43 57 30 N., long, 08 57 W., at 6 46 p.m., G.M.T.

Wick Radio, Aug. 10.—Following received from motor vessel Gausdal at 8 10 a.m., G.M.T.: Passed drifting mine in position lat, 58 50 N., long, 00 55 W., at 5 55 a.m., G.M.T. ATLANTIC WEATHER REPORTS

ATLANTIC WEATHER REPORTS

We have received from the Meteorological Office the following wireless reports, dated Aug. 12, from vessels in the North Atlantic. The times given are G.M.T.:—AQUITANIA.—6 p.m., 48 06 N., 32 24 W.; SE. by S., light; cloudy; bar. 30 33.

ATLANTIS.—6 a.m., 41 54 N., 09 30 W.; SW., light; intermittent slight drizzle; bar. 30 00. 6 p.m., 44 42 N., 08 30 W.; NW., mod.; partly cloudy; bar. 30 12.

BEAVERDELL.—Noon, 51 36 N., 14 00 W.; NW., strong; partly cloudy; bar. 30 09. 6 p.m., 52 00 N., 16 30 W.; NW., mod.; partly cloudy; bar. 30 12.

CANTON.—Noon, 43 06 N., 09 30 W.; calm; cloudy; bar. 30 09. 6 p.m., 44 24 N., 08 30 W.; NW. by N., mod.; partly cloudy; bar. 30 12.

CLAN MACRAE.—Noon, 46 42 N., 08 18 W; W., strong; partly cloudy; bar. 29 94.

29 94.

COLUMBIA STAR.—Noon, 46 30 N., 06 42 W.; W., strong; cloudy; bar. 29 94. 6 p.m., 45 12 N., 07 54 W.; WNW., strong; cloudy; bar. 30 12.

EMPIRE MACCABE.—Noon, 46 06 N., 25 06 W.; N. by W., light; overeast; bar 30 39. 6 p.m., 45 18 N., 26 54 W.; E., light; cloudy; bar. 30 39.

EMPIRE MACDERMOTT.—Noon, 50 54 N., 12 54 W.; NW. by N., strong; cloudy; bar. 29 97. 6 p.m., 50 36 N., 11 00 W.; NW., strong; partly cloudy; bar. 30 03.

bar. 30 03. EMPIRE MACRAE.—Noon, 56

28 48 W.; W., mod.; cloudy; bar. 30 09 6 p.m. 56 18 N., 31 06 W.; W. by S. fresh; continuous drizzle; bar. 29 97. MANCHESTER TRADIER.—Noon, 56 3 N., 21 12 W.; NNW., gentle; cloudy

bar, 30 06.

PACIFIC SHIPPER.—Noon, 46 24 N.
06 54 W.; W., fresh; cloudy; bar, 29 94
6 p.m., 45 36 N., 07 36 W.; WNW,
mod.; partly cloudy; bar, 30 09.

PORT JACKSON.—6 a.m., 43 00 N., 25 06
W.; S. by E., light airs; cloudy; bar,
30 18. 6 p.m., 41 18 N., 28 06 W.;
NNW, gentle; cloudy; bar, 30 15.
VASCONIA.—Noon, 54 30 N., 24 54 W.;
W., mod.; showers; bar, 30 09. 6 p.m.,
54 18 N., 26 30 W.; W. by S., fresh;
showers; bar, 30 12.

# MISCELLANEOUS

STRIKE OF SHIPYARD WELDERS

AT BARROW
London, Aug. 12.—Welders in the engineering department of Vickers-Armstrongs shipyards at Barrow went on strike to-day as a protest against the employment of a sample of the proposition of the

HORASHI MARU,—London Aug. 13 to inquiry, Lloyd's Act In reply to inquiry Lloyd's Acting Agents at Singapore write under date of Aug. I stating that they have received

of Aug. I stating that they have received a letter from the Master Attendant of the port, which states that steamer Horashi Maru is lying wrecked in the port, and it is intended to salve her.

OSCAR II. (coal hulk).—London, Aug. 13—In reply to inquiry Lloyd's Acting Agents at Singapore write under date of Aug. I stating that they have receiver a letter from the Master Attendant of the port, which states that the coal hull

a letter from the Master Attendant of the port, which states that the coal hull Oscar II, is lying wrecked in the port and that the hulk will probably be demolished where she lies. TODARO. — Paris, Ang. 8. — Tank steamer Todaro, which was sunk near the landing stage at Bassens by Allied bombardment, was refloated on July 31. —"Journal de la Marine Marchande." (See issue of May 27.)

VESSEL SUNK BY MINE OFF
CAGLIARI, SARDINIA
London, Aug. 12.—A motor vessel carry
ing a cargo of coal and bound for Genos
struck a mine off Cagliari, Sardinia, to
day and sank, Rome Radio reported to
night. There were no casualties.—Router.

# NON-MARINE

# CASUALTIES TO AIRCRAFT

CRASH AT ENNISKERRY, EIRE

LLOYD'S LIST

Wed., Aug. 14, 1946 15 SHIPBUILDERS AND REPAIRERS

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SAN ANGELO VICTORY .- Rio Janeiro

SEABOARD STAR .- See W. No. 6.

WINCHESTER VICTORY, - London ZEEAREND (yacht) .- Plymouth, Aug. 12,

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# VESSELS EXPECTED AT UNITED

E		M PORTS  obable Date, Broker and Berth	AND COASIAL
to	LONDON	Ranchi, Bombay. Aug 2	
fer,	Adjutant, Genoa,   Aug 2   G. N. Co.     Andoni, Sikea,   Aug 15-1   T. E. Evans & Co.	6 Union-Castle Mail S.S. Co.	
ST	Arabian Prince, Haifa, Aug I Westcott & Laurance (West India). Baltannic, Wellington, Aug I J. B. Westray & Co.	Strathaird, Bombay, Aug 19	
	Baitraffic, Lyttelton and Montevideo, Sep 1 J. B. Westray & Co. Baronesa, Buenos Aires via Havre now du Houlder Bros. & Co. (Victoria).	e AVONMOUTH Allatoona, Galveston, Aug 19	( Roya) 6921 (4 lines)
	Benledi, Hongkong, end Se Galbraith, Pembroke & Co. Benvorlich, Hongkong, Ang 2	Modder Bros. & Co. Avristan, Abadan, mid Ser F. C. Strick & Co. D. L. Harper, Aruba, Ang 20	( Gravesend Office: Gravese Telephone Service between Thames Tug S
A,	Galbraith, Pembroke & Co. Burma, Calcutta, P. Henderson & Co. (Tilbury). Canton, Bombay via Southampton, Aug 2	Fort George Hamburg Ang 14	
	P. & O. S. N. Co. Carleton Victory, Vancouver, Sep 1 Birt. Potter & Hughes Carthage, Bombay via Southampton, Aug 2	James & Hodder Sanderwent, Mauritius, Sep 15	Company Vancouser Lines
S	P. & O. S. N. Co. Charlbury, Buenos Aires, Capper, Alexander & Co. (Royal Albert).	BRISTOL Avanville, Newlyn, Aug 14 B. A. Baker & B. Norman	P. S. N. Co. Sarmiento, Valparaiso, P. S. N. Co. (Canada). Sea Perch, Naples, Cunard White Star Sovac, Port Arthur,
rs	City of Bristol, Beira, Sep Montgomerie & Workman City of Leicester, Turkey, early Sej Westcott & Laurance	Whitwill. Cole & Co.	Furness, Withy & Co. Teucer, Hongkong,
	City of Norwich, Philippines and Hongkong Oct Montgomerie & Workman. City of Tokio, Singapore, Sep 1	Hoken, Gothenburg, James & Hodder. Nancy Lau, Kotka. Sep 7	H. Tyrer & Co. Voco, Philadelphia,
el	Montgomerie & Workman. Clan Cameron, Beira. Cayzer. Irvine & Co. (Tilbury)	Whitwill, Cole & Co. (City) Zeehond, Casablanca, Mark Whitwill & San (City) Aug 13	Empire Taff, Barcelona,
	Clan Campbell, Sydney via Liverpool, Aug 28 Cayzer, Irvine & Co. (Tilbury). Comedian, Trinidad, T. & J. Harrison (West India).	SHARPNESS Araton, Sweden, early Sep James & Hodder.	MANCHESTER Anglia, Gothenburg, Rahr Robrand & Co
-	Condesa, Buenos Aires, Houlder Bros. & Co. (Victoria).  Durango, Buenos Aires, Royal Mail Lines.  Aug 2	V. W. Rowies & Co. Vibeke Christensen, Gothenburg, now due James & Hodder	(Ellesmere Port & Salford). Dolabella, Port Arthur, E. H. Mundy & Co. (Eccles & Barton).
-	Edam, Houston via Antwerp, abt Aug 27 Phs. Van Ommeren (London). Empire Arun, Durban via Antwerp, Bullard, King & Co. (West India)	Empire Pitt, Wabana, Aug 15	(Ellesmere Port).
A	Empire Athelstan, Freetown, Aug 18 Killick, Martin & Co. (Royal Albert) Empire Clarendon, Sydney, P. & O. S. N. Co. (Royal Albert)	Houlder Bros. & Co. Manchester Port, Baltimore via London eud Aug	Empire Gallant, Sundsvall, Au Ellerman's Wilson Line. Fort Vermillion, Takoradi, H. Watson & Co. (Irlam Wf.). Kawartha Park, Montreal,
P3	Empire Eden, Naples, Currie Line (Ldu. Dk.)  Empire MacDermott, Montreal, Hain S.S. Co. (Victoria).	W. J. Barnett.	H. Watson & Co. (Salford). Manchester Commerce, Montreal, Canadian Pacific S.S. Muron, Paimboeuf.
_	Empire Neptune, Abadan, Aug 16 W. Hurst (Sheerness). Empire Success, Mombasa, end Aug Union-Castle Mail S.S. Co. Empire Wharfe, Kingston (Ja.). Royal Mail Lines (West India).	Stal, Rotterdam, now due Mordey, Son & Co.	H. Watson & Co. (Weaste).  HEYSHAM  Fort Raleigh, Corpus Christi,
S	Empire Wharfe, Kingston (Ja.), Aug 20 Royal Mail Lines (West India). Fort Grant, Casablanca. Aug 18 Denholm, Coates & Co. (Surrey Com.)		J. Fisher & Sons.  BARROW Kengis, Narvik, Dishor * Sons
	Royal Mail Lines (West India).  Fort Grant, Casablanca. Aug 15  Denholm, Coates & Co. (Surrey Com.)  Fort la Cloche, Rosario, H. G. Mann (Shipping).  Fort St. Paul, San Nicolas, Houlder Bros. & Co.  Gascony Kineston (Ja)	Boryslaw, Glasgow via Avonmonth, Aug — J. Bovey & Co. Ocean Fame, Avonmonth, now due J. Bovey & Co. (No. 2).	J. Fisher & Sons  WORKINGTON  Penhale, Pepel,  United Steel Companies
	Royal Mail Lines. George E. Merrick, New York via Cherbourg. Aug 14	SWANSEA Danby, Botwood, Aug 21	OLVDE
Ву	Catted States Lines (Royal Albert). Glenogle, Shanghai, Glen Line. Graculus, Little Bay Island, E. Lloyd (Ridham). Highland Monarch, Buenos Aires, Royal Mail Lines. Ldomeneus, Newastle (N.S.W.)	Burgess & Co. Samgara, Avonmouth, Aug 26	Brondy Station, Aruba, J. & J. Denholm (Bowling). Clan Allan, La Plata, A. Crawford & Son Clan Angus, Mombasa via Liverpool, Cayzer Irvine & Co. Clan Chattan, Newcastle (NSW), Cayzer, Irvine & Co. Clan Macaulay, Sydney, Roxburgh. Colin Scott & Co. Crow King, Galveston,
	Highland Monarch, Buenos Aires, Aug 28 Royal Mail Lines. Idomeneus, Newcastle (N.S.W.), Glen Line (King George V.) Aug 22	Adrastus, Hongkong, A. Holt & Co. Antenor, Durban. Ang 23	Clay Zer, Irvine & Co. Clan Macaulay, Sydney, Roxburgh, Colin Scott & Co. Crow King, Calveston
<b>P</b>	Lady Rodney, Rotterdam, Cunard White Star (Tilbury) Langton Grange, La Plata, Houlder Bros. & Co. (Victoria).	Bahr, Behrend Co. Artisan, New Orreans, Ang 28	A. Weir & Co. (Bowling).
75	Lochmonar, Buenos Aires.  Royal Mail Lines  Malacca, Shanghai,  Escombe, McGrath & Co.  (Tillury Cargo Jetty)	Beaverford, Montreal, Aug 20 Canadian Pacific S.S. Bothnia, Naples, Aug 22 Cunard S.S. Co.	Prentice, Service & Henderson (Greenock). Empire Grebe, Wabana. abt A J. B. Couper (Rothesay Dk). Eucadia, New York, Anchor Line.
st	Royal Mail Lines.  Idomeneus, Newcastle (N.S.W.), Glen Line (King George V.) Lady Rodney, Rotterdam, Cunard White Star (Tilbury) Langton Grange, La Plata, Houlder Bros. & Co. (Victoria). Lochmonar, Buenos Aires. Royal Mail Lines Malacca, Shanghai, Escombe, McGrath & Co. (Tilbury Cargo Jetty).  Manchester Port, Baltimore, Furness, Withy & Co. (Surrey Com.) Mandasor, Calcutta, A. Howden & Co. (Tilbury) Manipur, Calcutta, Montgomerie, & Workman (Tilbury).	City of Bristol, Beira via London and Antwerp Sep 13	Anchor Line. Marine Raven, Naples, City Line Nestor, Newcastle (N.S.W.) via Liverpool, er Roxburgh, Colin Scott & Co.
d.	Mari II., Rundvik, Aug 16 Temple, Thomson & Clark	City of Canberra, Kure, Sep 27 Hall Line.	Samidway, Melbourne via Liverpuol, en Aitken, Lilburn & Co. ABERDEEN
S	Mathura, Calcutta, Aug 29	Hall Line City of Exeter, Karachi & Bombay, Hall Line City of Norwich, Philippines and Hongkong via London, Oct 22	Storfors, Skoghall, J. Cook & Son (Victoria).  DUBLIN  Lish Elia Acabas
	Mergus, Holmsund, E. Lloyd, Ltd. (Ridham), Montana, Philadelphia, Davies & Newman (Purfleet) Moreton Bay, Wellington, G. Thompson & Co.	Hall Line Clan Angus, Mombasa, Cayzer, Irvine & Co. Clan Campbell, Karachi, Cayzer Irvine & Co.	Irish Fir, Aarhus, Limerick S.S. Co. Irish Hazel, New York, Limerick S.S. Co. Irish Larch Kotka
	Tarafa Aug 17	Elder Dempster Lines	Irish Larch, Kotka, A. Wexford S.S. Co. Irish Poplar, Montreal, Limerick S.S. Co. Regent Lion, Curacao, G. Bell & Co.
	Pemba, Calcutta, Gray, Dawes & Co. Perim, Sydney, P. & O. S. N. Co. Port Alma, Bluff, Port Line. Port Halifax, Melbourne. Aug 26	Corrientes, Buenos Aires, end Aug Donaldson Bros. & Black. Demodocus, Batavia, Sep 14 A. Holt & Co.	DUNDEE Rurma, Calcutta via London
-	Port Line. Port Halifax, Melbourne. Port Halifax, Melbourne. Port Line. Port Macquarie, Sydney, end Sep	Destrian, Alexandria, Ellerman & Papayanni Lines. Devis, Buenos Aires. Lamport & Holt Line. Diplodon, W.C. Africa vin London, Aug 14 H. Tyrer & Co. (Bromborough).	T. & J. Brocklebank. Magdapur, Calcutta via London, no T. & J. Brocklebank. Mandasor, Calcutta via London, T. & J. Brocklebank. Manipur, Calcutta via London,
4	Port Line. Port Line. Queda, Calcutta. Gray, Dawes & Co. Ragna Corthon. Little Bay Is Rounded Tradition to Bay Is	A Holt & Co. Sydney. Oct 4	Manipur, Calcutta via London, C. Barrie & Sons. Quentin, Ghent, P. S. Nicoll & Co. (Eastern Wf.),
2	Queda, Catcutta.  Gray, Dawes & Co.  Ragna Gorthon. Little Bay Is  Bowloyd Trading Co.  Rainier; New Orleans.  Ramava, Newcastle (N.B.),  R. S. Dalgliesh, Ltd. (Surrey Com.).  Ranchi, Bombay via Southamuton.  Aug 29  Aug 29  Aug 29  Aug 29  Aug 29  Aug 29  Aug 20  Aug	Empire Convoy. Oslo.  W. H. Stott & Co. (Birkenhead).  Empire Helmsdale, Las Palmas.  Yeoward Bros.  Empire Prowess, Sydney via Durban, Sep 16	GRANGEMOUTH British Dragoon, Abadan,
	P. & O. S. N. Co.	J. Dowie & Co. Empire Yukon, New York, Empres of Australia, Naples, Canadian Pacific S.S. Enid Victory, New Westminster, Aug 23	Hopkin, Paton & Co. Marpessa, Fahaheel, Hopkin, Paton & Co. Moyle, Nemours,  BO'NESS
(1)	St. Margaret, Rosario, end Aug Howard Tenens (Bellamy's Wf.). Samakron, Kingston (Ja), Sep 3 Royal Mail Lines	C. G. Dunn & Co. Fort Musquarro, New York via Bremen, end Aug Cunard White Star Port Richelian Roya	Marie Flore, Lillesand,  LEITH  Vliestroom, Amsterdam,  A
	Sambay, Singapore, Sep 25 P. & O. S. N. Co. Samconon, Santos via Liverpool, Sep 2 Howard Tenens, Ltd.	Fort Richelieu, Bonn, R. & D. Jones (Birkenhead) Fort Sturgeon, Lagos, H. Tyrer & Co. Frederick Banting, Newcaştle (NSW) Oct 19	Furness, Withy & Co. (Albert).  TYNE  Astrea, Bergen, P. H. Matthiessen & Co.
4	Aug 31  May 1 Bertany & Co.  St. Clears, Trinidad. Howard Tenens (West India).  St. Margaret, Rosario. Howard Tenens (Rellamy's Wf.).  Samakron, Kingston (Ja), Royal Mail Lines. Sambay, Singapore, P. & O. S. N. Co. Samonon, Santos via Liverpool, Howard Tenens, Ltd. Sampan, Beira via Antwerp, Union-Castle Mail S.S. Co. Samsylvan, Wellington via Antwerp, early Sep Shaw Savill & Albion Co. Samtyne, N. Pacific, Furness, Withy & Co. (Surrey Com.). San Felix, Curacao, W. Hurst (Isle of Grain) Selandia, Bangkok.  Sep 1  Ang 31  Aug 31  Conda Aug  Sep 2  Sep 3  Sep 4  Sep 3  Sep 4  Se	Hall Line Glenbeg, Shanghai, Sep 21 A. Holt & Co. Glenfinles, Hongkong, Ang 22	(Type Commission Qy.). Barra Head, Hull, now Hargreaves (Newcastle), (Howdon Staiths).
1	Furness. Withy & Co. (Surrey Com.). San Felix, Curacao, now due W. Hurst (Isle of Grain) Selandia, Bangkok, Sep 4	A. Holt & Co. Gninean, Lagos. H. Tyrer & Co. Historian, Mondasa, T. & J. Harrison. Kaituna, Melbourne, Aug 23	Bretagne, Oslo, P. H. Matthiessen & Co. (Tyne Commission Qy.) Devonbrook, Dundee, A
- 8	Escombe, McGrath & Co. Sestroretsk, Leningrad, now due	Kaituna, Melbourne, Aug 23 J. Dowie & Co. Kana, Istanbul, abt Aug 20 Moss Hutchison Line	Hargreaves (Newcastle), (Pelaw Main Staiths). Megara, Houston via Southampton & Rouen, abt A
8	(Surrey Commercial) Strathaird, Bombay via Southampton, Aug 21 P. & O. S. N. Co. Suffolk. Wellington via Dakar. J. B. Westray & Co. (Royal Albert). Sydney Star, Buenos Aires, Blue Star Line. Aug 29 Blue Star Line.	Lanarkshire, Fremantle, Sep 10 Cayzer, Irvine & Co. Lancashire, Bombay, Aug 24 Bibby Bros. & Co.	MIDDLESBROUGH  Askeladden, Narvik, Swedish Iron Ore, Ltd. Empire Cougar, Rio Janeiro, Section Cougar, Section
ш	Keller, Bryant & Co. Feviot, Puerto Deseado via Hayre. Sep 4	Lionos, valparaiso. Seo 10 (	Empire Cougar, Rio Janeiro, T. H. Donkin & Sons. Fionta, Copenhagen, Escombe, McGrath & Co. (I. N. E. R. Dk.).
1	Royal Mail Lines. The Baron. Tyne. now due	P. S. N. Co. (Canada)  Macgregor Laird, W.C. Africa, Aug 17  Elder Dempster Lines.  Menelaus. Hongkong, end Oct	(1. N.E.R. Dk.). Fort Norman, Takoradi, Swedish Iron Ore, Ltd. Kanpanger, Jossingfjord, J. 4: Peckston, Ltd. Runswick, Bougie, nov
	fhysville, Duala, Ang 16 Lamport & Holt Line (Tilbury) Torfinn Jarl, Mediterranean ports, now due Nordenfjeldske S.S. Services (S.W. India)	Nestor, Newcastle (N.S.W.), A. Holt & Co. Novelist, Calcutta, Aug 22-23	HULL Benledi, Hongkong via London earl
1	Fortiguero, Montreal, Aug 19 Canadian Pacific S.S. (Surrey Com.) Umgeni, Beira via Hull, Bullard, King & Co. (South West India),	T. & J. Harrison Ocean Verity, Singapore, Sep 2	Porter & Henderson. Benyannoch, Port Sudan, A
	Canadian Pacific S.S. (Surrey Com.) Umgeni, Beira via Hull, Bullard, King & Co. (South West India), Umtata, Durban, Union-Castle Mail S.S. Co. Vesuvins, Holmsund, E. Lloyd (Ridham),	P. S. N. Co. Pacific Express, Rio Janeiro, Aug 24 Lamport & Holt Line Pilcomayo, Buenos Aires, Aug 17 P. S. N. Co. Rhexenor, Port Pirie, Sep 17	Empire Conqueror, Gothenburg, Ellerman's Wilson Line (Albert) Empire Game, Hamburg, A Weidner, Hopkins & Partners, 1.td Fidra, Middlesbrough, Kllerman's Wilson Line (Albert).
	E. Lloyd (Ridham). Virgo, Mantyluoto via Hull, C. Gee & Co. (Surrey Com) Waimana, New Plymouth. Shaw Savill & Albion Co.	Hall Line	Fidra. Middlesbrough, Allcrunan's Wilson Line (Albert). A Rilcrunan's Wilson Line (Albert). A Pyman, Bell & Co. Lein, Oslo. Ellerman's Wilson Line (Albert).
ш	SOUTHAMPTON Vicantara, Mombasa, Aug 17 Union-Castle Mail S.S. Co.	Riebeeck Castle, Port Natal, Aug 24 Elder Dempster Lines. Samconon, Santos, Aug 26 Canada SS Lines (Overseas) Ltd	Queda, Calcutta via London & Antwerp mic Ellerman's Wilson Line. Rembrandt. Vancouver, end
	British Guardsman Trinidad And 76 l	Samderwent, Mauritius via Avonmouth, Sep 26 Irvine & Co	W. A. Massey & Sons Saga, Copenhagen. A Ellerman's Wilson Line (Wm. Wright).
;	Ang 16 R. & J. H. Rhea (Hamble). Anton, Bombay. Escombe, McGrath & Co. Carthage, Bombay. Escombe, McGrath & Co. Ohn, Briesson, New York. Aug 15	A. Holt & Co. Samidway, Melbourne, Aug 16	Skjold, Copenhagen. nov Ellerman's Wilson Line (Wm. Wright)
1	J. Horn & Son (Hamble)  Other Horn & Son (Hamble)	Samite, Melbourne, mid Oct A. Holt & Co. Samothrace, Antofagasta. Aug 24 P. S. N. Co. (Canada) Samsnola, Alexandria, Sep 2 P. S. N. Co.	J. Good & Sons.  IMMINGHAM Photinia, Miramichi, Aug
1	Escombe, McGrath & Co.	I. S. M. CU.	г. испянявр.

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Teucer, Hongkong,
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Trevaylor, Lagos,
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(Ellesmere Port).
Empire Gallant, Sundsvall,
Ellerman's Wilson Line.
Fort Vermillion, Takoradi,
H. Watson & Co. (Irlam Wf.).
Kawartha Park, Montreal,
H. Watson & Co. (Salford).
Manchester Commerce, Montreal,
Canadian Pacific S.S.
Muron, Paimboeuf. GAMECOCK STEAM TOWING CO., LTD. Aug 17 Sea & River Towage by Powerful Tugo now due Equipped with efficient pumps for fire and
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Aug 21

Sep 11

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Aug 16

Aug 16

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Aug 17

now due

Sep 3-4

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Aug 20-21

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early Oct

Aug 21

Aug 16

Ang 16

Aug 17

Aug 16

mid Sep

end Aug

Aug 23

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Aug 1

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