





BRAZIL, URUGUAY AND ARGENTINA

From Liverpool m.v. PILCO-MAYO Bahia, Rio de Janeiro, Santos & Rio Grande 1st-half Sept.

From London m.v. DURANGO Montevideo & Buenos Aires (also Rosario with transhipment at Buenos Aires) Early Sept.

m.v. HIGHLAND MONARCH Rio de Janeiro, Santos, Montevideo & Buenos Aires (also Rosario with transhipment at Buenos Aires) 1st-half Sept.

WEST INDIES

From London s.s. SAMAKRON Bermuda, Nassau & 1st-half Kingston (Jamaica) Sept.

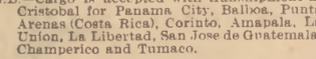
SPANISH MAIN, CENTRAL AMERICA AND NORTH PACIFIC

From London s.s. SAMSPRING La Guaira, Curacao 2nd-half (also Maracaibo with transhipment at Curacao), Barranquilla, Cristobal, Los Angeles Harbour, San Francisco, Victoria and Vancouver, via Panama Canal

N.B.—Cargo is accepted with transhipment at Cristobal for Panama City, Balboa, Punta Arenas (Costa Rica), Corinto, Amapala, La Union, La Libertad, San Jose de Guatemala, Champerico and Tumaco.

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ELECTRIC MEGAPHONE SPEECH RANGE-1 MILE WRITE ARDENTE GUILDFORD.

OFFICIAL NOTICES

PRIZE COURTS

IN THE HIGH COURT OF JUSTICE, PROBATE, DIVORCE AND ADMIRALTY DIVISION

Take notice that WRITS have been issued and served in ACTIONS which have been instituted in the PRIZE COURT, namely, in The High Court of Justice, Probate, Divorce and Admiralty Division, by His Majesty's Procurator-General, against the Owners and Parties interested in the MAIL specified below:

August 2nd, 1946. CHINA, BRITISH MALAYA, REUNION and JAVA. In the matter of an INTER-NATIONAL REPLY COUPON and POSTAGE STAMPS in LETTER MAILS from (2191)

August 15th, 1946. ICELAND. In the matter of certain POSTAGE STAMPS in LETTER MAILS from (Ninth Seizure.) (2190)

And RETALIATORY WRITS as follows:—

August 2nd, 1946. UNITED STATES OF AMERICA, BOLIVIA, CHILE, MEXICO, CURACAO and SWITZERLAND. In the matter of certain REMITTANCES and POSTAGE STAMPS in LETTER MAIL from GERMANY, GERMAN OCCUPIED COUNTRIES and ITALY to (R. 165)

ARGENTINE, BRAZIL and URUGUAY. In the matter of certain REMITTANCES and POSTAGE STAMPS in LETTER MAIL from GERMANY, GERMAN OCCUPIED COUNTRIES and ITALY to (R. 166)

S.S. "WASHINGTON." In the matter of certain BEARER BOND COUPONS and POSTAGE STAMPS in LETTER MAIL ex (3rd Seizure.) (R. 167)

FAROE ISLANDS, FINLAND and ICELAND. In the matter of certain REMITTANCES and POSTAGE STAMPS in LETTER MAIL from GERMAN OCCUPIED COUNTRIES to (R. 168)

S.S. "CONTE BIANCAMANO" and "FELLA." In the matter of certain REMITTANCES and POSTAGE STAMPS in LETTER MAIL ex (R. 170)

Appearances to the above Writs should be entered in 30 days from the dates specified.

L. F. C. DARBY, Registrar.

Registry of the Prize Court, Royal Courts of Justice.

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CUSTOMS' FUND

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Timber Measuring Dept. Customs' Fund, City Gate House, Finsbury Square, London, E.C.2

OFFICIAL NOTICES

PROPOSAL TO CHANGE A SHIP'S NAME

WE, ANGLO-AMERICAN OIL COMPANY, LIMITED, of 36, Queen Anne's Gate, Westminster, S.W. 1, HEREBY GIVE NOTICE that, in consequence of change of ownership, we have applied to the Ministry of Transport under Section 47 of the Merchant Shipping Act, 1894, in respect of our ship "EMPIRE HARBOUR," of Grangemouth, official number 169098, of gross tonnage 797 tons, of register tonnage 380 tons, heretofore owned by Ministry of Transport, of Berkeley Square House, W. 1, for permission to change her name to "ESSO GENESSE," to be registered in the said new name at the Port of Grangemouth, as owned by Anglo-American Oil Company, Limited.

Any objections to the proposed change of name must be sent to the Registrar-General of Shipping and Seamen, Llaneltrais Road, Cardiff, within seven days from the appearance of this advertisement.

Dated at London this 19th day of August, 1946.

K. J. BALSILLIE, Manager, Shipping Department.

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Any objections to the proposed change of name must be sent to the Registrar-General of Shipping and Seamen, Llaneltrais Road, Cardiff, within seven days from the appearance of this advertisement.

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Dated at London this 19th day of August, 1946.

K. J. BALSILLIE, Manager, Shipping Department.

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

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WEDNESDAY, AUG. 21, 1946

High Water, London Bridge ... 08 35 20 55

High Water, Liverpool ... 06 02 18 44

Sun Rises ... 05 52 Sun Sets ... 20 13

Moon Sets ... 16 25 Moon Rises ...

The above times are B.S.T.

TO-DAY'S WEATHER

Meteorological Office Forecast

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

General Inference: An elongated trough of low pressure over the North Sea is moving slowly East. A ridge of high pressure over Ireland is moving across the country and will be followed by a further frontal trough. It will be fair at first in the South-East, but rain in the West and North will spread East.

Further outlook: Rain or showers at times.

RECENT WILL

Mr. Henry Stephen Hope, of Dundaff House, Wokingham, Berks, chartered accountant, late of Turquand, Youngs, McAuliffe & Co., a director of Guarantee Insurance & Investment Company, Ltd., who died on Oct. 17 last, left £28,699 gross, with net personalty £23,113 (Duty paid £3965).

STEEL INDUSTRY'S PROGRAMME

New Board to Supervise Modernisation

NATIONALISATION A SEPARATE MATTER

The Ministry of Supply yesterday announced the duties of the new board which it is proposed to set up under the Government's plans for the iron and steel industry. The new board, the membership of which will include men with direct managerial experience of the industry, will supervise the development and reconstruction of the industry and exercise control regarding production, distribution and prices, but will not assist the Government in carrying out plans for public ownership.

The text of the statement is as follows:—

As announced in the House of Commons on Apr. 17 last, the Government have decided to appoint a Board to be responsible to the Minister of Supply for the general control and supervision of the iron and steel industry.

In their consideration of arrangements for the appointment of the Board and of the various general questions affecting the future operation of the industry in the United Kingdom, the Government have had the advantage of consultation with Dr. H. J. Van der Bijl, chairman of the South African Iron and Steel Industrial Corporation, whom they invited to become the first chairman of the Board. Dr. Van der Bijl, in view of his deeply rooted interests in South Africa, which required his presence there, was obliged to decline this invitation. He has, however, given the Government the benefit of his advice and has concluded the study which he undertook at the Government's request.

The Government have now decided that the Board should concentrate, under the Minister, on the supervision of the development and reconstruction of the industry and on the exercise of such continued direct control functions as may be necessary in such matters as production, distribution and prices. It will not, however, be part of the functions of the Board or of the members from the steel industry to advise the Government in connection with plans for public ownership. The preparation of such plans, with a view to the submission of proposals to Parliament, will be treated by the Government as a separate matter.

The Iron and Steel Federation have intimated that the industry will associate itself, with membership of the Board on this basis, and will press on with the modernisation programme with all possible speed. Accordingly, the Minister of Supply is proceeding with the selection and appointment of members of the Board, including men with direct managerial experience of the industry. The names of the members of the Board will be announced shortly.

NEW P. & O. COMMODORE

Capt. D. M. Stuart's Appointment

Captain D. M. Stuart, present master of the P. & O. Company's liner *Strathaird*, has been appointed commodore of the company's fleet in succession to Captain J. H. Smith, who has retired. The commodore's pennant was flying from the liner when the vessel docked at Southampton on Sunday at the end of her last voyage as a troopship.

Born in Kuala Lumpur, Straits Settlements, in 1889, Captain Stuart received his initial training in Messrs. Devitt & Moore's sailing ships *Havara* and *Port Jackson* from 1906 to 1909, when he joined the P. & O. Company as fifth officer. He secured his master's certificate in London in 1918. From 1935 to 1937 he was staff captain of the *Strathaird*, continuing as staff captain of the *Strathallan* until the beginning of 1939, when he was made master of the *Strathaird*. He was in command of the *Cathay* when she was sunk during the North African campaign in November, 1942, being awarded the D.S.C. for his services. Later he commanded the *Tanichi* and *Canton*, and resumed command of the *Strathaird* in November, 1945.

STOCKHOLM-NEW YORK AIR PLANS

STOCKHOLM, Tuesday

An air service between the Scandinavian capitals and New York, beginning on Sept. 17, was decided upon at a board meeting of Scandinavian Airlines—a partnership of Swedish, Norwegian and Danish air companies. The first planes will start from New York and Stockholm simultaneously. Twenty-seven American journalists have been invited to make the first flight from New York.—Reuter.

BRITISH SEAMAN SENTENCED IN CANADA

MONTREAL, Tuesday

Albert Campbell, a British merchant seaman, has been sentenced to two months' imprisonment here, to be followed by deportation, on a charge of disobeying the orders of the master while serving in the *Empire Sportan*, and of threatening the master with an axe.—Reuter.

LOST REFUGEE SHIP

Awards to Master and Three Officers of "Empire Patrol"

Work of Recovery About to Begin

Awards to the master and three Prince Line officers of the *Empire Patrol*, which caught fire and subsequently sank off Port Said, were announced in last night's "London Gazette." Captain James Alexander Taylor, master, is appointed O.B.E., Mr. Paul Francis John Hunter, his chief officer, and Mr. John Douglas Hughes, second engineer officer, are appointed M.B.E., and Mr. Reginald Ivor Leleu, second officer, receives the King's commendation for brave conduct.

The *Empire Patrol* was carrying Greek refugees, mainly women and children, from East Africa to Greece when fire broke out. About half an hour after the outbreak, a number of the refugees jumped over the side of the ship. Captain Taylor ordered the boats to be lowered with women and children and made fast alongside. Those remaining on board were confined to the fore and after sections of the ship, with communication between them impossible because the amidships section was a blazing furnace. About three hours after the outbreak, an aircraft carrier took off the refugees and the crew. The ship later capsized and sank.

"It was due to Captain Taylor's leadership and organisation that the loss of life was so small," states the citation. "The chief officer and the second engineer ably supported the master throughout." The *Empire Patrol* (ex *Rodi*), owned by the Ministry of War Transport, 3334 tons gross, caught fire on Sept. 29, 1945, about 38 miles off Port Said, and sank on Oct. 1.

POLLOCK RIP GROUNDING

Question of Position of Buoys

TO THE EDITOR OF "LLOYD'S LIST"

DEAR SIR.—With reference to recent reports on the grounding on Pollock Rip of m.s. *Silverleaf*, which have appeared in your "Marine Casualties," we think that the following extract from an air mail letter dated Aug. 16, which we have received from our representative in New York, will be of interest to your subscribers: "I am enclosing copy of American Hydrographic Chart No. 250 showing the actual position by sextant angles of the vessel at the time of grounding, from which you will readily see that no fault can be found, with either the master or the pilot for faulty navigation. It would appear that it was a fine night with good visibility, the pilot, master and second officer being on bridge at time of grounding. The only way they knew that vessel had grounded was the slowing up of main engines.

There is little doubt that either the buoys are out of position or the sand bank has extended considerably since last survey, and a full report is being sent to the Coast Guard here for their guidance."—Yours faithfully, M. GURNEY, Claims Department. Stanley & John Thompson, Ltd. Palmerston House, E.C. 2. Aug. 20, 1946.

Obituary

LORD BLANESBURGH

The death took place at Winchelsea on Saturday of Lord Blanesburgh, a Lord of Appeal in Ordinary from 1923 to 1937. Born in September, 1861, Robert Younger, Baron Blanesburgh, was educated at Edinburgh Academy and at Balliol College, Oxford. In 1884 he was called to the Bar by the Inner Temple and entered as a pupil the chambers of Gorell Barnes (later Lord Gorell), but later transferred to Lincoln's Inn, of which he was subsequently made a Bencher. He frequently appeared before the House of Lords and the Judicial Committee of the Privy Council, and he was appointed a Judge in 1915. In 1919 he was promoted to the Court of Appeal and in 1923, when Lord Cave became Lord Chancellor, he was appointed to succeed him as a Lord of Appeal in Ordinary. He was a fellow and chairman of the Delegacy of King's College, a vice-president and fellow of the Royal College of Music, and he was prime warden of the Goldsmiths' Company in 1931-32. The funeral will take place at Alloa to-morrow.

A UNION-CASTLE RETIREMENT

Mr. G. Murray's 44 Years' Service

Mr. G. Murray, head of the freight department of the Union-Castle Line, has retired after 44 years' service with the company. He will be succeeded by Mr. L. R. Glanville. Mr. Murray joined the company in 1902 and began his service in the insurance department, of which he was made head in 1915. In 1926 he was appointed assistant secretary to the company, which position he held until April, 1930. He was then made assistant to the head of the freight department, and in 1935 he was appointed head of that department.

Mr. Glanville has been with the company since 1917. He brings to his new position a wide experience of freight work, as the whole of his service with the company has been spent in the freight department. When, in 1940, it was decided that part of the staff of the freight department should be transferred from London to Glasgow, Mr. Glanville went with them as chief assistant to the head of the company's wartime organisation there. He returned to London in June, 1941, and until the end of 1944 he was acting chief assistant to the head of the freight department. He was officially confirmed in that appointment at the beginning of 1945. Mr. Glanville is succeeded as chief assistant to the head of the freight department by Mr. W. S. Candy.

COMMONWEALTH PERIODICAL IMPORTS

An Open General Licence was announced on May 22 to permit the import, without an individual Import Licence, of the following goods consigned from the British Empire: Periodicals, magazines, music, catalogues, trade lists, advertising material, manuscripts, typescripts and like products of duplicating machines, and of the following goods consigned from Eire: Printed paper matter of all kinds except books for reading purposes, wallpaper, diaries, calendars, picture postcards and greeting cards. This Open General Licence has now been amended to exclude, as from yesterday, periodicals and magazines consigned from any part of the British Commonwealth.

RAISING "PLUTO"

Work of Recovery About to Begin

Work Expected to Start Shortly

From Our Own Correspondent

SOUTHAMPTON, Tuesday

The 1499-ton cable ship *Empire Taw* docked at Southampton yesterday, having completed in 14 days at sea, battling with heavy weather and fog, her work of laying marking buoys on the Isle of Wight ends of Pluto, the under-the-Channel petrol pipe line which is now to be recovered from the sea bed by her companion ship, the 6838-ton *Empire Ridley*.

The *Empire Taw* will proceed to Dungeness to begin herself the picking up of the sections of Pluto which stretch from the Kent coast to the shores of France near Boulogne. The *Empire Taw* was one of the fleet employed on the laying of the pipe-line. On board her, directing the present operations, is Captain J. O. Ingram, the head of Marine Contractors, Ltd., of Portland Street, Southampton, who are doing the work for the Ministry of Supply. Captain Ingram, who has been engaged on salvage work since the first world war, was chief salvage officer to the Ministry of Supply during the late war.

Pluto, which consists for the most part of lead piping, protected by a steel wrapping and No. 4 gauge steel wire, extends in two lines from Sandown Bay to Cherbourg and in 17 separate lines across the Strait. It contains about 23 tons of lead and 23 tons of steel wire in each mile. From Sandown Bay to Cherbourg is 63 miles and the material salvaged from these two lines will be worth £200,000. The complete recovery of the 10,000 tons of Pluto will take altogether until the end of next year, but the two lines to Cherbourg and one line across the Strait will be completed this year. The lines recovered will be taken to King George V. Dock, London, where special plant installed by Johnson & Phillips, Ltd., the submarine cable firm, will deal with them. The wire recovered will be used for the construction of reinforced concrete roads. The lead piping will be split down the centre and re-rolled to strips of lead sheeting approximately 2 ft. 3 in. wide, some of which will find its way into new housing constructions.

Off the southern coast of the Isle of Wight up to the three-mile limit the line has been taken up by the Royal Navy as an immediate post-war step to clear the anchorage areas, and the task of the *Empire Taw* has been to pick up the ends of the lines outside territorial waters, commencing at a point off Dungeness.

FIRE RISK

When raised from sea level to the bows of the ship the line has spouted petrol for as long as two hours, covering the sea in the whole area of the ship. Because of the grave risk of fire men engaged in cutting work wear special asbestos suits, and cutting has to be done by hand hacksaws. Special foam fire-fighting apparatus is installed and crews stand by in readiness. The *Empire Taw* will begin work off Dungeness in about three days' time, and will take on board the first 16 miles and then leave a buoy on the end dropped in mid-Channel for the *Empire Ridley* to continue from. The *Empire Ridley* will begin off the Isle of Wight next week. She will carry a crew of 120 and work continuously throughout 24 hours, recovering some six miles of pipeline each full day.

DECASUALISATION

Preparation of Permanent Schemes

Representatives of both sides of the National Joint Council for the Port Transport Industry saw the Minister of Labour yesterday, and discussed the preparation of permanent schemes of decasualisation under the Dock Workers (Regulation of Employment) Act. It is understood that the Council will again communicate with the Minister after the report of the delegates has been considered.

DARDANELLES CONTROL

U.S. Opposition to Soviet Demands

WASHINGTON, Tuesday

The United States has informed Russia of its unqualified opposition to Soviet demands for a share in the military control of the Dardanelles. Diplomatic sources here disclosed that a note setting forth the United States attitude has been handed to M. Orskov (Soviet Charge d'Affaires). It was learned at the same time that the United States Embassy at Ankara was informing the Turkish Government of the United States attitude. Britain was reported here to be taking a similar attitude.

The United States note is understood to contain four principal points: (1) The United States cannot agree to Russia's proposal for joint Soviet-Turkish defence of the strait. (2) The United States cannot agree to Russia's proposal that control of the strait should be worked out by agreement only among the Black Sea Powers. (3) The United States wants the issues involved settled in accordance with United Nations' principles. (4) The United States would be happy to attend any International Conference which might be called to consider revising control of the strait.—Reuter.

MR. BJORN KVERNDAL

The King of Norway has appointed Mr. Bjorn Kverndal a Knight 1st Class of the Order of St. Olav for services as a member, and during the war as vice-chairman, of the Norwegian Church Committee in London. Mr. Kverndal, who is a director of Messrs. W. K. Webster & Co., was the original insurance manager of the Norwegian Shipping and Trade Mission.

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PLYMOUTH W. D. TAMLYN & CO., LTD. Ship and Insurance Brokers

FREIGHT MARKETS

Time Charter Bookings

By Our Own Correspondent THE BALTIC, Tuesday An active inquiry has been in evidence in the chartering market...

In the outward coal trade the inquiry is disappointing, although there are reports of business having been concluded...

There are no reports of any further business having been arranged for coal from the American Northern Range...

In other directions tonnage is still treating for sugar and rice from Java to India, and there is an inquiry for rice from Kobsichang to France...

ROTTERDAM or EMDEN to WEST ITALY.—Italian stmr., 7000 t., 22s. per ton, coal, option Sicily/Bari Range 24s., Adriatic 26s., Sept.

PROVINCIAL REPORTS From Our Own Correspondents LIVERPOOL, Tuesday Inquiry for tonnage is well sustained...

SWANSEA, Tuesday The lack of coal cargoes results in little inquiry for foreign destinations, while the coasting trade is inactive.

NEWCASTLE, Tuesday Inquiries for Norway, Sweden and Denmark are fairly numerous; shippers hold orders but are unable to secure cargoes, and tonnage is scarce.

GLASGOW, Tuesday Conditions are unchanged. Eire continues to receive allocations of low grade fuel, and a prompt vessel is still wanted from Methil to Chatham...

MONEY MARKET

Short Credit Supplies

In Lombard Street yesterday credit supplies were short, due partly to call-in and partly to the fact that one of the banks was making up. Consequently borrowers of overnight loans experienced some difficulty in satisfying their requirements...

STOCK EXCHANGE

Few Outstanding Features

Quiet conditions characterised the Stock Markets yesterday. Copper shares were firm at the opening, but failed to maintain the whole of the advance...

The gilt-edged section was quiet, and movements among British Funds were confined to gains of 1-16 in the 4 per cent. Funding to 118 9-16 and Victory Bonds to 118 1/2.

Shipping issues were moderately active, but usually prices remained at their overnight levels. Furness, Withy were not affected by the increased dividend for the past year.

A firmer tendency developed in the oil share market in the late dealings. Trinidad Petroleum Development improved 1-16 to 5, Leaseholds 1-32 to 15-16.

UNITED STATES LINES

Dublin Office Opened

The new offices of the United States Lines Company and Pan-American World Airways at 115, Grafton Street, Dublin, opened for business yesterday.

In a short opening address to the distinguished guests who had gathered at a party given on the premises last Saturday to wish the company well, Mr. TARBELTON WINCHESTER (United States Lines European passenger manager) stressed the closeness of the bond between Ireland and the United States...

BRITISH INDUSTRIES FAIR

To Be Held Next Year

The date of the first British Industries Fair to be held since 1939 is given in the form of application for space which has been sent to United Kingdom manufacturers. The Fair is to be held from May 5 to 16 next year at Earl's Court and Olympia, London, and Castle Bromwich, Birmingham.

As in pre-war years, exhibits will be grouped in two main sections—the lighter industries in London and the engineering and hardware at Birmingham. The London section of the Fair is organised by the Export Promotions Department, Board of Trade, 35, Old Queen Street, London, S.W. 1, and the engineering and hardware section by the Birmingham Chamber of Commerce, 95, New Street, Birmingham, 2.

REPORTS AND DIVIDENDS

Larger Furness, Withy Payment

The directors of Furness, Withy & Co., Ltd., recommend a dividend on the Ordinary stock of 7 per cent. actual (1s. 4 1/2d. per unit of stock), less tax, payable Sept. 27.

NATIONAL BANK OF INDIA LIMITED.—An interim dividend has been declared for 1946 of 8 per cent., less tax, payable on and after Sept. 19, against 7 per cent. paid for the first halves of the four previous years.

COMPAGNIE DES MESSAGERIES MARITIMES.—A Reuter message from Paris reports net profits for the years 1941, 1942, 1943, 1944 and 1945 of 14,021,417f., 4,735,702f., 3,600,829f., 6,122,907f., and 11,484,718f., respectively.

COMMODITIES

GRAIN

LONDON (Baltic Exchange), Tuesday WHEAT.—Offers of Canadian Manitobas to the Ministry to-day were on a good scale at the appropriate rates. Quotations: No. 1 Northern Manitobas for Aug. shipment from St. Lawrence 174c., from West St. John/Halifax 175 1/2c., and from Baltimore or Philadelphia 178 1/2c., and from New York 179 1/2c. per bushel, f.o.b. No. 2 grade 3 cents less in each case.

MAIZE.—Argentine quiet and easier. Nov. shipment from River ports 71s. 6d. and from down River 73s. per 480 lb., f.o.b.

OILS AND OLSEEDS

LONDON (Baltic Exchange), Tuesday OILS.—LINED.—Crude 46s. RAPE.—Crude 49l. COTTON.—Crude 52s. 2s. 6d. CASTOR.—First 48s., second 48s. GROUNDNUT and SUNFLOWER.—Crude 56 10s. per ton.

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

FOREIGN PRODUCE

LONDON (Mining Lane), Tuesday SPICES.—CLOVES. Zanzibar spot 114d. per lb. sellers, c.i.f., Aug.-Sept. 10 1/2d. (buyers' licence), about 10 1/2d. per lb. sellers. PIMENTO.—Spot 1s. 11d. per lb. sellers. CHILLIES.—Mombasa spot 155s. per cwt. sellers. MACE.—West Indian sale spot 5s. per lb., nominal.

METALS

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

COPPER.—Home delivery 34s. 3d. basis L.C. 14 by 20 f.o.t. makers' works, export 38s. to 42s., basis f.o.b. South Wales. Uncoated plates 27s. per box.

ALUMINIUM.—Ingots and bars for home delivery £67 per ton delivered. ANTIMONY.—English 99 per cent. £125, and crude 70 per cent. £105 per ton delivered.

TUNGSTEN ORE.—Prices range from about 62s. 6d. to 67s. 6d. per unit, c.i.f. PLATINUM.—Refined held at £20 15s. per troy ounce.

NICKEL.—For home delivery £190 to £195 per ton according to quantity. PIG IRON.—No. 3 Cleveland 169s. 3d. per ton delivered Middlesbrough area.

CLYDE SHIPYARD STRIKE AVERTED

Strike action involving all the Clyde shipyards was averted yesterday afternoon as the result of a conference between the Clyde Shipbuilders' Association, officials of the National Union of General and Municipal Workers and representatives of John Brown & Co., Ltd., Clydebank. Last Thursday 300 platers' helpers at Messrs. John Brown's yard went on strike, and yesterday mass meetings at various Clyde shipyards decided on sympathetic action.

R.N.V. SUPPLEMENTARY RESERVE

The Admiralty announce that it has been decided to reconstitute the Royal Naval Volunteer Supplementary Reserve immediately. This reserve will be open to any officer who has held a temporary commission in the Royal Navy, the Royal Naval Reserve, or the Royal Naval Volunteer Reserve since Sept. 2, 1939, who wishes to maintain his connection with the Navy and who is prepared to volunteer to be called up for naval service under a Royal Proclamation in the event of any future emergency.

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THE COAL TRADE Special Market Reports From Our Own Correspondents CARDIFF Business continues along restricted lines on the steam coal market, due to the scarcity of supplies, particularly for early delivery.

NEWCASTLE Values on the market are very firm, with more buyers than supplies can accommodate. Loading turns are practically full to the end of the month and stems are being arranged for September.

HULL Supplies of all classes of fuel remain scarce and a strong tone rules. Large home contracts with the leading industries keep current outputs moving freely.

MERSEY The Mersey bunker market has opened with a steady tone. Supplies of Yorkshire/Derbyshire descriptions are barely sufficient for full requirements.

GLASGOW The bunker position has lightened and it seems it will be the second half of next week before stems are available. Some steelworks are short of supplies and direction has been necessary to meet the position.

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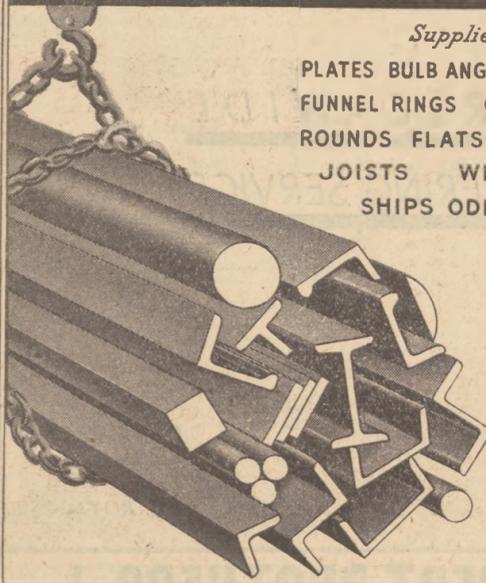
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## Round the Shipyards

### Survey of Work and Prospects

By Our Own Correspondents

#### THE CLYDE

##### Local Yards to Share in B.I. Replacement Programme

GLASGOW, Tuesday

The past week has seen the announcement of orders for a substantial amount of tonnage, and it is understood that a number of additional orders are at present the subject of discussion. The replacement programme of the British India Steam Navigation Company, Ltd., is the principal source of the new work, and the Clyde firms chiefly benefiting (in addition to those who have secured orders already reported) are Barclay, Curle & Co., Ltd., Alexander Stephen & Sons, Ltd., and Charles Connell & Co., Ltd., who have secured contracts totalling some 90,000 tons gross.

Another interesting addition to local order books has been the contract for two cargo steamers, placed by E. B. Aaby's Rederi-A/S., Oslo, with James Lamont & Co., Ltd., Port Glasgow, well known as ship-repairers in Greenock and Port Glasgow. Messrs. Lamont recently restarted ship construction at the yard formerly owned by the Clyde Shipbuilding & Engineering Company. The first work undertaken was the building of six small motorships for the Irrawaddy Flotilla Company, Ltd., for service in Burma.

A. & J. Inglis, Ltd., Pointhouse, during the week launched the last of a number of small craft, also for the Irrawaddy Company. Ferguson Brothers (Port Glasgow), Ltd., put into the water the shallow-draught towing vessel *Loli*, built for the Anglo-Iranian Oil Company, Ltd., the order for which was secured before the outbreak of war in 1939, and Wm. Simons & Co., Ltd., Renfrew, launched the tug *Barman* for the Admiralty. Two completions during the week were the steamers *Clan Cumming*, built by the Greenock Dockyard Company, Ltd., and the *Somerset*, built by Alexander Stephen & Sons, Ltd., for the Federal Steam Navigation Company, Ltd.

After a long period of settled conditions on the labour front two disputes developed during the week. Three hundred platers' helpers, employed by John Brown & Co., Ltd., went on strike, after the dismissal of a shop steward, and at the yard of the Fairfield Shipbuilding & Engineering Company, Ltd., three riveters' squads and an apprentices' squad refused to work on a Bibby vessel under construction, contending that the 3 ft. 9 in. between the keel and the ground means cramped conditions and should be compensated by additional rates. It is hoped that both disputes will reach an early settlement. Likewise it is hoped that a wages grievance of steelworks bricklayers will not lead to a stoppage, for this would seriously affect steel production and endanger the flow of supplies to the yards.

The liner *Canton*, just released to the P. & O. Steam Navigation Company, after seven years' war service, arrived at Govan at the week-end for reconversion by her builders, Messrs. Alexander Stephen & Sons. The task will occupy some months. Messrs. Stephen completed extensive repairs on the tanker *Acasta* during the week, and expect to complete the refitting of the whaling ship *Empire Victory* early in September.

Barclay, Curle & Co., Ltd., were engaged on about 20 vessels for hull and machinery repairs, seven of these being drydocked. Of 13 vessels in hand at the yard of D. & W. Henderson, Ltd., three were in dry dock, and general repairs were being effected on several vessels by Harland & Wolff, Ltd., at Govan. The Greenock Dockyard Company, Ltd., completed maintenance repairs on the tanker *Possarus* (ex *Empire Jewel*), and continued work on three other vessels.

#### THE MERSEY

##### Plans for the "Mauretania's" Reconversion

BIRKENHEAD, Tuesday

It is estimated that some 3000 men will be engaged on the *Mauretania* when she comes to the Birkenhead yard of Cammell Laird & Co., Ltd., for reconversion and overhaul. This big job has been looked forward to for

several months, but it has been delayed by the necessity of retaining her on Government service for the return of troops and other personnel to this country. When the overhaul does begin it is expected that work will be carried on in the ship and in the shops against a time limit, since it is very urgent that the *Mauretania* should resume her normal duties at the earliest possible moment.

The war service of the *Mauretania* is a matter of great pride to Merseyside. She has been on service for some seven years without a complete overhaul. It will be very pleasant to see this great ship once more assume her peacetime colours. There is some regret on Merseyside that she will be normally running from Southampton and not from Liverpool.

Merseyside is to set up a joint committee representing the local authorities to deal with industrial problems, and in this way it is hoped that there will be a speeding up of immediate plans for alleviating unemployment. The long-term problem of unemployment, which will have to be faced on Merseyside, is to be solved, the experts say, by a policy of attracting new industries to the area.

#### THE TYNE

##### Successful Trials of the "Auricula"

JARROW, Tuesday

Several noteworthy developments in marine propulsion have taken place on Tyneside, and to these are now added the successful performance on trials of the motor tanker *Auricula*, built by R. & W. Hawthorn, Leslie & Co., Ltd., for the Anglo-Saxon Petroleum Company, Ltd.

The experiment of using heavy oil in a modified engine in place of diesel oil is claimed to have proved so successful that important economies are promised, embracing a one-third saving in costs of bunkers and a lower fuel consumption. Fuller data will be available after the vessel has completed her maiden voyage, but the results so far have led the Anglo-Saxon Petroleum Company to decide to carry out modifications on all power units now under construction or in service, so that in time the company's motorship fleet will use heavy oil as fuel.

It has been stated that a saving to the company of about £1,000,000 a year may be effected, and it is interesting to note that the company has no intention of endeavouring to prevent other companies from installing similar plant.

In October another outstanding Anglo-Saxon tanker, built by Swan, Hunter, & Wigham Richardson, Ltd., will go on trial. This will be the turbo-electric tanker *Helicina*, of 16,000 tons deadweight. Her propelling machinery, which will be capable of maintaining 13,000 s.h.p. continuously, will give the vessel a speed of 17 knots. The power developed will be the greatest ever borne by a single shaft in a merchant ship. The *Helicina*, which was launched in April, is the second large turbo-electric vessel ordered by the Anglo-Saxon Company. In 1944 the company decided to build two of these vessels, but the first was taken over by the Government and was completed as a fleet oil carrier. Other features of the *Helicina* are that welding will be extensively employed in her construction and that her accommodation is of such a standard that every member of the crew will have a cabin to himself.

On Aug. 28 Messrs. Swan, Hunter expect to launch another vessel for Ellerman Lines, Ltd., and more launches will take place from Tyne yards next month. The *Baskerville*, a vessel designed for the carrying of newsprint, has been on trials from the yard of John Readhead & Sons, Ltd., South Shields. There are now one aircraft carrier and nine destroyers in an uncompleted state on the Tyne. Three of the destroyers are at Messrs. Hawthorn, Leslie's yard, the aircraft carrier and two destroyers at Messrs. Swan, Hunter's yard, one destroyer at the naval yard of Vickers-Armstrongs, Ltd., and three lying in Northumberland Dock.

The liner *Strathaird* is due at the Naval Yard of Vickers-Armstrongs, Ltd., about the middle of next month, and will be the biggest reconversion

(Continued on page 5, column 3)



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## Shipbuilding & Engineering Section

### ROUND THE SHIPYARDS

(Continued from page 4, column 4)

job to come to the Tyne since the war. Many men in the finishing trades will be required. It is reported that it may now be the turn of the year before the work on the *Dominion Monarch* can be begun.

Among the several large vessels undergoing reconversion in the river are the *Glenearn*, with Smith's Dock Company, Ltd., the *Glengyle* and *Agamemnon*, with Vickers-Armstrongs, Ltd., and the *Menestheus*, with Palmers Hebburn Company, Ltd. The latter company has also received the *Dinard* (2313 tons gross), owned by the Southern Railway Company, for re-fitting. The *Invicta*, *Worthing* and *Isle of Thanet* are other cross-Channel vessels ordered to the Tyne for reconversion.

At their North Shields yard last week Smith's Dock Company, Ltd., had nine vessels in dock for repair and 20 alongside.

### THE TAY

#### Caledon Yard's Jubilee

DUNDEE, Tuesday. This is the jubilee year of the Caledon Shipbuilding & Engineering Company, Ltd., Dundee, although no official celebration is likely owing to rationing difficulties. The yard had its origin in a foundry set up at Stobs-well in 1866 by the late Mr. W. B. Thompson. Shipbuilding was begun eight years later, the first order being for a yacht for the Earl of Caledon, after whom the yard was named. The firm of W. B. Thompson & Co. became a limited liability company in 1886, and the Caledon Company was formed to take over the yard 10 years later. The Thompson family has had a continuous association with the company, and Mr. W. S. Thompson, son of the founder, was present at the recent launch of the *Toward* for the Clyde Shipping Company, Ltd.

The Clyde Shipping Company's association with the yard began 60 years ago when Mr. George Kidston, grandfather of the present chairman, backed the formation of the limited liability company. The first keel laid under the auspices of the Caledon Company was Hull No. 131, which became the *Gar-moyle* of the Clyde Shipping Company, Ltd. The *Toward* and her sister ship *Beachy*, which will be ready for launching in a few weeks, are Hulls No. 427 and 428. Both are twin-screw motorships and they will be placed on the Belfast-London service. They replace steamers of the same name lost on convoy rescue duties during the war.

The standard 465-ft. cargo liner *Ter-borch* (9875 tons gross), built by the Caledon Company during the war, has been allocated to the Holland-America Lijn. Her six sister ships—some of them adapted on the stocks to suit their owners' requirements are the *Beaverburn* and *Beaverford* of the Canadian Pacific Railway Company's fleet, the *Good Hope Castle*, of the Union-Castle Line; the *Rhexenor* and *Stentor*, belonging to Messrs. Alfred Holt & Co., and the *Modjokerto*, of the Rotterdam Lloyd Line, a very distinguished company. The last-mentioned ship is still fitting out.

### BELFAST

#### Addition to P.S.N. Fleet from Queen's Island

BELFAST, Tuesday. The latest vessel to be completed by Harland & Wolff, Ltd., at Belfast, is the *Salaverry*, a motor cargo liner of 6612 tons gross, for the Pacific Steam Navigation Company, Ltd., which ran successful trials last week and has since been delivered. She will make her first voyage to the West Coast of South America this month.

Conforming to the practice of other companies, the owners have placed contracts for a fleet of vessels over a period of years. The present series began with the *Samanea* and *Sarniento*, launched in 1943, which were, of course, to wartime specification. The *Santander*, launched in January and delivered a few months ago, was of improved design with passenger accommodation, and the *Salaverry* is of the same class.

Following these will be two further vessels laid down recently, one in the Abercorn Yard and the other in the Victoria Yard. It is now known that these are to be named *Salinas* and *Salamanca*, and will be fast vessels.

Royal Mail Lines, Ltd., with which the Pacific Steam Navigation Company is associated, is also represented on the Belfast order book with the partly refrigerated turbine vessels *Lochgarth* and *Locharon* (8400 tons), the first of which is to be launched shortly.

The former Royal Mail liner *Asturias*, which has been sold to the Government and is being fitted out as a troopship at Belfast, is nearing completion, but it is understood that a few items may be carried out at another port. The work in this liner, which was an armed merchant cruiser during the war and was heavily damaged by torpedo, although not comparable with that carried out in the *Georgie*, was

very extensive, and has occupied the best part of a year.

With the end of the bank strike in Northern Ireland, which lasted for five weeks, normal business has been restored. It was by the foresight of Harland & Wolff, Ltd., that the 25,000 employees at Belfast were paid each week, the cash being brought from England by specially chartered aircraft.

### THE TEES

#### Price of Finished Steel Products

MIDDLESBROUGH, Tuesday. The only ripple on the placid surface of an uneventful week for shipbuilders has been created by the announcement of a rise in the price of finished steel products, though criticism has been somewhat disarmed by the modesty of the advance. Prior to the decision of the Ministry of Supply, the steelmakers had demonstrated by factual evidence that their production costs had been increased by 10s. per ton since June, and as the authorised rise in steel prices is only half that amount the shipbuilders and indeed all users of steel are reasonably content.

Even after this advance, the average price of steel products in the home market is barely 50 per cent. above the pre-war figure, which may be regarded as a vindication of the British Iron and Steel Federation's claim that "the efforts of all concerned in the industry are directed towards ensuring the maximum stability of prices." Any admonitions to either steel producers or shipbuilders on the dangers of inflation are merely sermons to the converted.

### SOUTH WALES

#### A Busy Week

CARDIFF, Tuesday. Ship-repairing yards continued to be well employed last week. Several large scale contracts were in hand, and as a result of numerous arrivals the yards were kept busy. In addition to repairs carried out in the dry docks a large number of smaller repairs were effected on ships afloat.

The Mountstuart Dry Docks, Ltd., and its associated companies had 15 vessels in dry dock at Cardiff, Barry, Newport and Avonmouth. Heavy damage repairs were continued on the *Catrine* and progress was made with the overhaul of the *Aletta*. Repairs were continued on the *Flimston*, *Sata* and *Oku*, the *Sirenes* and *Empire Moon* being drydocked. Repairs were continued at Barry on the *William J. Riddle*, which sustained bow damage in collision with the *American Farmer*. General repairs were still in hand on the *Umberleigh*, *Empire Jandy*, *Sangallion* and *Durenda*, and the *Trebol* (ex *Irish Alder*) and *Kaikoura* were put on the blocks. C. H. Bailey, Ltd., dealt with 36 vessels in dry dock and afloat. At Cardiff they had in dry dock the *Maurice Rose*, *Kohistan*, *Jellicoe Rose* and *Fulham IV.*; at Newport the *St. Andrew*, *Retriever* and *Milford Queen*; and at Barry the *Joffre Rose*, *Poznan* and *Beltoy*.

The Penarth Pontoon, Slipway & Ship-Repairing Company, Ltd., continued work on the *St. Julien* on the pontoon and attended to four vessels alongside. Hodges & Co., Ltd., Barry, continued repairs on the *Powis Castle*. At Swansea, the Prince of Wales Dry Dock Company, Swansea, Ltd., had the *Glen Helen* still in the Prince of Wales Dry Dock and the *British Patience* in Palmers. Repairs were carried out afloat on 10 vessels. The Port Talbot Dry Dock Company, Ltd., continued work on a trawler and the tug *William Poulson*.

### THE FORTH

#### Dry Docks Fully Occupied

LEITH, Tuesday. The volume of work in the hands of the local ship-repairing firms last week was on much the same scale as in the previous week and the yards were again well employed, with the dry docks fully occupied. In addition, conversion, survey, reconditioning and voyage repairs were carried out on merchant vessels in hand. Trawlers continue to arrive for reconversion to peacetime fishing requirements and at present there are a considerable number of these vessels receiving such attention. One arrival last week which created some interest in Leith as a coal-exporting port was the United States steamer *John Hanson* (7210 tons gross) for boiler repairs, as this vessel was on a voyage from Baltimore to Scandinavia with a cargo of coal when she developed boiler trouble.

Henry Robb, Ltd., had 13 vessels in hand last week, which was one less than the previous week, while Menzies & Co., Ltd., had 15 vessels under repair, which was the same number. Several jobs were completed but fresh jobs commenced brought the work up to the

(Continued on page 6, col. 3)

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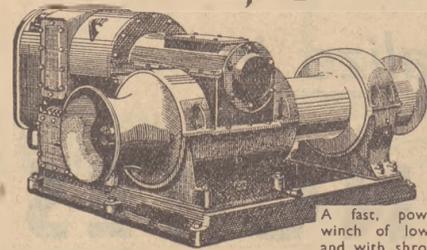
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**Work for the Shipyards**

Orders Reported in "Lloyd's List" during the Week Ended August 20, 1946

Yard	Number & Type	Size	Engines & Builders	Owners
Alexander Stephen & Sons, Ltd., Lint-house	Two pass/stmrs	10,200 gr	—	British India Steam Navigation Ltd., London
Barclay, Curle & Co., Ltd., Glasgow	Pass. m/ship	5000 gr	—	British India Steam Navigation Ltd., London
Swan, Hunter, & Wigham Richardson, Ltd., Wallsend-on-Tyne	Pass. m/ship	5000 gr	—	British India Steam Navigation Ltd., London
Barclay, Curle & Co., Ltd., Glasgow	Pass. m/ship	9000 gr	—	British India Steam Navigation Ltd., London
Swan, Hunter, & Wigham Richardson, Ltd., Wallsend-on-Tyne	Pass. m/ship	9000 gr	—	British India Steam Navigation Ltd., London
Barclay, Curle & Co., Ltd., Glasgow	Two cargo m/ships	10,550 t.d.w.	—	British India Steam Navigation Ltd., London
William Denny & Brothers, Ltd., Dumbarton	Cargo stmr	9000 t.d.w.	—	British India Steam Navigation Ltd., London
Wm. Gray & Co., Ltd., West Hartlepool	Cargo stmr	8500 t.d.w.	—	British India Steam Navigation Ltd., London
Charles Connell & Co., Ltd., Scotstoun	Cargo vessel	9000 t.d.w.	—	British India Steam Navigation Ltd., London
Barclay, Curle & Co., Ltd., Glasgow	Refrig. cargo m/ship	10,550 t.d.w.	—	British India Steam Navigation Ltd., London
James Lamont & Co., Ltd., Greenock	Two cargo stmrs	1550 t.d.w.	Steam John G. Kincaid & Co., Ltd., Greenock	E. B. Asby's Rederi- A/S, Oslo

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**ROUND THE SHIPYARDS**

(Continued from page 5, column 4)

previous week's high level. Messrs. George Brown & Sons were well employed last week with the reconversion of trawlers and with general repairs on a number of merchant vessels and small craft.

**THE WEAR**

**Royal Interest in the "British Princess"**

SUNDERLAND, Tuesday. While the tanker *British Princess* was undergoing sea trials last week a telegram was received from Princess Elizabeth, who launched the vessel on Apr. 30 at the Wear shipyard of Sir James Laing & Sons, Ltd. It was addressed to the captain, officers and men of the ship and stated "On the first day of your sea trials I wish you every success and all happiness in your subsequent service. I shall always follow your career with the greatest interest."

The *British Princess* had very satisfactory trials and exceeded the specified speed. At the end of the day she left for Abadan. Heavy rain delayed the final painting of the ship but the work was done, and her skipper, Captain Preece, who was Commodore of the Victory Parade detachment of merchant seamen, was well pleased with the results. He was enthusiastic about what he described as the "palatial" accommodation. The captain's quarters, he declared, were better than those in the *Queen Mary*.

Messrs. Laing are to launch a sister ship, the *British Holly*, on Aug. 26, and another tanker for the same owners will be leaving the ways at the adjoining shipyard of Wm. Doxford & Sons, Ltd., next month. The first of the two cargo liners ordered from Messrs. Laing by Cunard White Star, Ltd., is also to be launched next month. The twin-screw motorship *Laverock* which S. P. Austin & Son, Ltd., launched last week is the first vessel to be built on the Wear for the General Steam Navigation Company, Ltd. She has a carrying capacity of 1350 tons d.w. and her British Polar diesel machinery will give her a speed of 13 knots. Officers and men are all to have single-berth cabins.

In the berth vacated by the *Laverock* the keel will be laid of the first of two cargo steamers of 3400 tons d.w. ordered by the A/S Dampskelsk. Heimdal (Mr. M. Carl), Copenhagen. A sister ship to the *Laverock* is being built, and on the third berth in Messrs. Austin's yard the keel has been laid of a 1500-ton collier for Stephenson Clarke, Ltd.

**LIGHT-VESSEL LAUNCHED**

On Aug. 16 Messrs. Philip & Son, Ltd., Dartmouth, launched from their Noss shipyard the second of five light-vessels which they are building for Trinity House. The naming ceremony was performed by Mrs. Crumplin, wife of Captain W. E. Crumplin, one of the Elder Brethren of Trinity House, and chairman of the Lights Committee. At a reception after the launch, Mr. J. A. Philip, assistant managing director, presented to Mrs. Crumplin a silver rose bowl as a memento. The light vessels are 134 ft. over-all, of 25 ft. beam and of a moulded depth of 15 ft.

**BOGEN FLOATING DOCK BUSY**

A report from Harstad to the Norwegian paper "Nordlandsposten" states that the floating dock stationed at Bogen has been fully employed ever since the German capitulation. Sometimes as many as five vessels have been in the dock together; the largest single job carried out so far was the repair of the steamer *Fjeld* (5100 tons d.w.). It is stated that nothing is known as to the future of the dock.

**THE SHARE MARKET**

**Business Again Active**

Very active conditions have continued to rule in the market for shipbuilding, iron, coal and steel shares during the past week, and with very few exceptions price movements have been in the upward direction. John Brown are not quotably changed, and Beardmore issues are unaltered, although the Ordinary have changed hands at around 31s. Harland & Wolff Preference improved 6d. to 23s., but Hawthorn, Leslie were marked down 1s. 10½d. to 38s. 9d. Richardsons, Westgarth issues have continued to change hands freely, yesterday's dealings being around 10s. 6d., on the satisfactory report for the past year. Swan, Hunter, although quieter, have improved 7½d. to 62s. 7½d., but Thornycroft relapsed 3s. 9d. to 75s. Vickers receded 4½d. to 27s. 3d. and the tax-free Preference 6d. to 38s. 6d. Wear-dale Deferred have been a strong market and closed 4s. 9d. dearer at 43s. 9d., and the Preference put on 2s. 6d. to 31s. 3d. Stewarts & Lloyds Deferred advanced 2s. 6d. to 52s. 6d., Settle, Speakman 1s. 10½d. to 38s. 9d., Sheepbridge 1s. 3d. to 45s., Allied Ironfounders 1s. 6d. to 59s. 6d., while numerous issues were 3d. to 1s. firmer, the larger movement being shown in Hadfields to 26s., Pease & Partners Preference to 22s. and South Durham to 25s. 6d. Dorman, Long lost 6d. to 27s. 6d., Powell Duffryn 3d. to 24s., Ransomes & Rapier 6d. to 21s. 3d. and United Steel Preference a like amount to 21s. 9d.

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

Highest and Lowest 1945	Yesterday's range of Business
57/3 47/9 Allied Ironfndrs	60.0, 55.0
36/6 50/0 Allied Ironfndrs	36/9
9/3 6/3 Amalg Anthra-cite Pref	13/7½, 13/10½
101½ 99 Amalg Anthra-cite Deb	103
61/3 50/7 Babcock & Wilcox	65/3, 65.0
7/1 5/0 Baldwins (Hold-ings) Ord	6.0, 6/0¼, 5/10½
29/6 25.0 Beardmore Ord	30/9, 31/3, 31.0
30/0 24/9 Brown (J) Ord	29/7½, 30.0, 29/5 (10/5 paid)
11/9 8/6 Cammell Laird	13.0, 13/1½, 12/10½
51/0 45/0 Clarke, Chapman	52/9, 61/3
26/3 21/6 Colvilles Ord	25/1½, 25/4½
10/0 7/6 Consett Iron	9/1½, 9/0
5/3 4½ Cory (Wm) Ord	100/3, 100/6, 99/9
29/3 22/6 Dorman, Long	27/7½, 27/4½
56/0 43/1 Dorman, Long Pref Ord	45/7½, 47/6
80/7 52/6 Firth (Thos.) & John Brown, Ltd. "A" Ord	48/0
8/9 5/0 Grayson Rollo & Clover Ord	9/1½, 9/0
43/6 34/6 Guest, Keen Ord	39/9, 39/3, 39/7½
40/9 29/4 Guest, Keen 1st Pref	36/4½
34/0 28/0 Hadfields Ord	26/3
23/1½ 15/4 Harland & Wolff	28.0, 28/3, 28.2½
22/0 17/1 Harland & Wolff 4½ Cum Pl	22/10½, 23/0
66/0 55/3 Lambert Bros	78/3¼
4/0 2/10 Ocean Coal ...	4/3, 4.2¼
12/3 9/0 Pease & Partners Ord	17/1½, 17/0, 17/0¼
24/4 19/9 Powell Duffryn Ord	24/1½, 24/3, 23/10½
23/10 19/9 Powell Duffryn Pref Ord	22/3
7/6¼ 5/6 Richardsons, Westgarth Ord	10/3, 10/7½, 10/2¼, 10/3¼
30/4 26/3 S. Durham ...	25/7½
54/5 40/3 Staveley Coal Ord	49/6, 49/9
58/9 46/3 Stewarts & Lloyds Defd	52/9, 52/10½, 52/6, 52/7½
57/6 41/9 Swan, Hunter Ord	62/9
13/7 10/3 Thomas (R.) and Baldwins	11/3, 11/4½, 11/1½
36/3 27/6 Thomas (R.) and Baldwins Pl	31/7½, 31/10½, 31/6
28/3 22/3 United Steel ...	26/1½, 25/9
20/6 15/3 Vickers Ord ...	27/3, 27/6, 27/0, 27/2¼
33/6 27/3 Vickers Cum Pref	32/10½
12/6/10½ White (J. Samuel) Ord	14/3

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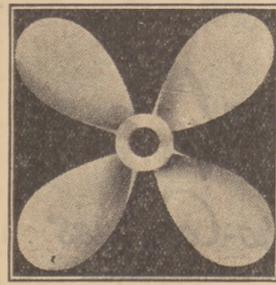
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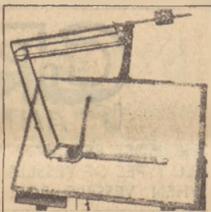
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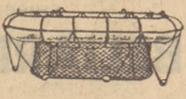
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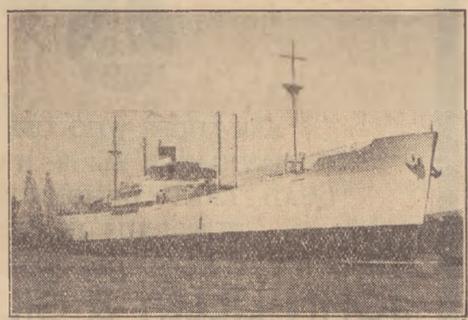
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## Motor Ships & Engines

### THE TANKER "AURICULA"

#### Notes on an Interesting Experiment

By Our Special Correspondent

The Anglo-Saxon Petroleum Company, Ltd., has always been noted for a fresh and sometimes experimental approach to the problems of ship propulsion. Not content to be one of the largest owners of tanker tonnage in the world and to operate their ships purely as transport units, they have on many occasions been well ahead of contemporary technical development.

Under the regime of one well-known figure in the world of shipping, Mr. C. Zulver, they were among the pioneers of the double-acting 4-cycle oil engine; they later made a most interesting conversion of these from double- to single-acting engines with continuous under-piston supercharge, which they introduced and developed in single-acting 4-cycle engines of airless injection type; they also employed the Büchi exhaust turbo-blower system, conducting an interesting series of experiments with both engines in two identical ships. The company have persistently employed the 4-cycle engine, maintaining that it offers a simple and economical method of propelling a ship with machinery aft.

#### Further Steps

Under an equally well-known name, that of Mr. John Lamb, the Anglo-Saxon Petroleum Company are now taking vital experiments a stage further in two main directions and in two ships.

One will be the first British diesel-electric tanker and the first one employing alternating current. She will have one engine specially built to work with a wide range of fuels. The other is a ship which also aims at the fuel target but in a different and more significant way, which might result in a complete re-orientation of the fuel situation as applied to motorships, if it is universally applicable.

This ship is the *Auricula*, built and engine by R. & W. Hawthorn, Leslie & Co., Ltd., a fairly standard type of Anglo-Saxon tanker, many units of which have been built since the *Ancylus* left the Swan, Hunter shipyard in January, 1935. The latter was a ship of about 12,000 tons, d.w., fitted with what has now become a standard Hawthorn-Werkspoor 4-cycle single-acting airless injection engine with under-piston supercharge, driving its own auxiliaries and the majority of those needed for the operation of the ship at sea, other than the steering engine and the generator, both of which are operated by exhaust gas steam. The engine has eight cylinders, of 25.5-in. diameter and 55.12-in. stroke, and is rated for about 3600 i.h.p. at 120 r.p.m.

The supercharge system is a development of that first fitted in the tanker *Megara* in 1929. The underside of each piston is used as an air compressor. The bottom of the cylinder is closed and provided with a packing gland round the piston rod. The suction and discharge valves are in a casting on the cylinder side. Since each piston makes an air delivery stroke once in every revolution and a firing stroke once in every two, there is a two to one ratio of air compressor volume to working stroke volume. The pressure is determined by the clearance volume under the piston. The system has been successfully and widely used, not only in the Werkspoor engine but in many Harland-B. & W. licence built diesel engines of the 4-cycle type fitted in Anglo-Saxon tankers in recent years.

Has the experiment with the *Auricula* been carried out for the benefit of engines of these two types in the fleet only, or is it intended for eventual application to all engines in all fleets, irrespective of their working cycle? In this connection it is interesting to remember that in the early 1920's a Doxford opposed-piston 2-cycle airless injection engine fitted in a standard type of cargo liner made several successful voyages across the Atlantic running on heavy Mexican fuel oil of 0.96 specific gravity.

What are the advantages of a successful result to the *Auricula* experiments? Let us think in terms of fuel consumption. The average oil engine uses about 0.4 to 0.45 lb. of diesel or gas oil per b.h.p. per hour. The figure varies according to the design and the number of

auxiliaries which are engine-driven. The average modern double-reduction geared turbine and water-tube boiler burns about 0.6 to 0.65 lb. of oil of the type which can now be used in the cylinders of the *Auricula's* engines. Ships of the trawler type burning oil in the furnaces of unsuperheated Scotch boilers and using naturally a coarser grade of fuel still may use anything up to 1.18 to 1.2 lb.

Will the *Auricula* eventually use the coarsest grade of fuel oils? She has used what is described officially as a boiler fuel of Venezuelan origin which could probably be used with modern water-tube boilers. This is important. One of the prime advantages of the oil engine, indeed, its main attraction from the owners' point of view, is its low fuel consumption in tons per 24 hours. But in recent years the geared turbine has been creeping dangerously near in fuel consumption no less than in space required, power for power.

Diesel oil is more expensive than boiler oil. If the diesel engine can employ bunker oil, then its advantage over the steamer is maintained, perhaps even slightly increased. It solves, by the way, a minor problem in those ships, mainly tramp, which use an oil engine for main propulsion and steam for auxiliaries: exhaust gas at sea and Scotch boiler in port.

There is no need to carry more than a small amount of diesel oil for starting in addition to fuel oil. Shipowners and their technical advisers will naturally ask what modifications, if any, are necessary to existing standard engines. Does it involve a new fuel injection system or is a stepping up in the centrifuging plant sufficient? Mr. Lamb is perhaps naturally reticent on this subject. He says that "alterations to engine details" have been made—new fuel valves and sprayers no doubt.

#### Treatment of Fuel

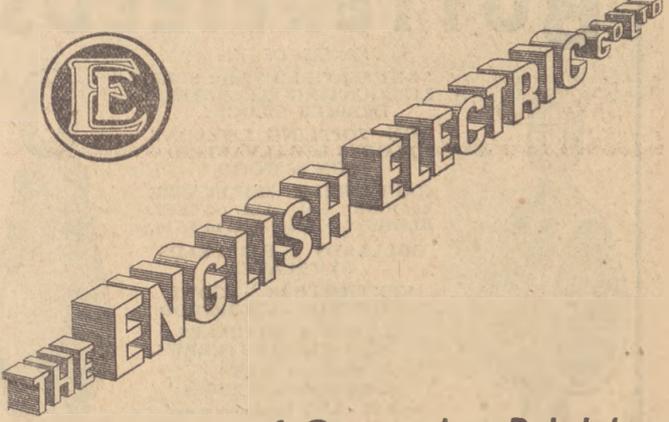
The greatest factor, however, contributing to the success of the experiments has been the extraction of impurities from the heavy fuel oil. Two de Laval centrifugal separators are fitted, one a purifier and the other a clarifier. The bunker oil is heated to 180 deg. Fahr. and passed through them in that order. In the engine service tank the oil is maintained at not less than 150 deg. Fahr., after which it is injected into the cylinders "in the usual way," which seems to indicate only minor alterations to the fuel system. It is noted, however, that the engine manoeuvres on diesel oil and continues to do so until normal working cylinder temperatures have been reached while running. There is provision for a quick change over from one fuel to the other, and *vice versa*, without any effect on the number of revolutions. Diesel oil is immediately available for use in the event of an involuntary stop.

As regards actual consumption, while it was at first indicated that a somewhat higher consumption of the lower grade fuel might be expected, this has been disproved by the results obtained during the vessel's trials. Previous to the trials, consumption figures of 0.357 lb. per horse-power hour for diesel fuel and 0.37 lb. for the Venezuelan oil were quoted. Translated into tons per 24 hours in the same order this is 12 and 12.57 tons, respectively, though an improvement on this was "confidently expected." As regards wear on cylinder liners, pistons, &c., it would appear that after 950 hours of full power running the wear rate is normal for this type of engine, while the difficulty of accumulation of solid matter on the walls surrounding the combustion space and on the exhaust valve faces "has been overcome."

It will be clear from what has been written above, as well as from details published elsewhere, that there are much data still missing from the story of this most interesting experiment. The owners themselves will doubtless need more before their own private information is complete. Then, no doubt, they will determine how far to employ the results and in what direction to allow them to affect the propulsion of existing and new motorships, as a whole.

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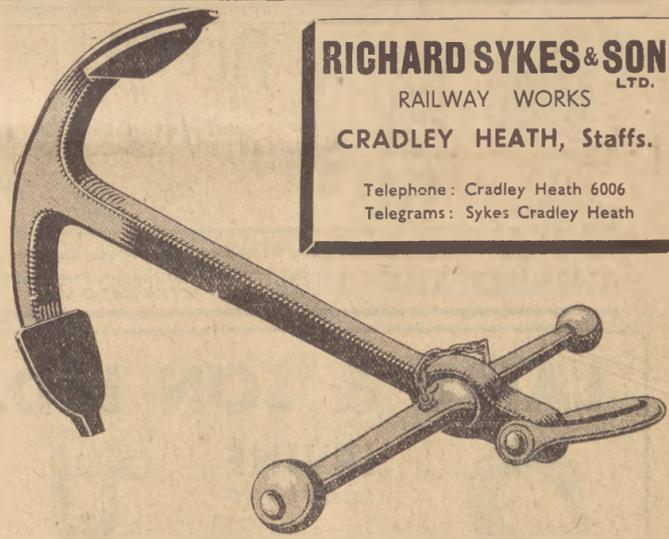
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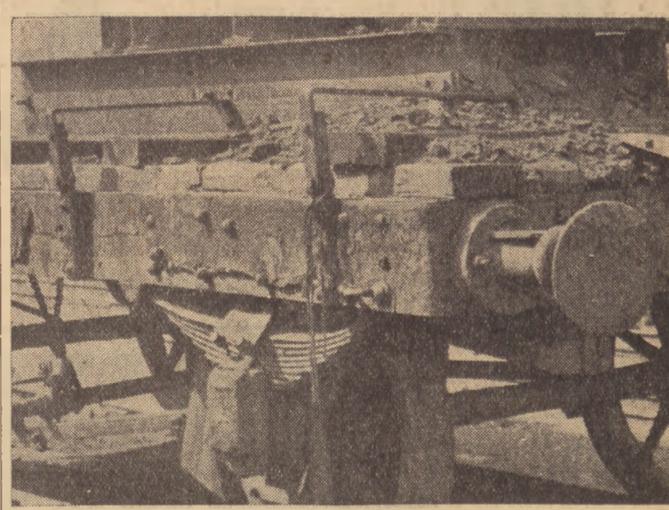
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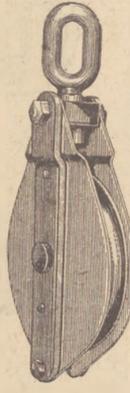
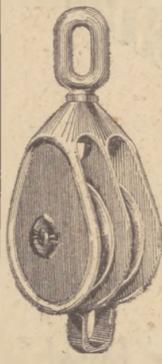
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## IRON AND STEEL

### The New Related Schedules of Prices

As announced in LLOYD'S LIST last Wednesday, revised maximum prices for iron and steel products have been fixed under the Control of Iron and Steel (No. 52) Order, 1946. The principal alterations are that manufactured (wrought) iron in any form and cemented carbide hard metal tools tips are freed from control and that the maximum prices of most products have been increased as the result of higher coke prices, wages, carriage rates and other costs. A list of related schedules Nos. 1 to 110 inclusive lodged under the Order, together with an outline of the alterations involved, is given below:—

#### FERRO-ALLOYS—

1. Ferro-Molybdenum: Reduction of 4d. per lb. of Mo. content.
2. Tungsten Metal Powder: Reduction of 3d. per lb. of W. content in 98/99 per cent. powder.

#### PIG IRON—

3. Hematite Pig Iron: Increase of 5s. 6d. per ton and S. Wales Zone price adjusted.
4. Hematite Pig Iron Extras: Increase of 5s. 6d. per ton and S. Wales Zone price adjusted.
5. Foundry and Forge Pig Iron: Average increase of approx. 5s. 6d. per ton and certain quality extras also increased.
6. Low Phosphorus Foundry Pig Iron: Increase of 5s. 6d. per ton.
7. Staffordshire Blast Furnace Low Phosphorus Foundry Pig Iron: Increase of 5s. 6d. per ton.
8. Scotch Foundry Pig Iron: Increase of 5s. 6d. per ton.
9. Cylinder and Refined Irons: Increase of 3s. per ton.
10. Refined Malleable Pig Iron: Increase of 3s. per ton.
11. Cold Blast Pig Iron: Increase of 2s. 6d. per ton.
12. Blast Furnace Ferro-Manganese: No change.
13. Spiegeleisen: No change.
14. FORGING INGOTS: Increase of 7s. 6d. per ton.

#### BILLETS, BLOOMS & SLABS

15. Billets, &c.—Re-rolling: Basis increase of 5s. per ton. Extras for Bright Drawing and Forging Quality increased.
16. Billets, &c.—Forging: Basis increase of 5s. per ton. Size extra for Basic Quality up to 5 in. established.
17. Blooms to Admiralty Specification: Large sizes increase of 5s. per ton. Small sizes increase of 9s. 6d. per ton.
18. Tube Steel Billets: Increase of 5s. per ton.
19. Gun Billets: Increase of 7 per cent.
20. ALLOY STEEL BILLETS & BARS: Increased by varying amounts according to quality and section. Extras for Heat Treatment and Reeling increased.
21. ALLOY STEEL WIRE RODS: Increased by varying amounts according to quality.
22. STAINLESS STEEL & IRON: Increase of 12½ per cent. average.
23. SHELL STEEL: Increased in line with steels of similar quality.
24. HIGH SPEED STEELS & SUBSTITUTES: No change.
25. HIGH SPEED STEEL DRILL RODS: No change.
26. TINPLATE & SHEET BARS: Increase of 5s. per ton.
27. WIRE RODS: Increase of 7s. 6d. per ton.

#### HEAVY STEEL PRODUCTS—

28. Bars, Sections & Plates: Increase of 5s. per ton.
29. Steel Sheet Piling: Increase of 5s. per ton.
30. Military Bridge Sections: Increases from 5s. per ton to 9s. 6d. per ton.

#### RAILS—

31. Heavy Rails: Increase of 5s. per ton.
32. Light Rails: Increase of 9s. 6d. per ton.

#### COLLIERY ARCHES & ACCESSORIES—

33. Colliery Arches and Accessories: Increase of 10s. 6d. per ton.
34. Pitprops: Increase of 3 per cent.

#### RE-ROLLED STEEL PRODUCTS—

35. Bars, Sections & Hot Rolled Strip: Basis increase of 9s. 6d. per ton. Certain extras increased.
36. Cold Rolled Strip: Increase of 15s. 3d. per ton.
37. Glazing Tees: Increase of 9s. 6d. per ton.
38. Sash & Casement Sections: Increase of 9s. 6d. per ton.
39. Gate Channels: Increase of 9s. 6d. per ton.

#### BRIGHT STEEL—

40. Bright Carbon Steel Bars: Basis increase of 29s. 9d. per ton. Certain extras revised.
41. Bright Drawn Flats: Basis increase of 29s. 9d. per ton. Certain extras revised.

#### SHEETS—

42. Uncoated Steel Sheets: Increase of 17s. 6d. per ton.
43. Galvanised Steel Sheets: Increase of 27s. 6d. per ton.
44. Electrical Sheets: Increase of 17s. 6d. per ton.
45. Cellacite Sheets: Surcharge increased from 35 per cent. to 37 per cent.
46. Robertsons Sheets: Surcharge increased from 24 per cent. to 26 per cent.

#### TINPLATE, TERNEPLATE & BLACKPLATE—

47. Tinplates: Increase of 1s. 9d. per box basis allowance for lights and bulk packing increased.
48. Tinned Sheets: Increase of 17s. 6d. per ton.
49. Terneplates: Increase of 3s. 6d. per box.
50. Blackplates: Increase of £1 16s. 8d. per ton.

#### TUBES, PIPES & FITTINGS—

51. Gas List Tubes and Fittings: Gross discounts reduced by from 1½ per cent. to 2 per cent.
52. Commercial Hot Finished Tubes (Gas

List Sizes): Gross discounts reduced by from 1½ per cent. to 1½ per cent.

53. Commercial Hot Finished Tubes (other than Gas List sizes): Increases of from 20s. to 25s. per ton. Galvanising extra increased by £1 per ton.
54. Hot Finished Seamless Tubes (to BSS. 806B): Increases of from 20s. to 32s. 6d. per ton. Galvanising extra increased by £1 per ton.
55. Steel Pipes to BSS. 534: Increases of from 5d. to 7s 7½d. per foot, according to size.
56. Hot Rolled Carbon Steel Hollows: Increases of from 17s. 6d. to 45s. per ton, according to size.
57. Perkins Tubes: Increases of 3d. and 4d. per foot, according to size.
58. Loose Flange Tubes and Fittings: Discounts reduced by from 2½ per cent. to 3½ per cent.
59. Hot Finished Steel Boiler Tubes: Discounts reduced by 4 per cent.
60. A.P.I. Line Pipe: Increases of from 3d. to 5½d. per foot, according to size.
61. Steel Conduit Tubes: Percentage additions to list increased by from 1 per cent. to 3½ per cent.
62. Cold Drawn Mechanical Tubes: No change.
63. Cold Drawn Boiler Tubes: No change.
64. Admiralty Cold Drawn Boiler Tubes: No change.
65. Cold Drawn Electrically Welded Tubing: No change.
66. Electrically Welded Tubing: No change.
67. Aircraft Steel Tubing: No change.
68. Aircraft Stainless Tubes: No change.
69. 12 per cent. Chromium Stainless Tubes: No change.
70. Austenitic Cr. Ni. Tubing: No change.
71. Austenitic Cr. Ni. Tubing for Welding: No change.
72. Hot and Cold Drawn Tubes to Admiralty Specifications: Hot Finished Tubes increased by from 4d. to 4d. per foot. Cold Drawn no change.
73. Tube and Pipe Joints: Average increase of approx. 3½ per cent.
74. Malleable Iron Pipe Fittings: No change.
75. Vertically Cast and Spun Iron Pipes and Specials: Increase of from 2d. to 6s. 1d. on vertically cast; and 1d. to 1s. 8d. on spun iron pipes. Specials increased by 7s. 6d. per ton.
76. Cast Iron Drain Pipes to BSS. 437: Increase of 1 per cent.
77. Cast Iron Drain Pipes Fittings: Increase of 1 per cent.
78. Angle Cast Pipes: Increase of 7s. 6d. per ton.

#### WIRE & WIRE PRODUCTS—

79. Mild Steel Wire and Products: Increase of 10s. per ton.
80. Florists' Wire: Increase of 1½d. per doz. lb.
81. Stitching Wire: Increase of 10s. per ton.
82. Scaffold Lashings: Increase of 6d. per doz.
83. Concrete Mesh: Increase of 15 per cent.
84. Brake Cable and Fine Steel Strand: Various increases consequential on wire.
85. Special Patented Wire: Increase of 10s. per ton.
86. Wire Netting: Increase of 6 points.
87. Wire Nails: Increase of 2 points.
88. Chain Link Fencing: Schedule revised average increase approx. 12½ per cent.
89. Patented Steel Roping Wire: Increase of 10s. per ton.
90. Locked Coil Ropes: Various increases consequential on wire.
91. Wire Ropes: Various increases consequential on wire.

#### FORGINGS—

92. Steel Forgings (Joint Schedule No. 11): General increase of 7 per cent. and further increase in certain types.
93. Steel Forgings—FF Schedule: Increase of 7 per cent.
94. Crank Axles and Parts: No change.
95. STEEL CASTINGS: Additional prices lodged for certain heavy vehicle chassis castings.

#### RAILWAY TYRES, WHEELS & AXLES—

96. Railway Tyres and Axles: Increase of 22s. 6d. per ton on Tyres and 17s. 6d. per ton on Axles.
97. Wheels and Axles—Wagon: Increase of approximately 4 per cent.
98. Railway Disc Centres and Brake Van Wheels: Increase of 24s. 6d. per ton.
99. Wheels and Axles—Carriage: Increase of approximately 4 per cent.

#### SPRINGS—

100. Laminated Railway Springs: Increase of 13s. 6d. per ton.
101. Railway Coil Springs: Increase of 13s. 4d. per ton.

#### IRON CASTINGS—

102. Rainwater and Soil Pipes and Gutters: Increase of 1 per cent.
103. Wall Gutters 3-16 in., ½ in. and 5-16 in. thick: Increase of 1 per cent.
104. Rainwater and Soil Pipes (Northern Ireland): Increase of 1 per cent.
105. Wall Gutters ¾ in. thick: Increase of 1 per cent.
106. Rainwater, Soil and Gutter Connections: Increase of 1 per cent.
107. Cast Iron Brake Drums: No change.

#### MISCELLANEOUS—

108. Merchants Consolidated Price: Increase of 5s. per ton on Heavy and Re-Rolled products, in addition to effect of general price changes.
109. Old and Waste Material: No change.
110. Delivery—I.O.W. and N.I.: No change.

The related schedules may be inspected at the office of the Iron and Steel Control, Ministry of Supply, Steel House, Tothill Street, Westminster, London, S.W. 1, and at the office of the Regional Controllers, Ministry of Supply, in Birmingham, Manchester, Sheffield, Newcastle, Glasgow and Belfast.

Abbreviated versions of the schedules in more general demand have been prepared as follows: Forging, Drop Forging and Stamping Blooms, Billets and Slabs; Alloy Steel; Stainless Steel; Heavy Steel Products; Rolled and Re-Rolled Steel products; Cold Rolled Strip; Bright Steel Bars and Flats; Sheets—Coated and Uncoated; Mild Steel Wire in straight lengths; and

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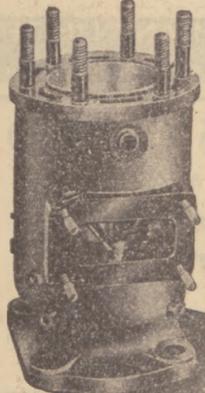


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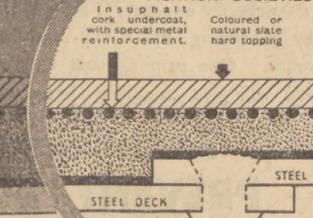
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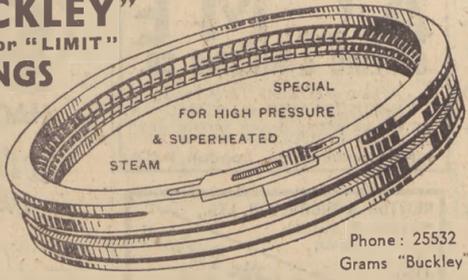
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### IRON AND STEEL

(Continued from page 8, column 4)

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### BOLTS, NUTS AND RIVETS

The changes effected under the Control of Bolts, Nuts, Screws, Screw Studs, Washers and Rivets (No. 12) Order, 1946, are shown in the following list of the 30 related schedules to the Order:

- Black Bolts, Nuts, &c., to BSS. 916/1940 and BSS. 325/1928 or other Standards where appropriate: Discounts reduced by 2½ points.
- Cup Square Square Carriage Bolts and Nuts: Discounts reduced by 1½ points.
- Bright Steel Bolts, Nuts, Studs, &c.: Prices increased by 4 per cent.
- Bolts and Set Screws to BSS. 1083.—Grades "A," "B" and "C." Hot forged and machined under head and on shank: Prices increased by 3½ per cent.
- Bolts and Set Screws to BSS. 1083.—Grades "A," "B" and "C." Cold Headed: Prices increased by 2½ per cent.
- Forged and Heat Treated Bolts and Set Screws to BSS. 1083.—Grade "D" Series F.B. 100: Prices increased by 5 per cent.
- Nuts to BSS. 1083/1942.—Grade "L": Prices increased by 3½ per cent.
- Bolts to Admiralty Schedule 92.—Tensile 30/35 tons: Prices increased by 3½ per cent.
- Bolts to Admiralty Schedule 92A.—Tensile 45/55 tons: Prices increased by 2½ per cent.
- Alloy Steel Bolts to Admiralty Schedule 92A: Prices increased by 2½ per cent.
- Nuts to Admiralty Schedule 92: Prices increased by 3½ per cent.
- Studs to Admiralty Schedule 92: Prices increased by 3½ per cent.
- High Tensile Steel Studs to BSS. 1083.—Grade "D" and Admiralty Schedule 92A. Carbon and Alloy Steel: Prices for Carbon Steel studs increased by 3½ per cent., and for Alloy Steel Studs by 2½ per cent.
- Aircraft Bolts.—Cold headed. Low and High Tensile Steel: No price change.
- Aircraft Bolts.—Turned from bar. Low and High Tensile Steel: No price change.
- Aircraft Bolts.—Riveted. Low and High Tensile Steel: No price change.
- Aircraft Bolts.—Turned from Bar. Stainless Steel: No price change.
- Aircraft Bolts to special A.S. Drawings. Low and High Tensile Steel: No price change.
- Aircraft Nuts.—Steel and Stainless Steel: No price change.
- Aircraft Screws.—Mild Steel, Mild Steel A.G.S. Rolled and Turned Threads: No price change.
- Aircraft Rivets.—Steel: No price change.
- B.A. Nuts.—Steel: Prices increased by approximately 2½ per cent.
- Metal Thread Screws.—Steel. Rolled threads: Discounts reduced by 2½ points.
- Metal Thread Screws.—Steel. Turned threads: Discounts reduced by 2½ points.
- Socket Set and Cap Screws: Discounts reduced by 2½ points.
- Wood Screws. Steel: Discounts reduced by 2½ points.
- Roofing Bolts and Nuts.—Mushroom Head. Rolled threads: Schedule re-edited and prices increased by approximately 3½ per cent.
- Gutter Bolts and Nuts.—Bright. Rolled threads: Schedule re-edited and prices increased by approximately 3 per cent.
- Rivets.—Half-inch diameter and over. Steel: Prices increased by 15s. per ton and small quantity extras increased.
- Small Rivets.—Under half-inch diameter. Steel: Prices increased by 9d. per cwt.

In addition to the amendments referred to above, the maximum prices for Wrought Iron Rivets have been withdrawn.

The complete schedules can be inspected at the offices of the Iron and Steel Control, Ministry of Supply, Steel House, Tothill Street, Westminster, London, S.W. 1. Copies can also be inspected at the offices of the Regional Controllers, Ministry of Supply, in Birmingham, Sheffield, Newcastle, Manchester and Belfast.

### THE TANKER "AURICULA"

#### A Vessel of Standard Type

The *Auricula*, which carried out successful trials last week with her modified diesel machinery running on heavy oil, is a 12,100-ton tanker of a standard type of her owners, the Anglo-Saxon Petroleum Company, Ltd. Built at the Hebburn yard of R. & W. Hawthorn, Leslie & Co., Ltd., she has a single deck, with poop, short bridge and fore-castle, and is 482 ft. 6 in. in length overall, 59 ft. in breadth and 34 ft. 10 in. in depth to upper deck. Accommodation for the master, officers and engineers is provided in steel houses on the bridge deck, and the petty officers and crew are quartered in the poop.

The propelling machinery of the *Auricula* is the subject of an article by our special correspondent on page 7 of to-day's issue. The experiments which preceded the installation of the modified machinery in the *Auricula* have been described by Mr. John Lamb, marine superintendent of the Anglo-Saxon Petroleum Company, Ltd., whose account was largely reproduced in LLOYD'S last Friday.

### U.S. LINER PLANS

#### Shipbuilders' Concern at Deferment of Contracts

As a result of a United States Government order deferring two contracts for liners for the South American trade, the president of the Shipbuilders' Council of America (Mr. H. Gerrish Smith) has addressed a letter to the Director of War Mobilisation and Reconversion (Mr. J. R. Steelman), asking for a re-examination of the Maritime Commission's plans, which involve the construction of five passenger vessels. According to the New York "Journal of Commerce," Mr. Smith describes the order as a "serious and unwarranted blow" at the private shipbuilding industry, and pointing out that by January new construction in privately owned yards will be limited to 33 vessels, of 188,000 tons gross, contrasts this total with the large tonnage at present in hand in British yards.

Lack of work, Mr. Smith states in his letter, is seriously affecting employment, which has been falling by an average of 13,500 per month since the beginning of the year. The latest figures show that 223,000 workers were employed in private yards in May, against 1,396,400 at the peak of activity. Reconversion work is of short duration and cannot alone maintain a nucleus of private shipbuilding enterprise adequate to national defence needs.

Referring to a statement by Mr. Steelman that shortage of materials was one cause of the Government's deferment order, Mr. Smith argues the illogicality of such an attitude, citing reports of the Government's intention to increase by 50,000 tons the steel allotment to Great Britain for the building of merchant vessels for Chile. Increased construction costs, he says, are due mainly to wartime and subsequent wage increases, authorised by the Federal Government. The letter refers to the Government's payments designed to make American building and operating costs equal with those of foreign industries as but a "small" premium for national security insurance.

### IRON AND STEEL

#### Foundry Qualities Very Short

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

Heavy bookings assure full activity at the producing plants for many months. Makers of many commodities are unable to accept further orders except for remote delivery, and they are increasingly disinclined to add to their distributing obligations so long as transactions are made on terms that rule at the time of delivery. Pressure for bigger supplies is intense, but the prospect of any early material increase in outputs is not favourable. Pig iron consumers readily accept their full quotas, and would welcome larger deliveries. The available tonnage of the foundry qualities still falls inconveniently short, and users continue to complain of great difficulty in obtaining any increase in their allocations. Semi-finished iron makers are meeting consumers' needs, demand for most classes not being excessive.

Nearly all kinds of steel are wanted in larger quantities. Billets are in inadequate supply, and the output of steel bars no more than covers the larger requirements of the re-rolling mills. Yields of other semi-finished steel are moving promptly into use. Producers of plates and sheets have contracts that will keep them fully occupied into 1947. Makers of joists, rails and various railway requisites have full order books, and pit props, arches and colliery roofings are sold to an extent that will ensure great activity at producing plants for several months.

#### VICTORY SHIPS AS LIVESTOCK CARRIERS

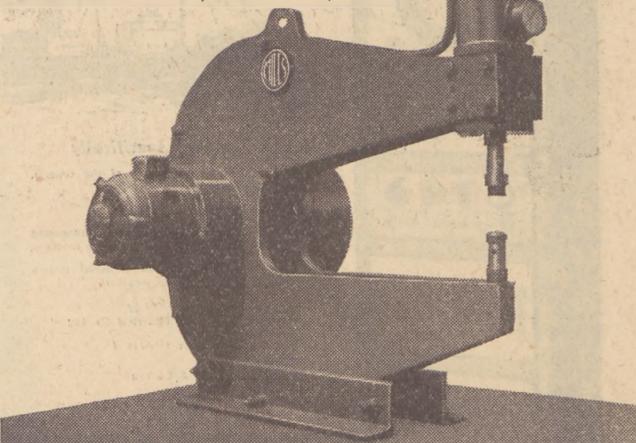
The American steamer *Muhlenberg Victory*, which recently completed her first transatlantic voyage to Europe as a livestock carrier, is the fourth Victory ship to be converted for that purpose in the Brooklyn yard of the Todd Shipyards Corporation. Originally a cargo vessel, the *Muhlenberg Victory* was one of 40 Victory ships that Todd yards in Brooklyn and Hoboken converted into troop transports last year to assist in the repatriation of United States armed forces in Europe. As a result of a second conversion she can now carry 860 head of cattle. Most of these are installed in upper-deck berths, where they have plenty of fresh air and even sunlight. To facilitate the work of the veterinary staff, special platforms have been provided along the rear of the stalls.

The *Cedar Rapids Victory*, *Park Victory* and *Blue Island Victory* are other Victory ships which have been converted into livestock carriers by the Todd Corporation at their Brooklyn and Hoboken yards.

Head, Wrightson & Co., Ltd., Thornaby-on-Tees, are to proceed with the £160,000 plan for extending the Egglecliffe Foundry, Stockton. It is learned that most of the work will be done by the firm's own departments.

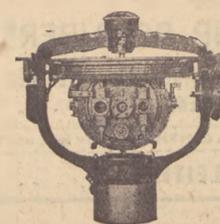
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## BOWWRANITE

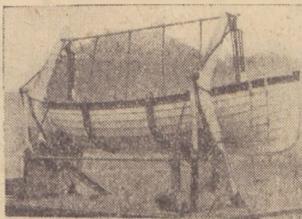
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## STEAM PROPULSION

### Two New Cargo Liners for Holland-Amerika Lijn

By OUR SPECIAL CORRESPONDENT

Though tradition has been served by the placing of an order for two cargo liners by the Holland-Amerika Lijn with Harland & Wolff, Ltd., Belfast, it has been broken, as far as recent years are concerned, by the fact that they are to be propelled by geared turbines and water-tube boilers—the whole of the machinery is to be supplied by the builders. The two ships are not passenger-carriers in the accepted sense of the term, but ships presumably of about 10,500 tons gross, though no figure has actually been mentioned, with accommodation for 12 passengers.

It would appear that the new liners will be used in the Pacific North-West Coast service of their owners, a route which for many years has been maintained in association with Royal Mail Lines, Ltd., for whom recent construction has been oil-engine propelled. Does this order reflect a change of heart on the part of the owners, or is it merely an indication that shipowners are prepared to take advantage of the low fuel consumption modern turbine plant can give and the low price of boiler oil?

#### Modern Plant

Messrs. Harland & Wolff are well fitted to supply modern steam plant, for actually they had experience of it at a time when many other firms were building nothing but oil engines. This was when they fitted geared turbines and Babcock-Johnson boilers in the reconditioned Royal Mail liners *Asturias* and *Alcantara*. The Holland-Amerika Lijn used geared turbines with water-tube boilers in the big passenger liner *Statendam*, which unfortunately was a war casualty in her home port.

It may be said, in fact, that on the technical side these Dutch owners have grown up with the water-tube boiler. A high standard was reached in the *Nieuw Amsterdam*, which is now back home being reconditioned. It may be recalled that this ship, which developed 34,000 s.h.p. on twin-screws, was ahead of her generation in turbine practice at the time of her completion, not long before the outbreak of war.

The main engine-room of the *Nieuw Amsterdam* contained two independent sets of four turbines, built by the de Schelde shipyard to Parsons' licence. Each set comprised one super-high pressure turbine at 3600 r.p.m., one normal high pressure turbine at 1600 r.p.m., one intermediate pressure turbine of the same number of revolutions, and one low pressure turbine at 1250 r.p.m., developing respectively 3450, 5350, 2150 and 6050 s.h.p. The super-high pressure turbine actuated through a single gear on the rotor shaft of the intermediate pressure turbine; the high pressure, intermediate and low pressure turbines were coupled by single reduction

gearing to the main propeller shaft, making these turbine sets of the combined single and double reduction geared type. The astern turbines were incorporated in the intermediate and low pressure turbines and were capable of developing as much as 65 per cent., collectively, of the total ahead power.

A molybdenum steel was used for the super-high pressure turbines, the rotors being of forged ingot steel specially balanced and stated to be free from vibrations at all speeds up to 20 per cent. in excess of the full power revolutions. The working pressure of the steam in the super-high pressure turbines at the inlet was 550 lb. per sq. in., at a temperature of 734 deg. Fahr. Each turbine aggregate was coupled to a propeller shaft driving a propeller of manganese bronze type with a diameter of 20 ft. 4 in., with a weight of 22½ tons and a speed of 131 r.p.m.

The boiler installation in the *Nieuw Amsterdam* consisted of six de Schelde Yarrow boilers with a capacity of 30 tons of steam per boiler per hour. Five boilers were sufficient to maintain the necessary pressure and output to operate the ship, the sixth boiler being available for cleaning and repairs and as a reserve. The working pressure was 150 lb. per sq. in., and the temperature 743 deg. Fahr. A Scotch boiler with a heating surface of 2800 sq. ft. and a working pressure of 150 lb. per sq. in. was placed in the same boiler room as the main engines, to be used when the ship was in port for heating and galley purposes.

As a point of interesting comparison with the most modern steam plant, the engine-room containing the turbines and the boilers extended through three decks and had a maximum height of only 37 ft. The main gearwheel of each turbine aggregate was 14 ft. in diameter. Each turbine set was connected to one main condenser having approximately 13,300 sq. ft. of cooling surface.

#### Auxiliary Machinery

The auxiliary machinery was in the main of turbo-generator type, power being supplied by three units, developing 1000 k.w. at 220 volts D.C. The turbo generators took steam directly from the main boilers and formed part of the closed steam and feedwater system. These electrical installations were placed between the boiler-room and the main engine-room. In addition to the Scotch boiler mentioned above for harbour use, and its supply of steam, there were also two diesel generators of 425 k.w., 220 volts D.C. and 300 r.p.m. to supply current for harbour use.

Neither in size nor in output will the machinery of the new cargo liners equal that of the *Nieuw Amsterdam*. The auxiliary load, however, will be greater in proportion because a considerable amount of refrigerator space will be fitted. It will be interesting to see whether any of the more unconventional methods of arranging the boiler plant in relation to the main turbine aggregate or aggregates will be adopted. It is re-arrangement of this kind, coupled with a fuel consumption of not more than 0.6 lb. per s.h.p. per hour for modern water-tube boilers which has increased the popularity of this kind of propulsion with shipowners.

The new Holland-Amerika Lijn order is but one more confirmation of the fact that marine engineering has now entered upon an era which marks the re-introduction of the geared turbine in a big way. Pessimists may say that the same thing happened in the corresponding period after the 1914-18 war. This was but a flash in the pan, however, first because the double reduction geared turbine was not so reliable as it is to-day, and secondly because the water-tube boiler, as far as merchant ships were concerned, was relatively in its infancy. Steam, in conjunction with oil firing, may now look forward to a new and satisfactory era of development.

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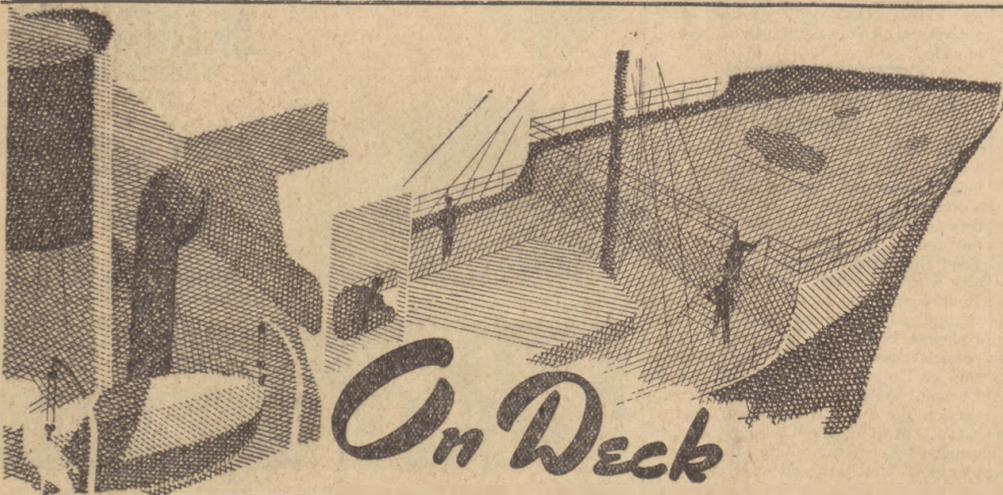
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**8 GIBRALTAR Pd E**  
Monte Galera, Aug 19  
Pachaug Victory  
Sambholt  
Villa de Madrid  
City of Khios  
Stensby  
Empire Tyne, Aug 20  
Ines Corrado  
S. M. Shoemaker  
Sunatra (5623)  
Troja  
Empire Annan, Aug 20  
Empire Harmony  
Frederic Remington  
Matthew P. Deady  
Sinking  
**GIBRALTAR Pd W**  
Aug 19  
Benjamin Brown French  
Bradford City  
Perim  
Victor de Chavarri  
Ria de Pontevedra  
Aug 20  
Empire Clarendon,  
Marine Raven  
Novelist  
Ascania (8437), Aug 20  
Cap el Hank  
Cello for Trinidad  
Clan Macaulay  
**MALAGA SD**  
San Sebastian, Aug 18  
Gibraltar

**MAZARRON SD**  
Bernicia, Aug 13  
**ALICANTE AR**  
Manu, Aug 17  
**PORT VENDRES AR**  
Firbranch, Aug 15  
**PORT DE BOUC SD**  
Atlantic, Aug 14  
**MARSEILLES AR**  
Janine, Aug 14  
Port de Bouc  
Eridan, Aug 15  
Bizerta  
Gouverneur General  
Chanzy  
Ville d'Oran  
Foufou  
Djebel Aures, Aug 16  
Philippeville  
Cadio, Aug 16  
Alexandria  
Medea, Aug 17  
Beirut  
Executor, Aug 19  
New York  
Abraham Clark, Aug 20  
Galveston  
**MARSEILLES SD**  
Cap Hadid, Aug 14  
Algiers  
Oran  
Kloveren  
Mont Everest, Aug 15  
Bona  
Oran  
Djebel Amour  
Marie Louise Le  
Borgne, Aug 16  
Philippeville  
Carthage, Aug 19  
Dakar  
Zealand, Aug 20  
London  
**TOULON AR**  
Nandi, Aug 17  
Savona  
**CAGLIARI AR**  
Mercy Warren, Aug 19  
Los Angeles  
**SAVONA SD**  
Nandi, Aug 16  
Toulon  
Grande Ronde  
Laghorn  
**GENOA AR**  
Alberto Gianpaolo,  
Aug 14  
San Antonio  
Ferreho, Aug 15  
Naples  
Condestable, Aug 16  
Barcelona  
Apollo (3177)  
Sfax  
Dori (m.v.) (199) (Pl)  
Aug 17  
Naples  
Henry T. Rainey, Aug 19  
Philadelphia  
Van der Helst  
Rotterdam

**GENOA SD**  
Martha, Aug 14  
Marseilles  
Spes  
Alexandria  
Zealand, Aug 16  
Lghorn  
Condecorado  
Barcelona  
Camelia  
Savona  
**NAPLES SD**  
Campidoglio, Aug 14  
Cagliari  
Orata, Aug 20  
Gibraltar  
**MALTA AR**  
Dearne, Aug 17  
Pt Said  
Lyman Stewart  
Aug 18  
Alexandria  
Naboland  
Oslo  
San Giorg. M., Aug 19  
**MALTA SD**  
Wave Baron, Aug 17  
Abadan  
Augusta  
Leghorn  
Argentina (2924),  
ALGERS AR  
Naboland  
Tangier  
Argentina, Aug 18  
Toulon  
**MALTA PD**  
Almanzora, Aug 20  
**VENICE AR**  
Luana, Aug 14  
Margherita di Savoia  
Donald H. Holland  
**VENICE SD**  
Dimara, Aug 14  
Fiume  
James D. Trask  
Hampton Roads  
Sveti Dujie  
**TRIESTE AR**  
Skagway Victory, Aug 19  
New York  
**PIRAEUS AR**  
Tillemachus, Aug 20  
**PIRAEUS SD**  
Samita, Aug 18  
**THESSALONIKI SD**  
Erbatia, Aug 18  
**ISTANBUL SD**  
Dimitrov, Aug 19  
New York  
Stig Gorthon, Aug 20  
Buenos Aires  
**ISTANBUL SD**  
Dimitrov, Aug 19

**VENICE SD**  
Vikingland  
Gothenburg  
Hercules  
Amsterdam  
**IZMIR AR**  
Brumlands, Aug 14  
for Palma (Mal)  
**MERSIN AR**  
Capo Mele, Aug 10  
Iskenderun  
**FAMAGUSTA AR**  
Darieu II., Aug 19  
**BEIRUT AR**  
Baron Cawdor, Aug 15  
**BEIRUT SD**  
Mountpark, Aug 13  
Bona  
**HAIFA AR**  
Norbris, Aug 19  
Archer  
New York  
Andre Lebon  
Marseilles  
Suderholm  
Port Said  
Touaine, Aug 20  
Port de Bouc  
Ander Jahre  
Port de Bouc  
Empire Rival  
Marie Vittoria  
**HAIFA SD**  
Andre Lebon, Aug 19  
Beirut

**AFRICA**  
**West, South & East**  
**CASABLANCA AR**  
The report of the arrival  
of the Boreas on Jly  
23 was erroneous  
Troja, Aug 17  
John P. Mitchell,  
Charruca, Aug 18  
London  
Lanahrone  
Bayonne  
St. Maurice, Aug 19  
Marseilles  
**CASABLANCA SD**  
Chelif, Aug 17  
Dakar  
Aldebaran  
America  
Frans Gorthon  
Sweden  
F. L. M. 14  
Calais  
Maupeia, Aug 18  
Dubin  
**FAYAL PD**  
Vinga (No.), Aug 10  
for Aruba  
**ST MICHAELS AR**  
Goncalo Velho, Aug 17  
New York  
**ST MICHAELS SD**  
Goncalo Velho, Aug 17  
Lisbon  
Tagus, Aug 18  
Pico 18  
**MADEIRA AR**  
Colonial, Aug 18  
Leixoes  
**MADEIRA SD**  
Sete Cidades, Aug 19  
St Michaels  
Colonial Sao Thome  
**TENERIFFE AR**  
Herakles, Aug 18  
Buenos Aires  
**TENERIFFE SD**  
Camechano, Aug 18  
Malaga  
Helsinki  
Goheo, Aug 19  
Aruba

**PORT SAID AR**  
Erinna, Aug 16  
Tissadane, Aug 19  
Amsterdam  
Pegu  
London  
Telemachus, Aug 20  
New York  
Gazana  
Trieste  
Empire Gatehouse  
Malta  
Georgic  
Liverpool  
Sobieski  
London  
Empire Haiz  
Dundee  
**PORT SAID SD**  
Empire Mace, Aug 18  
Piraeus & Toulon  
Drupa, Aug 18  
Savona, Aug 18  
Genoa  
Henry D. Lindsley  
Clan Cameron, Aug 19  
Amiens  
Laurelwood  
James Oliver  
Bahrein  
Samblade, Aug 19  
Roybank  
Boston  
Tropic Star, Aug 20  
Trevilian  
Somersetshire  
William A. Richardson  
Rogue River  
**SUEZ AR**  
Roybank, Aug 18  
Calcutta  
Lourenco Marques  
Hongkong  
James Oliver  
Tungicorin  
Toorak  
Abadan  
Laurelwood  
Abadan  
Amicus  
Bahrein  
Thorhild  
Abadan  
Samblade  
Aden  
Somersetshire, Aug 19  
Rangoon  
British Hussar,  
Abadan  
Luna  
Batavia  
Rogue River  
Abadan  
Samoresby  
Naranio, Aug 20  
Bahrein  
**SUEZ SD**  
Dorsetshire, Aug 19  
Rizwani  
Fulgor, Aug 20  
Gersusalemme  
**ALEXANDRIA AR**  
Samsnola, Aug 17  
Lpool  
Empire Arrow, Aug 18  
Port Said  
Venus  
Amsterdam  
Runnymede Park  
Montreal  
Empire Coppice, Aug 19  
Samuta, Aug 20  
Piraeus  
Gloxinia  
Haifa  
Lys  
Antwerp  
**ALEXANDRIA SD**  
Virva, Aug 17  
Port Said  
Rizwani  
Gibraltar  
Vasco  
Aug 18  
Haifa  
Empire Arrow, Aug 20  
Haifa  
**SFAZ AR**  
Stad Haarlem, Aug 18  
Lena Brodin  
Gdansk  
**SUSA AR**  
Gyda, Aug 18  
Alexandria  
Greathope, Aug 18  
Graumouth  
**LA GOULETTE AR**  
Belgian Liberty, Aug 19  
Hampton Roads  
**LA GOULETTE SD**  
LA Pavin, Aug 18  
Bizerta  
**TUNIS AR**  
John Jacob Astor,  
Aug 19  
Hampton Rds  
Finistere, Aug 20  
President de Lavit  
**TUNIS SD**  
Vannes, Aug 17  
Marseilles  
Penelope, Aug 19  
Nantes  
Esek Hopkins, Aug 20  
Saffi

**BONA AR**  
Aug 17  
High Point Victory  
Saint Honorat, Aug 18  
Sete  
Mountpark, Aug 20  
Lyman Stewart  
Baltimore  
Anglo African  
Glasgow  
**BONA SD**  
Erna, Aug 18  
**PHILIPPEVILLE AR**  
Beyrouth, Aug 19  
Zonguldak  
PORT ELIZABETH AR  
Samstrule, Aug 19  
Durban  
**PORT ELIZABETH SD**  
Empire Success, Aug 19  
Table Bay  
Halifax County  
East London  
**EAST LONDON AR**  
Nijkerk, Aug 18  
Rotterdam  
Rustenberg Castle  
Rustenberg  
Durban  
Roxburgh Castle, Aug 19  
Southampton  
Oranjefontein  
Durban  
**EAST LONDON SD**  
Nijkerk, Aug 19  
Durban  
Buteshire  
Rustenberg  
Durban  
Rustenberg Castle  
Port Elizabeth  
**DURBAN AR**  
Gullmaren, Aug 16  
Beira  
Joliet Victory, Aug 17  
Philadelphia  
Langlecrag  
Galveston  
Samluzon  
Galveston  
Virginia, Aug 18  
Ras Tanura  
Langleaetan  
Alexandria  
Kedoe  
Lour Marques  
City of Barcelona  
Middlebrough  
Elmer A. Sperry  
Portland (Oreg)  
Raranga, Aug 19  
Glasgow  
**DURBAN SD**  
Samwyne, Aug 16  
Port Elizabeth  
South Africa Victory,  
Aug 17  
Beira  
Rustenberg Castle  
East London  
Fort Pic  
Hobart  
Samstrule Pt Elizabeth  
Stanvac Cape Town,  
Aug 18  
Abadan  
Oranjefontein  
E London  
Nestor  
Table Bay  
Clan Macbean  
Beira  
Gullmaren  
Pt Elizabeth  
City of Lucknow,  
Aug 19  
Pt Elizabeth  
Hollypark  
Mombasa  
**LOUR MARQUES AR**  
Lour Marques, Aug 17  
Empire Honduras  
Karagola, Aug 18  
Bombay  
Ballundo, Aug 19  
Lisbon  
Mandarin  
Mombasa  
Quanza  
Lisbon

**DAKAR AR**  
Rogn, Aug 17  
Casablanca  
Duala, Aug 18  
Mreselles  
(Clan Macrae  
Kotonu  
Medie II.  
Kotonu  
Agnete Christensen,  
Aug 19  
WC Africa  
**DAKAR SD**  
Vendome, Aug 17  
Havre  
Tomboncton, Aug 18  
Tabou  
Argolikos  
Oran  
Rogn  
Duala, Aug 18  
Konakri  
(Clan Macrae  
Table Bay  
Medie II.  
Marseilles  
**KONAKRI SD**  
Medie II., Aug 16  
Dakar  
Fort Archambault  
Dakar  
FREETOWN AR  
Antwerpen ILL (suction  
dredger), Aug 17  
Port Harcourt  
Freetown, Aug 18  
New York  
Tamele, Aug 19  
Port Harcourt  
Kumasian  
Calabar  
**FREETOWN SD**  
Empire Swordsman,  
Aug 17  
Liverpool  
Empire Conrad, Aug 18  
Liverpool  
**MONROVIA AR**  
Jan Lievens, Aug 17  
Amsterdam  
**TAKORADI AR**  
Jens Toft, Aug 18  
(put back)  
Empire Taginda, Aug 18  
Freetown  
John G. Carlisle  
Lisbon  
Henrik Ibsen, Aug 19  
Middlebrough  
**TAKORADI SD**  
Jens Toft, Aug 18  
Staffordshire, Aug 19  
Preetown  
**ACCRA AR**  
Deido, Aug 19  
Liverpool  
**LAGOS AR**  
Eastern Prince, Aug 17  
Port Said  
Andre Moyrand  
Sampout, Aug 18  
Duala  
New Texas Pt Harcourt  
**LAGOS SD**  
Staffordshire, Aug 17  
Takoradi  
Gallia  
Aruba  
Eastern Prince,  
Aug 18  
Liverpool  
**BURUTU SD**  
Mary Kingsley, Aug 14  
Sapelle  
**PORT HARCOURT AR**  
Samtrusty, Aug 18  
Cadiz  
**CALABAR AR**  
Sagunto, Aug 19  
**DUALA AR**  
Fort de Troyon, Aug 15  
Hayre  
**DUALA SD**  
Katiola, Aug 15  
Dieppe  
**MATADI AR**  
Tamerlane, Aug 19  
New York  
**LUANDA SD**  
Glimmaren, Aug 14  
Pointe Noire  
**LOBITO AR**  
Malange, Aug 17  
S. Thome, Aug 18  
**LOBITO SD**  
Pungue, Aug 17  
Lisbon  
Cidade do Porto (s.v.)  
Lisbon  
**TABLE BAY AR**  
Bullaren, Aug 18  
Beira  
City of Calcutta  
Baltimore  
Clan Forbes  
New York  
Rospire Kinsman  
Middlebrough  
Dalia, Aug 19  
Durban  
Sirefcken  
Tanga  
Clan Macbrayne  
Beira  
**TABLE BAY SD**  
Richmond Castle, Aug 17  
Lax Palmas  
Bullaren, Aug 18  
Aden  
Las Palmas  
Albatros (training ship)  
Mossel Bay  
Griqua  
Port Elizabeth  
Empire Kinsman,  
Aug 19  
Durban  
City of Calcutta  
Port Elizabeth  
Lavoro, Aug 17  
Bahrein  
Bartela, Aug 19  
Bombay  
Dalgoema, Aug 19  
Bandar Shapur  
**KARACHI SD**  
Sheelavati, Aug 8  
Bombay  
Jalamohan, Aug 12  
Cochin  
Tenagami Park, Aug 18  
Bombay  
Empire Peak, Aug 19  
Cochin  
Ena  
Abadan  
**BOMBAY SD**  
Temagami Park, Aug 20  
Port Said  
Scott E. Land  
Shanghai  
**BOMBAY SD**  
Ocean Rover, Aug 19  
Baltimore  
Samfinn  
Buseh  
Reina del Pacifico  
UK  
Queen of Bermuda  
UK  
**COCHIN SD**  
Empire Witham, Aug 17  
Singapore  
Exchequer, Aug 19  
Djibouti  
City of Auckland  
Colombo  
Roverlock  
Worcestershire, Aug 20  
Liverpool  
Gurna  
Calcutta  
**COLOMBO SD**  
Wave Sovereign, Aug 18  
Trincomali  
Tapti, Aug 19  
Mauritius  
Sir Harvey Adamson  
Tuticorin  
Jalaputra  
Calcutta  
Okhla  
Calcutta  
Graigaar, Aug 20  
Durban  
**GALLE AR**  
Empire Ouse, Aug 16  
Mormungao  
**MADRAS AR**  
Ocean Valour, Aug 17  
Sydney  
Ozarda, Aug 18  
Calcutta  
**MADRAS SD**  
Jaladuta, Aug 18  
Rangoon  
**RANGOON AR**  
Howra, Aug 18  
Calcutta  
Empire Record  
Vita  
Calcutta  
Empire Viceroy, Aug 19  
Chittagong  
Bangkok  
Ocean Trader  
Colombo

**LOUR MARQUES SD**  
Yarari, Aug 18  
Beira  
Karagola, Aug 19  
Durban  
**BEIRA AR**  
Holland, Aug 19  
Macuse  
Golden Racer, Aug 19  
New York  
South Africa Victory  
Baltimore  
**BEIRA SD**  
Holland, Aug 20  
Moma  
Mandarin, Aug 17  
Lour Marques  
Water Witch  
Dar-es-Salaam  
Untali, Aug 18  
Lour Marques  
**MAURITIUS AR**  
Madras City, Aug 19  
Geelong  
Hickory Brook  
Singapore  
**MAURITIUS SD**  
Diolinda (aux), Aug 19  
Saint Brandon Is  
Empire Singapore,  
Aug 19  
Port Sudan  
**MOMBASA SD**  
Empire Scott, Aug 20  
Marseilles  
**DJIBOUTI AR**  
Dimitry Laptiev, Aug 18  
Odessa  
Shota Rustavelly  
Odessa  
Donetz  
Odessa  
Chantilly, Aug 19  
Marseilles  
**DJIBOUTI SD**  
Chantilly, Aug 19  
Tamatave  
Dimitry Laptiev  
Vladivostock  
Shota Rustavelly  
Vladivostock  
Donetz  
Vladivostock  
**MASSOWAH AR**  
Masterman, Aug 18  
**MASSOWAH SD**  
Port Wayne, Aug 19  
Suez  
**PORT SUDAN AR**  
Sheaf Holme, Aug 19  
Mauritius  
Marwarri, Aug 19

**ASIA**

**ADEN AR**  
Akbar, Aug 18  
Bombay  
Travancore  
Gothenburg  
Alexander Parkhomenko  
Odessa  
Stepan Shaumin  
Odessa  
Manfola, Aug 19  
London  
Bethlehem, Aug 19  
Alexandria  
Donetz  
Odessa  
Dimitry Laptiev  
Odessa  
Shota Rustavelly  
Odessa  
**ADEN SD**  
Mantola, Aug 19  
Mombasa  
Saminver  
Suez  
Travancore  
Colombo  
City of Windsor  
Karachi  
**BHAREIN AR**  
Bahrestan, Aug 19  
Durban  
**BHAREIN SD**  
Saidia, Aug 19  
Singapore  
Bardistal  
Kuweit  
Dorval Park  
Kobischung  
Sidling Hill, Aug 19  
Yokohama  
**BUSREH AR**  
Ezra, Aug 18  
Karachi  
**BUSREH SD**  
City of Eastbourne,  
Aug 19  
Mormungao  
Aspasia Nomikou (Gr),  
Aug 20  
Lour Marques  
via Aden  
**ABADAN AR**  
Empire Law, Aug 19  
Port Moresby  
Elax  
Mombasa  
British Genius  
Port Said  
Sirefcken  
London  
Yenayraung  
Calcutta  
**ABADAN SD**  
British Aviator, Aug 19  
Aden  
Sergio Laghi  
Bombay  
Northia  
Adelaide  
Aino  
Swansea  
City of Eastbourne  
Mormungao  
**KARACHI AR**  
Jalajyoti, Aug 8  
Cochin  
Lavoro, Aug 17  
Bahrein  
Bartela, Aug 19  
Bombay  
Dalgoema, Aug 19  
Bandar Shapur  
**KARACHI SD**  
Sheelavati, Aug 8  
Bombay  
Jalamohan, Aug 12  
Cochin  
Tenagami Park, Aug 18  
Bombay  
Empire Peak, Aug 19  
Cochin  
Ena  
Abadan  
**BOMBAY SD**  
Temagami Park, Aug 20  
Port Said  
Scott E. Land  
Shanghai  
**BOMBAY SD**  
Ocean Rover, Aug 19  
Baltimore  
Samfinn  
Buseh  
Reina del Pacifico  
UK  
Queen of Bermuda  
UK  
**COCHIN SD**  
Empire Witham, Aug 17  
Singapore  
Exchequer, Aug 19  
Djibouti  
City of Auckland  
Colombo  
Roverlock  
Worcestershire, Aug 20  
Liverpool  
Gurna  
Calcutta  
**COLOMBO SD**  
Wave Sovereign, Aug 18  
Trincomali  
Tapti, Aug 19  
Mauritius  
Sir Harvey Adamson  
Tuticorin  
Jalaputra  
Calcutta  
Okhla  
Calcutta  
Graigaar, Aug 20  
Durban  
**GALLE AR**  
Empire Ouse, Aug 16  
Mormungao  
**MADRAS AR**  
Ocean Valour, Aug 17  
Sydney  
Ozarda, Aug 18  
Calcutta  
**MADRAS SD**  
Jaladuta, Aug 18  
Rangoon  
**RANGOON AR**  
Howra, Aug 18  
Calcutta  
Empire Record  
Vita  
Calcutta  
Empire Viceroy, Aug 19  
Chittagong  
Bangkok  
Ocean Trader  
Colombo

**11**

**LOUR MARQUES SD**  
Yarari, Aug 18  
Beira  
Karagola, Aug 19  
Durban  
**BEIRA AR**  
Holland, Aug 19  
Macuse  
Golden Racer, Aug 19  
New York  
South Africa Victory  
Baltimore  
**BEIRA SD**  
Holland, Aug 20  
Moma  
Mandarin, Aug 17  
Lour Marques  
Water Witch  
Dar-es-Salaam  
Untali, Aug 18  
Lour Marques  
**MAURITIUS AR**  
Madras City, Aug 19  
Geelong  
Hickory Brook  
Singapore  
**MAURITIUS SD**  
Diolinda (aux), Aug 19  
Saint Brandon Is  
Empire Singapore,  
Aug 19  
Port Sudan  
**MOMBASA SD**  
Empire Scott, Aug 20  
Marseilles  
**DJIBOUTI AR**  
Dimitry Laptiev, Aug 18  
Odessa  
Shota Rustavelly  
Odessa  
Donetz  
Odessa  
Chantilly, Aug 19  
Marseilles  
**DJIBOUTI SD**  
Chantilly, Aug 19  
Tamatave  
Dimitry Laptiev  
Vladivostock  
Shota Rustavelly  
Vladivostock  
Donetz  
Vladivostock  
**MASSOWAH AR**  
Masterman, Aug 18  
**MASSOWAH SD**  
Port Wayne, Aug 19  
Suez  
**PORT SUDAN AR**  
Sheaf Holme, Aug 19  
Mauritius  
Marwarri, Aug 19

**12**

**RANGOON SD**  
Sirs, Aug 18  
Calcutta  
Bogum, Aug 18  
Cochin  
Ascanius, Aug 19  
Madras  
Jampford  
Madras  
Jalagalop  
Vizagapatam  
**PENANG AR**  
P. Sang, Aug 20  
Hongkong  
**PORT DICKSON AR**  
Kleinella, Aug 16  
**SINGAPORE AR**  
Krian, Jne 25  
Malacca  
Resang  
Batu Pahat  
Empire Mayrose,  
Jue 26  
Malacca  
Empire Bounty, Aug 16  
Inviken, Aug 18  
Karachi  
Kleinella  
Oranje, Aug 19  
Amsterdam  
Empire Nairn  
Middlebrough  
Rajula, Aug 20  
Calcutta  
**SINGAPORE SD**  
Darvel, Jue 24  
Kuching  
Nuttallia, Aug 15  
Arndale, Aug 18  
Abadan  
Empire Crest, Aug 20  
Hongkong  
Empire Tedmuir  
Saigon  
Empire Fancy, Aug 19  
Queensland  
Marquette Victory,  
Aug 20  
Batavia  
Empire Mombasa  
(not on Aug 15 as be-  
fore reported)  
**BELAWAN-DELI AR**  
Wetlevreden, Aug 20  
Batavia  
**BATAVIA AR**  
Tosari, Aug 5  
Bandjermasin  
Pahud  
Sourabaya  
Hollandia, Aug 7  
Pemangkat  
Metak, Aug 10  
Maccassar  
Empire Teslin, Aug 15  
Samtary, prev Aug 20  
Singapore  
**BATAVIA SD**  
Indrapera, Aug 7  
Samarang, Sourabaya  
& Maccassar  
Tosari, Aug 10  
Bandjermasin  
**KOHSICHANG AR**  
Empire Caicos, Aug 9  
**HONGKONG AR**  
Wave Governor, Aug 15  
Abadan  
Taraitella, Aug 17  
Taku Bar  
Fien Shan  
Nellore, Aug 18  
Melbourne  
Seven Sisters  
Singapore  
Wyvern, Aug 19  
Singapore  
Mausang  
**HONGKONG SD**  
Empire Park, Aug 19  
Haiphong  
Sandauntless  
Los Angeles  
Skidmore Victory  
San Francisco  
Hermelin  
Swatow  
Fien Shan  
Hoihoi  
**SHANGHAI AR**  
Shanghai, Aug 19  
Singapore  
Port Rensselaer, Aug 20  
**SHANGHAI SD**  
Sea Stallion, Aug 19  
Manila  
Atlanta City, Aug 20  
Saigon  
Frank J. Sprague  
Chinwangtao  
**FRINGTJAO AR**  
Chung Tung, Jly 23  
Chinwangtao  
**SIANGTJAO SD**  
Kiang Ning, Jly 22  
Shanghai  
Tai An (Cs) (5573)  
Lien Yun Kiang  
**TAKU BAR AR**  
Stephen Furdek, Jly 7  
US  
Tsai Ngo (Cs) (1000),  
Jly 19  
Shanghai  
Tai Woo, Jly 21  
Fuchow  
Yochow  
Shanghai  
Chih Hsin, Jly 25  
Shanghai  
Hastings, Jly 30  
Hongkong  
Hai Chi, Aug 1  
Huluto  
Hanyang, Aug 6  
Hongkong  
**TAKU BAR SD**  
Stephen Furdek, Jly 18  
Shanghai  
Chi Mei (Cs) (1000),  
Jly 19  
Shanghai  
Tsai Ngo (Cs) (1000),  
Jly 26  
Shanghai  
Tai Woo, Jly 27  
Shanghai  
Yochow, Jly 31  
Shanghai  
Chingtao & Shanghai  
Hsin Tsing  
Shanghai  
Hastings, Aug 1  
Shanghai  
**CHINWANGTJAO AR**  
Chung Tung, Jly 17  
Shanghai  
Hilda Moller, Jly 26  
Shanghai  
Empire Morley, Jly 28  
Shanghai  
Koei Maru  
Misumi  
Winifred Moller  
Shanghai  
Chung Tung, Jly 31  
Tingtao  
Chung Shan  
Shanghai  
Eerdinand A. Sileox  
Aug 2  
Shanghai  
**CHINWANGTJAO SD**  
Chung Tung, Jly 20  
Tingtao  
Hilda Moller, Jly 28  
Hankow  
Empire Morley  
Vancouver  
Winifred Moller, Jly 30  
Shanghai  
Koei Maru, Jly 31  
Tingtao  
Chung Tung, Aug 5  
Shanghai  
Chung Shan  
Shanghai  
**YOKOHAMA SD**  
Check Knot, Aug 1  
San Francisco  
Jeremiah S. Black  
Seattle  
Louis Bamberger  
Baltimore  
William Harris Hardy,  
Aug 18  
Hawaii  
Barre Victory  
Seattle  
Colina, Aug 19  
San Francisco  
Mongabarra  
British Columbia  
Klara Zetkin  
Vladivostock  
Lyman Hall  
Japan  
Simmons Victory  
San Francisco

**13**

**MELBOURNE AR**  
Baron Elphinstone,  
Aug 19  
Tuficorin  
Trosvoc  
Abadan  
Port Kaskaskia  
Montreal  
Tekoa, Aug 20  
Montreal  
**MELBOURNE SD**  
Themistocles, Aug 20  
Sydney  
City of Khartoum,  
Aug 20  
Adelaide  
Port Chambly  
Avonmouth  
**PORT KEMBLA AR**  
Ramsay, Aug 20  
Melbourne  
**PORT KEMBLA SD**  
Port Assiniboine, Aug 20  
Shanghai  
**SYDNEY AR**  
Durham, Aug 20  
New York  
Flyaway  
Melbourne  
**SYDNEY In Port**  
Pooyang, Aug 19  
(for Queensland and  
Hongkong)  
**SYDNEY SD**  
Diomed, Aug 20  
Newcastle (NSW)  
**NEWCASTLE, NSW AR**  
Diomed, Aug 20  
Liverpool  
**BRISBANE AR**  
Empire Canyon, Aug 19  
**BRISBANE SD**  
Frederick Bantling,  
Aug 20  
UK  
**MACKAY AR**  
Empire Canyon, Aug 15  
Brisbane  
**WELLINGTON AR**  
John A. Brown, Aug 20  
San Francisco  
**WELLINGTON SD**  
Mahana, Aug 20  
Lyttelton  
**NAPIER AR**  
Papanui, Aug 18  
Lndu  
**AUCKLAND AR**  
Hartlepool, Aug 16  
Valparaiso  
Marine Falcon, Aug 17  
San Francisco  
Hopridge  
Colombo  
Matawunga, Aug 18  
Sydney  
Rimutaka, Aug 19  
London  
**AUCKLAND SD**  
Port Dunedin, Aug 16  
London  
Taranaki, Aug 17  
Wellington  
Marine Falcon, Aug 19  
Sydney  
Samlyth, Aug 20  
London  
**BLUFF SD**  
Tekoa, Aug 15  
Melbourne

**14**

Coastal Telegrapher  
San Francisco  
**ASTORIA SD**  
Coastal Monarch, Aug 14  
San Francisco  
Lumberlady  
San Francisco  
El Salvador Victory,  
Aug 15  
Seattle  
**COOS BAY AR**  
Evaanger, Aug 18  
Vancouver  
**SAN FRANCISCO AR**  
Tularosa, Feb 12  
(since laid up)  
Christer Saleu, Aug 14  
Los Angeles  
J. H. MacGaregill  
Estero Bay  
L. P. St. Clair  
Port San Luis  
Blue Ridge, Aug 15  
Lynchburg Victory  
Los Angeles  
M. E. Lombardi  
Los Angeles  
Socrates, Aug 17  
New Westminster  
Hood Victory  
New York  
Check Knot, Aug 18  
Britain Victory  
Somerville  
Bucyrus Victory  
Seattle  
Bunty  
Coos Bay  
James M. Clement  
Howard Stansbury  
Herbert D. Croly,  
Aug 19  
Fusan  
Mariposa  
Honolulu  
Mandan Victory  
Portland (Oreg)  
Amarillo Victory  
Portland (Oreg)  
Marine Cardinal  
Honolulu  
Panama Portland (Oreg)  
Valdosta Victory  
**SAN FRANCISCO SD**  
Lubbock, Jly 17  
Gunnern Knot, Aug 15  
Los Angeles  
Rhode Island  
Los Angeles  
Santa Paula  
Port San Luis  
Mindoro, Aug 17  
Manila  
John P. Altgeld  
Pearl Harbour  
Marine Flier  
Yokohama  
Noesaniwi  
Java  
H. D. Collier  
Seattle  
Texasda  
Portland (Oreg)  
Associated, Aug 18  
Seattle  
Golden Light  
New York  
Mericos H. Whittier  
Everett  
Lightning  
Yokohama  
Tawali  
British Columbia  
Rider Victory, Aug 19  
Seattle  
Lynchburg Victory  
Portland (Oreg)  
**GUAYAQUIL AR**  
Cape Constance,  
Aug 16  
New Orleans  
Cape Greig  
N Orleans  
Teno  
Santa Cecilia, Aug 19  
San Antonio  
**GUAYAQUIL SD**  
Cape Constance, Aug 17  
Buenaventura  
Santa Cecilia, Aug 19  
Buena Ventura

15 SAN NICOLAS SD Empire Tador, Aug 18 Buenos Aires ROSARIO AR Binghamton Victory, Aug 18 Hampton Rds Ben F. Dixon, Aug 19 Portland (Mo) Esso Dover Rosario SD James Turner, Aug 17 Buenos Aires C. W. Post, Aug 18 Buenos Aires MONTEVIDEO AR Uru, Aug 19 Cuba Victory N Orleans Signberg, Aug 20 Bahia MONTEVIDEO SD Empire Merganser, Aug 12 Liverpool RIO GRANDE SD Fredheim, Aug 18 Rio Janeiro Froste, Aug 18 Ilhoes Labande Santos PORTO ALEGRE AR Canada, Aug 13 PARANAGUA AR Franca M. Paranaqua SD Porvenir, Aug 14 Buenos Aires Quequen, Aug 18 Buenos Aires SANTOS AR Thyra S., Aug 17 Sveta Vlaho Bnos Aires Capitaine Lambe, Aug 18 Oscar Gorthon Tampico Newcombina Curacao Samuel Bakke Rosario Arauco Iquique Huzh Williamson Santa Maria (251), Aug 19 Buenos Aires Alkaid Rotterdam Moshill Kronprinsessan Margareta Stockholm SANTOS SD Alf Lindeberg, Aug 11 Izaria (aux), Aug 17 Philadelpha Porto Alegre Formosa Buenos Aires Cuba Victory Liverpool Gaelic Star, Aug 18 Buenos Aires Australa Buenos Aires Magallanes Buenos Aires Norma Oslo Para Buenos Aires Minasloide New York RIO JANEIRO AR Santa Barbara (1439), Aug 17 Bahia Blanca Henry Wynkoop, Aug 18 Montevideo Whittier Victory Philadelphia Devis, Buenos Aires Norma, Aug 19 Baltimore Aniston Victory, Aug 19 Baltimore Meline Aruba Westland Buenos Aires Anila New York RIO JANEIRO SD Almirante Jaceguay, Aug 17 Naptes Hugh Williamson Santos Alkaid Rotterdam Alkaid, Aug 18 Buenos Aires White Swallow Buenos Aires VICTORIA, Braz AR Ringar, Aug 19 Christiansand VICTORIA, Braz SD Arlie Clark, Aug 19 Genoa Este, Aug 18 Bnos Aires ILHEOS AR Aracaju, Aug 16 Rio Janeiro BAHIA AR Mormactern, Aug 18 BAHIA SD Capitaine Paret, Aug 18 Antwerp Van de Velde Amsterdam Rio Dulce, Aug 19 New Orleans PERNAMBUCO AR Goiazloide, Aug 16 New Orleans Hubert, Aug 17 New York Rio Novo Rio Janeiro Hogra, Aug 18 Rio Janeiro Maceio, Aug 19 Buenos Aires Misiones Buenos Aires Van de Velde Buenos Aires PERNAMBUCO AR Fort Dearborn, Aug 18 Trinidad Grafton Park Trinidad WEST INDIES Gulf Ports, & TRINIDAD AR Jupiter, Aug 16 La Guaira Manrope Knot Alcoa Pointer Demerara Reconavo Curacao H. M. Flaxler Pernambuco Demerara Perihonka Hampton Roads William MacLay, Aug 17 Demerara Zeeland II, Buenos Aires Fishers Hill Campana Hawser Eye Demerara Comedry, Aug 18 Demerara Pontus H. Ross, Aug 19 Baltoimer Alcoa Puritan Demerara Vestvanger Demerara Arakaka, Aug 19 San Juan (PR) Olyer Loving

16 TRINIDAD SD James Caldwell, Aug 16 Buenos Aires ROSARIO AR Jupiter, Port Everton Diamond Hitch, Aug 17 Paramaribo Cloydeland Las Palmas Reconavo Santos Alcoa Pointer Canada Colchester County Port Alfred William MacLay, Aug 18 Canada Fishers Hill Pto la Cruz Shakespear Park Demerara Pontus H. Ross, Aug 19 Santos Vestvanger Paramaribo Manrope Knot Mobile Capstan Knot Dutch Guiana BARBADOS AR Alcoa Pegasus, Aug 19 Montreal GUADELOUPE SD Alacran, Aug 20 Santiago de Cuba ANTIGUA AR Alcoa Pegasus, Aug 18 Montreal ANTIGUA SD Alcoa Pegasus, Aug 18 Barbados PONCE AR The report of the arrival of the Sloop Falls Victory on Aug 17 must have been erroneous SAN JUAN, PR AR Perryville, Aug 18-19 Venezuela JACMEL AR Killering (salvage), Jly 25 Kingston (Ja) JACMEL SD Killering (salvage), Jly 26 Kingston (Ja) PORT AU PRINCE AR Paco, Aug 19 Philadelphia KINGSTON, Ja AR Empire Junna, Aug 18 Trinidad SANTIAGO AR Irish Spice, Aug 18 New York SANTIAGO SD Minor C. Keith, Aug 19 Jean Baptiste le Moyne Stockholm SANTA CRUZ DEL SUR SD Prehles, Aug 18 JUCARO AR Eliza Jane Nicholson, Aug 17 Baltimore HAVANA AR Grand Haven, Aug 17 General Obregon, Aug 18 Blommersdijk Tampico Progresso HAVANA SD Crest of the Wave, Aug 17 New York Camco Number One San Juan (PR) Grand Haven, Aug 18 West Palm Beach Long Eye Guantanamo Bay Annette Cardenas Athelreg Liverpool PUERTO PADRE SD Tag Knot, Aug 16 Philadelphia ANTILLA SD Norse King, Aug 17 Holland via Manati GUANTA AR Philosopher, Aug 18 PUERTO LA CRUZ SD G. C. Brovig, Aug 7 Havre Adna, Aug 7 Teneriffe Keltelia, Aug 15 Rdam LA GUAIRA AR Taubate, Aug 17 Santos Stuivessant Curacao LA GUAIRA SD Alcoa Cutter, Aug 17 Cumana Moira Michael Curacao Stuivessant, Aug 18 Paramaribo Socrates Puerto Cabello CURACAO AR Marit II, Aug 17 Curacao Manto Aug 13 Manila Centaura, Aug 18 Portland (Oreg) Fort Miffin New York Sint Maarten Curacao Ageron St John (NB) Norsktank Dagmar Salen Malta Doros Houston Kongsstein Buenos Aires Bonger Dam Hampton Roads Port Wyndham New York Sociates, Aug 19 Buenos Aires CURACAO SD Lyria, Aug 16 Reykjavik Bulkoil, Aug 17 Puerto la Cruz Hubbanilton Land's End Beta Sewaren Sofia Bakke, Aug 18 Baranquilla Empire Gulf, Aug 15 Helder, Aug 16 J. Willard Gibbs Ionia Central Victory Anarcia, Aug 17 Westminister Victory Samtweed George Leonard Sedalia Victory, Aug 18 Fra Berlanga Forisdale Moshuk Nemirovitch Danchenko Elisabeth Bakke Cape Friendship Peto Margarita, Aug 19 Lima Victory NEW ORLEANS SD Esso Buffalo New York Dartmouth, Aug 17 New York Orville Harden New York Esso Manhattan N York Esso Caracas, Aug 18 Baltimore David Holmes Para San Wenceslao Palmouth Liverpool Nassa Point Pleasant P. H. Bedford, Jr. New York W. H. Libby Boston Blue Lieks Rio Janeiro ARUBA SD Gadila, Aug 14 Las Piedras Prometheus, Aug 16 New York Campero Bilbao Waxhaws Pto la Cruz Henry L. Ellsworth, Aug 18 San Juan (PR) Trimbles Ford Haver

17 Antiope, Aug 17 Nicaragua Campomanes Vigo Aire Lisbon Blatensburgh Baltimore Peter Hurll New York Jacob Thompson, Aug 18 Boston Esso Caracas Maracaibo Esso Buffalo Norfolk Esso Manhattan New York Jose Calvo Sotelo Barcelona Dartmouth New York BARRANQUILLA AR Hamilton Park, Aug 17 Curacao Yamaska Park, Aug 18 Hull Sofie Bakke, Aug 19 Gothenburg BARRANQUILLA SD Plovo, Aug 18 Cristobal Cape Spencer Puerto Cabello Alabama Cristobal Wentworth Park, Aug 19 Maracaibo CRISTOBAL AR Esso Norfolk, Aug 9 Aruba Maya, Aug 10 Havre Cape Greig Houston Orpheus (Am) Houston Crossing Hitch N York Stuivessant, Aug 10 Curacao Crossing Hitch N York Jarrett M. Huddleston, Aug 11 New Orleans Port Limon AR Pavek (tug) (New Orleans) Raulan (tug) (Ru) New Orleans Wacosta, Aug 11 New Orleans COATZACOALCOS AR Tubul New York Limou New Orleans Paulus Hook Curacao Carrier Dove Gibraltar Svolder, Aug 12 Genoa Grete Maersk, New York Jacob Thompson Talara North Shore (tug), Aug 12 Halifax Royalite Callao San Jose New Orleans Sheephead Bay Victoria New York Svealand Baltimore Tassiera Aruba William Tyler San Francisco Niobe, Aug 12 Aruba Sheet Bend, Aug 13 New Orleans Bio Bio, Aug 13 Stockholm Blanche F. Sigman New Orleans Rio Mendoza Buenos Aires Samshee Tampa Sea Falcon New York Tom Treanor Norfolk Norwiche Victory, Aug 14 New York Beecher Island, Aug 14 Cape Avinof, Aug 15 New York Coastal Herald, Aug 16 Barranquilla La Playa, Aug 17 New Orleans Fjador Knot, Aug 18 Dido Tampa Barranquilla CRISTOBAL SD California Express (No) Aug 9 Rotterdam Esso Norfolk, Aug 11 Montreal Cape Greig, Aug 11 Orpheus Maya Port Erie, Aug 11 Hampton Roads Rio Alfaro Bishop Rock Aloyce, Aug 12 Aruba PORT ARTHUR AR Sandbamm Rotterdam William Tyler Genoa Jacob Thompson Aruba Limon, Aug 12 Curacao Paulus Hook Crossing Hitch, Aug 12 Boqueron North Shore (tug) Vancouver Marit II, Aug 13 Curacao San Jose, Aug 13 Grete Maersk, Aug 18 Manila Sheephead Bay Victory, Aug 13 Manila Svealand Chile Samshee, Aug 13 Auckland Svolder, Aug 14 Curacao Norwiche Victory, Aug 14 Beaver Victory Sea Falcon, Aug 14 Bio-Bio Buenos Aires Carrier Dove Buenos Aires Hoper, Aug 17 Baltic, Aug 17 La Playa, Aug 18 Tela Coastal Herald, Aug 19 Havana Beecher Island Gullfmaid, Aug 16 Panama City K. J. Kaudsen, Aug 18 UK PORT NECHES AR Arizona, Aug 15 BEAUMONT AR C. B. Watson, Aug 15 BEAUMONT SD Oscar F. Barrett, Aug 15 Louisiana Sabine Sun Philadelphia Victoria County, Aug 19 Esther New York MORMAWAVE Overijssel, Aug 17 Limon, Aug 19 James Miller Stanlow Vesthav Stanlow Cities Service Oklahoma Philadelphia Snakehead Mobile Du Yu St John (NB) Brazil Victory Aug 19 Seminole Hamble Peter Minuit New York Berha Brevig NEW ORLEANS SD Albert G. Brown, Aug 14 Hunter Victory Foreign port Good Hope (castle) Foreign port Terre Haute Victory Italy Ocean Valley Table Bay Sweetwater A Gulf port Denison Victory South America Julius Olsen Foreign prt. Matore Cruz Grande Wilfred R. Bellevue North France Escanaba Victory Black Sea Mark Hanna Pdelphia Garnet Hudings, Aug 18 Lake Charles Collins P. Huntington Lake Charles Hampton Roads Frederic H. Baedter HAVANA BATOR ROUCE SD Vera Cruz, Aug 14 North France

18 BALBOA AR Antiope, Aug 11 Rosalite, Aug 12 Sandbamm William Tyler Toltee, Aug 14 Curacao Sinaloa San Antonio Lebu San Antonio James Devereux, Aug 17 New York Davidson Victory Jean Lafitte Baltimore George Chaffey N York Simon Turman Esmond Knot, Aug 18 William M. Ryburn Sagua, Aug 18 Toltee Sidney Wright Brest Bemis Heights Tenerife Charles A. Warfield Kirriemoor Takoradi Theodore Parker, Aug 19 Somme MOBILE SD Reaper, Aug 15 Port Arthur Tonto Portwise American Trader, Aug 15 Port Arthur Snakehead, Aug 18 New Orleans Sagua Puerto Cortez Lebu, Aug 19 New York Toltee Armmelles Pensacola AR Israel Putnam, Aug 15 Frank C. Emerson Robert T. Hill Pensacola SD John W. Powell, Aug 15 Havre PORT ST JOE AR Gullfide, Aug 15 AR TAMPA AR Hermiston, Aug 19 Hermiston, Aug 19 Liverpool N. AMERICA Atlantic Coast SAVANNAH AR Eastwood Park, Aug 18 Jefferson City Victory Lone Star, Aug 19 Julius Olsen SAVANNAH SD Coastal Scout, Aug 18 Galveston Bertram G. Goodhue, Aug 19 Havre CHARLESTON AR Albert G. Brown, Aug 19 Henry W. Longfellow CHARLESTON SD Nidaros, Aug 19 Puerto la Cruz WILMINGTON, NC AR Wolverine, Aug 17 Trajanus, Aug 19 WILMINGTON, NC SD Wolverine, Aug 19 Wilmington, AR A vonmouth Plympton, Aug 15 John Lykes, Aug 17 Charles Willson Peale Colony Trader Lorado Taft New York Nordkyn Kalundborg Sara Teaslale Piraesus Joel Chandler Harris, Aug 18 Marseilles Andrew Carnegie Francis C. Harrington Collins P. Huntington Pure Oil George L. Farley N York Transoil Gibraltar George M. Biff Genoa Richard S. Ewell Venice Ouachita Victory Mediterranean Fort Erie, Aug 19 Joseph H. Martin Esso Richmond N York HAMPTON ROADS SD Rockcliffe Park, Aug 17 Canada John Chester Kendall France King Hathaway Portugal Wisla Baltimore Edwin D. Howard Gdansk Santiago Iglesias Gdansk Harpers Ferry Aruba Nathan Clifford, Aug 18 Italy David Starr Jordan, Aug 19 Wilmington (NC) JAMES RIVER IN PORT Elwood Mead, June 25 Elias Boudinot Gothenburg Baltimore AR Luango, Aug 16 John Gallup, Aug 17 Robert F. Broussard Colleyville Victory K. J. Kaudsen, Aug 17 South Mountain Robin Adair New York Mormacport Benjamin H. Latrobe Banuer Seam Tyne Giza White Falcon Mombasa Florence Martus, Aug 18 Switarrow Houston Angus Alexandra Inningham (Castan) Albany (NY) William H. Wilmer James W. Cannon, Aug 19 Civitavecchia John D. Archbold C. H. M. Jones Paul Bunyan New York Vesteroy Haugesund Oscar Borjesson Philadelphia Noreford Carlos J. Finlay Victoria County, Aug 19 Esther New York MORMAWAVE Overijssel, Aug 17 Limon, Aug 19 James Miller Stanlow Vesthav Stanlow Cities Service Oklahoma Philadelphia Snakehead Mobile Du Yu St John (NB) Brazil Victory Aug 19 Seminole Hamble Peter Minuit New York Berha Brevig NEW ORLEANS SD Albert G. Brown, Aug 14 Hunter Victory Foreign port Good Hope (castle) Foreign port Terre Haute Victory Italy Ocean Valley Table Bay Sweetwater A Gulf port Denison Victory South America Julius Olsen Foreign prt. Matore Cruz Grande Wilfred R. Bellevue North France Escanaba Victory Black Sea Mark Hanna Pdelphia Garnet Hudings, Aug 18 Lake Charles Collins P. Huntington Lake Charles Hampton Roads Frederic H. Baedter HAVANA BATOR ROUCE SD Vera Cruz, Aug 14 North France

19 MOBILE AR St. Augustine Victory, Aug 14 Corpus Christi Walter Wyman Esso Wilmington, Aug 15 New York Geologist Curacao Lebu San Antonio James Devereux, Aug 17 New York Davidson Victory Jean Lafitte Baltimore George Chaffey N York Simon Turman Esmond Knot, Aug 18 William M. Ryburn Sagua, Aug 18 Toltee Sidney Wright Brest Bemis Heights Tenerife Charles A. Warfield Kirriemoor Takoradi Theodore Parker, Aug 19 Somme MOBILE SD Reaper, Aug 15 Port Arthur Tonto Portwise American Trader, Aug 15 Port Arthur Snakehead, Aug 18 New Orleans Sagua Puerto Cortez Lebu, Aug 19 New York Toltee Armmelles Pensacola AR Israel Putnam, Aug 15 Frank C. Emerson Robert T. Hill Pensacola SD John W. Powell, Aug 15 Havre PORT ST JOE AR Gullfide, Aug 15 AR TAMPA AR Hermiston, Aug 19 Hermiston, Aug 19 Liverpool N. AMERICA Atlantic Coast SAVANNAH AR Eastwood Park, Aug 18 Jefferson City Victory Lone Star, Aug 19 Julius Olsen SAVANNAH SD Coastal Scout, Aug 18 Galveston Bertram G. Goodhue, Aug 19 Havre CHARLESTON AR Albert G. Brown, Aug 19 Henry W. Longfellow CHARLESTON SD Nidaros, Aug 19 Puerto la Cruz WILMINGTON, NC AR Wolverine, Aug 17 Trajanus, Aug 19 WILMINGTON, NC SD Wolverine, Aug 19 Wilmington, AR A vonmouth Plympton, Aug 15 John Lykes, Aug 17 Charles Willson Peale Colony Trader Lorado Taft New York Nordkyn Kalundborg Sara Teaslale Piraesus Joel Chandler Harris, Aug 18 Marseilles Andrew Carnegie Francis C. Harrington Collins P. Huntington Pure Oil George L. Farley N York Transoil Gibraltar George M. Biff Genoa Richard S. Ewell Venice Ouachita Victory Mediterranean Fort Erie, Aug 19 Joseph H. Martin Esso Richmond N York HAMPTON ROADS SD Rockcliffe Park, Aug 17 Canada John Chester Kendall France King Hathaway Portugal Wisla Baltimore Edwin D. Howard Gdansk Santiago Iglesias Gdansk Harpers Ferry Aruba Nathan Clifford, Aug 18 Italy David Starr Jordan, Aug 19 Wilmington (NC) JAMES RIVER IN PORT Elwood Mead, June 25 Elias Boudinot Gothenburg Baltimore AR Luango, Aug 16 John Gallup, Aug 17 Robert F. Broussard Colleyville Victory K. J. Kaudsen, Aug 17 South Mountain Robin Adair New York Mormacport Benjamin H. Latrobe Banuer Seam Tyne Giza White Falcon Mombasa Florence Martus, Aug 18 Switarrow Houston Angus Alexandra Inningham (Castan) Albany (NY) William H. Wilmer James W. Cannon, Aug 19 Civitavecchia John D. Archbold C. H. M. Jones Paul Bunyan New York Vesteroy Haugesund Oscar Borjesson Philadelphia Noreford Carlos J. Finlay Victoria County, Aug 19 Esther New York MORMAWAVE Overijssel, Aug 17 Limon, Aug 19 James Miller Stanlow Vesthav Stanlow Cities Service Oklahoma Philadelphia Snakehead Mobile Du Yu St John (NB) Brazil Victory Aug 19 Seminole Hamble Peter Minuit New York Berha Brevig NEW ORLEANS SD Albert G. Brown, Aug 14 Hunter Victory Foreign port Good Hope (castle) Foreign port Terre Haute Victory Italy Ocean Valley Table Bay Sweetwater A Gulf port Denison Victory South America Julius Olsen Foreign prt. Matore Cruz Grande Wilfred R. Bellevue North France Escanaba Victory Black Sea Mark Hanna Pdelphia Garnet Hudings, Aug 18 Lake Charles Collins P. Huntington Lake Charles Hampton Roads Frederic H. Baedter HAVANA BATOR ROUCE SD Vera Cruz, Aug 14 North France

20 Messenger South Africa Andarko Victory, Aug 19 Newark (NJ) Christopher L. Sholes Port Arthur Leader Loop Newport News PHILADELPHIA AR Daniel Willard, Aug 17 Rotterdam Yellow Tavern Abadan Grants Park Boston Sheldon Clark Atlantic States Wadando, Aug 18 Albert Park Havre Kathleen S. Holmes New York Atlantic Refiner Nathaniel Silsbee Mark Hanna Houston Stolstad Houston Atlantic Refiner Kingsport Victory Portland (Oreg) Leif M. Olson New York Maine Arrow New York Nordpol New York Port Alexandria Karachi Cape San Blas Gullfrest Pto la Cruz Colyto (Du) Barea Victory, Aug 19 Alexander Ramsey Rotterdam Phoenix Piombino Walter E. Ranger Philadelpha SD Ming Sung No. 1 Aug 14 Shanghai Ming Sung No. 2 Shanghai (last two not on Aug 10 as before reported) A. C. Dodge, Aug 16 Newark Benjamin Rush, Aug 17 Plymouth, Aug 18 Esso Scanton Chinese Prince, Aug 18 Lone Star Savannah Baltimore Joseph Hooker Baltimore Cienfuegos Mormacdown Bns Aires Gullfrest Pto la Cruz T. E. Mitchell, Aug 17 Henry Middleton New Orleans Carrie Pigeon Beira Monte Moncayo Cadiz Julius Olsen Mobile William H. Jackson Santiago Galveston Dolcanisols Mobile Melampus, Aug 18 Batavia Noah Brown Antwerp Albion Victory Pacific Sun Meraux W. C. Yeager Atreco James Sullivan Lisbon B. A. Follanshee Walton Atlantic States Rensselaer NEW YORK AR Norfold, Aug 17 (not Norfolk as before reported) Oglethorpe Victory, Aug 18 Antwerp Esso Bolivar Aruba Vincenzia Glasgow Egidia Glasgow Georgia (No) (ex Willowdale Park), Calusa, Aug 18 Port Amberst, Aug 18 Bermuda Capitol Reef Houston Craigmere Indiana Beatrice Victory Boston Berwindvale Hampton Roads John Robert Gordon St. Nazaire Charles P. Steinmetz San Francisco Abiqua St John (NB) Lady Nelson Southampton Games, Aug 19 Boston HALIFAX SD Scottish Prince, Aug 17 Cheyenne New York Marehdale Montreal Aquitania, Aug 18 Southampton SYDNEY NS AR Nidarod, Aug 18 Ashland, Aug 19 Sandland NEWCASTLE, NB SD Baron Elgin, Aug 17 Barry CAMPBELLTON, NB Evviva, Aug 17 Bathurst (NB) QUEBEC AR Bell Park, Aug 17 Northleigh Genoa Dalwanic Hull Beavrdell London Empire Macrae Liverpool Manchester Trader, Aug 18 Manchester Senoff Aug 18 Manchester LaSalle Park, Aug 18 Rouen QUEBEC SD Rutenheil, Aug 17 Antwerp Fanad Head, Aug 18 Dubiin Masionneuve Park Bermuda King James Table Bay Rideau Park UK Frontenac Victory Gdansk Signal Hills New York MONTREAL AR Creighton Victory Aug 17 New York Bell Park, Aug 18 Genoa Beavrdell London Manchester Trader Manchester Dalwanic Liverpool Fort Columbia London Northleigh Hull Empire Macrae Liverpool MONTREAL SD Tridale Park (ex Riverdale Park), Aug 17 UK via Three Rivers Masionneuve Park UK British West Indies King James Table Bay Beavrdell, Aug 18 St. John's (NF), Hamburg and London Tott Head, Aug 18 Liverpool Frontenac Victory Gdansk Mont Clair (ex Fort Clatsop) Hamburg Creighton Victory, Gdansk CHICAGO SD Ravnefell, Aug 11 Milwaukee PORT ALFRED SD Benjamin A. Fisher, Aug 17 New York BOTWOOD AR Charles Dickens, Aug 19 Tyne CORNER BROOK AR Corner Brook, Aug 19 HURCHILL SD Hillcrest Park, Aug 18 UK

SHIPS IN PORT

LONDON IN THE RIVER--Cont. from p. 11 FERRANTI, Lower Tr., Deptford. Stephenson Clarke, Ltd. FIREBEAM, Beckton Gas Works, Cokenart, Ltd. FIRCLOG, Lower Tr., W. Woolwich, Cokenart, Ltd. FIRECREST, for Butler's W.L. Bermundsey, S. Cader & Co. GROWN, Stowage W.L. Deptford Creek, G. S. N. Co. HARLAW, Harrington's Quay, Stepney, Aberdeen S. N. Co. HENK, Metropolitan W.L. Wapping HEBURN, Alston's W.L. Wandsworth, Freight Express. HETTON, Williams' Curved Jly., Dagenham, J. Hudson & Co. HIRONDELLE, G. S. N. Co. INNISBROOK, Crabtree W.L., Fulham, G. A. Tom & Co. JOHN CHARRINGTON, Lower Tr., Charlton, Harrington, Gardner, Lockett & Co. JOHN EVELLYN, admiralty Tr., Deptford JOSIAH A. MITCHELL, Kent Portland Cement Works, Stone, W. France, Fenwick & Co. KINGFISHER, G. S. N. Co. KINGWOOD, Rotherhithe Gas Works, W. Crane, Fenwick & Co. KYLEBAY, Bevan's W.L., Northfleet KYLE CASTLE, Purfleet Saw Mills, Craigston Union (Shipping) LEVANT, W.L. Wadley's Jly., Swanscombe, Temple Thomson & Clark LOWESTOFT TRADER, Adlard's W.L., Bermundsey, G. Work & Co. MACRAE, Lower Tr., Erith, J. Hudson & Co. MARGERA, Mark Brown's W.L., Bermundsey, W. H. Muller & Co. MALVILLA MERRON, Elderly's W.L., E. Greenwich, United Shipping Co. MERRIVALE, Lower Tr., W. Woolwich, R. S. Dalgleish NATHANUS, H.M. Victualling Yd., Deptford NORTHWOOD, Co-operative W.L., Gravesend, London & Rochester Trading Co. NORTHUMBRIAN COAST, Bell W.L. Tr., Shadwell, Tyne-Fees Steam Shipping Co. NORTHWOOD, Bevan's W.L., Northfleet, Temple Thomson & Clark OLEUM OLIVER BTRY, Deptford Power Station, Stephenson Clarke, Ltd. ORANGEPOLE, Berke Custom House Quay, W. H. Muller & Co. ORIOLE, G. S. N. Co. ORFOLAN, Ratcliff Cross W.L., G. S. N. Co. OSSIAN, Royal Albert Dock, Hoists, M. A. R. Milton & Co. PATRIA, Fenings' W.L., London Bridge, British & Foreign Maritime Agencies POLLY M., Granite W.L., E. Greenwich, Such & Sons PROWESS, of Silvertown, F. T. Everard & Sons QUENTIN, Deptford W.L. RIGFOOS, Deamans' Dock, Deptford, E. Foster & Co. RIVERFISHER, Chalk Jly., W. Thurrock, S. Cader & Co. SAGA, for Millwall Dock, United Shipping Co. SAMARINDA, White's W.L., Swanscombe, F. C. Strick & Co. SAN FELIX, of Thames Haven SANDA, Clyde Shipping Co. SCHELDIT SEDLITZ, Plaster Products W.L., Greenhithe, F. T. Everard & Sons SINCERITY, Everard's By., Greenhithe, F. T. Everard & Sons SIR ALEXANDER KENNEDY, Battersea Power Station, Stephenson Clarke, Ltd. SIR JOSEPH SWAN, Stephenson Clarke, Ltd. SLASK, Mark Brown's W.L., Bermundsey, United Shipping Co. SOUTHWOOD, Wadley's W.L., Northfleet, Temple Thomson & Clark SPRINGHAVEN, E. Greenwich Gas Works, Edwards Shipping & Transport Co. STURLOCK, Coast, Tate's W.L., Silvertown, Coast Lines SUPREMACY, Tunnel Portland Cement Works, W. Thurrock, F. T. Everard & Sons SWALLOW, St. George's W.L., Deptford, W. H. Muller & Co. SWIFT, G. S. N. Co. THE COUNTESS, Bellamy's W.L., Rotherhithe, F. T. Everard & Sons THE PRESIDENT, Barking Jly., F. T. Everard & Sons THEOPHILUS, W.L., Dagenham, Walford Lines VERONICA TRENNANT VICTORIA PEAK, Swanscombe Tr., Lambert Bros. WESTWOOD, Kent Portland Cement Works, Stone, Temple Thomson & Clark YEWTRIE, anchored off Greenhithe, Mathews ZIJPE, Eternit W.L., Fulham, Board Import

MERSEY--IN PORT

Docks are at Liverpool unless otherwise shown + indicates Birkenhead Vessel Tons Gross Dk. or Wf. Broker ALLERTON, 1195, W. Float, + Bahr, Behrend & Co. AMERICAN MANUFACTURER, 6821, Sandon, G. G. Dunn & Co. ANS, 11, 478, Carriers, Ross, Ryan & Co. ATHER PRINCE, 8782, Bromborough, Athel Line AUTHORITY, 816, Bromborough, Caley, Brett & Son BALTIC QUEEN (ex Balmaha), 1428, Coburg, A. Coker & Co. BANKVILLE, 339, Wallasey, J. S. Monks BEAR PAW, 10,172, for Stanlow BARKBERFORD, 9881, Gladstone 1, Canadian Pacific S.S. BELMOR, 2871, Gladstone, Siewright, Bacon & Co. BJORGHEIM, 9867, for Stanlow BLAIRHEAD, 3300, for Garston BONIFACE, 4928, Langton, Booth S.S. Co. BOTHNIA, 2407, Sandon, Cunard S.S. Co. BRENNPUS, 4022, Alexandra 3, Vogt & Maguire BRITANNIC, 26,945, Gladstone 2, Cunard White Star RUSIR, 843, Toxteth, Moss-Rutheison Line CAID ALIAH (ex Cheshire Coast), 1122, Nelson, H. Tyrer & Co. CAPE SABLE, 4398, Lpool, Booth S.S. Co. CATO, 939, Canning, Cement Marketing Co. CHAVNA, 6907, Canada 3, Cunard White Star CHANT, 68, 401, Collingwood, Houder Bros. & Co. CITY OF ALMA, 6165, E. Float, + Lamport & Holt Line CITY OF CAPE TOWN, 8046, Lpool, Hall Line CITY OF CARLSLE, 9913, W. Float, + Hall Line CITY OF DURHAM, 10,025, Huskisson, Ellerman Lines CITY OF HONGKONG, 9666, Herenclaneum Dry & Hall Line CLAN CAMPBELL, 9545, Canada 1, Cayzer, Irvine & Co. CLAN RANALD, 5447, Victoria, + Cayzer, Irvine & Co. CLARA MONSIE, 577, Morpeth, + J. S. Monks CLYDE COAST, 511, Sandon, Coast Lines COLON, 1805, Langton Branch, MacAndrews & Co. CORDO SPRINGS VICTORY, 7607, Langton, Atlantic Transport Co. CORAL QUEEN, 303, Trafalgar, A. Coker & Co. CORDILLERA, 6865, Alexandra 3, Donaldson B. & Co. CORINTHIAN, 3151, Alexandra 1, Ellerman & Papayanis Lines CORINTHIC, 15,000, Cammell Laird & Co.'s Wet Bsn., + Gracie Bentley & Co. CROSSLAND, 309, Lpool, H. Tyrer & Co. DALGARDAH FORGE, 825, Bramley-Moore, W. S. Kenningh & Co. DALLAS VICTY, 7079, Queen's Dry, A. Coker & Co. DESTRIAN, 3527, Queen's 1, Ellerman & Papayanis Lines DIPLOMAT, 8149, Bromborough, H. Tyrer & Co. DUCES OF REDFORD, 20,123, Gladstone 1, Canadian Pacific S.S. DUNKERY BEACON, 7069, E. Float, + R. & D. Jones DURHAM COAST, 783, Bramley-Moore, Coast Lines EL GALLO, 8032, Bidston, + C. T. Bowring & Co. EL MIRLA, 8092, Cammell Laird & Co.'s Dry Dock, + C. T. Bowring & Co. ELDHIE, 398, Albert, J. S. Jones ELMFIELD, 450, Bramley-Moore, W. A. Savage EMPIRE BATTLEAXE, 7177, Alexandra 1, Ellerman & Papayanis Lines EMPIRE CAMEL, Harrington, Ellerman Lines EMPIRE CONTOUR, 965, Bramley-Moore, Montreal Bros. EMPIRE GANGES, 410, Lpool EMPIRE GANGES, 3744, Grayson, Rollo & Clover's Dry 4 + Brings, (Shipping) EMPIRE GARYTH, 2873, E. Float, + Moss Hutchings & Co. EMPIRE GARDNER, 9211, Cammell Laird & Co.'s Wet Bsn.

GARSTON--IN PORT

Vessel Tons Gross Dock Broker BRITTA CHRISTENSEN, 1218, Stalbridge, Siewright, Bacon & Co. BROOMFIELD, 657, North, W. A. Savage CARA, 1760, Stalbridge, E. W. Turner & Co. EMPIRE LAIRD, 313, North, H. Tyrer & Co. HAWARDEN BRIDGE, 297, Stalbridge, Ryan & Co. M. E. JOHNSON, 81, Old, Ross, Ryan & Co. SAN DAVID, 1137, Stalbridge, Shell Mex Ltd. SIR JOHN R. WRIGHT (tug), 95, North S. P. TILLING, 461, North, W. A. Savage THE LADY BELLE, 351, Old, Ross, Ryan & Co. TILAPA, 5392, Stalbridge, Elders & Fryed USKISDE, 2301, Stalbridge, E. Nicholson

# COASTWISE & HOME TRADE MOVEMENTS

# MARINE CASUALTIES

C 1	C 2	C 3	C 4	C 5
LONDON Entered Camberwell, Aug 20 Tyne Lightfoot Empire Chelsea Newport Kentwood Belhaven Belhaven Kirkwood Barton Balescliffe Hall Northwood Proress Aranmore Elysian Coast Middlesbrough Northumbrian Coast Bassethound Dunnet Head LONDON (CLD) Lady Sheila, Aug 19 King's Lynn Empire Vera (tug) Pembroke Dock Ortolan Aranmore, Aug 20 Belfast & Glasgow Elysian Coast Middlesbrough Cornishbrook Josiah A. Mitchell Resourceful Belraycock Belhaven Raybel (aux) Maria (s.v.) Beatrice Maud (aux) Kylebay Harlaw Alarie (s.v.) George Smeed (s.v.) Dunnet Head Reliance (s.v.) GRAVESEND Northumbrian Coast, Aug 19 Empire Polly (tug), Aug 19 Empire Consistence, Aug 20 Kantwood Pembroke Empire Chelsea Newport Polly M. Veronica Tennant, Aug 20 Axinite Schedt Oriole Kingfisher Sir Joseph Swan, Aug 20 Empire Hilda (tug) Firecrest GRAVESEND Bilton, Aug 19 Queenworth Westburn Empire Marksman Suntrap Corbridge Norman Queen Sherwood Lambtonian Hudson Bank Rogate Fulham VI. Wandle Tyndall, Aug 20 Fireguard Bassethound, Aug 20 Coldridge SHELL HAVEN Frowess, Aug 20 SOUTHEND Sanda, Aug 20 SOUTHEND Queenworth, Aug 19 Eidson Stork Norman Queen Peterborough Trader Suntrap Corbridge Sherwood Tyndall, Aug 20 Empire Vera (tug) Fireguard CHATHAM Empire Vera (tug), Aug 20 MARGATE Acivity, Aug 18 THE DOWNS Assaroe, Aug 19 Mallard, Aug 20 Empire Hilda (tug) DUNGENESS Pleto (tug), Aug 19 Vic 105, Aug 19 Veronica Tennant DOVER Sir Joseph Swan, Aug 20 DUNGENESS Shelbrit, Aug 19 Emineuse, Aug 20 Imber Coxwood (pres) DUNGENESS Pleto (tug), Aug 19 Polglen BEACHY HEAD Sodality, Aug 19 Yewforest BEACHY HEAD Durhambrook, Aug 19 Foch Rose NEWHAVEN Ronan, Aug 18 Hartlepool Ryelands (aux) SHOREHAM Empire, Aug 18 Wheelsman Shelbrit 5 Yewforest Tudor Queen Durhambrook, Aug 19 Gowrie Arthur Wright Chartsman SHOREHAM Yewarsch, Aug 17 Wheelsman Patricknassila, Aug 18 Kylebay Energy, Aug 19 Shelbrit 5	LITTLEHAMPTON Galacum, Aug 19 SPITHEAD The Baron, Aug 19 Lizzonia, Aug 20 SPITHEAD Asa Lothrop, Aug 19 Lincolnbrook, Aug 20 PORTSMOUTH Robert Middledon, Aug 16 Robert Dundas, Aug 17 Empire Cricketer Rivelin Lincolnbrook, Aug 18 Rudderman Prestatyn Rose Emineuse, Aug 19 Hull Furthrose Surreybrook PORTSMOUTH Rivelin, Aug 18 ST CATH'S PT Fulham IV, Aug 19 Lady Dorothy ST CATH'S PT William Pearman NEEDLES Brockley Combe, Aug 19 HAMBLE Rudderman, Aug 19 HAMBLE Chartsman, Aug 19 SOUTHAMPTON Empire Taw, Aug 19 Empire Greta (tug), Aug 19 Friargate Ben Olliver Cedartree Keynes Empire Seafoam, Aug 20 John L. Manson Haslemere SOUTHAMPTON Ben Olliver, Aug 19 Empire Cricketer, Aug 19 Sylvia Beale POOLE Glendon, Aug 17 Chartsman, Aug 18 PRAWLE PT Empire John (tug), Aug 19 The Marchioness, Aug 19 Southern Coast, Aug 20 Lady Stella PRAWLE PT Corfery, Aug 19 Empire Congerstone Avon Coast Adgryte PAR Empire Faeu, Aug 17 Dartmouth Empire Factor, Aug 18 Annuity, Aug 19 DEVONPORT Yewvalley, Aug 20 FALMOUTH John M., Aug 19 FALMOUTH St. Eunan, Aug 20 LIZARD Airsprite, Aug 19 Avanille, Aug 20 Face Fish Benjamin Sherburn Bannthorn LIZARD Welsh Rose, Aug 19 Peterston East Anglian for Cardiff St. Angus for Belfast Clova, Aug 20 Brockley Combe, Aug 20 Collin NORTHGATE PENZANCE Archgrove, Aug 18 NEWLYN Hove, Aug 18 Ngakoa NEWLYN Yewpark, Aug 17 The Marchioness, Aug 19 HAYLE Carita, Aug 17 HAYLE Carita, Aug 18 PORTREATH Islesman, Aug 18 FREMINGTON Torpoint, Aug 16 Empire Albany Clara May (aux), Aug 15 FREMINGTON Torpoint, Aug 19 NEWPORT BRISTOL Nugget, Aug 20 Kildrummy Melito SHARPNESS Baranda, Aug 20 GLOUCESTER Eldorai, Aug 20 Teasal, Port Talbot NEWPORT Empire Reaper, Aug 17 Ben Robinson Crossgar, Aug 18 NEWPORT Empire Rancher, Aug 17 Felspar, Aug 17 Empire Chelsea Crewhill, Aug 19 Crossgar, Aug 19 CARDIFF Olsen Coast Kyle Bute Baconfield Lady Thomas Meath, Aug 20	BARRY Sir Leonard Pearce, Aug 20 Kildrummy BARRY George Balfour, Aug 19 Stearnsman, Aug 20 Algol BARRY IS Anglian Coast, Apr 20 BARRY IS Empire Runner, Aug 19 Crossgar Crewhill Empire Townsman George Balfour, Aug 20 Norfolkbrook Melito PORT TALBOT Cornel, Aug 19 SWANSEA Jasmine, Aug 20 Baranda Hawthorn, Aug 19 SWANSEA Hanna (aux), Aug 19 Benjamin Sherburn Camborne (aux), Aug 20 Empire Faraway Jacinth Hawthorn Port Talbot MUMBLES Cornel, Aug 19 Hanna (aux), Aug 20 Camborne (aux), Aug 20 Empire Faraway Jacinth Yewmount for Barry LANELLY Anglian Coast, Aug 18 Glen Spray Cardiff LANELLY Glen Spray, Aug 19 PORTMADOC Sybil Mary, Aug 19 CAERNARVON Guidesman, Aug 18 Ellesmere Port CAERNARVON Guidesman, Aug 19 HOLYHEAD Sarah Latham (aux), Aug 17 Vic 34 Sieve Donard, Aug 18 Sieve More Sieve League, Aug 19 HOLYHEAD Sieve League, Aug 18 Sieve Bawn, Aug 19 MOSBYN Hawarden Bridge, Aug 18 St. Magus's Quay MOSBYN Fer, Aug 19 Hawarden Bridge EASTHAM Cranley, Aug 20 EASTHAM Mountstewart, Aug 19 Kittiwake Pearl Empire Estuary ELLESMEERE PT Moelfre Rose, Aug 19 ELLESMEERE PT Dorothy Rose, Aug 19 PARTINGTON Empire Estuary, Aug 19 MANCHESTER Dorothy Rose, Aug 19 Alchymist MANCHESTER Mountstewart, Aug 19 Kittiwake Pearl GARSTON San Dario, Aug 19 Hawarden Bridge M. E. Johnson Broomfield, Aug 20 GARSTON Opepe, Aug 19 Beechfield Ben Voocar Ashfield, Aug 20 Herbert W. Walker Stanley Force Empire Punch Craigolive Oranmore Tynan St. Conan LIVERPOOL Hanna (aux), Aug 19 Stockdale, Aug 19 Ulster Monarch Empire Farjeon Helium J. B. Kee Snowcrete Longford, Aug 20 Doverhill Crosshill, Aug 20 Karr Penbita LIVERPOOL Kilkenny, Aug 13 Atlantic Coast, Aug 19 Seaville Cardrowore Louth Ulster Prince San Dario Ulster Castle Consister Alchymist Appliance Moss Rose, Aug 20 Olsen Coast Kyle Bute Baconfield Lady Thomas Meath, Aug 20	PRESTON Lady Thomas, Aug 20 Dundalk PRESTON Beryl, Aug 17 Agnes (traig (aux)) Penstone, Aug 19 Piel Ayr Summerfield Dublin Silverfield Victor Rockville, Aug 20 Alacarty BARROW Slaford, Aug 19 Coleraine AYR Garthclyde, Aug 19 Greenock Kylcroft Sueo Queen Comber Lairdwood, Aug 20 Thoru Coleraine AYR Cragman, Aug 19 Broom Rowman Kerrymore Melissa Clydebrae, Aug 20 Blacksod Kylcroft GLASGOW Lochgorm, Aug 17 The Monarch Marie, Aug 19 Serula, Aug 20 Ann Rathlin St. Oran Lithium Glanboye GLASGOW Snow Queen, Aug 19 Turquoise Lairdwood Royal Scotsman Hebrides W Weston Praise Iardrose St. Kentigern Lairdhill Arran, Aug 20 KIRKWALL Amelia, Aug 20 WICK Warren Field, Aug 19 Sunderland Cantick Head, Aug 20 WICK Watson Field, Aug 20 KIRKCALDY Somerset Coast, Aug 19 ABERDEEN St. Magnus, Aug 20 Sojourner Koolga St. Hognvald ABERDEEN Allegheny, Aug 19 St. Clair Welsh Coast Moorelands DUNDEE Afon Gwili DUNDEE Crichtoun, Aug 19 Devonbrook BONNESS Empire Fabric, Aug 17 LEITH Crichtoun, Aug 20 Moorelands Aberdeen Springcreek Lakewood, Aug 19 EMDEN LEITH St. Magnus, Aug 19 Amelia Kirkwall ST ABB'S HEAD Yewarch (pres), Aug 19 Lakewood, Aug 20 St. Abbas Head BLYTH Anenney, Aug 19 Empire Condon Tamworth Western Hill St. Kenneth Colwyn Mistley BLYTH Lynn Trader, Aug 19 Empire Fastness Colchester Windsor Queen Arnewood TYNE Cedarwood, Aug 19 Hawwood Mr. Thern Pass of Melfort (oldharbour) Londonderry Lightfoot Devonbrook, Aug 20 Dundee Parknassila Fulham III. TYNE Empire Firth, Aug 19 Kirkwall Whimbleton Bushwood Frisian Coast, Aug 20 Guernsey Pass of Melfort Southampton HIGHLAND QUEEN SUNDERLAND Denwick Head, Aug 19 Tyne Empire Vauxhall Soton Chessington Trentwood SEAHAM Frisard, Aug 19 Fred Everard, Aug 20 Torquay Brixton Alf Everard Florette (aux) Fraserburgh	HARTLEPOOL AR Highwood, Aug 19 LONDON MIDDLESBRO Yarmouth Trader, Aug 19 Gerco, Aug 20 MIDDLESBRO Western Hill, Aug 19 Pass of Melfort Tyne Fairy Mistley FLAMBORO HD Norman (tug) Crackshot, Aug 20 Beaston FLAMBORO HD Wimbledon, Aug 20 Windsor Queen Bushwood SPURN HEAD Belgrave, Aug 19 Tilerna, Aug 19 Dewsbury Empire Fanal Fairy, Aug 20 SPURN HEAD Rilco, Aug 19 Tilerna, Aug 20 Charles Treadwell HULL Empire Bank, Aug 19 Norwich Aire, Aug 20 Thoraby HULL Robrix, Aug 19 Saltfleet, Aug 20 Hamburg Charles Treadwell GOOLE Gladonia, Aug 19 Belgrave, Aug 20 GOOLE Boston Trader, Aug 19 Dovedale H., Aug 20 Killingholme Gladonia WISBECH Pass of Melfort, Aug 18 Tees KING'S LYNN Constance H., Aug 19 Salt End KING'S LYNN Assinity, Aug 19 GT YARMOUTH RDS John Hopkinson, Aug 20 Charles M. Avonwood Magrix Empire Marksman Lambtonian Hudson Bank The Duke, Aug 20 GT YARMOUTH RDS Frank M., Aug 20 Lynn Trader, Aug 20 Fulham II. Empire Fastness Gladonia GT YARMOUTH AR Boston Trader, Aug 20 GT YARMOUTH SD Vic 103, Aug 18 PORTSMOUTH Dron, Aug 18 Ann M., Aug 19 LOWESTOFT Frank M., Aug 18 ISLE OF GRAIN F.F.V., Aug 15 Penmaenmawr Isle of Grain Athelstan Blyth Dunmoir, Aug 18 Boyle Sumnity Yewpark, Aug 19 NEWLYN J.F.V., Aug 17 Antwerp Pass of Leny, Aug 19 Isle of Grain HARWICH Antwerp, Aug 18 Hook of Holland Vienna Hk of Holland Accrington Prague Hk of Holland Essex Ferry Zebrugge Duke of Rothsay, Aug 19 Hook of Holland Empire Wansbeck Hook of Holland HARWICH Antwerp, Aug 18 Vienna Hk of Holland BRIGHTLINGSEA AR Antiquity, Aug 18 Keaddy BRIGHTLINGSEA SD Empire Coast, Aug 18 Sheerness Empire Anglesse Sheerness

**ALEXANDER LESLIE.**—(Cleveland, Ohio, Aug. 19.—Steamer Alexander Leslie: The trouble has been traced to propeller fouling which has been remedied by the vessel. Damage reported to be negligible.—Salvage Association's Surveyor. (See issue of Aug. 20).

**B. & N. NO. 6 (barge).**—(London, Aug. 20.—In reply to inquiry, Lloyd's Agents at New York write under date of Aug. 2: We are advised by the owners of barge B. & N. No. 6 that she was raised and will be repaired. (See issue of Mar. 13).

**BALTIC.**—(Cristobal, Aug. 19.—Motor tanker Baltic left here on Aug. 17. (See issue of Aug. 9).

**BENJAMIN R. MILAM.**—(St. John's, N.F., Aug. 19.—With part of her cargo of 9000 tons of coal on fire, the American steamer Benjamin R. Milam arrived here to-day. The fire broke out in Nos. 2 and 3 holds when the vessel was 600 miles off shore. The crew extinguished one fire. Firemen with fire fighting apparatus boarded the vessel two miles out of harbour and firemen got their hoses to work directly the vessel locked. The cargo was discharged here.—Reuter. (See issue of Aug. 20).

**BENTONG.**—(Singapore, Aug. 19.—Motor vessel Bentong is expected to complete temporary repairs and proceed to Hongkong about Aug. 26.—Lloyd's Acting Agents per Salvage Association. (See issue of Aug. 7).

**BRITISH COMMODORE.**—See W. Y. Fuqua (barge).

**BRYNHILD.**—(Antwerp, Aug. 17.—Danish steamer Brynhild, from Copenhagen with general cargo, reports having lost an anchor and about 25 fathoms of chain on Aug. 12 in the vicinity of Steenbank.

**CHINESE PRINCE.**—(Santos, July 3.—Motor vessel Chinese Prince (New York for Buenos Aires) was surveyed here on June 28 and 29 to ascertain damage stated to have been sustained through two steel rails slipping out of sling on No. 6 double bottom tank while discharging on June 27. Two doubling plates were bolted to the tank and a certificate of seaworthiness was issued for vessel to proceed to Buenos Aires, where doubling plates are to be welded to the tank top.

**DIAMOND ISLAND.**—(Portland, Me., Aug. 19.—Turbo-electric tanker Diamond Island, of Philadelphia, 6154 tons net, while lying at Portland, Me., anchorage, had explosion in No. 2 tank at noon on Aug. 17. Vessel sustained considerable damage and has a hole 20 ft. by 20 ft. on port side. There were two persons killed and three injured. (See issue of Aug. 19).

**DIANTHUS (yacht).**—(London, Aug. 19.—Attempt to free the motor cruiser Dianthus at high tide to-night failed and another effort will be made at to-morrow morning's high tide. (See issue of Aug. 20).

**EMPIRE SUCCESS.**—(Port Elizabeth, Aug. 13.—The sound coil from the top of starboard bunker hatch of steamer Empire Success has been removed and placed on the after deck and steam and water pumped into the hold. The fire was brought under control at 1 p.m. today and surveyor recommends that all remaining coal should be discharged and landed as being unfit for ship's use and to allow thorough examination of the bunker hold when cleared. (See issue of Aug. 13).

Port Elizabeth, Aug. 19.—Steamer Empire Success left here to-day for Table Bay.

**FILOMENA LARRA.**—(Jacmel, Aug. 3.—Ecuadorian motor vessel Filomena Larra, from Havana, arrived here on Aug. 9 for repairs to engines and left again next day.

**FORT LA HAVE.**—(Recife, Aug. 19.—Steamer Fort La Have left Pernambuco on Aug. 17 for Rio Janeiro. (See issue of May 31).

**FORT PIC.**—(Durban, Aug. 17.—Steamer Fort Pic left here on Aug. 17 for Hobart. (See issue of Aug. 17).

**FORT TREMBLANT.**—(Vizagapatam, Aug. 20.—Steamer Fort Tremblant (from Geraldton) is stated to have sustained damage to bottom of No. 1 tank which anchored off the port on night of Aug. 18. Discharging bulk wheat and frequent sounding of tanks in progress. Surveyor to Lloyd's Register in attendance.

**FRANS HALS.**—(Curacao, Aug. 19.—Motor vessel Frans Hals has caused slight damage to motor (tender) PEIK.

**GABRIELLA.**—(Westport, N.Z., Aug. 10.—While steamer Gabriella was lying off Greymouth harbour on Aug. 7, wailing moderation of the weather, her steering gear was disabled through pipe on mounting of starboard quarter shaft for steering chain carrying away. Emergency steering gear was brought into operation, but this also broke down and a jury gear was put into use and vessel proceeded to Westport roadstead. Dredger Rubi Seddon went out at 8 a.m. on Aug. 8 to tow the Gabriella into port, but was unsuccessful in her attempts on Aug. 9, when with the assistance of dredger Mabi the Gabriella was berthed at Merchandise Wharf. Repairs are being carried out here and it is expected that the vessel will be ready to proceed on voyage to Greymouth on Aug. 15.

**GRAND ISLAND.**—(London, Aug. 20.—According to advices from the Great Lakes Protective Association at Cleveland, Ohio, dated Aug. 3, the American steamer Grand Island was in casualty on Nov. 17 and 18. The Association's proportion of the claim amounted to \$7682.

**HARPER'S FERRY.**—(Norfolk, Aug. 19.—Turbo-electric tanker Harper's Ferry left Hampton Roads on Aug. 17 for Aruba. (See issue of Aug. 20).

**HUGH WILLIAMSON.**—(Rio Janeiro, Aug. 19.—Steamer Hugh Williamson left here on Aug. 17 for Santos. (See issue of Aug. 13).

**IMPERIAL MONARCH.**—(Valparaiso, Aug. 19.—Steamer Imperial Monarch, when heaving up on Saturday afternoon (Aug. 17) lost anchor and chain. Diver will endeavour to recover to-morrow.

**INDIANA.**—(New York, Aug. 19.—American tank steamer Indiana arrived here yesterday. (See issue of Aug. 19).

**ISALLT (aux).**—(Dublin, Aug. 19.—Motor schooner Isallt, from Limerick, was damaged by steamer Glenbride at 7.40 p.m. on Aug. 18, flying distress signal, and towed into Dublin at 4.15 a.m. to-day. Damage at present unknown.

**J. RAYMOND RUSSELL.**—(London, Aug. 20.—In reply to inquiry with reference to tug J. Raymond Russell which, with barge POLING BROS. NO. 15 in tow, was reported in ice at Yonkers, N.Y., about Jan. 22, Lloyd's Agents at New York write under date of Aug. 2: Tug J. Raymond Russell and barge POLING BROS. NO. 15 are both safe and in operation. (See issue of Jan. 26).

**JACK.**—(See Newport (barge)).

**JACKSON (barge).**—(London, Aug. 20.—In reply to inquiry, Lloyd's Agents at New York write under date of Aug. 2: Barge Jackson was a total loss and was abandoned to the Government for removal of the wreck. Barge RED STAR T. & C. NO. 50 (not RED STAR NO. 50 as before reported) was repaired and is back in operation. (See issue of Jan. 29).

**JENS TOFT.**—(Takoradi, Aug. 19.—Steamer Jens Toft (from Duda), which called here on Aug. 18, touched bottom and has returned.

**JOHN H. B. LATROBE.**—(Land's End Radio, Aug. 19.—Following received from American steamer John H. B. Latrobe (Los Angeles for Paullac) at 4.31 p.m., G.M.T.: Arriving Cordouan at 3 p.m. Aug. 21, draught 26.00 ft., fire in No. 3 hold.

**KEDAH.**—(London, Aug. 20.—The owners of the British steamer Kedah state that the vessel left Falmouth on Aug. 19 for Antwerp as tow of tug Empire Silas. (See issue of Aug. 16).

**LA NIEVE.**—(Dover, Aug. 19.—French fishing vessel La Nieve, B 2299, arrived in tow of Walmer lifeboat at 1.20 p.m. and docked at 4 p.m.; no agreement. Skipper reports lost propeller. (See "Fishing Vessel in Distress in the Downs" in issue of Aug. 20).

**LALUN (yacht).**—(Dover, Aug. 20.—Owner of Dragon yacht Lalun reports that vessel was left safely at moorings at 6 p.m. yesterday and as not there this morning assuming that craft was stolen during the night. Police and naval authorities advised and general signal being sent to all ships in Dover Naval Command to keep a look out.

**MONT CLAIR.**—(Montreal, Aug. 19.—Steamer Mont Clair left here yesterday for Hamburg. (See issue of Aug. 12).

**NEWPORT (barge).**—(London, Aug. 20.—The following cable has been received from Baltimore, dated Aug. 19: Robert B. Waller's barges Newport and ORLEANS sank in deep water off the New Jersey coast owing to heavy weather on the night of Aug. 18. Both barges were in tow of tug JACK when lost, and have been abandoned to underwriters.

**ORLEANS (barge).**—(See Newport (barge)).

**PT 13.**—(Bahia, Aug. 19.—Vessel PT 13, at Ilheos, dragged anchors owing to bad weather and drove ashore, damaging bows. Vessel is making water and part of cargo is damaged. Repairs are in hand.

**PEIK.**—(See Frans Hals).

**PERRYVILLE.**—(San Juan, P.R., Aug. 19.—Turbo-electric tanker Perryville, Venezuela for Philadelphia, ran aground at Cabo Rojo, jettisoned part cargo and reached here without apparent damage.

London, Aug. 20.—The following cable has been received from Philadelphia, dated Aug. 20: Turbo-electric tanker Perryville grounded off Cabo Rojo, jettisoned part cargo on Aug. 18, but refloated the same day after jettisoning part cargo of crude oil.

**PIT RIVER.**—(Bahrein, Aug. 20.—Turbo-electric tanker Pit River jettisoned 3000 barrels of cargo and refloated at 11 a.m. to-day. Vessel is proceeding to Taranto. Tank steamer Merrimack is returning to Bahrein. (See issue of Aug. 20).

**PLETO.**—(Dover, Aug. 19.—Tug Plecto proceeded to destination at 3.30 p.m.; certificate of seaworthiness granted. (See issue of Aug. 5).

**PILING BROS. NO. 15 (barge).**—(See J. Raymond Russell).

**R. J. REYNOLDS.**—(Gothenburg, Aug. 19.—Steamer R. J. Reynolds has been examined in dry dock. Bottom is badly damaged from forward to midships with fractures on port side of bottom. No damage to machinery or rudder. Temporary repairs in hand to enable vessel to proceed to the United States for permanent repairs.—Salvage Association's Surveyor. (See issue of Aug. 14).

**RED STAR NO. 50 (barge).**—(See Jackson (barge)).

**RED STAR T. & C. NO. 50 (barge).**—(See Jackson (barge)).

**SAMYTHIAN.**—(Christchurch, N.Z., July 10.—Steamer Samythian was surveyed at Lyttelton on July 4 to ascertain damage stated to have been sustained through bumping against the wharf at that port (due to heavy swell between June 29 and July 1). Vessel was found to have slight to moderate indentations in three plates and a certificate of seaworthiness was issued, surveyor recommending that damage be further examined at owner's convenience.

**SOLNES.**—(Bergen, Aug. 17.—Norwegian steamer Solnes, which left here on Aug. 13 for Fneidet, in ballast, returned the same day owing to trouble with telemotor of the steering engine. Damage has now been repaired and the vessel left again yesterday.

**TACHEE.**—(New York, Aug. 19.—Tank steamer Tachee left here to-day for Curacao. (See issue of Aug. 13).

**TAMAROA.**—(Buenos Aires, Aug. 20.—When entering port at 2 a.m. to-day steamer Tamaroa (from London) grounded at Km. 1, North Channel, and remains. Six tugs attending.

**TEXAS.**—(Antwerp, Aug. 17.—Danish motor vessel Texas, from Alexandria with general cargo, reports that she was stopped with engine trouble from 10.47 a.m. to 11.40 a.m. on Aug. 6, from 6.18 p.m. to 10.10 p.m. on the same day and from 3.56 p.m. to 4.20 p.m. on Aug. 10. Soundings on Aug. 15 revealed 5 in. of water mixed with substance of the cargo.

**TILEMACHOS.**—(Piraeus, Aug. 20.—Steamer Tilemachos, Zouguldak for Sfax, cargo coal, has put in for repairs to leaking fire box. Vessel is being surveyed.

**TROPIC STAR.**—(Port Said, Aug. 20.—Norwegian motor vessel Tropic Star left here to-day. (See issue of Aug. 15).

**W. Y. FUQUA (barge).**—(New York, Aug. 19.—Barge W. Y. Fuqua, grounding in November, 1945, surveyed on behalf of steamer BRITISH COMMODORE; two plates renew and longitudinal part replaced with auxiliary damages.—Salvage Association's Surveyors.

**ZORCES.**—(Port au Prince, Aug. 19.—Motor vessel Zorces: Jacks arrived from Miami to-day and the master is trying to float vessel. (See issue of Aug. 17).

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**MISCELLANEOUS**  
THE STRIKES AT SINGAPORE  
Singapore, Aug. 20.—Singapore Harbour Board dockyard strike: Negotiations are proceeding; hopeful of settlement at the end of the week.—Lloyd's Acting-Agents.

**THE WAR**  
BENLOMOND.—Singapore, Aug. 19.—Steamer Benlomond: Tunnel bearings ordered in Singapore, delivery expected in one month. Examination of bottom by naval divers reveals no apparent damage, stern frame and rudder post in order. If examination of tanks is satisfactory in Lloyd's surveyor's opinion it is necessary to drydock here.—Lloyd's Acting Agents per Salvage Association. (See issue of Aug. 13).

**SKIPJACK.**—(Ancoara, Aug. 20.—Steamer Skipjack was sunk by mine yesterday one mile off Ravenna.

**VALENCIA.**—(Bergen, Aug. 17.—Norsk Bjergnings Kompagni A/S. states that steamer Valencia, which was sunk at Raudeberg, near Stadt, during the war, has now been raised after discharge of part of her cargo of pyrites. Vessel will probably be towed to Bergen for inspection, where it will also be decided where repairs are to take place. (See issue of Mar. 1).

**NON-MARINE FIRES**  
SHOE FACTORY, CHRISTCHURCH, NEW ZEALAND  
Christchurch, N.Z., Aug. 20.—Fire at Duckworth, Tanager shoe factory, caused damage estimated at £25,000.—Lloyd's Agents.

**WAREHOUSE, BUENOS AIRES**  
Buenos Aires, Aug. 20.—A fire on Aug. 19 destroyed Customs warehouse, Dock No. 3, Section 2, at this port, stated to contain 2500 tons of cotton pertaining to Secretaria de Industria y Comercio, Dreyfus, and Bunge and Born, respective quantities unknown.—Lloyd's Agents.

**CASUALTIES TO AIRCRAFT**  
CRASH NEAR BROGLIE, FRANCE  
London, Aug. 20.—The British Overseas Airways Corporation announces that a Lancaster aircraft, earlier reported overdue while on a training flight from Lydda, Palestine, to the United Kingdom, crashed at St. Aubin du Ternay, near Bernay, approximately 80 miles west of Paris. Six of the occupants were killed.  
London, Aug. 20.—The Ministry of Civil Aviation state: Lancaster aircraft G-AGM7, operated by British Overseas Airways Corporation, crashed at Broglie, France, at 5.40 a.m. Aug. 20.  
Rouen, Aug. 20.—A Lancaster aircraft crashed near Broglie, Eure, at 5.40 a.m., G.M.T., to-day. It is reported that there are only two survivors of the crew of 10.—Lloyd's Agents.

**CRASH AT SYDNEY, NEW SOUTH WALES**  
Sydney, N.S.W., Aug. 20.—A Tiger Moth aircraft owned by the Australian Air League crashed at French's Forest, Sydney, this morning, killing the pilot. Damage to the aircraft is extensive.—Lloyd's Agents.

**CRASH AT NIAGARA FALLS AIRPORT, ONTARIO**  
Toronto, Aug. 14.—According to the local Press, a monoplane piloted by Miss Peggy Ram struck a tree and crashed while landing at Niagara Falls airport on Aug. 11. The engine was badly damaged and the propeller smashed, but the pilot was uninjured.—Lloyd's Agents.

**AEROPLANE MISSING IN CANADA**  
Toronto, Aug. 14.—According to the local Press, a Blue Aerona "plane, owned by the Tripp Flying School, has failed to return from a training flight. The plane left Barker Field on Aug. 12 with sufficient fuel for only two hours' flying.—Lloyd's Agents.

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VESSELS EXPECTED AT UNITED KINGDOM PORTS

Showing Vessel, Voyage, Probable Date, Broker and Berth

Table listing ship arrivals from various ports including London, Liverpool, and others, with columns for ship name, origin, arrival date, and agent.

FOR ALL LONDON RIVER AND COASTAL TOWAGE "SUN" TUGS



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Telephone Service between Thames Tug Stations and Coast. City Office: 44, Leadenhall St., E.C.3

W. H. J. ALEXANDER, Ltd., Wapping, London, E. 1

Samconon, Santos, Aug 26

Canada S.S. Lines (Overseas), Ltd. Samdromer, Mauritius via Avonmouth, Sep 29

Cayzer, Irvine & Co. Samhale, Brisbane, mid Oct

A. Holt & Co. Samit, Melbourne, mid Oct

A. Holt & Co. Samothrace, Antofagasta, Aug 24

P. S. N. Co. (Canada) Samsnola, Alexandria, Sep -

Samteviot, Newcastle (N.S.W.), Sep 20

J. Dowie & Co. Samzona, Vancouver, Sep 8

P. S. N. Co. Samtucky, Beira via Antwerp, mid Sep

Elder Dempster Lines Sarmiento, Valparaiso, Sep 5

P. S. N. Co. (Canada) Scythia, Bombay, Aug 31

Anchor Line Sovac, Port Arthur, Aug 22

Furness, Withy & Co. Staffordshire, Rangoon via Lagos, Aug 30

Bibby Bros. & Co. Temele, Port Harcourt, Aug 31

Elder Dempster Lines Teucer, Hongkong, Sep 15

A. Holt & Co. Verma, Sweden, Sep 10

Vogt & Maguire Voco, Philadelphia, now due

Furness, Withy & Co. GARSTON Barrgrove, Galveston, Aug 29-30

A. Coker & Co. Empire Earl, Barcelona, Aug 24

MacAndrews & Co. Telega, Port Antonio, Aug 25

Elders & Fyffes MANCHESTER American Forwarder, New York via Dublin, end Aug

H. Watson & Co. Angia, Gothenburg, now due

Bair, Behrend & Co. (Ellesmere Port & Dk. 8). Baltara, Raumo, Aug 22

H. Watson & Co. (Ellesmere Port). Empire Gallant, Sundsvall, Ellerman's Wilson Line, Aug 21

Kongsdal, Curacao, Aug 21

Vogt & Maguire, Liverpool, (Stanlow) Aug 25

Molino del Rey, Aruba, H. E. Moss & Co., Liverpool (Stanlow), Aug 22

Neera, Curacao, Brinings (Shipping) (Stanlow), Aug 23

Neera, Curacao, Brinings (Shipping) (Stanlow), Aug 21

Roy James Cole, Houston, H. Watson & Co. (Ellesmere Port & Salford), Voco, Philadelphia via Liverpool, abt Aug 22

Manchester Liners (Mode Wheel). HEYSHAM Kaptein Worsoe, Galveston, Aug 25

J. Fisher & Co. Empire Tagalam, New Orleans, now due

J. Fisher & Co. BARROW Fort Weidernburne, Peipel, J. Fisher & Sons, Aug 24

WORKINGTON Penhale, Peipel, United Steel Companies, Aug 21

CLYDE Clan Angus, Mombasa via Liverpool, Sep 27

Cayzer, Irvine & Co. Clan Chattan, Newcastle (NSW), Sep 11

Cayzer, Irvine & Co. Clan Macaulay, Sydney, Roxburgh, Colin Scott & Co. Esso Saracac, Trinidad, Aug 25

A. Weir & Co. (Bowling). Marine Raven, Naples, Aug 23

City Line Nestor, Newcastle (N.S.W.) via Liverpool, end Sep

Aitken, Lilburn & Co. Rautas, Lulea, J. Jenkins & Son (Rothsay Dk) Richmond Castle, Durban, Sep 3

Union-Castle Mail S.S. Co. Samidway, Melbourne via Liverpool, end Aug

Aitken, Lilburn & Co. DUBLIN American Forwarder, New York, Aug 26

G. Bell & Co. Fanad Head, Montreal, Aug 25-26

Irish Hazel, New York, Aug 24

Limerick S.S. Co. Irish Larch, Kotka, Aug 23

Wexford S.S. Co. Irish Polla, Montreal, Sep 9

Limerick S.S. Co. Mosdale, Rio Janeiro, Aug 28

R. A. Burke. DUNDEE Burma, Calcutta via London, T. & J. Brocklebank

Gurna, Calcutta via London, Morison, Pollexfen & Blair

Magdapor, Calcutta via London, T. & J. Brocklebank

Mandala, Calcutta via London, T. & J. Brocklebank

Manipur, Calcutta via London, C. Barrie & Sons

Richard Bearn, Stagsund, Geo. Gibson & Co., Leith, now due

BURNTISLAND Wearwood, Takoradi, Aug 25

Dewar & Lawson. GRANGEMOUTH British Ambassador, Abadan, Sep 13

Hopkin, Paton & Co. Marpesa, Fabaheel, end Aug

Hopkin, Paton & Co. GRANTON Christine Marie, Sosa, Moffat & Warden, now due

BONNESS Marie Flore, Lillesand, Aug -

LEITH Barjama, Faroe Islands, C. Mauritzsen, Ltd. (Albert Bsn.) Cairnesk, Montreal via Tyne, Furness, Withy & Co. (Imperial), Durward, Rotterdam, Geo. Gibson & Co. Marieberg, Raumo, now due

TYNE Agios Georgios, Archangei, Antonaropoulos Bros. (Commissioners' Straits), Astrea, Bergen, P. H. Matthiessen & Co. (Tyne Commission Qy.), Breda, Oslo, Aug 23

P. H. Matthiessen & Co. (Tyne Commission Qy.) Cairnesk, Montreal, Cairns, Noble & Co. Jupiter, Bergen, P. H. Matthiessen & Co. (Tyne Commission Qy.), Megara, Houston via Southampton & Rouen, now due

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