



ROYAL MAIL TO SOUTH AMERICA

Table listing shipping routes to South America, including vessels like Pardo, Filco, Deseado, Duranco, and Highland Monarch.

WEST INDIES

Table listing shipping routes to the West Indies, including vessels like Vesel and Samspring.

SPANISH MAIN, CENTRAL AMERICA AND NORTH PACIFIC

Table listing shipping routes to Spanish Main, Central America, and North Pacific, including vessels like Samspring.



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 on the following vessel: M.V. "HEIDE" and Cargo

Take notice that a Cause has been instituted against you in the High Court of Justice, Probate, Divorce and Admiralty Division...

PROPOSAL TO CHANGE A SHIP'S NAME

I, SAMUEL CRAWFORD HOGARTH, of 120, St. Vincent Street, Glasgow, C. 2, HEREBY GIVE NOTICE that, in consequence of a change of ownership, I have applied to the Ministry of Transport...

PROPOSAL TO CHANGE A SHIP'S NAME

WE, LEITH SALVAGE & TOWAGE COMPANY, LTD., of 16, Bernard Street, Leith, HEREBY GIVE NOTICE that, in consequence of change of ownership, we have applied to the Ministry of Transport...

R. & W. HAWTHORN, LESLIE & CO. LTD.

PASSENGER AND CARGO VESSELS TURBINE AND DIESEL MACHINERY WATERTUBE BOILERS DRY DOCK 502 Ft. by 68 Ft. NEWCASTLE-ON-TYNE

LLOYD'S LIST AND SHIPPING GAZETTE (Established 1734)

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

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

LIVERPOOL OFFICE: Mr. A. C. DOUGLASS, 15, Tithebarn Street, Liverpool, 2 Telephone: Central 2034

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

Table for WEDNESDAY, AUG. 14, 1946, showing High Water, Low Water, Sun Rises, Moon Sets, etc.

TO-DAY'S WEATHER

Meteorological Office Forecast Advance forecast for the 18 hours ending midnight to-night: General Inference: A depression over the Southern North Sea is moving North-East and a ridge of high pressure West of Ireland is moving East.

LIVERPOOL UNDERWRITERS' ASSOCIATION

"McNeill" and "Wallace" Prizes The Liverpool Underwriters' Association announce that the Liverpool Marine Insurance Clerks' Competitive Examinations will be held in 1947...

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...

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...

LLOYD'S AGENCY AT LICATA

Mr. Arthur Verdramo, who was asked to conduct the duties of Lloyd's Agency at Licata in a temporary capacity, will shortly be leaving the district...

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...

IRON AND STEEL PRICES RAISED

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 yesterday in the Control of Iron and Steel (No. 52) Order, 1946 (S.R. & O. No. 1359)...

These orders provide for higher maximum prices necessitated by increases in 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...

DORMAN, LONG TO INCREASE CAPACITY

Important extensions to the main structural engineering shops of Dorman, Long & Co., Ltd., in Middlesbrough 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...

AUSTRALIA'S WHALING PLANS

Concern at Decision to Allow Japan to Send Fleet SYDNEY, Tuesday

Mr. Robert Cosgrove, Tasmania's 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..."

HARWICH-ANTWERP SERVICE

Increased Sailings The Harwich (Parkston 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...

"HOWE" AND "ANSON" AS TRAINING BATTLESHIPS

Means of Keeping Ships Serviceable The Admiralty announce that the Training Battleship Squadron will consist of H.M. ships Nelson (flagship), Howe and Anson, and represents a new development in training methods...

SALE OF MACHINE TOOLS

A large selection of good quality general purpose machine tools will be on sale at two additional selling centres for Government-owned surplus machine tools being opened at Coventry and Featherstone...

NEW YORK TUG CHARGES INCREASED

WASHINGTON, Tuesday New York tug-boat companies are putting up their charges by 16 1/2 per cent. as from to-day as a result of the recent increase in wages for tug-boat crews...

SCOTTISH UNION & NATIONAL INSURANCE COMPANY

ASSETS exceed £19,500,000 FIRE - LIFE - ACCIDENT - MARINE MARITIME INSURANCE COMPANY, LIMITED, LIVERPOOL

FUEL RESEARCH NEW B.I. TONNAGE

Mr. Morrison Visits Station A device to reduce smoke from hand-fired industrial boilers was seen yesterday by Mr. Herbert Morrison, Lord President of the Council, during a visit to the Fuel Research Station...

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.

CARGO SHIPS

Two "Canara" class motorships for U.K. India service: 10,550 tons d.w.—Barclay, Curle & Co., Ltd., Glasgow. Omara (steamship): 9000 tons d.w.—William Denny & Brothers, Ltd., Dumbarton.

THE DARDANELLES

Turkey Rejects Russian Demands ANKARA, Tuesday The Turkish Council of Ministers, meeting to-day under the presidency of M. Inonu, discussed the Russian Note on the Dardanelles...

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...

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...

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BLYTH GEO. E. TYNEMOUTH (Jas. F. Thompson, F.I.C.S.) Shipbroker, Coasting Agent, General Agent

FREIGHT MARKETS Business Restricted By Our Own Correspondent THE BAL TIC. Tuesday Chartering operations have been on a small scale, although in many directions a large number of orders continue to be quoted.

EXCEEDINGLY QUIET CONDITIONS continue to rule in the River Plate section, despite the fact that demand for Argentine cereals and oilseeds is still as keen as ever. There is no definite inquiry for fire, but \$18 is offering firm to Sweden and 95s. to Norway.

MORE W.S.A. RATES A Reuter message from Washington, dated Aug. 12, states that the War Shipping Administration has announced the following freight rates, effective Aug. 5: Grain in bulk to Bremerhaven and Hamburg Range from the North American Pacific Coast.

FIXTURES BALTIMORE TO RIO GRANDE DO SUL.—St. Cergue, 6500 t., 10 per cent., \$13.25 per ton, coal, Sept. 1-25. CUBA TO ANTWERP.—Spanish strmr., 3600 t., \$16 per ton, sugar, Aug.-Sept.

PROVINCIAL REPORTS From Our Own Correspondents LIVERPOOL, Tuesday Additional to official grain, timber, &c., bookings a moderate miscellaneous chartering business is being arranged.

BARROW-IN-FURNESS HUELVA TO ANTWERP.—2750 t., 30s. per ton, pyrites, pvt. BONA TO U.K.—7500 t., 31s. per ton, iron ore, Aug.

CARDIFF, Tuesday Coal stems remain difficult to arrange and there are consequently few orders circulating for foreign destinations. There is still a good supply of tonnage for the coasting trade, which is quiet.

GLASGOW, Tuesday 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., 25s.

NORWEGIAN SHIPPING Compensation to Owners for Wartime Use of Fleet The plan for compensating Norwegian shipowners for the use of their vessels during the war under the terms of the provisional Decrees of Apr. 22 and May 18, 1940, has now been approved by both Houses of the Norwegian Storting.

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.

CONDITIONS IN THE AUSTRALIAN, Indian and African trades have shown no alteration from those recently ruling. A handy sized vessel has been taken for pyrites from Huelva to Antwerp/Ghent or Rotterdam at 30s., and further carriers might be worked for rye from Turkey to Italy.

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.

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 Port William.

SMALL CRAFT FACILITIES AT DUNDEE Ground at Stannergate has been leased by Dundee Harbour Trustees to Unitas (Dundee), Ltd., for servicing small craft, mainly yachts.

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.

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.

MONEY MARKET Special Buyer Takes Bills There was again quite a keen demand for overnight loans yesterday, and as supplies remained small, borrowers experienced some difficulty in satisfying their requirements.

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 previous day's setback.

COMPANY RESULT MANCHESTER DOCK & WAREHOUSE 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.

COMMODITIES GRAIN 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.

FOREIGN PRODUCE LONDON (Mining Lane), Tuesday SPICES.—CLOVES.—Zanzibar spot 11 1/2d. per lb. sellers c.i.f. August-September 9 1/2d. (buyers' licence) afloat 10 1/2d. per lb. sellers.

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.

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THE COAL TRADE 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.

NEWCASTLE Bad weather has tended to delay coastwise tonnage, but relative to the amount of coal coming forward from the collieries dispatch has not been seriously hampered.

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 earmarked for home consumption.

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.

GLASGOW The tone in all sections is strong. Generally speaking collieries are meeting their allocations and any surplus can find waiting outlets in the industrial market.

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IRVINE R. L. ALPINE & CO. SHIPBROKERS, COLLIERY AGENTS, SAND MERCHANTS Agents for Colvilles, Ltd., and I.C.I., Ltd.

LEITH GARLAND & FLEXMAN SHIPBROKERS, CHARTERING AGENTS, BUNKER SUPPLIERS, LLOYD'S AGENTS

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MIDDLESBROUGH J. G. PECKSTON, LTD. SHIPBROKERS, HAULAGE CONTRACTORS CHARTERING AND FORWARDING AGENTS

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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 *Sinkiang*, 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., Scotstoun, 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, will give a service speed 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 *Ulanstephan Castle*. The work is to be carried out by the Fairfield Shipbuilding & Engineering Company, Ltd., builders of the vessel in 1914, and will occupy several months.

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 *Bergensfjord*, *Sam-constant* and *Nea Hellas*. Work in prospect includes the docking, before trials, of the *Somerset* and of the *Maihar* and *Brava*, 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 *Arava* (Shaw Savill & Albion Company, Ltd.) arrived at Messrs. Swan, Hunter's yard at the week-end for reconversion after troop duties. The work will last five or six months.

The Middle Docks and Engineering Company, Ltd., South Shields, have secured a contract for the repair of the motorship *Ripplingham Grange*, damaged in a collision at Port Said. The *Ripplingham 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 boiler-makers 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 two-shift 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 Venture*, 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 boiler-makers' 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 four-cylinder diesel engines, designed to develop 1900 b.h.p. and giving the vessel a speed of 12½ 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

#### Workers' Views of Holiday 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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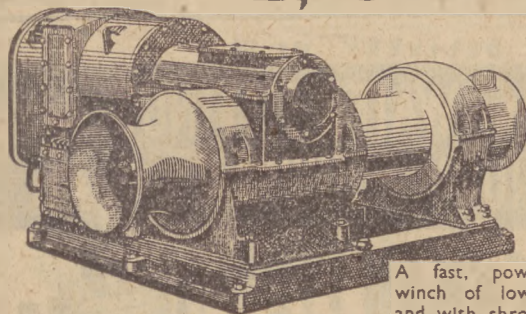
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See also p. 15

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## Shipbuilding &amp; Engineering Section

## ROUND THE SHIPYARDS

(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 passed off smoothly on Merseyside, complaints being heard among a 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 holiday to be entitled to payment for it, certified sickness or employers' leave of absence being the only excepting circumstances. A few men who had previously arranged their holiday to include the day before or the day after Bank Holiday, finding that "previous arrangements" are inadmissible as a 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 in 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 remained in hand, and fresh arrivals were 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*, *Samgallean*, *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*, *Port 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 *Porris 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 Poulson* 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 be probably twice what they would have been 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

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. Greenwell's 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-with-pay. One firm described the return to work as "reasonable," and one said it was "not as good as normal." The weather has not been too good for outdoor work this summer. Saturday morning, for instance, was a "wash-out" and so was the whole of yesterday.

## THE TEES

Post-Holiday Labour Effort  
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 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 is 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 completion.

Messrs. Robb were particularly busy last week, having 14 vessels under repair, including merchant vessels, trawlers, tugs and whalers afloat 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 LLOYD'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 reconversion 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)

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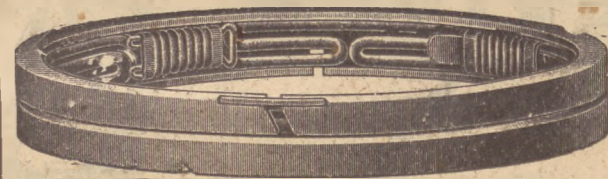
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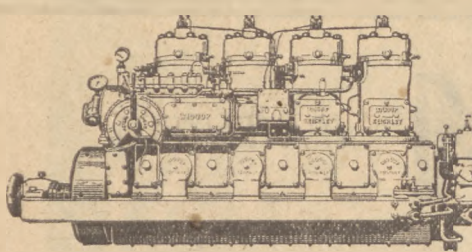
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## Work for the Shipyards

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

Yard	Number & Type	Size	Engines & Builders	Owners
Rotterdamsche Droogdok Maatschappij, Rotterdam	M/ship	abt 9300 gr.	Diesel	N.V. Rotterdamsche Lloyd, Rotterdam.
N.V. Wilton-Fijenoord, Schiedam	M/ship	abt 9300 gr.	Diesel	N.V. Rotterdamsche Lloyd, Rotterdam.
Harland & Wolff, Ltd., Belfast	2 Pass/cargo m.s.	5200 gr.	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 producers' commitments for most descriptions are already embarrassingly weighty, output promises to be maintained at capacity for a considerable time. Pressure for supplies for export is unabated, but priority claims for essential home needs leave little tonnage available for oversea customers. Pig iron supplies are insufficient for home users' demands. Consumers of high phosphorous qualities are calling persistently for larger deliveries, and users of the low phosphorous grades and hematite readily accept their full quotas. The output of basic iron is absorbed by makers' own producing plants. Satisfactory parcels of semi-finished 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 rollers. 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

The 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 engines with cylinders 16½ in., 28½ in., and 47 in. in diameter, and of 30-in. stroke.

### THE SHARE MARKET

#### Further Rise in Prices

Business in shipbuilding, iron, coal and steel shares during the past week has been on a very active line, and with few exceptions movements have been in the upward direction. Beardmore issues have been supported, the Ordinary improving 1s. to 30s. 6d. and the Preference 3d. to 25s., while John Brown gained 6d. to 29s. 9d. and Cammell Laird 3d. to 13s. The last recorded business in Dofxford was at 90s., but Clarke, Chapman were marked down 1s. 9d. to 62s. Harland & Wolff rose 6d. to 28s., and the Preference changed hands yesterday at the higher price of 23s., while Grayson, Rollo were dealt in at 9s. 1½d. Notwithstanding that Richardsons, Westgarth were quoted ex dividend, the shares closed 6d. higher at 10s. 6d., while Swan, Hunter improved 3d. to 62s., Vickers 7½d. to 27s. 7½d. and Samuel Williams 9d. to 20s. 9d. Wear-ale Steel Deferred jumped 2s. 6d. to 39s., and the Preference 1s. 9d. to 28s. 9d., while Dorman, Long Ordinary and Preferred were 2s. 9d. and 2s. 4½d. up at 28s. and 46s. 9d. respectively. Allied Ironfounders advanced 2s. to 58s., Wm. Cory 3-32 to 5, Firth & John Brown "A" 1s. 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 assurances 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., Wellington Quay-on-Tyne, have completed repairs to the collier *Raloo*, 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-Heysam 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 Deuny & Brothers, Ltd., for the Larne-Stranraer run, being a notable exception.

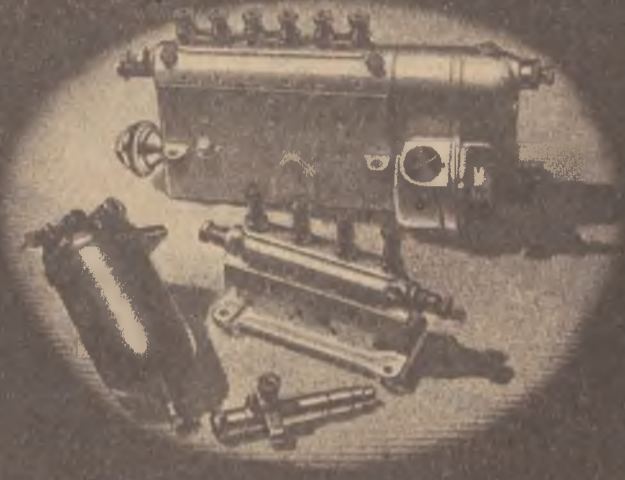
Last week saw the return to the Belfast Steamship Company's Belfast-Liverpool service of the motorship *Ulster Monarch*, which has been recon-ditioned by Messrs. Harland & Wolff. During the war this Belfast-built ship became one of the first L.S.I.s and her reconversion was a big task. She has now been 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 future of the *Lady Connaught*, one of the older Irish Sea ships, which has been at Belfast for some time, is still uncertain.

Repair work taken in hand lately includes the *Lairds Isle*, with engine defects, the *Ashbel Hubbard* and a light-vessel, as well as a number of locally-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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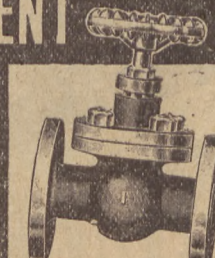
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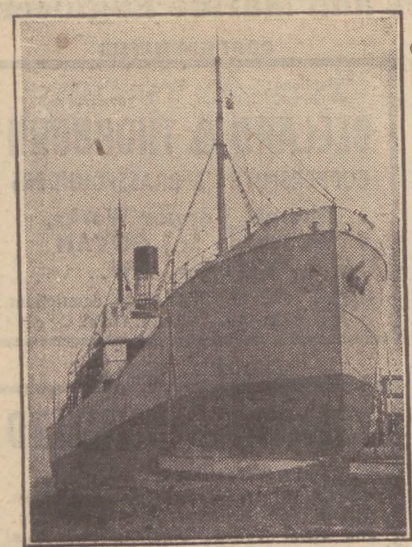
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## SHIPBUILDING RESEARCH

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, 1944—the 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 Committees realised from the outset that there is much scope in our industry for scientific and technical work. They also realised, however, that it would be impossible in present circumstances to undertake all the work that appeared to be desirable, and the Committees, 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 the shipbuilder, the naval architect 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 the work to proceed as rapidly as is desirable. I do not expect that remarks to be received with applause, but I make it just the same.

The Association, at present, has no laboratories, and the experimental work will be carried out in the industry's establishments, in various Government 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 Research has made considerable progress with regard to placing most of the experimental work, and I should like now to give you some idea of the nature of this work, under the four headings: Hydrodynamics, Ships' Structures, Ships' 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, rolling 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 families 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 bilge 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. Summaries of all available published work on ship resistance, in a form which facilitates easy application by the user, will be produced by our headquarters staff.

In the field of propulsion many problems require attention, including the effect on efficiency of controllable pitch screws, the effect of size of boss 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

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. New 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 which may find useful applications on 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.

#### Ships' Performance

The aim of this part of the programme 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 performance 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 to developing improved instruments and methods for recording the performance 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. The data so obtained 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 of the engine builder. Auxiliary machinery which is not normally the responsibility of the engine builder, such as, for example, cargo handling and ventilating equipment, is to be dealt with by a new main committee which it is proposed to set up for this purpose.

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 boilers, hydraulic test pressures for 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 interaction 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)

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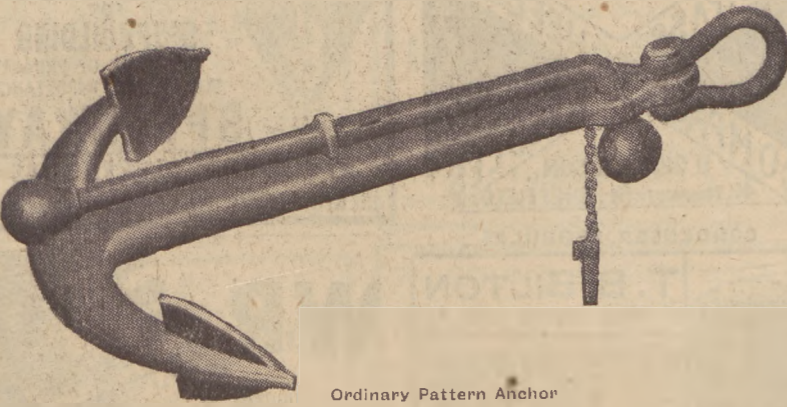
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#### Some Recent Contracts

##### By Our Special Correspondent

A trend towards small fast well-equipped 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.

Two ships of similar size (about 6000 tons d.w.) have recently been booked by the Blyth Dry Docks & Shipbuilding Company, Ltd., for a Helsingborg owner, and they are among the first orders for Swedish ships placed in British yards for many years. They are to be cargo motorships with accommodation for 10 passengers, but, what is more important, are designed for a speed of about 15 knots. They are to be propelled by Burmeister & Wain two-cycle engines, which will be shipped to this country from Copenhagen. Details of the machinery are not available, but it would not be surprising to find a double-acting two-cycle engine, direct coupled to the single shaft. On the other hand, there are possibilities of a single-acting engine and even of a trunk piston engine of standard type being selected. No doubt the choice will be governed to a great extent by the availability of the machines in question.

#### 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 stroke. The engine was rated for about 2200 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 forecabin, 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 slightly later date. The engine-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 double-acting 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 always have her machinery aft. There is no obvious reason for this choice, since a good deal depends on trim and draught. Tween deck ships of this size, with machinery aft, have been constructed and have operated successfully, though admittedly they are about the

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

The *Corinda* herself is 345.6 ft. 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 shaft.

#### Another Alternative

Some owners might be prepared to consider diesel-electric propulsion with horizontal vis-a-vis diesels of high speed and light weight, placed on a deck above the main D.C. propelling motor. This would give the advantage of direct control from the bridge. It would obviate any suggestion of reversible blade propellers, propulsive devices which seem to be gaining a measure of popularity in some of the larger types of ships. If delivery permits it is believed that this type of propeller may be installed in a certain coastwise motorship building in Great Britain, also with machinery aft. It must be admitted that rapid self-maneuvrability is an advantage for a ship of this kind, which has neither the bulk of the big 10,000-tonner nor the more modest dimensions of the coaster and short-sea trader proper.

It is perhaps wrong to pass judgment on ships of this kind which are ordered to-day. This is a time when rapidity of delivery rather than excursions into future probabilities of construction has first call. It is tempting to inquire, however, 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 carrying 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 content in this one instance with a pre-war 12 knots. Perhaps for the moment the Swedish 15 knots is the ideal compromise. If, however, the 6000-tonner is, as many people suppose, the ship of the future, then she is bound to receive a great deal of attention as regards design detail. Oil engines will undoubtedly be used for propulsion, though not necessarily of the direct-coupled type.

#### OSLO YARD'S FIRST POST-WAR SHIP

The cargo steamer *Milrid* (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. Backe & Co., Trondheim, she is 275 ft. in length, b.p., 44 ft. in breadth, and 20 ft. in depth. She has forecabin, 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 design.

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. Strøms Transport, Oslo) will be delivered.

#### SHIPBUILDING RESEARCH

(Continued from page 7, column 4)

the industry to be the most pressing and worthy of immediate attention. It is, however, by no means exhaustive and will no doubt undergo modification as time goes on. From this brief review of our research work you will see that our programme is already one of considerable scope but, as I have previously indicated, we realise that there are still many problems that we shall have to include in the future as the facilities at our disposal grow.

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**FISHING FLEET'S WAR LOSSES**

**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 Agriculture 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 340. 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 counter-measures 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 purposes 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 one-quarter of the pre-war fleet, and the catching power was even less, as practically all the larger and more efficient ships had been taken. Another factor which must be taken into consideration is that the age of the vessels still left to fish necessitated constant repairs, often of a major character; the time spent in port was thereby considerably increased over the average of the pre-war years. Catches fell to below one-quarter of the pre-war figure. The 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 of this report comparatively few steam trawlers were still under requisition. The number lost on war service was 146.

The steam drifter fleet also suffered severely from requisitioning, about 200 being taken out of about 277. The 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 available 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 released.

**From War to Peace**

Although the day-to-day work of keeping 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 the many problems of reconstruction which it was realised would present themselves immediately on the cessation of hostilities in Europe.

The immediate effect of the end of the war in Europe emphasised the urgent necessity of getting back into fishing the many trawlers and other fishing vessels which had been required for naval service, combined with the almost equally urgent necessity of freeing the many fishing grounds which for one reason or another had been closed to fishing owing to the exigencies of war. The first of these problems involved a number of ancillary problems. In the first place, the release of requisitioned vessels involved extensive reconditioning, which took as much as six months to complete. Then, before the vessels could begin fishing, the 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 vessels actually began in a small way a year or two before the end of the war in Europe, but bulk releases, especially of the larger vessels, did not really begin until after VE-day, so that, although with commendable promptitude 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 occur before the late summer or early autumn of 1945, especially as the first trip to the Bear Island grounds was not possible until July of that year. But the landings by Iceland vessels, now reinforced by those from Denmark and elsewhere, began to be reported in increasing quantities.

Early in 1944 the Ministry obtained facilities for building about 12, later

increased to 25, new trawlers, but, although the available slipsways were readily taken up by a small number of trawler owners, the general view of the associations of trawler owners was generally against new building, partly on account of the then prevailing high costs and partly because of the general 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 VE-day were mainly occupied with the many problems associated with this policy.

There were, however, several other matters that began engaging the attention 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 war 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 done.

**SUNDERLAND'S DRY DOCKS**

**Messrs. Greenwell's Plan to Rebuild Their No. 1**

From Our Own Correspondent

SUNDERLAND, Tuesday.—The Admiralty has now withdrawn the ban prohibiting T. W. Greenwell & 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 engineering labour to the scheme when it is put in hand. Messrs. Greenwell now intend to prepare plans and specifications, and to invite estimates and tenders.

The present dry dock, which has been out of use since it was damaged in an air raid over three years ago, is 440 ft. long. When rebuilt it will be 575 ft. in length and will be 75 ft. longer and five feet wider than Messrs. Greenwell's other dry dock. It will then be one of the three largest dry docks on the East Coast, capable of accommodating the largest vessels built in the port.

**HONGKONG AND WHAMPOA DOCKS**

**Damage in Allied Air Raids**

According to a Reuter dispatch from Hongkong, a profit of 95,860 Hongkong dollars was made by the Hong Kong & Whampoa Dock Company, Ltd., during the period September, 1943, to the end of March, this year, in spite of widespread damage caused by Allied bombing raids. At the annual meeting of the company in Hongkong, 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 destruction of the head office, main store, joiner shop, sawmill, copper shop, salvage store, and boat shed. Mr. Landale mentioned that one of the company's dry docks had been retaken into use last September.

**NEW SWEDISH CARGO STEAMER**

The cargo steamer *Mungen*, built at Helsingborgs Varf for O. F. Ahlmark & Co., Eftr. A/B., Karlstad, has been launched. Of shelter-deck type, with raked stem and cruiser stern, she has been built to Lloyd's Register class, with hull strengthened for navigation in ice. She is 258 ft. 4½ in. in length b.p., 40 ft. 8 in. in breadth, 15 ft. 9 in. in depth to main deck and 23 ft. 3 in. to shelter deck, her estimated carrying capacity being 2040 tons on a draught of 15 ft. 1 in. The propelling machinery consists of a triple-expansion engine supplied by the builders, and having cylinders 455 mm., 675 mm. and 1200 mm. in diameter by 850 mm. stroke, developing 850 i.h.p. at 90 r.p.m.; a Gotaverken turbo-compressor is fitted.

**CONSUMPTION OF NON-FERROUS METALS**

Detailed figures of consumption of non-ferrous metals in the United Kingdom during the second quarter of 1946, covering zinc, lead, tin, nickel, cadmium, antimony, cobalt and manganese, have now been issued by the Directorate of Non-Ferrous Metals. Total figures of the consumption of virgin metal only are as follows:—Zinc, 51,548 tons in the second quarter of this year (compared with 50,653 tons in the first quarter), lead 48,013 tons (55,426), tin 6449 tons (5421), nickel 3004 tons (2098), cadmium 138 tons (127), antimony 1274 tons (1490), cobalt 244 tons (149), and manganese metal 149 tons (136).

The Blyth Dry Docks & Shipbuilding Company, Ltd., have bought a three-storey block of property at Blyth for conversion into additional offices and stores. The plan is part of the firm's scheme to make the yard a four-berth establishment capable of building vessels 500 ft long.

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ACCOUNTS COMMITTEE'S REPORT

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

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.

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.

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.

Control of Sub-Contractors' Prices

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

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.

Rebates obtained to April, 1946, mainly in respect of Government sub-contracts totalled about £3,250,000 and offers of about £750,000 were under consideration.

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 some of the principal raw materials, from which the following are extracted:

Timber

The loss of considerable quantities of softwoods as a direct result of the recent strike in British Columbia has accentuated a shortage that was already acute.

Paint Materials

Shortages of paint materials are widespread, with linseed oil the most serious. While the world oils and fats position remains difficult, overall supplies of linseed oil will remain much below requirements and close control over use will continue to be necessary.

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.

The available supplies are allocated among Government Departments which authorise the consumers, for which they are responsible, to place orders with the steel firms.

Lead

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.

Other Metals

The other principal metals which are in tight supply or may be in short supply in certain specifications are zinc and copper.

(Continued from preceding column)

considered by the Contracts Co-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 conditions.

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Vessel Tons Gross Station Dock Brokers  
AETHIUS, 1845, 26 Shed, Tilbury, United Shipping Co. (Clement)  
ADAPTTITY, 945, N. Qy. Bsn., East India, F. T. Everard & Sons  
ADVSEER, 6348, Dry Dock, King George V., Gray, Dawes & Co.  
ANNON P. K. SAFFORD, 7176, 22 & 24 Sheds, Royal Albert, United States Lines  
ARABISTAN, 7359, K Whse., Millwall, F. C. Strick & Co.  
AUSTRALIA STAR, 11,124, 20 Shed, Royal Albert, Blue Star Line  
BAIRON NAPIER, 3659, 5a Shed, Royal Albert, Hoggart, Sons & Co.  
BEACON, 49, Blackwall Bsn., West India, Trinity House  
BEAVERBURN, 9875, F. Qy., Victoria, Cunard White Star  
BEAVERGREEN, 9824, 1 Shed, Victoria, Canadian Pacific S.S.  
BEGONIA, 4323, Station Yd., Surrey Commercial, Nelson, Donkin & Co.  
BENLAWEBS, 7804, 11 Shed, King George V., Galbraith, Pembroke & Co.  
BENBROCK, 5818, 8 Shed, King George V., Shaw Savill & Albion Co.  
BETANCURIA, 2696, Canary Wh., West India, F. Dessen & Co.  
BRAGE, 1226, 6 & Whses., Millwall, British & Northern Shipping Agency  
BULLFINCH, 433, E. Qy., Regent's Canal, G. S. N. Co.  
CAIRNAYON, 6327, Finland Yd., Surrey Commercial, Cunard White Star  
CAPELLA (Sw), 1865, Canada Yd. S., Surrey Commercial, Hain, Lange, Bell & Co.  
CAPELLA, 1561, Transit Shed E., Surrey Commercial, G. & J. (Clement)  
CARPIO, 1847, 3 Shed, Royal Albert, MacAndrews & Co.  
CATHERINE (ferry), 269, Norway Floating Dry, L.M.S.  
CENRY, 5154, Dry Dock, Millwall, Capper, Alexander & Co.  
CID, 1847, W. Dk., Ldn. Dk., MacAndrews & Co.  
CITY OF ALMA, 6165, D Shed, West India, Runciman (London)  
CITY OF LILLE, 6588, 9 & 10 Sheds, Tilbury, Montgomerie & Workman  
CLAY OF POONA, 9962, 16 & 18 Sheds, Royal Albert, Eberhard & Bucknall S.S. Co.  
CLAN LAMONT, 9312, 34 Shed, Tilbury, Cayer, Irvine & Co.  
CLAN MACNEIL, 6335, N. Shed, South-West India, Houston Line (London)  
COPIE, 1029, 5 Shed, King George V., Shaw Savill & Albion Co.  
DENBIGHSHIRE, 8983, 14 Shed, King George V., Glen Line  
DESBADO, 9541, A Shed, Canal, Victoria, Royal Mail Lines  
DROMORE, 4096, O Shed, South-West India, Westcott & Laurance Line  
DRONNING MAUD, 1886, 26 Shed, Tilbury, United Shipping Co. (Clement)  
DUKE (tug), Nelson Dock  
DUNDEE, 1541, W. Dk., Ldn. Dk., MacAndrews & Co.  
DUNSTER GLENGE, 9494, Z Shed, Victoria, Houlder Bros & Co.  
EDDYSTONE, 1452, W. Dk., Ldn. Dk., Clyde Shipping Co.  
EMPIRE COMFORT, 1333, 26 Shed, Tilbury, G. S. N. Co. (Clement)  
EMPIRE CONSEQUENCE, 1998, Station Yd., Surrey Commercial, Shipping & Coal Co.  
EMPIRE GALLOP, 1944, P. Whse., Millwall, United Shipping Co.  
EMPIRE KENT, 4793, T & T2 Whses., Millwall, T. & J. Harrison  
EMPIRE PAKEHA, 8115, 25 & 27 Sheds, Royal Albert, Shaw Savill & Albion Co.  
EMPIRE RAJA, 6224, B. Qy., Victoria, F. & O. S. N. Co.  
EMPIRE REGENT, 9904, F Shed, South-West India, T. & J. Harrison  
EMPIRE REST, 1327, 8 Shed, Tilbury, G. S. N. Co. (Clement)  
EMPIRE RIDLEY, 6838, B Shed, West India, G. A. Tom & Co.  
EMPIRE SEABROOK, 518, Tilbury, S. Cater & Co.  
EMPIRE SHELTER, 1336, 26 Shed, Tilbury, G. S. N. Co. (Clement)  
ESPERANCE BAY, 14,204, 7 & 9 Sheds, Royal Albert, Shaw Savill & Albion Co.  
FENDRIS, 1017, W. Dk., Ldn. Dk., Coverley, Westray, Walham & Tosetti  
FIRCREST, 537, 20 Shed, Tilbury, S. Cater & Co.  
PORT CADOTTE, 7128, 11 Shed, Royal Albert, Cunard White Star  
PORT CARIBOU, 7132, T & T2 Whses., Millwall, E. H. Mundy & Co.  
PORT DREW, 7134, Transit Shed E., Surrey Commercial, Harris & Dixon  
PORT GLENA, 7126, 24 Shed, Tilbury, Anderson, Green & Co.  
PORT SPOKANE, 7128, 7 Shed, King George V., Cunard White Star  
GANNET, 1356, 13 Shed, Tilbury, G. S. N. Co. (Clement)  
GAYTHORN (hopper barge), S.E. Dry Dock, Tilbury  
GLENIFFER, 9559, 9 Shed, King George V., Glen Line  
GOLDEN EAGLE, 793, 2 Shed, Tilbury, G. S. N. Co. (Clement)  
GRETH, 1551, Centre Yd. N., Surrey Commercial, S. L. A., Ltd.  
GRONINGEN, 1205, 18 Shed, Tilbury, G. S. N. Co. (Clement)  
HAGUE, 974, Station Yd., Surrey Commercial, Fairplay Towing & Shipping Co.  
HALTON CAREY, 7198, 2 Shed, Victoria, United States Lines  
HIGHLAND CHIEFTAIN, 14,135, 2 Shed, King George V., Royal Mail Lines  
HIGHLAND PRINCESS, 14,133, 4 Shed, King George V., Royal Mail Lines  
HIBBELLE, 895, Green's Dry No. 1, G. S. N. Co.  
JAN STEEN, 7114, 13 Shed, Royal Albert, Royal Mail Lines  
JANS, 299, W. Dk., Ldn. Dk., Transport Exchange Co.  
JOHAN JEANSSON, 1458, Centre Yd. N., Surrey Commercial, Galbraith, Pembroke & Co.  
KELMSCOTT, 7039, 5 Shed, Royal Albert, Runciman (London)  
KINDAT, 4358, 33 Shed, Tilbury, P. Henderson & Co.  
KING LEAR, 309, 8 Lay-bye, Surrey Commercial, Ocean Salvage & Towing Co.  
LOCHEE, 954, Canary Wh., West India, Dundee, Perth & London Shipping Co.  
LUCY BORCHARD, 2883, Station Yd., Surrey Commercial, Fairplay Towing & Shipping Co.  
MAGDAPUR, 9142, 15 & 16 Sheds, Tilbury, A. Howden & Co.  
MAHANADA, 8971, 8 Shed, Tilbury, A. Howden & Co.  
MAHIA, 10,014, 14 Shed, Royal Albert, Shaw Savill & Albion Co.  
MAURITZ, 1493, Centre Yd. N., Surrey Commercial, B. E. Moors & Co.  
MEWATA PARK, 7161, Transit Shed W., Surrey Commercial, Furness, Withy & Co.  
MERKLAND, 1375, E. Dk., Ldn. Dk., Currie Line  
MEROB, 3832, A Shed, West India, United Shipping Co.  
MERWEDE, 5412, 32 Shed, Tilbury, Keller, Bryant & Co.  
MOOLTAN, 20,962, 13 Shed, King George V., P. & O. S. N. Co.  
MYTILUS, 5693, Blackwall Bsn., West India, ORMONDE, 14,982, New Dry Dk., Tilbury, Anderson, Green & Co.  
P. 1 (Hr.), Nelson Dry Dock  
PALERICO, 1405, W. Dk., Ldn. Dk., MacAndrews & Co.  
PATAICO, 1346, 12 Shed, Tilbury, MacAndrews & Co. (Clement)  
PAPARUA, 1203, 33 Shed, Royal Albert, J. B. Westray & Co.  
PENCHAUTEAU, 1129, 7 Shed, Tilbury, Cie. Nantaise  
PETHEL, 921, 11 Shed, Tilbury, G. S. N. Co. (Clement)  
PIONER, Union Dry  
PIONER NO. 2, Thames Dry No. 1  
PORT ADELAIDE, 8515, Co-op. Qy., Victoria, Port Line  
PORT LINCOLN, 7246, 6 Shed, King George V., Port Line  
QUEEN'S CHANNEL (hopper barge), 583, Green's Dry No. 2, Tilbury Contracting & Trading Co.  
RANGITATA, 16,737, 29 Shed, Royal Albert, J. B. Westray & Co.  
RAPHAEL SEMMES, 6165, E Shed, West India, Runciman (London)  
RFONE, 209, Nelson Dry, W. H. Muller & Co.  
RUSSELL, A. ALGER, 7176, 23 Shed, Royal Albert, W. H. Muller & Co.  
SAKARA, 2745, N. Qy. Bsn., East India, G. S. N. Co.  
SAMBORN, 7253, W. Dry Dock, Royal Albert, Port Line  
SAMLEA, 7210, 2 Dolphin, Millwall, Montgomerie & Workman  
SAMSPRING, 7219, B. Dry Dock, Royal Albert, Royal Mail Lines  
SAMPAMPA, 7219, 21 Shed, Royal Albert, Houlder Bros. & Co.  
SAMWIS, 7219, D Shed, West India, T. & J. Harrison  
SARIS, 970, W. Dk., Ldn. Dk., Coverley, Westray, Walham & Tosetti  
SOBO, 6363, 12 Shed, King George V., Killick, Martin & Co.


**LONDON—IN THE RIVER**

Vessel Station Broker  
ABILITY, Lambert's Hoists, Beckton, F. T. Everard & Sons  
ACTIVITY, Jansen's Jty., Purfleet, F. T. Everard & Sons  
ACTIVITY, Everard's Jty., Greenhithe, F. T. Everard & Sons  
AFON GWILLI, 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 Long Reach  
BELVINA, Hay's Wf., Bermondsey  
BIRDWOOD, Lower Tr., Barking, W. France, Fenwick & Co.  
BIRKER FORCE, Bellamy's Wf., Rotherhithe, T. Cook  
BIRMINGHAM, Alpha Cement Wf., Cliffe, Shipping & Coal Co.  
BLAIRDEVON, Imperial Paper Mills, Gravesend, Patham, Bromsage & Co.  
BORNIF, Horseferry Wf., Rotherhithe, Freight Express  
CAMROUX II, Robinson's Wf., E. Greenwich, Such & Scoley  
CANTON HEA, Kent Portland Cement Works, Greenhithe, C. Rowbotham & Sons  
CARRICK COAST, Tate's Wf., Silvertown, Coast Lines  
CAIRN 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  
COLONEL CROMPTON, Deptford Power Station, Stephenson Clarke, Ltd.  
CORBEN, Erith Bys., W. Cory & Son  
CORFOS, Middle Tr., Erith, W. Cory & Son  
CORGIEN, Barking Jty., W. Cory & Son  
CORMARSH, S. S. O. C. A. Jty., Purfleet, W. Cory & Son  
CORMENSTER, Tunnel Portland Cement Works, W. Thurrock, W. Cory & Son  
CORMORANT, Irongate Wf., Tower Bridge, G. S. N. Co.  
CORNHUNT, Upper Tr., Erith, W. Cory & Son  
CORNBURKE, for London Dk., G. S. N. Co.  
CORNWOOD, Lambert's Hoists, Beckton, E. Foster & Co.  
CORSCA, H.M. Victualling Yd., Deptford Dock  
CROMARTY FIRTH, G. Work & Co.  
DAVID M., Co-operative Wf., Gravesend  
EASTON, Lower Tr., Deptford, R. S. Dalgliesh  
EBSHORN, Greenhithe Bys., G. A. Tom & Co.  
EMPIRE DAFFODIL, Stowage Wf., Deptford Creek, G. S. N. Co.  
EMPIRE FACILITY, Everard's Wf., Greenhithe, F. T. Everard & Sons  
EMPIRE FANFARE, W. Cory's Wf., Greenhithe, F. T. Everard & Sons  
EMPIRE FARNHAM, Town Wf., Gravesend  
EMPIRE FAVOURITE, Everard's Bys., Greenhithe  
EMPIRE SPINNEY, Stowage Wf., Deptford Creek, G. S. N. Co.  
EMPIRE TUGELA, White's Jty., Swanscombe  
ETHYLENE, Nine Elms Gas Works, Coker, Ltd.  
FALCON, E. Lane Tr., Bermondsey, G. S. N. Co.  
FAUVETTE, St. Katharine's Wf., Tower Bridge, G. S. N. Co.  
FIREBIRD, Gallions Tr., Woolwich, Coker, Ltd.  
FLAMMA, Lower Tr., Charlton, Coker, Ltd.  
FORTH, Carron Wf., Wapping, Carron Co.  
FRIBERGATE, Crown Wf., Deptford Creek  
GEORGE BALFOUR, Deptford Power Station, Stephenson Clarke, Ltd.  
GLANTON, Upper Tr., W. Woolwich, B. E. Moors & Son  
HALYAR H., Rowater's Wf., Northfleet  
JOHN EVELYN, Admiralty Tr., Deptford  
KOOIGA, Free Trade Wf., Ratcliff  
LEVENWOOD, White's Jty., Swanscombe, Temple Thomson & Clark  
LIBBETH, of Greenhithe, Robin Egging & Co.  
MACBRAE, Upper Tr., Erith, J. Hudson & Co.  
MARIA (aux.), St. Clement's Reach  
MARTHA, Bevan's Wf., Northfleet  
MAVIS, for Ldn. Dk., G. S. N. Co.  
MIERVALDIS, Lower Tr., W. Woolwich, R. S. Dalgliesh  
MR. HARM SMEENGE, Blake's Wf., Fulham, Board Inport  
NORTHUMBRIAN COAST, Bell Wf. Tr., Shadwell, Tyne-Tees Steam Shipping Co.  
OLNA FIRTH, anchored St. Clement's Reach, S. Cater & Co.  
ORANJEDOLIER, Custom House Qy., London-Rotterdam Maritime Agency.  
ORTOLAN, Ratcliff Cross Wf., G. S. N. Co.  
PATRIA, Fenings' Wf., London Bridge, British & Foreign Maritime Agencies  
PETERBOW, Victoria & Norway Wf., E. Greenwich  
POLARIS, Empire Paper Mills, Greenhithe, J. Caribon & Co.  
POUGLEN, Purfleet Saw Mills, Robin, Egging & 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  
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  
SPANEX  
SUMMITTY, Plaster Products Wf., Greenhithe, F. T. Everard & Sons  
THE MONARCH, Kent Portland Cement Works, Greenhithe  
TUBER, Ralph's Wf., Wandsworth, Freight Express  
VIC 79, Victualling Yd., Deptford Creek  
VICTORIA PEAK, Swanscombe Tr., Lambert Bros.  
W. RJO, Wilson's Wf., Bermondsey, British & Northern Shipping Agency  
WESTCLIFFE HALL, Lower Tr., W. Woolwich, W. France, Fenwick & Co.  
WESTON HILL, N. L., Charlton Bys.  
YARMOUTH TRADER  
YEWFOREST, Lower Tr., Beckton, T. Cook

**Mersey—in Port**

Docks are at Liverpool unless otherwise shown + indicates Berkenhead

Vessel Tons Gross Dk. or Wf. Broker  
AICA, 3712, King's L., Yeoward Bros.  
ALLESTON, 1195, Cammell Laird & Co's Dry Dock, Br., Beard & Co.  
AMERICAN MANUFACTURER, 6821  
AMY SUMMERFIELD, 407, Gladstone, W. A. Savage  
ANGLIAN COAST, 594, Victoria + Coast Lines  
ANNA H., 478, Carrer's, Ross, Ryan & Co.  
ARNDEN, 933, Langton Branch, Moss Hutchison Line  
ARDUITY, 959, Bromborough, Caleb Brett & Son  
ASPHALION, 6274, Victoria, + A. Holt & Co.  
ASSURANCE, 263, E. Float, +  
ATHELPRINCE, 8782, Bromborough, Athel Line  
ATHELTERN, 1179, W. Float, + Athel Line  
AYRSBIRE COAST, 773, Trafalgar, Coast Lines



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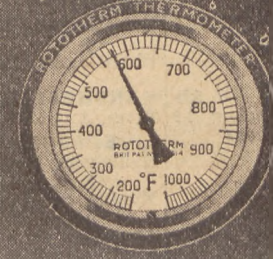
The illustration shows a composite boiler having a water tube (STEDDYFLO) waste gas section and a thimble tube (SPIRALFLO) oil-fired section

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Hot or Cold

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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 paint). Bulk, 7/6 lb.

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BANKVILLE, 359, Wallasey, J. S. Monks  
BANTRIA, 2407, Sandon, Cunard S.S. Co.  
BARANDA, 500, Gladstone, I. Ross, Ryan & Co.  
BELNOR, 2871, Gladstone, Sivewright, Bacon & Co.  
BEN VARREY, 198, Alfred, +  
BLACKROD, 500, Hornby, J. Kelly & Co.  
BONIFACE, 4928, Langton, Booth S.S. Co.  
BREMNES (ex Empire Patrick), 4022, Langton Dry, J. Vogt & Maguire  
BRITANNIC, 26,943, Gladstone, 2, Cunard White Star  
BRITISH COAST, 889, Bromborough, Coast Lines  
CAID ALLAH (ex Chesliere Coast), 1122, Nelson, H. Tyler & Co.  
CAPE ALAYA, 6751, Huskisson, 3, American S.S. Lines Agency  
CAPE ANN, 6711, Huskisson, 3, Anchor Line

(Continued on page 13)

LONDON CUSTOM HOUSE

ENTERED IN Rotation Number, Vessel, Flag, Net Tonnage, Master, Form, Station, Agents or Brokers.

3148 EASEDALE, Br. 4667, Thomas, Hongkong & Abadan, Medway Oil Fuel Depot, Admiralty.
3149 BRITISH FORTITUDE, Br. 4992, Stockman, Abadan, Purfleet, F. C. Strick & Co.
3166 GRONINGEN, Br. 547, Green, Hamburg, Tilbury Dk., Clemt.

ENTERED OUT

For Vessel, Flag, Net Tonnage, Master, Station, Agents or Brokers.
HAMBURG, Woodlark, Br. 694, Stratcher, Tilbury Dk., Clemt.
ANTWERP, Themson, Br. 283, Hewetson, Regent's Canal Dk., Instone Lines.

CLEARED OUT

Vessel, Flag, Net Tonnage, Master, For, Station, Agents or Brokers.
WOODLARK, Br. 694, Stratcher, Hamburg, Tilbury Dk., Clemt.
ANSON P. K. SAFFORD, Am. 4380, Bieman, New York, Royal Albert Dk., United States Lines.

CLEARED IN BALLAST

Vessel, Flag, Net Tonnage, Master, For, Station, Agents or Brokers.
SYSLA, No. 6184, Helgesen, St. Kitts (for orders), Isle of Grain, W. Hurst.
BRITISH FORTITUDE, Br. 4992, Stockman, Abadan, Purfleet, F. C. Strick & Co.

OVERSEA MOVEMENTS: Latest Reports

UNITED KINGDOM

GRAVESEND AR Port of London, Aug 12
3149 BRITISH FORTITUDE, Br. 4992, Stockman, Abadan, Purfleet, F. C. Strick & Co.
3166 GRONINGEN, Br. 547, Green, Hamburg, Tilbury Dk., Clemt.

FALMOUTH AR British Virtue, Aug 13
SPRIDDON II, Antwerp (Calais)
FALMOUTH SD Salvia (tug), Aug 12
LIZARD Pd E Montana, Aug 13

LYTH AR Borelli, Aug 12 Ostend
BLYTH SD Kalmarsund X., Aug 12
TYNE AR Egyptian (new), Aug 12
BERGEN AR Maura, Aug 3

ALESUND AR Cygnus, Aug 3 London
HERNASAND AR Wasahorg, Aug 10 Pitea
HERNASAND SD Benjamin Schlesinger, Aug 10 Albany (NY)

HERNASAND AR Wasahorg, Aug 10 Pitea
HERNASAND SD Benjamin Schlesinger, Aug 10 Albany (NY)
SVANO AR Rane, Aug 11 Stockholm
ORNSKOLDSVIK AR Johanna, Aug 2 Gefle

MAASSLUIS AR Maas (tug), Aug 9
ORNSKOLDSVIK SD Vestavik, Aug 1
BERGEN SD Draupne, Aug 5
MUNKSUND AR Sparreholm, Aug 8

HERNASAND AR Wasahorg, Aug 10 Pitea
HERNASAND SD Benjamin Schlesinger, Aug 10 Albany (NY)
SVANO AR Rane, Aug 11 Stockholm
ORNSKOLDSVIK AR Johanna, Aug 2 Gefle

MAASSLUIS AR Maas (tug), Aug 9
ORNSKOLDSVIK SD Vestavik, Aug 1
BERGEN SD Draupne, Aug 5
MUNKSUND AR Sparreholm, Aug 8

HERNASAND AR Wasahorg, Aug 10 Pitea
HERNASAND SD Benjamin Schlesinger, Aug 10 Albany (NY)
SVANO AR Rane, Aug 11 Stockholm
ORNSKOLDSVIK AR Johanna, Aug 2 Gefle

ARCTIC SEA

TO USHANT
KING'S BAY SD Vigo, Aug 8 Tromso
KIRKENES SD Polaris, Aug 6 Bergen
MEHAVN AR Vesla, Aug 8

TO USHANT
KING'S BAY SD Vigo, Aug 8 Tromso
KIRKENES SD Polaris, Aug 6 Bergen
MEHAVN AR Vesla, Aug 8

TO USHANT
KING'S BAY SD Vigo, Aug 8 Tromso
KIRKENES SD Polaris, Aug 6 Bergen
MEHAVN AR Vesla, Aug 8

TO USHANT
KING'S BAY SD Vigo, Aug 8 Tromso
KIRKENES SD Polaris, Aug 6 Bergen
MEHAVN AR Vesla, Aug 8

TO USHANT
KING'S BAY SD Vigo, Aug 8 Tromso
KIRKENES SD Polaris, Aug 6 Bergen
MEHAVN AR Vesla, Aug 8

TO USHANT
KING'S BAY SD Vigo, Aug 8 Tromso
KIRKENES SD Polaris, Aug 6 Bergen
MEHAVN AR Vesla, Aug 8

TO USHANT
KING'S BAY SD Vigo, Aug 8 Tromso
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MEHAVN AR Vesla, Aug 8

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Table with columns C1, C2, C3, C4, C5 listing ship names, destinations, and dates. Includes entries for LONDON, FOWEY, STANLOW, LERWICK, HULL, etc.

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Table listing ships in port with columns for ship name, origin, and arrival date. Includes entries for BEAVERCOVE, BRITISH KNIGHT, BRITISH FULFILLER, etc.

BRISTOL IN PORT

Table listing ships in port for Bristol with columns for ship name, origin, and arrival date. Includes entries for CALUMET, CATTARO, CATEROCK, etc.

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**MARINE CASUALTIES**

**ASSURITY.**—London, Aug. 13.—Admiralty salvage officer reports: Motor vessel Assurty (London for Keadby), loaded with 160 tons of cargo, dragged ashore at Felixstowe anchorage on Aug. 10 but was pulled off by salvage vessels Kinbruce and Lady Southborough and proceeded on voyage.

**ASTORIA.**—San Francisco, Aug. 9.—Steamer Astoria docked at San Pedro on account of grounding at Bandon on July 15 and it was found that No. 2 keel plate, one plate in A strike on port side and plates B2 and C5 on port side require fairing, plate No. 4 in A strike 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 causing collision with steamer OLIVER OLSON, sustaining damage to propeller blades. Permanent 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.**—Cadiz, Aug. 12.—Spanish steamer Cabo del Agua left here on Aug. 10 for Iquique. (See issue of Aug. 9.)

**CAIRNGORM.**—Liverpool, Aug. 13.—Motor vessel Cairngorm 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 and several plates were indented. (See issue of Aug. 9.)

**CERES (s.v.).**—Copenhagen, Aug. 10.—The hull of a new 12,000-ton vessel for the Det Forende Dampskibs Selskab A/S, which has been laid up in the Sydney since the spring, was towed to Burnmeister & Wain's Vaerft 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 galera Ceres, of Aarhus, which was lying at anchor. The latter vessel sustained sundry damage.—Borsen.

**CITE DE LEVIS.**—Montreal, Aug. 12.—Porty Cite 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 P. A. VERDON: Eighteen planks, bilge log, 14 frames and clamp renew, deck beams, cross keelsons, bottom planking, braces, swinging pipes, house siding, doors and decking part renew, and hull recalk, together with extensive sundry damages.—Salvage Association's Surveyors.

**EDNA.**—London, W. Aug. 13.—British steamer Edna, 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 dock wall at Burslem 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.)

**ELUTHERAN ADVENTURER (yacht).**—London, Aug. 13.—The following messages have been received from the Bahamas: Dated Aug. 10: Motor yacht Elutheran Adventurer reported holed and beached Great Green Cay, Abaco, Bahamas. Owners taking necessary action to protect hull and machinery. Dated Aug. 13: Motor yacht Elutheran Adventurer proceeded Green Turtle Cay, Abaco, under her own power. Damage 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 Empire Fanal to tow her to Great Yarmouth. (See issue of Aug. 13.)

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.

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. 13.—Motor vessel Antiquity, towing motor vessel Empire Fanal, arrived here at 11.50 a.m. (to-day).

**EMPIRE SALISBURY.**—Liverpool, Aug. 13.—Tank steamer Empire Salisbury (from Devonport) has been towed into the River Mersey from Crosby Light-vessel by tugs; cause at present unknown.

**EMPIRE SILAS.**—See Kedah.

**EMPIRE FAGINDA.**—Freeport, Aug. 12.—Tank steamer Empire Fagina left here on Aug. 11. (See issue of July 11.)

**ERICA.**—See "Liferaft Lost Overboard" under "Weather and Navigation."

**F. A. VERDON.**—See Cornelis L. (barge).

**FORT ST. JOSEPH.**—Malta, Aug. 13.—Steamer Fort St. Joseph left here yesterday. (See issue of Aug. 12.)

**HARMATRIS.**—Iquique, Aug. 12.—British steamer Harmatris arrived here yesterday. (See issue of Aug. 10.)

Iquique, Aug. 12.—Steamer Harmatris: Damage consists of serious leakage of tubes in two main boilers and one auxiliary boiler. Are repairing tubes of one main boiler to permit vessel to proceed to Valparaiso for permanent repairs.—Lloyd's Agent per Salvage Association.

**HARPERS FERRY.**—New York, Aug. 13.—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 sent to assist.

**ILHEOS.**—Bahia, Aug. 13.—Brazilian steamer Ilheos is reported to be lying at Porto Seguro, damaged, but details 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 Powey Rocks and Pacific Reef but got off and proceeded to-day for New Orleans.

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

**PORTER.**—See Sag Harbor.

**R. J. REYNOLDS.**—Varberg, Aug. 9.—Steamer R. J. Reynolds, which grounded on Havgrun near the Lillandis Reef, south-west of Nidingen, is leaking and oil has run out from the tanks.—Goteborgs Handels och Sjöfarts-Tidning. (See issue of Aug. 12.)

—Gothenburg, 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 standing place for 12 hours. Diver's examination shows severe bottom damage forward, several plates port and starboard 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.

**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 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 tow, in early morning on behalf of tugs PORTER and MARION: Four concrete columns, together with beams, renew.—Salvage Association's Surveyors.

**ST. MARTIN.**—See McLain Line No. 7 (barge).

**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 Powey Rocks, yesterday. 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 Powey Rocks and arrived at Miami at 7.55 p.m. yesterday.

**SAN ANGELO VICTORY.**—Rio Janeiro, Aug. 12.—American steamer San Angelo Victory arrived here yesterday. (See issue of Aug. 6.)

**SAN GASPARI.**—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 Hodgson-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.

**SEABOARD STAR.**—See W. No. 6.

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

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

**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.

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

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

**THESEUS.**—Algiers, Aug. 12.—Steamer Theseus left here on Aug. 10 for 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.  $\frac{1}{2}$  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 aground on one of the islands of Las Piedras Archipelago, Panama; the fate of the crew is not 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 fish-packer 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, dry-docked and surveyed; preliminary specifications and claims for tenders. Sixteen starboard forward shell planks and one frame cut out and renew, fore-castle and engine-room space floored, 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.

**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 YARREY, which left Canada Dock yesterday for Larox, has returned and put into Alfred Dock, Birkenhead, weather-bound.

**BOAT WASHED ASHORE.**  
 Hull, Aug. 12.—A flat-bottomed steel boat 12 ft. long, by 4 ft., marked on bows "R.C.C.I." 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 (Z LDFU—steamer ERICA, Manchester for Bordeaux) at 4.31 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 Port 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 57 W., at 6.46 p.m., G.M.T.

Wiek Radio, Aug. 10.—Following received from motor vessel Gaudal 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.**  
 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.

**AQUINTANIA.**—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.

**BEAVERBELL.**—Noon, 51 36 N., 11 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.

**LAN MACRAE.**—Noon, 46 42 N., 08 18 W.; W, strong; partly cloudy; bar, 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 MACCABEE.**—Noon, 46 06 N., 25 02 W.; N, by W, light; overcast; 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.

**EMPIRE MACRAE.**—Noon, 56 30 N., 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 TRADER.**—Noon, 56 30 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 26 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 air; cloudy; bar, 30.18; 6 p.m., 41 18 N., 28 06 W.; NNW, gentle; cloudy; bar, 30.15.

**VASCONIA.**—Noon, 51 30 N., 24 54 W.; W, mod.; showers; bar, 30.09; 6 p.m., 54 18 N., 21 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 Wickers-Armistron shipyard at Barrow went on strike to-day as a protest against the employment of a man who is not a member of their union. The decision to strike followed three months of unsuccessful negotiation.

**THE WAR**  
**HORASHI MARU.**—London, Aug. 13.—In reply to inquiry, Lloyd's Acting Agents at Singapore write under date of Aug. 1 stating that they have received a letter from the Master, Attendant of the port, which states that the steamer Horashi Maru is lying wrecked in the port, and it is intended to salvage her.

**OSCAR II.** (coal hulk).—London, Aug. 13.—In reply to inquiry, Lloyd's Acting Agents at Singapore write under date of Aug. 1 stating that they have received a letter from the Master Attendant of the port, which states that the coal hulk Oscar II, is lying wrecked in the port and that the hulk will probably be demolished where she lies.

**TODARO.** Paris, Aug. 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 carrying a cargo of coal and bound for Genoa struck a mine off Cagliari, Sardinia, to-day and sank. Rome Radio reported to-night. There were no casualties.—Routier.

**NON-MARINE**  
**CASUALTIES TO AIRCRAFT**  
**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 177 B, due Dublin from Le Bourget at 12.50 p.m., G.M.T., unheard at Dublin since 12.15 p.m., G.M.T.

Seaforth Radio, Aug. 12.—Following received from Air Control, Speke, at 7.0 p.m., G.M.T.: JU 52 aircraft, call sign 177 B, reported missing at 3.18 p.m., G.M.T., now located.

London, Aug. 12.—A plane from Paris, carrying 26 French girl guides on a holiday to Dublin, crashed at Enniskerry, 15 miles from Dublin, during a storm the afternoon. The pilot and 20 members of the party were injured. Rescue squads have been sent to the scene. The alarm was raised by one of the girls who wandered for hours about the mountain side until she came to a tourist hotel. Exchange Telegraph Company.

London, Aug. 13.—The injured girls and the plane were found at midnight. None of the girls was seriously injured but all were suffering from exposure.—Exchange Telegraph Company.

**LOYD'S LIST** Page 15  
 Wed., Aug. 14, 1946

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