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LETTER MAILS from
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And RETALIATORY WRITS as

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OFFICIAL NOTICES

PROPOSAL TO CHANGE A SHIP'S NAME

WE, ANGLO-AMERICAN OIL COM-PANY, 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 HARROUR." of Grangemouth official 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 GENESEE," 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, Llantrisant Road, Cardiff, within seven days from the appearance of this advertisement. Dated at London this 19th day of

K. J. BALSILLIE, Manager, Shipping Department.

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name to "ESSO SUWANEE," to be registered in the said new name at the Port of London, 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, Llantrisant Road, Cardiff, within seven days from the appearance of this advertisement. Dated at London this 19th day f August, 1946.

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of name must be sent to the Registrar-General of Shipping and Seamen, Llan-trisant Road, Cardiff, within seven days from the appearance of this advertisement. London this 19th day Dated at of August, 1946.

K. J. BALSILLIE, Manager, Shipping Department.

LLOYD'S LIST

SHIPPING GAZETTE (Established 1734)

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

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

WEDNESDAY, AUG. 21, 1946

High Water, London Bridge ... 08 35 20 55 High Water, Liverpool 06 02 Sun Rises ... 05 52 Sun Sets Moon Sets ... 16 25 Moon Rises The above times are B.S.T.

TO-DAY'S WEATHER Meteorological Office Forecast

ending midnight to-night: -

General Inference: An elongated trough of low pressure over the North Sea is moving slowly East. A ridge by a further frontal trough. It will be Strathaird in November, 1945. fair at first in the South-East, but rain

Further outlook: Rain or showers at

RECENT WILL

House, Wokingham, Berks, chartered accountant, late of Turquand, Youngs. Twenty-seven American McAuliffe & Co., a director of journalists have been invited to make Guarantee Insurance & Investment the first flight from New York.— Company, Ltd., who died on Oct. 17 Reuter. last, left £28.699 gross, with net personalty £23.113 (Duty paid £3965).

&W. HAWTHORN, LESLIE & CO.

WATERTUBE BOILERS

NEWCASTLE-ON-TYNE axe.—Reuter.

STEEL INDUSTRY'S **PROGRAMME**

New Board to Supervise

NATIONALISATION A SEPARATE

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

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 for public ownership. The preparation of such plans, with a view to the submission of proposals to Parliament, "I am enclosing copy of will be treated by the Government as a separate matter.

intimated that the industry will assowith the selection and appointment of on bridge at time of grounding. members of the Board will be announced shortly.

NEW P. & O. COMMODORE

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 Obituary 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 troop-

Settlements, in 1889, Captain Stuart to 1937. as staff captain of the Strathallan until quently made a Bencher. awarded the D.S.C. for his services. across the country and will be followed Canton, and resumed command of the

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 Mr. Henry Stephen Hope, of Dundaff companies. The first 'planes will start

BRITISH SEAMAN SENTENCED IN CANADA

lowed by deportation, on a charge of

LOST REFUGEE SHIP

Awards to Master and Three Officers of "Empire Patrol"

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 which is now to be recovered from the

Greek refugees, mainly women and the crew. The ship later capsized and late war. sank.

loss of life was so small." states the wire, extends in two lines from Sancitation. "The chief officer and the down Bay to Cherbourg and in 17 second engineer ably supported the separate lines across the Strait. It conmaster throughout."

sank on Oct. 1.

POLLOCK RIP GROUNDING

TO THE EDITOR OF " LLOYD'S LIST "

Government in connection with plans which we have received from our repre-

with the modernisation programme tion. It would appear that it was a with all possible speed. Accordingly, fine night with good visibility, the

M. GURNEY Claims Department. Stanley & John Thompson, Ltd. Palmerston House, E.C. 2,

LORD BLANESBURGH

on Saturday of Lord Blanesburgh, Born in September, 1861,

COMMONWEALTH PERIODICAL **IMPORTS**

Commonwealth.

RAISING "PLUTO"

Work of Recovery About to Begin

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 sea bed by her companion ship, the The Empire Patrol was carrying 6838-ton Empire Ridley.

The Empire Taw will proceed to

Dungeness to begin herself the picking stretch from the Kent coast to the shores of France near Boulogne. The the ship. Captain Taylor ordered Empire Taw was one of the fleet employed on the laying of the pipe-line. the boats to be lowered with ployed on the laying of the pipe-line. women and children and made On board her, directing the present operations, is Captain J. O. Ingram. ing on board were confined to the the head of Marine Contractors, Ltd., fore and after sections of the ship, of Portland Street, Southampton, who with communication between them are doing the work for the Ministry of Supply. Captain Ingram, who has tion was a blazing furnace. About three hours after the outbreak, an air-first world war, was chief salvage officer About been engaged on salvage work since the craft carrier took off the refugees and to the Ministry of Supply during the Pluto, which consists for the most

tains about 23 tons of lead and 23 tons The Empire Patrol (ex Rodi), owned of steel wire in each mile. From Sanby the Ministry of War Transport, 3334 down Bay to Cherbourg is 63 miles and tens gross, caught fire on Sept. 29. the material salved from these two lines 1945, about 38 miles off Port Said, and 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 Cher-bourg and one line across the Strait 875 ft. and 600 ft. in length, the first will be completed this year. The lines two being able to take ships drawing recovered will be taken to King up to 36 ft. and the shortest one up to George V. Dock, London, where special plant installed by John-will be accommodated and, in addition son & Phillips, Ltd., the submarine to the loading and discharging of cable firm, will deal with them. cargo, all matters pertaining to the The wire recovered will be used embarkation and disembarkation of DEAR SIR,-With reference to recent for the construction of reinforced con- passengers will be attended to. reports on the grounding on Pollock crete roads. The lead piping will be Customs premises will be housed here. split down the centre and re-rolled to

which we have received from our representative in New York, will be of Wight up to the three-mile limit the supplies will be available by a pipeline. Navy as an immediate post-war step to warehouses and equipment necessary Hydrographic Chart No. 250 showing clear the anchorage areas, and the task to make the handling of vessels expedi-The Iron and Steel Federation have the vessel at the time of grounding, the ends of the lines outside territorial vet to have been submitted for the waters, commencing at a point off

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 with direct managerial experience of grounded was the slowing up of main the industry. The names of the engines. There is little doubt that either the special asbestos suits, and cutting has buoys are out of position or the sand to be done by hand hacksaws. Special foam fire-fighting apparatus is in-

The Empire Taw will begin work off and will take on board the first 16 miles and then leave a buoy on the end Empire Ridley to continue from. The gates has been considered. Empire Ridley will begin off the Isle of Wight next week. She will carry crew of 120 and work continuously throughout 24 hours, recovering some six miles of pipeline each full day.

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 depart-He fre-ment, of which he was made head in ant 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 depart-

Mr. Glanville has been with the company since 1917. He brings to his new position a wide experience of freight Powers. (3) The United States wants work, as the whole of his service with the issues involved settled in accordit 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. An Open General Licence was anreturned to London in June, 1941, and Mr. Bjorn Kverndal a Knight 1st Class nounced on May 22 to permit the until the end of 1944 he was acting chief of the Order of St. Olav for services as import, without an individual Import assistant to the head of the freight Licence, of the following goods consigned from the British Empire: Periodicals, magazines, music, catable graphs of the following goods consigned from the British Empire: May beginning of 1945. Mr. Glanville is who is a director of Messrs. W. K. Periodicals, magazines, music, cata-beginning of 1949. All, chairful is who is a director of Messrs, w. A. logues, trade lists, advertising material, succeeded as chief assistant to the head Webster & Co., was the original insurmanuscripts, typescripts and like of the freight department by Mr. W. S. ance manager of the Norwegian Ship-

Work Expected to Start Shortly

COLOMBO PORT PLANS

From Our Own Correspondent COLOMBO, Aug. 8 (By Air Mail)

News has just become available that a scheme for the improvement and development of the port of Colombo is at present before the Minister of Communications and Works for his approval and, it is expected, will shortly be put in hand. It is understood that when accomplished the scheme will embrace the following

A deep water quay about 1100 ft. in length, capable of taking vessels with a draught up to 32 ft. This will be up of the sections of Pluto which built at the north-eastern end of the harbour and used principally for the discharge of cargoes of railway coal and phosphate. Facilities for the re plenishment of oil bunkers will be available

The present Guide Pier to be extended to make available further facilities for vessels to take their oil fuel requirements.

Two deep water quays, where the largest tanker yet built can be accommodated for the discharge of fuel oil. &c. The present berth for the discharge of bulk oils will be enlarged for this purpose. Here there will also be three points, where oil barges can load for vessels bunkering in midstream.

A mole with two deep water quays. one of 1125 ft. in length and the other 1030 ft. long, each capable of taking ships with a draught up to 33 ft., is to be built at the southern end of the harbour, where cargo ships can discharge and load.

A further mole is to be constructed at the south-western end of the harbour and will provide three more deep-

For the time being the oil bunker strips of lead sheeting approximately supplies required by the ships working we think that the following extract 2 ft. 3 in. wide, some of which will find at the quays for cargo ships and from an air mail letter dated Aug. 16. its way into new housing constructions. passenger vessels will be by barge, line has been taken up by the Royal All quays will have the required cranes, of the Empire Taw has been to pick up tious. No improved facilities appear as bunkering of coal burning vessels,

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 The Empire Taw will begin work off decasualisation under the Dock Dungeness in about three days' time. Workers (Regulation of Employment) Act. It is understood that the Council will again communicate with the dropped in mid-Channel for the Minister after the report of the dele-

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 note setting forth the United States attitude has been handed to M. Orekhov (Soviet Charge d'Affaires). 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 ance 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

a member, and during the war as vicechairman, of the Norwegian Church ping and Trade Mission

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Modernisation

MATTER

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 alongside. Those remainimpossible because the amidships sec-

"It was due to Captain Taylor's part of lead piping, protected by a leadership and organisation that the steel wrapping and No. 4 gauge steel

Question of Position of Buoys

Rip of m.s. Silverteak which have appeared in your "Marine Casualties,"

"I am enclosing copy of American the actual position by sextant angles of from which you will readily see that no ciate itself with membership of the fault can be found, with either the Dunnose. Board on this basis, and will press on master or the pilot for faulty navigathe Minister of Supply is proceeding pilot, master and second officer being members of the Board, including men only way they knew that vessel had

> bank has extended considerably since last survey, and a full report is being stalled and crews stand by in readiness. sent to the Coast Guard here for their guidance."—Yours faithfully.

Aug. 20, 1946.

The death took place at Winchelsea Born in Kuala Lumpur, Straits Lord of Appeal in Ordinary from 1923 received his initial training in Messrs. Robert Younger, Baron Blanesburgh, Devitt & Moore's sailing ships was educated at Edinburgh Academy Hawarra and Port Jackson from 1906 and at Balliol College, Oxford. In to 1909, when he joined the P. & O. 1884 he was called to the Bar by the Company as fifth officer He secured Inner Temple and entered as a pupil his master's certificate in London in the chambers of Gorell Barnes (later 1918. From 1935 to 1937 he was staff Lord Gorell), but later transferred to captain of the Strathaird, continuing Lincoln's Inn. of which he was subse-Advance forecast for the 18 hours the beginning of 1939, when he was quently appeared before the House of 1915. In 1926 he was appointed assistmade master of the Strathaird. He was in command of the Cathay when she the Privy Council, and he was was sunk during the North African appointed a Judge in 1915. In 1919 campaign in November, 1942, being he was promoted to the Court of Appeal and in 1923, when Lord Cave became of high pressure over Ireland is moving Later he commanded the Ranchi and 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. vice-president and fellow of the Royal n the West and North will spread STOCKHOLM-NEW YORK AIR PLANS College of Music, and he was prime warden of the Goldsmiths' Company in freight department. When, in 1940. 1931-32. The funeral will take place

products of duplicating machines, and Candy. of the following goods consigned from MONTREAL, Tuesday Eire: Printed paper matter of all Albert Campbell, a British merchant kinds except books for reading pureaman, has been sentenced to two poses, wallpaper, diaries, calendars, months' imprisonment here, to be fol- picture postcards and greeting cards. This Open General Licence has now disobeying the orders of the master been amended to exclude, as from while serving in the Empire Spartan, vesterday, periodicals and magazines and of threatening the master with an consigned from any part of the British

OF VESSELS Cunard House, Leadenhall Street, London, E.C. Telegrams - Blueribbon Phone London" Telephone -AVEnue 3555

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FREIGHT MARKETS

Time Charter Bookings

By Our Own Correspondent

evidence in the chartering market, but as licence, currency and other difficulties continue to be experienced business has been on a disappointing scale. Although the demand on time charter for delivery this country and redelivery Eastern Mediterranean is quieter, there is an active inquiry for other classes of trading for varying periods. A large steamer for early delivery United Kingdom has been fixed, subject to licence, for redelivery South Africa, via New York, at 17s. while details are available of two Norwegian motorships having been done for early September delivery, one for an East Coast - South American round at \$5.50 and the other for 3-4 months' trading at \$5.10. In addition metorships Minerva, 3600 t.n.r., and the Titanian, 3013 t.n.r., have also been taken on time charter.

In the outward coal trade the inquiry is disappointing, although there are holders. reports of business having been concluded. A medium-sized Italian steamer has been booked for coal from Rotterdam or Emden to West Italy at 22s., with options. The basis rate is 2s, higher than that hitherto paid for Italian tonnage in this trade. figure for British ships is still 25s.

inquiries for Eire, Antwerp. Denmark and Sweden. There are reports of tonnage having been taken up for rice from Brazil to India, but so far no details are available.

from the American Northern Range to the Continent, although numerous orders continue to be quoted usually at rates \$1 below the W.S.A. schedule for the early loading positions, but for the later dates lower figures are being indicated. To South American ports charterers are prepared to pay full

treating for sugar and rice from Java | 45s. 3d. to India, and there is an inquiry for rice from Kohsichang to France. Tonsian Gulf to India and for a similar cargo from Turkey to Greece.

A medium-sized Italian steamer has and Canadian Eagle to 34s. 3d. been fixed for prompt loading from Bona to Antwerp at 27s.

FIXTURES

BONA to ANTWERP. - Italian stmr.

7000 t., 27s. per ton, ppt.
TIME CHARTER.—Starstone, 9500 t. 17s. per ton d.w., delivery U.K., redelivery South Africa, via New York, ppt. (subject to licence).

TIME CHARTER.-Elg (m.s.), 7080 t... \$5.50 per ton d.w., delivery and re-delivery Norway, one East Coast South

American round, early Sept. TIME CHARTER.—Lionel (m.s.), 3481 t. n.r., \$5.10 per ton d.w., delivery and redelivery Norway, 3/4 months' trading, early Sept.

ROTTERDAM or EMDEN to WEST at a party given on the premises last ITALY.—Italian stmr., 7000 t., 22s. per ROTTERDAM to DENMARK, - Stmr.

PROVINCIAL REPORTS

3200 t., 15s. per ton, coal, Aug.

From Our Own Correspondents

LIVERPOOL, Tuesday Inquiry for tonnage is well sustained, but chartering remains under restriction of offers. Several United States essels are engaged from the Northern Range with coal to Belgium, and furspace is wanted to France. Holland, Portugal, Bergen and New Zealand. In the Eastern section it is understood that several fixtures have been made for new season's sugar from Mauritius to the Middle East.

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

SWANSEA, Tuesday The continued scarcity of coals restricts foreign trade and chartering is still extremely limited. For the short home trades, too, business is checked by difficult stemming.

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 for 1800-2000 tons of coal. The French have again put in their own vessel for North African allocation. Fixture:— LONDON (ldg, Methil)-2600 t., scheduled rate, coal, ppt.

MONEY MARKET

Short Credit Supplies

In Lombard Street yesterday credit supplies were short, due partly to callin and partly to the fact that one of THE BALTIC, Tuesday the banks was making up. Conse-An active inquiry has been in quently borrowers of overnight loans experienced some difficulty in satisfying their requirements. There was a small demand for October Treasury bills on the part of the banks. Apart from an adjustment of the Brazilian rate, the foreign exchanges were unaltered, and silver prices remained at recent levels.

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 of 14,021,417f., 4,735,702f., 3,600,829f. it is understood that the Norwegian advance. There was a fair inquiry for 6.122,907f. and 11,484.718f. respec South African gold mining shares, par- tively. It is expected that a dividend ticularly from the Cape, and on bal- of 5 per cent., less tax, for each of ance movements were favourable to bolders these years will be decided upon at the general meeting on Aug. 30.

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 118½. Among foreign bonds to 118½. Among foreign bonds at alian tonnage in this trade. The figure for British ships is still 25s.

A quiet and almost featureless state of affairs has ruled in the River Plate market. Although there are tentative inquiries for Eire, Antwerp. Denmark and Sweden. There are reports of tonage having been taken up for rice from Brazil to India, but so far no letails are available.

There are no reports of any further ousiness having been arranged for coal cent. Funding to 118 9-16 and Victory of affairs has ruled in the River Plate only quotable change among home railmarket, although there are tentative way Ordinary stocks was a further rise

business having been arranged for coal their overnight levels. Furness, Withy were not affected by the increased dividend for the past year. P. & O. Deferred rose 6d, to 57s. 6d. but the Preferred declined 1 to 133½.

Very little interest was shown in commercial and industrial issues, and C as a rule prices fluctuated within narrow limits. British American rates in order to satisfy their many re- Tobacco improved 3-32 to 6 13-32, quirements. Several orders are quot- Imperials 1-32 to 7 27-32, while smaller ing for potatoes in crates from St. gains were shown in British Celanese John (N.B.), and also for oats from to 36s. 9d., Dunlop to 75s. 3d., Turner Montreal and Baltimore, while \$17.80 & Newall to 89s. 9d., and Woolworth per ton is indicated for heavy grain for end August from Houston to Greece. to 93s. 6d. Cable and Wireless Preference were marked down ½ to 116½ and In other directions tonnage is still Imperial Chemicals were 3d. off

A firmer tendency developed in the oil share market in the late dealings. nage is wanted for barley from the Per- Trinidad Petroleum Development improved 1-16 to 5. Leaseholds 1-32 to 5 15-16. Burmah a similar figure to steamer of about 4500 tons is wanted 3 9-16, Apex 6d. to 33s. 9d., Attock 9d. for bitumen from Suez to Marseilles for prompt loading, the rate indicated being 55s. f.i.o., although it is probable that charterers would pay 2s. 6d. more. were shown in United British to 31s.9d.

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. The occasion marked a major step in the Lines' return to peacetime standards of convenience and service to the public.

In a short opening address to the distinguished guests who had gathered per troy ounce. NICKEL.—For home delivery £190 to Saturday to wish the company well, ton, coal, option Sicily/Bari Range 24s., Mr. Tarleton Winchester (United States Lines European passenger manager) stressed the closeness of the bond between Ireland and the United States, a chain of good relations in which the United States Lines had for many years been an important link. He remarked that the company was proud to have represented as general traffic agent since the inception of their European service the Pan-American World Airways, who had already formed the air link between Shannon and New York and foresaw, in the combination of sea and air travel of the future, a price to fit every pocket.

BRITISH INDUSTRIES FAIR

To Be Held Next Year

The date of the first British Indusries Fair to be held since 1939 is given in the forms of application for space which have 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. Special attention will be devoted to ducts suitable for export, and it is hoped that the Fair will attract many buyers from abroad as well as buyers

REPORTS AND DIVIDENDS I

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 4-5d, per unit of stock), less tax, payable Sept. 27. For each of the live previous years 6 per cent, was paid.

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.

GODFREY PHILLIPS LIMITED.

-Interim dividend of 21 per cent. actual, less tax, on the Ordinary stock and share capital (same).

COMPAGNIE DES MESSAGERIES MARITIMES .- A · Reuter - message from Paris reports net profits for the years 1941, 1942, 1943, 1944 and 1945

COMMODITIES

GRAIN

OILS AND OILSEEDS

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

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

FOREIGN PRODUCE

LONDON 'Mincing Lane), Tuesday SPICES.—CLOVES. — Zanzibar spot 11\(^1_2\)d, per lb, sellers, c.i.f., Aug.-Sept. 10\(^1_2\)d, (buyers' licence), afloat 10\(^1_2\)d, per lb, sellers. PIMENTO.—Spot. 1s. 1\(^1_2\)d, per lb, sellers. (HILLIES.—Mombasa spot 155s. per cwt. sellers. MACE.—West Indian pale spot 5s. per lb., nominal.

JUTE.—Idle. Daisee 2-3 new crop Oct.-Nov. \(^2_2\)44 10s. per ton nominal.

SHELLAC.—Open market quotations idle on the basis of 375s. per cwt. sellers, ex-warehouse for F.O.T.N. Pure.

METALS

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

TINPLATES.—Home delivery 34s. 3d. basis I.C. 14 by 20 f.o.t. makers' works, export 38s. to 42s., basis f.o.b. South Wales. Uncoated plates 27s. per box, COPPER.—Electrolytic and wire bars 184 per top delivered

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

£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' ciation, officials of the National Union of General and Municipal Workers and representatives of John Brown & Co. Clydebank. Last Thursday platers' helpers at Messrs.
Brown's yard went on 300 strike, and yesterday mass meetings at various Clyde shipyards decided on sympathetic action. Meanwhile, however, the conference on the unofficial strike resulted in the withdrawal by Messrs. John Brown of dismissal notices involving eight men and a shop steward—the original cause of the dis pute. There will be a further conference on Friday. The ground for dismissal was redundancy, but as the men will return to work to-day the strike has been called off.

R.N.V. SUPPLEMENTARY RESERVE The Admiralty announce that it has

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 able. the display of United Kingdom pro- Proclamation in the event of any future emergency. Applications for considerations for enrolment in the R.N.V.S.R. should be forwarded to in Britain. Application forms will be the Admiral Commanding Reserves. posted next week to manufacturers of Queen Anne's Mansions, St. James's Park, S.W. 1.

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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 COPPER SULPHATE, — 98/100 per cent. £33 10s. per ton (less 2 per cent.), in 2-cwt. bags (free), f.o.b.
ALUMINIUM. — Ingots and bars for home delivery £67 per (on delivered.

ANTIMONY. — English 99 per cent. £125, and crude 70 per cent. £105 per ton delivered. for early delivery. Current outputs are improvement for some while to come Export trade is still severely affected

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. Arrivals of coastwise tonnage are very regular and dispatch is good. Inquiries are brisk and trade would be very plentiful if more coal was available, particularly steam descriptions.

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, and there is always a miscellaneous inland trade to be satisfied Exports continue restricted to vital orders. Bunkering is an active market, and more inquiries are to hand.

MERSEY

The Mersey bunker market has opened with a steady tone. Supplies of Yorkshire/Derbyshire descriptions are barely sufficient for full requirements. There is no change in the cargo position and permits are very difficult to arrange owing to heavy industrial! calls. Washed and dry slacks continue been decided to reconstitute the Royal to meet full directions, while opencast descriptions have fallen off. There is no change in the coke position, and the gas descriptions remain strong.

GLASGOW

The bunker position has lightened and it seems it will be the second half of next week before stems are avail-Some steelworks are short of supplies and direction has been necessary to met the position. Paper mills are better placed as regards duff supplies. Inferior fuels continue to move fairly well, with vessels now keeping positions. unchanged.

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STEEL STOCKHOLDERS Round the Shipyards Survey of Work and Prospects

By Our Own Correspondents

THE CLYDE B

Local Yards to Share in B.I. Replacement Programme

GLASGOW, Tuesday

LLOYD'S LIST

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

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 & Engineerng Company. The first work under taken 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 Lali, 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 Greencek 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 condi-tions 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 Shiphuilding & 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 he keel and the ground means cramped conditions and should be compensated by additional rates. It is hoped that both disputes will reach an early settle-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 extenive repairs on the tanker Acasta during the week, and expect to complete the refitting of the whalng 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 Fossarus (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 Ltd., about the middle of next month, 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.

Wednesday, August 21, 1946

The war service of the Mauretania s 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 Com-

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 ompanies 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 turboelectric 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, and will be the biggest reconversion

(Continued on page 5, column 3)



BRyanising, the new method of galvanizing developed by British Ropes Limited, is by far the most efficient protection against corrosion of wire and wire rope. BRyanising electro-deposits the zinc coating on the steel; it becomes an integral part of the rope itself. BRyanising neither flakes nor cracks; every part of the wire is effectively armoured against the insidious attacks of salt-laden atmosphere and sea water. On ships and in the dockyards; in factories and fields; wherever corrosion is met with, BRyanising is the answer. To the man who knows the ropes BRyanising is

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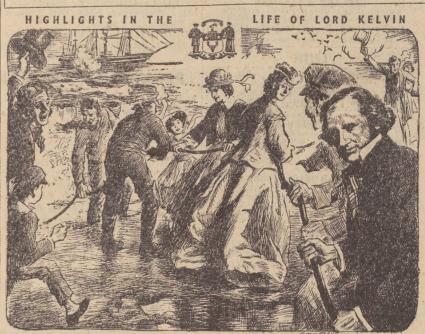
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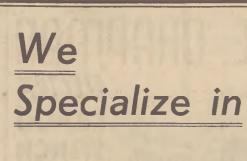
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Shipbuilding & Engineering Section

(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

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 refitting. The Invicta, Worthing and Isle of Thanet are other cross-Channel vessels ordered to the Tyne for

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

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 Stobswell 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, are directed towards ensuring the 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 Garmoyle of the Clyde Shipping Company, Ltd. The Toward and her sister ship a large number of smaller repairs were Beachy, which will be ready for launch-effected on ships afloat. ing 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 Terborch (9875 tons gross), built by the Caledon Company during the war, has been allocated to the Holland-Amerika Lijn. Her six sister ships—some of 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 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 Samanco and Sarmiento, 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 Salarerry 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 Salumanca, 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 Lochavon (8400 tons), the first of which is to be launched

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 Georgic, was

ROUND THE SHIPYARDS | very extensive, and has occupied the hest 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

THE TEES

Price of Finished Steel Products

MIDDLESBROUGH, Tuesday The only ripple on the placid surface of on 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 maximum stability of prices." 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

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. them adapted on the stocks to suit Riddle, which sustained bow damage in collision with the American Farmer. General repairs were still in hand on the Umberleigh, Empire Lundy, Samgallion and Durenda, and the Trebol (ex Irish Alder) and Kaikoura were Stentor, belonging to Messrs. Alfred Holt & Co., and the Modjokerto, of the dealt with 36 vessels in dry dock and 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

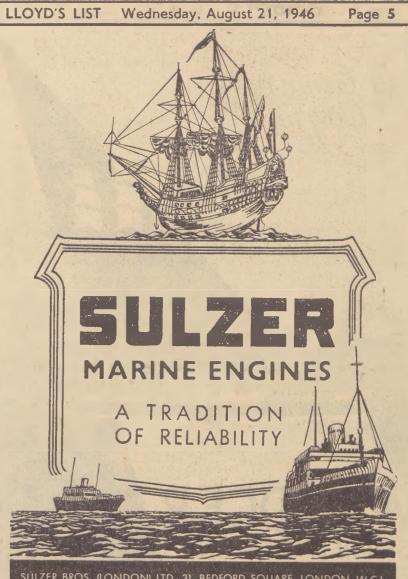
> The Penarth Pontoon, Slipway & Ship-Repairing Company, Ltd., continued work on the St. Julien on the pontoon and attended to four vessels alongside. Hodges & Co., Ltd., Barry, continued repairs on the Powis Castle At Swansea, the Prince of Wales Dry Dock Company, Swansea, Ltd., had the Glen Helen still 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 Poulsom.

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



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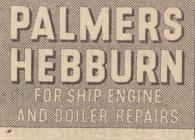
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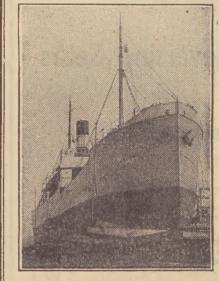
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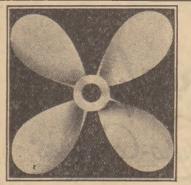


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(Continued on page 6, col. 3)

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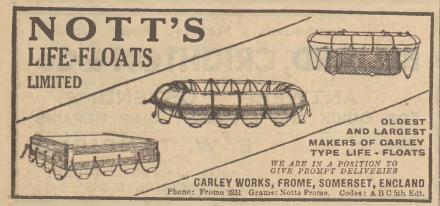
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Work for the Shipyards

Shipbuilding & Engineering Section

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

Yard	Number & Type	Size	Engines &
Alexander Stephen & Sons, Ltd., Lint- house	Two	10,200 gr	
Barclay, Curle & Co., Ltd., Glasgow	Pass. m/ship	5000 gr	-
Swan, Hunter, & Wigham Richard- son, Ltd., Wallsend- on-Tyne	Pass. m/ship	5000 gr	=
Barclay, Curle & Co., Ltd., Glasgow	Pass. m/ship	9000 gr	=
Swan, Hunter, & Wigham Richard- son, Ltd., Wallsend- on-Tyne	Pass. m/ship	9000 gr	=
Barclay, Curle & Co., Ltd., Glasgow	Two cargo m/ships	10,550 t.d.w.	=
William Denny & Brothers, Ltd., Dumbarton	Cargo stmr	9000 t.d.w.	=
Wm. Gray & Co., Ltd., West Hartle- pool	Cargo stmr	8500 t.d.w.	=
Charles Connell & Co., Ltd., Scotstoun	Cargo vessel	9000 t.d.w.	=
Barclay, Curle & Co., Ltd., Glasgow	Refrig. cargo m/ship	10,550 t.d.w.	-
James Lamont & Co., I.td., Greenock	Two cargo stmrs	1550 t.d.w.	Steam John G. K Co., Ltd.,

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

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

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, ship, the British Holly on Aug. 20, 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.

Ltd. is also to be launched next month.

The twin-screw motorship Lacerock 61/3 50/7 Babck & Wilcox 65/3, 65.0 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.

The twin-screw motorship Latterock and ord Sol, Block which Sol, Sol, Bladwine (Hold. 60.6/04.5/10¹2 ings) Ord 29/6 25/0 Beardmore Ord 30/9, 31/3, 31/0 24/9 Brown (J) Ord 29/7¹2, 30/0, 23/6 (10/0 paid) 11/9 8/6 Cammell Laird 13 0, 13/1¹2, 12/10¹2 Ord 45/0 Clarke, Chapman 62/9, 61/3 10/0 21/6 Colvilles Ord 25/1¹2, 25/4¹2 10/0 Ord 25/1¹2, 25/4

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.

Ord

4¹s Cory (Wm) Ord
100/3, 100/6, 99/9
22/6 Dorman, Long
27/7¹z, 27′⁴¹z
0rd
43/1 Dorman, Long
45/7¹z, 47′6
52/6 Firth (Thos.)&
John Brown,
Ld. "A" Ord
5/0 GraysonRollo&
9/1¹z, 9/0
Clover Ord
34/6 GuestKeen Ord | Clover Ord | Austin's yard the keel has been laid of a 1500-ton collier for Stephenson Clarke, Ltd. | Austin's yard the keel has been laid of a 1500-ton collier for Stephenson Clarke, Ltd. | Austin's yard the keel has been laid 40/9 | 29/4 Guest Keen Ord 39/9, 39/3, 39/7½ | 34/6 Guest Keen Ord 39/9, 39/8, 39/8, 39/7½ | 34/6 Guest Keen Ord 39/9, 39/8, 39/8, 39/7½ | 34/6 Guest Keen Ord 39/9, 39/8,

Ltd., Dartmouth, launched from their Noss shippard 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.

ROGEN FLOATING DOCK BUSY

2/10 Ocean Coat ... 17/1½, 17/0, 17/0¾
24/4 19/9 Powell Duffryn 2/4/1½, 24/3, 23/10½
26/3 S. Durham ... 25/7½
26/3 S. Ewants & Lloyds Defd 52/9, 52/10½, 52/6, Lloyds Defd 52/7½
27/6 Thomas(R.) and 31/7½, 31/10½, 31/6
27/6 Thomas(R.) and 31/7½, 31/10½, 31/6
28/3 22/3 United Steel ... 26/1½, 25/9
28/3 22/3 United Steel ... 26/1½, 25/9
28/3 27/3 Vickers Cum 32/10½

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

Owners British India Steam Navigation Co., Ltd., London

British India Steam Navigation Co., 1.td., London

British India Steam Navigation Co. Ltd., London

British India Steam Navigation Co., Ltd., London

British India Steam Navigation Co., Ltd., London

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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 41d, to 27s. 3d, and the taxfree Preference 6d. to 33s. 6d. Weardale 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: Yesterday's range of Business

33/6 27/3 Vickers Cum 32/10¹2 Prefee 12/6 6/10¹2 White (J. 14/3 Samuel) Ord

The water carrier Spalake, of 670 tons gross, built by Charles Hill & Sons, Ltd., Bristol, for the Admiralty, has been launched. The Spalake, which will be employed as a Royal Fleet Auxiliacy, is similar in design to the Spapool.



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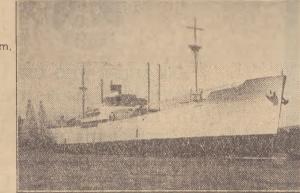




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Shipbuilding & Engineering Section

Motor Ships & Engines

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 wellknown figure in the world of shipping, Mr. C. Zulver, they were among the pioneers of the doubleacting 4-cycle oil engine; they later made a most interesting conversion of these from double- to single-acting engines with continuous underpiston supercharge, which they introduced and developed in singleacting 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 dieselelectric tanker and the first one employing alternating current. She 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 reorientation of the fuel situation as applied to motorships, if it is universally applicable.

This ship is the Auricula, built and engined 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 tank the oil is maintained at not shipyard in January, 1935. 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 that the engine manoeuvres on diesel supercharge, driving its own auxiliaries and the majority of mal working cylinder temperatures those needed for the operation of have been reached while running. the ship at sea, other than the steergas steam. The engine has eight effect on the number of revolutions.

The supercharge system is a derelopment 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 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 successful voyages across the 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.

THE TANKER "AURICULA" 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 advan tage 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

There is no need to carry more than a small amount of diesel oi 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 will have one engine specially built made—new fuel valves and sprayers no doubt.

Treatment of Fuel

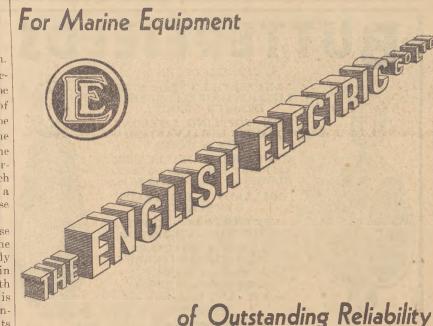
The greatest factor, however, con tributing to the success of the experiments has been the extraction of impurities from the heavy fuel oil. Two de Laval centrifugal separators are fitted, one a purifier and the other a clarifier. The bunker oil is heated to 180 deg. Fahr, and passed through them in that order. In the engine service 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, oil and continues to do so until nor There is provision for a quick ing engine and the generator, both change over from one fuel to the of which are operated by exhaust other, and vice versa, without any cylinders, of 25.5-in. diameter and Diesel oil is immediately available 55.12-in. stroke, and is rated for for use in the event of an involun-

tary 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 stroke once in every two, there is a 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 RUST from the story of this most interesting experiment. The owners themselves will doubtless need more before their own private injection engine fitted in a standard information is complete. Then, no type of cargo liner made several doubt, they will determine how far to employ the results and in what Atlantic running on heavy Mexican direction to allow them to affect the propulsion of existing and new motorships, as a whole.

Vickers-Armstrongs, Ltd., are to rebuild the brass foundry at their Elswick Works, Newcastle-upon-Tyne. of diesel or gas oil per b.h.p. per The contract for the work has been let hour. The figure varies according to to William Moss & Sons, Ltd. the design and the number of Loughborough.

Wednesday, August 21, 1946 LLOYD'S LIST Page 7



SHIP PROPULSION

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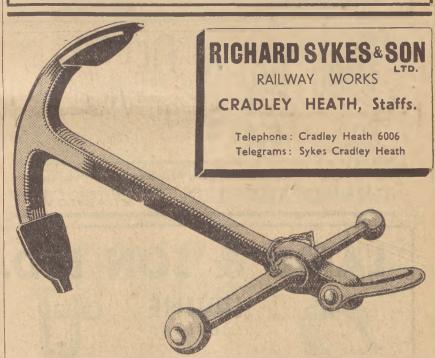
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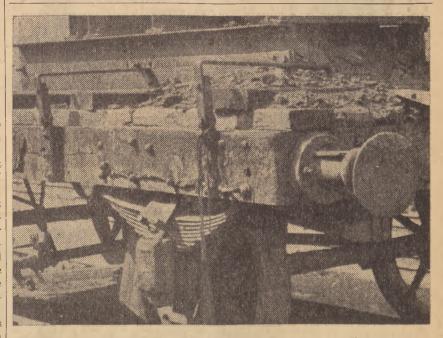
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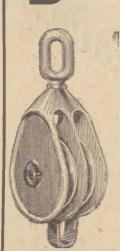
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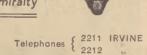
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Shipbuilding & Engineering Section

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 Increases of from 17s, 6d, to 45s, per (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-Molybdenum: Reduction of 4d. per lb, of Mo. content. Nos. 1 to 110 inclusive lodged under

per cent. powder.

3. Hematite Pig Iron: Increase of 5s. 6d. per ton and S. Wales Zone price adjusted 66. Electrically Welded Tubing: No change.

Hematite Pig Iron Extras: Increase of 5s. 6d. per ton and S. Wales Zone price adjusted.

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.

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 Tron: 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 increase of 10s. per ton.

WIRE & WIRE PRODUCTS—
79. Mild Steel Wire and Products: Increase of 10s. per ton. 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

19. Gun Billets: Increase of 7 per cent. 20. ALLOY STEEL BILLETS & BAP Increased by varying amounts according to quality and section. Extras for Heat Treatment and Reeling increased.

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

26. TINPLATE & SHEET BARS: Increase of 5s. per ton. 27. Wire. Rods: Increase of 7s. 6d. per

HEAVY STEEL PRODUCTS-

28. Bars, Sections & Plates: Increase of 5s. per ton.
29. Steel Sheet Piling: Increase of 5s. per

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

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

38. Sash & Casement Sections: Increase

of 9s. 6d. per ton.

39. Gate Channels: Increase of 9s. 6d. per

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.

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. Cellactite Sheets: Surcharge increased

from 35 per cent, to 37 per cent.
46. Robertsons Sheets: Surcharge increased from 24 per cent, to 26 per

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. 49. Terneplates: Increase of 3s. 6d. per

50. Blackplates: Increase of £1 16s. 8d. per ton.

TUBES, PIPES & FITTINGS-

51. Gas List Tubes and Fittings: Gross discounts reduced by from 11 per cent. to 2 per cent 52. Commercial Hot Finished Tabes (Gas

List Sizes): Gross discounts reduced

by from 11 per cent. to 13 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 72d. per foot, according to size.

ton, according to size.

57. Perkins Tubes: Increases of 3d, and ½d. per foot, according to size.

58. Loose Flange Tubes and Fittings:
Discounts reduced by from 2½ per

cent. to 31 per cent.
59. Hot Finished Steel Boiler Tubes: Dis-

per lb. of Mo. content.

2. Tungsten Metal Powder: Reduction of 3½d. per lb. of W. content in 98/99

63. Cold Drawn Boiler Tubes: No change.
64. Admiralty Cold Drawn Boiler Tubes: No change.

65. Cold Drawn Electrically Welded Tub-

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 Weld-

ing: No change.
72. Hot and Cold Drawn Tubes to Admiralty Specifications: Hot Finished

Tubes increased by from \(\frac{1}{4}\)d. to 4d. per foot. Cold Drawn no change.

73. Tube and Pipe Joints: Average increase of approx. \(3\frac{1}{2}\) per cent.

74. Malleable Iron Pipe Fittings: No

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-

crease of 10s. per ton.

80. Florists' Wire: Increase of 1½d. per doz. lb. 81. Stitching Wire: Increase of 10s. per

82. Scaffold Lashings: Increase of 6d. per

83. Concrete Mesh: Increase of 15 per cent. 84. Brake Cable and Fine Steel Strand: Various increases consequential on

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

7s. 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: crease of approximately 4 per cent.

100. Laminated Railway Springs: In-

crease 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 3 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

(Continued on page 9, column 3)

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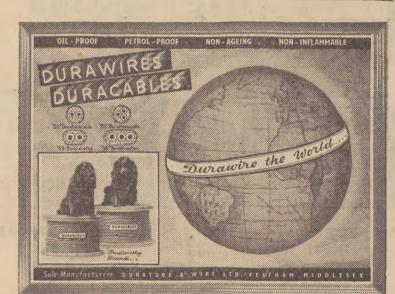
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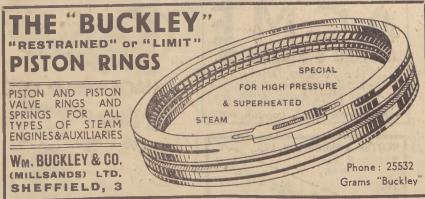
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Shipbuilding & Engineering Section

IRON AND STEEL

(Continued from page 8, column 4)

Wire Products (Wire Netting and Second-hand Barbed Wire).

Copies can be obtained on application to the Control at Steel House, Tothill Street, London, S.W. 1. They will automatically be sent to those who have received them in the past.

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

- counts reduced by 2½ points. Cup Square Square Carriage Bolts and
- Nuts: Discounts reduced by 11
- Bright Steel Bolts, Nuts, Studs, &c.
- Brices 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 34 per
- Bolts and Set Screws to BSS, 1083.— Grades "A," "B" and "C" Cold Headed: Prices increased by 2½ per
- 6. Forged and Heat Treated Bolts and Set Screws to BSS, 1083.—Grade "D" Series F.B. 100: Prices increased by
- Nuts to BSS. 1083/1942.—Grade "L"
- Prices increased by 33 per cent.

 8. Bolts to Admiralty Schedule 92.—
 Tensile 30/35 tons: Prices increased by 3\frac{3}{4} per cent. Bolts to Admiralty Schedule 92A.— Tensile 45/55 tons: Prices increased
- by $2\frac{1}{2}$ per cent. 10. Alloy Steel Bolts to Admiralty Sche-
- dule 92A: Prices increased by 21 per 11. Nuts to Admiralty Schedule 92: Prices
- increased by 3\frac{3}{2} per cent.

 12. Studs to Admiralty Schedule 92:
 Prices increased by 3\frac{3}{2} per cent.

 13. 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.

 14. Aircraft Bolts.—Cold headed. Low and High Tensile Steel: No price change.

 15. Aircraft Bolts.—Turned from bar. Low and High Tensile Steel: No price and High Tensile Steel: No price change.
- 16. Aircraft Bolts.—Riveted. Low and
- High Tensile Steel: No price change.

 17. Aircraft Bolts.—Turned from Bar.
 Stainless Steel: No price change.

 18. Aircraft Bolts to special A.S. Drawings.
 Low and High Tensile Steel: No price
- change.

 9. Aircraft Nuts.—Steel and Stainless Steel: No price change.

 20. Aircraft Screws.—Mild Steel. Mild Steel A.G.S. Rolled and Turned Threads:
- No price change. 21. Aircraft Rivets.—Steel: No price
- change.
 22. B.A. Nuts.—Steel: Prices increased by approximately 2½ per cent.

 23. Metal Thread Screws.—Steel. Rolled threads: Discounts reduced by 2½
- Metal Thread Screws.—Steel. Turned
- 25. Socket Set and Cap Screws: Discounts reduced by 2½ points.
 26. Wood Screws. Steel: Discounts
- reduced by 2½ points.

 27. Roofing Bolts and Nuts.—Mushroom Head. Rolled threads: Schedule re-
- edited and prices increased by approximately 3½ per cent.

 28. Gutter Bolts and Nuts.—Bright. Rolled threads: Schedule re-edited and prices increased by approximately
- Rivets .- Half-inch diameter and over. Steel: Prices increased by 15s. per ton and small quantity extras in-
- 30. 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 sucessful trials last week with her modi- ally a cargo vessel, the Muhlenberg ied diesel machinery running on heavy Victory was one of 40 Victory ships it, is a 12,100-ton tanker of a standard that Todd yards in Brooklyn and 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 Europe. As a result of a second condeck, with poop, short bridge and fore-castle, and is 482 ft. 6 in. in length cattle. Most of these are installed in overall, 59 ft. in breadth and 34 ft. 10 in. in depth to upper deck. Accommodation for the master, officers and To facilitate the work of the veterinary engineers is provided in steel houses staff, special platforms have been proon the bridge deck, and the petty vided along the rear of the stalls. fficers and crew are quartered in the coop.

The Cedar Rapids Victory, Park Victory and Blue Island Victory are other Victory ships which have been unique is the subject of an activity of the subject o officers and crew are quartered in 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 str 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 Com-merce," Mr. Smith describes the order as a "serious and unwarranted blow" at the private shipbuilding industry 1. Black Bolts, Nuts, &c., to BSS. at the private shipbuilding industry, 916/1940 and BSS. 325/1928 or other Standards where appropriate: Disconstruction 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 threads: Discounts reduced by 2½ 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 incon-veniently 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. Vields 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

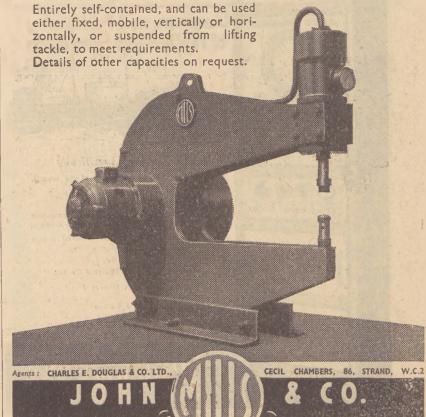
VICTORY SHIPS AS LIVESTOCK CARRIERS

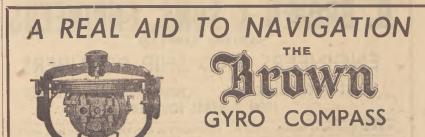
The American steamer Muhlerberg

Victory, which recently completed her first transatlantic voyage to Europe as a livestock carrier, is the fourth Vie tory ship to be converted for that purpose in the Brooklyn yard of the Todd Shipyards Corporation. Originupper-deck berths, where they have plenty of fresh air and even sunlight.

Head, Wrightson & Co., Ltd.

Thornaby-on-Tees, are to proceed with the £160,000 plan for extending the HUNT'S LIFEBOAT HAND WINCHES Egglescliffe Foundry, Stockton. It is learned that most of the work will be done by the firm's own departments.





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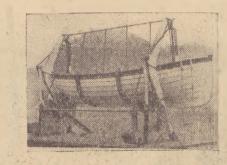
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STEAM PROPULSION

Two New Cargo Liners for Holland-Amerika Lijn

By OUR SPECIAL CORRESPONDENT

Though tradition has been served | gearing to the main propeller shaft, by the placing of an order for two making these turbine sets of the comcargo liners by the Holland-Amerika bined single and double reduction Lijn with Harland & Wolff, Ltd., geared type. The astern turbines Belfast, it has been broken, as far as were incorporated in the interrecent years are concerned, by the mediate and low pressure turbines fact that they are to be propelled by and were capable of developing as geared turbines and water-tube much as 65 per cent., collectively, of boilers—the whole of the machinery is to be supplied by the builders. The two ships are not passengercarriers 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

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 Asturius and Alcuntura. The Holland-Amerika Lijn used geared turbines with water-tube boilers in the big passenger liner Statendam, which unfortunately was a war casualty in maximum height of only 37 ft. The 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 Vieuw 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 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 superhigh 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

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 superhigh 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 221 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 550 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 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 sur-

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 pressure turbine at 1600 r.p.m., one for harbour use, and its supply of intermediate pressure turbine of the 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 watertube boilers which has increased the popularity of this kind of propulsion with shipowners.

The new Holland-Amerika Liin order is but one more confirmation of the fact that marine engineering has now entered upon an era which marks the reintroduction 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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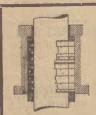
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Aug. 16 269 LADY RODNEY, Br. 4936, Blane, Rotterdam, Tilbury Dk., Cunard White Star.

3267 LADY SHEILA, Br, 107, Mummery, Antwerp, Surrey Commercial Dk., Such

Dunedin & Lyttelton, King George V. Mark Brown's Wf., United Empire Daring Vancouver for Mill-

274 ARABIAN PRINCE, Br, 1035, Lloyd, Famagusta, West India Dk., Westcott & Laurance Line. 773 BAUTA, No. 926, Erikson, Reyk-javik, Tunnel Wf., W.Thurrock, Tatham,

romage & Co.

) BRATTFORS, Sw. 484, Paulsson,
ake Vener, Milwall Dk., S. L. A., Ltd.

BRITANNIA, Sw. 2422, Walter,
othenburg, Millwall Dk., British & Nor-

thern Shipping Agency.

85 EMPIRE CONSISTENCE, Br. 786, Reeve, Oslo & Christiansand, Millwall Dk., United Shipping Co.

83 EMPIRE DARING, Br. 4500, Jones,

couver, Millwall Dk., Lambert Bros EMPIRE WHARFE, Br, 1757 McColm, Kingston (Ja), West India Dk., Royal Mail Lines. 176 EXPRESS, Du, 96, Gooy, Rotter-dam, Tunnel Wf., Grays, W. H. Muller

anger & Holmsund, Surrey Commercial Dk., Lambert Bros.

Antwerp, Fulham, G. A. Tom & Co. 87 LAUCHLAN McKAY, Br. 1785, MacDonald, Antwerp, Tilbury Dk., MARGECA, Du. 750, Olfers, Casa-ica, Mark Brown's Wf., W. H.

MAVIS, Br. 1701, Sinclair, Dieppe. don Dk., G. S. N. Co. RAMAVA, Br. 1305, Smits, New-le (N.B.), Surrey Commercial Dk.,

282 SAGA, Da, 539, Larsen, Copenhagen, Millwall Dk., United Shipping Co. 268 STARLING, Br, 628, Lowe, Hamburg, Tilbury Dk., Clemt. 70 TERN, Br, 96, Urguhant Benderick, Control of the Con torg, Thoury Dk., Clein.

TERN, Br. 96, Urquhart, Brussels, London Dk., Brussels S.S. Co.

WEST COASTER, Br. 155, Horsham, Havre, London Dk., G. S. N. Co.

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

Aug. 20 ANTWERP, Empire Seabright, Br. 307,
Evans, Regent's Canal Dk., G. S. N. Co.
ANTWERP, Themston, Br. 283, Hewetson,
Regent's Canal Dk., S. Instone & Co.
BRUSSELS, Tern, Br. 96, Urquhart,
London Dk., Brussels Steamship Co.
CHANNEL ISLANDS, Channel Queen,
Br. 275, Metcalfe, Free Trade Wf., British
Channel Islands Shipping Co.
Channel Islands Shipping Co.

Channel Islands Shipping Co. HELSINKI, Capella, Fi, 724, Liljefor Surrey Commercial Dk., C. Gee & Co.

OSTEND, Empire Seabrook, Br, 293,
Metcalfe, Tilbury Dk., S. Cater & Co.
PERNIS, Prowess, Br, 77, Dible, Shell
Haven, F. T. Everard & Sons.
ROTTERDAM, Express, Du, 96, Gaay,
Tunnel Wf., Grays, W. H. Muller & Co.
ROTTERDAM, Margeca, Du, 750, Olfers,
Mark Brown's Wf., W. H. Muller & Co.
ROTTERDAM, Marsworth, Br, 188,
Pearce, Regent's Canal Dk., Walford
Lines.

Lines.
ROTTERDAM, Oranjepolder, Du, 442, De
Witte, Custom House Qy., W. H.
Muller & Co.
ROTTERDAM, Phoenix, Du, 259, Smith,
Tunnel Wt., Grays, C. Hoffmann & Co.
ROTTERDAM, Theems, Br, 286, Sheldon,
Dagenham, Grand Union (Shipping).

Vessel, Flag. Net Tonnage, Master, For. Station, Agents or Brokers Aug. 20

CAPELLA, Fr. 724, Liljefors, Helsinki, Surrey Commercial Dk., C. Gee & Co. CHANNEL QUEEN, Br. 275, Metcalfe, Channel Islands, Free Trade Wf., British Channel Islands, Free Frade (v. Channel Islands Shipping (vo. EMPIRE SEABRIGHT, Br., 307, Evans, Wega, Aug 19 Antwerp IRVINE

Antwerp, Regent's Canal Dk., G. S. N. SHOREHAM EMPIRE SEABROOK, Br. 293, Metcalfe, Ostend, Tilbury Dk., S. Cater & Co.

EXPRESS, Du. 96, Gaag, Rotterdam,
Tunnel Wf., Grays, W. H. Muller & Co.
MARGECA, Du. 750, Olfers, Rotterdam,
Mark Brown's Wf., W. H. Muller & Dubrovnik, Aug 19

Middlesbrough
IRVINE
Ardfern, Aug 17
Cragsman
GREENOCK

MARSWORTH, Br. 188, Pearce, Rotter-dam, Regent's Canal Dk., Walford Lines. ORANJEPOLDER, Du. 442, de Witte,

CLEARED IN BALLAST Vessel, Flag, Net Tonnage, Master, For, Station, Agents or Brokers. Aug. 18

LADY RODNEY, Br. 4936, Blane, Rot-terdam, Tilbury Dk., Cunard White Star. Aug. 19

PLOVER, Br. 166, Kelly, Harlingen, Regent's Canal Dk., G. S. N. Co.

CLAN LAMONT, Br. 5702, Houghton,
Naples, Tilbury Dk., Cayzer, Irvine &
San Velino

HERON, Du. 122, Barteld, Antwerp, Allsop's Wf., Freight Express.
ORMONDE, Br, 8843, Hawker, ('olombo & Rangoon, Tilbury Dk., Anderson,

WIRELESS REPORTS
Fowey
Fowey
Fowey
Fowey
GRANGEMOUTH AR
Braheholm.—Bd Gothenburg, 424 m WSW
of Rockall, Aug 14, noon
Ioannis Frangos,—49 42 N, 00 30 W,
Aug 18, 55 0p.m.
John McDonogh.—Portishead, Aug 20
Fowey
Fowey
Fowey
Fowey
Fowey
GRANGEMOUTH AR
Braheholm.—Bd Gothenburg, 424 m WSW
of Rockall, Aug 14, noon
Ioannis Frangos,—49 42 N, 00 30 W,
Aug 18, 55 0p.m.
John McDonogh.—Portishead, Aug 20
Fowey
F

LLOYD'S LIST Wed., Aug. 21, 1946 Landskroup Oslo Landskroup Os

OVERSEA MOVEMENTS: Latest Reports

SD SUNDERLAND

De Hoop, Aug 19

FLAMBORO HD

Bornrif, Aug 19 Kvikkjokk

Fort Nipigon A SPURN HEAD

⁷irginia

Mercia

RULL

FURN HEAD Anch Off

SPURN HEAD Pd Out

Caledonia, Aug 19 Palermo, Aug 20

Bloomfield, Aug 19

Palermo, Aug 19 Lisbon Mercia Lisbon

Empire Rapier Cuxhavn

Bernard V., Aug 20 Caen

ARCTIC SEA

TO

USHANT

ONEGA

Vesla, Ang 9

Ekornes, Aug 19

lota, Aug 20

UNITED KINGDOM

GRAVESEND AR LIZARD Aug 20 for Amsterdam Oran M. Roberts Margeca (Du), Aug 20 Casablanca for Mark Brown's Wf John F. Appleby, Aug 20 LIZARD Pd W Strathaird Nachman Syrkin,Aug 19 Charles A. Dana Heywood Broun

Saga HARTLAND PT Pd In Aug 20 Ioannis Frangos (pres) for Tilbury Dk HTUCMMOVA Condesa, Aug 20 Buenos Aires Buenos Aires for Royal Albert Dock
Oleum, Aug 20 Goole Albatros Antwerp Firelight, Aug 20

Carfirth

White Sambal, Key West Capella, Aug 19

Sambalt, Aug 20

Hamburg
Hamburg
NEWPORT AR

Vacantee Aug 18

MIDDLESBRO SD
Fairwater, Aug 19
Sunderland

GRAVESEND SD Saphir, Aug 19 Ostend
Russell A. Alger, Aug 19
Aug 19 Avonmouth
New York
Sambre
Paris
Paris
Paris
Geddington Court,
Geddington Court,
De Hoop, Aug 19
De Hoop, Aug 19
De Hoop, Aug 19 NEWPORT

Vesta, Aug 15 Christiansund (not for Christiansand as be-Empire Balfour, Aug 17
Buenos Aires
Flimston Finland Beaverburn Antwerp Actuality, Aug 20 Gothenburg Empire Rosalind. SOUTHEND Mauville Piraeus Bharatkhand

Jupiter Tubo

Mauvilla, Aug 20 Carthage

Empire Alderney

Torfinn Jarl. Aug 20

RIDHAM DOCK

Alfred Clegg Clarence Roberts Clarksville Victory

Dania Michael Pupin, Aug 20

Alfred Clegg Thetis

DOVER

Clarence Roberts

Windar, Aug 20 Empire Clansman

DUNGENESS

erjo (aux), Aug 19 ibley Park, Aug 20

James Ford Rhodes

George H. Flanders Antinous, Aug 20 Ventura Hills

Baltara, Aug 19 Ezra Cornell, Aug 20 Holland

PRAWLE POINT Pd W

Agiena, Aug 19 Bulkerude, Aug 20

PLYMOUTH

PLYMOUTH

THE DOWNS

Aug London SD SOUTHEND Pd Down Canada

Empire Gulliver

Stefanos S., Aug 20 Newlyn BARRY IS Pd Down White Sands, Aug 19 Rainier Seaside Vesuvius, Aug 18 Tyne Sambalt, Aug 20 AR Anch

Walter Kidde, Aug 19 Michael Pupin, Aug 20 Oakley Wood San Anthony, Aug 19 London Fredman St Malo Lieutenant Lancelot, Aug 20 Bordeaux SWANSEA SD Bantria, Aug 19 Gibraltar Heminge Halifax (NS)

MUMBLES Bantria, Aug 19 Heminge, Aug 20 ELLESMERE PORT

MANCHESTER
Manchester ('ommerce,
Aug 19 Montreal
ER SD AR cce, itreal SD IMMINGHAM SD 20 Syrian Prince, Aug 20 Tunis

GARSTON Nordia, Aug 20
Bathurst (RG)
LIVERPOOL AR City of Cape Town,
Aug 20 Sydney

Leoville, Aug 19 Dieppe

GT YARMOUTH RDS Copenhagen
Bjorgheim, Aug 20
Aruba for Stanlow
Cape Sable, Aug 20 Para
Henry George Galveston Empire Roding for Garston

BEACHY HEAD Pd E Bear Paw Leandros, Aug 19 Russell A. Alger, Aug 20 LIVERPOOL

Russell A. Alger, Aug.

NEWHAVEN

N. J. Ohlsen, Aug 17
Hamina

Hamina

Pardo, Aug 20

Buenos Aires SD Lady Anstruther.

Capella, Aug 17
Middlesbrough

Aug 17 Loch Riddon
Palm, Aug 19
Belfast Dunoon Ayr | Bera (No), A ST CATH'S PT Winsum, Aug 20 Pd E Empire Gazelle, Aug 19 AR

Clio, Aug 15
Clio, Aug 15
Corollar Grebe, Aug 19
Wabana
Thistlemuir, Aug 20
Bona
GLASGOW
SD
NORRSUNDET
AR
Trolleholm, Aug 13
Skutskar
Skutskar
Skutskar
AR
Urd, Aug 14
Geffle
Vega, Aug 17
Gefle
Margaret Johnson
Hanne ST CATH'S PT Pd W Empire Grebe, Aug 19

Muller & Co.
PHOENIX, Du, 259, Smith, Rotterdam,
Tunnel Wf., Grays, C, Hoffmann & Co.
PROWESS, Br., 77, Dible, Pernis, Shell
Haven, F. T. Everard & Sons.
RIVER FISHER, Br., 451, Roberts,
Nantes, West Thurrock, S. Cater & Co.
TERN, Br., 96, Urquhart, Brussels, London
Dk., Brussels Steamship Co.
THEMSTON, Br., 286, Shelden, Rotterdam,
Dagenham, Grand Union (Shipping).
THEMSTON, Br., 283, Hewetson, Antwerp,
Regent's Canal Dk., S. Instone & Co.

Muller & Co.
Holland
Dr. Heinrich Wiegand
SOUTHAMPTON AR
Thomas J. Lyons,
Aug 19 Marseilles
Norbar Cherbourg
Dubrovnik Aug 19
Rotterdam,
Southampton SD
Dubrovnik Aug 19
Cumco (tug), Aug 20
Bona
Son
Tail of Bank
Raresuando, Aug 18
Rotterdam,
Nacella, Aug 19
Rotterdam
Saivo, Aug 19
Witte Zee (tug)
NaRVIK
Saivo, Aug 19
Rotterdam
Saivo, Aug 19
Rosario
Witte Zee (tug)
NaRVIK
Saivo, Aug 19
Rosario
River SHANNON AR
Karesuando, Aug 18
Saivo, Aug 19
Rosario
B Aires via Herr
Vega, Aug 17
Cherbourg
NaRVIK
Saivo, Aug 19
Margaret Johnsor
Naryik
Selene King's
Heros, Aug 17
Charling Aug 20
Saivo, Aug 19
Margaret Johnsor
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Heros, Aug 19
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Heros, Aug 19
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Margaret Johnsor
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Saivo, Aug 19
Margaret Johnsor

Thomas Fitzsimons

PLYMOUTH AR DUNDEE AR Orion, Aug 19 Rtterdam Richard Bearse, Aug 20 SD DUNDEE Sweden BERGEN
Ton S., Aug 19 Bo'ness Bo'ness Bo'ness

ST ABB'S HEAD Pd N Christine Marie, Aug 20 Aug 13)
for Granton
SD Castor, Aug 16
Trondheim

AR

Presto, Aug 19
Pointleven
TYNE
Empire Neptune, Aug 20
Sheerness
Consul Corfitzon
Sundsyall
Solgry, Aug 12
Trondhem
Poiarlys, Aug 16
Kirkenes
Kirkenes
Kirkenes
Cobba
Kirken Presto, Aug 19 Porthleven Consul Corfitzon
Sundsvall svall Solgry, Aug 13 Oxelosnd ODDA
SD
Regin, Aug 13 Boulogne
Jetta, Aug 14 Copenhgn
Kora
Solgry
Biscaya, Aug 15 Skien
HAUGESUND
AR
BAUMO
Baltara, Aug 15
Ellest
ABO
Slija, Aug 9
Lahti
Pax I. Lestris, Aug 19 Kallaxo Vesuvius Holmsund Scotia Grangemouth Utklippan II., Aug 20 Bergen Blairdevon Clarke City

Columba, Aug 16 Rdam
CHRISTIANSAND AR
Nyhorn, Aug 13 Korsor
Robert R. McBurney,
Aug 15 Stavanyon
CHRISTIANS Nyhorn, Aug 14 N York Lahti, Aug 10 Gdynia Silja, Aug 12 Jersey Atlas (tug), Aug 17 Vega (Fi), Aug 14 Atlas (tug), Aug 17 Oslo

Stein II. (tug) KRAGERO 14 Rtterdan PORSGRUNN Zeros, Aug 14 Biscaya (No), Aug Heimdal (aux) Sweden Norma (Fi), Aug 15 PORSGRUNN SD Oscar, Aug 14 Gdansk Heimdal (aux) Aug 16

Ronehamn SD Marvel, Aug 13 Rouen via Sarpsborg Fred Herrling, Aug 15 New Yorl

Wave Crest (No), Aug 12 Grangemouth Ville de Reims, Aug 15 Rouen via Gothenburg Saluta, Aug 16 S Georgia Java (168) Rotterdam DRAMMEN AR Dea, Aug 12 TOFTE Bestum, Aug 9

OSLO Ek, Aug 14 Vesla, prev 4 vesla, prev Aug 14 Mercia
Bantry Bay, Aug 20
Huelva
Bro, Aug 10
Banier Cuxhavn
MOSS
Aug 1 AR Bonn, Aug 14 Oleum, Aug 19 for Sar Billingham FREDRIKSTAD

AR Bomma, Aug 14 SD FREDRIKSTAD Cleum, Aug 19 London Kul, Aug 12 N Norway
Frean, Aug 20 Gweek SARPSBORG AR
IMMINGHAM AR
Bulle Aug 17 Hull for Fredrikstad

GOTHENBURG AR GOTHENBURY GOTHENBURY Forshult, Aug 18 King's Lynn AR GOTHENBURG

HALMSTAD AR Empire Salerno, Aug 17 Rika, Aug 17 Santander Montezuma Castle SD Kvikkjokk, Aug 19
Gothenburg
AR
Visten
MALN MALMO AR

Amsterdam SD Eidassoa, Aug 19 Brest MALMO GRIMSBY SD Hemland, Aug 17 Narvik

Copenhagen
Aug 20
for Stanlow
Aug 20 Para
ge Galveston
for Garston
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for Gothenburg

Stockholm

Antwerp

WESTERVIK

AR

Barosund

Maine

Wilke

Othem

Norrkoping

Aruba

Aruba

Maine

Sullev, Aug 15

Norrkoping

Aruba

Aruba

Maine

Norrkoping

Aruba

Aru AR Cetus, Aug 16

Samanco, Aug 19
Samanco, Aug 19
Port Campbell Montreal

Brightlingsea SD
Libra, Aug 18 Antwerp

Campbell Montreal

Campbell Mon

STOCKHOLM

SD NORRSUNDET AR College And Skutskar Pelle Police And Skutskar Pelle

7 Ghent Vega, Aug 17
Antwerp Margaret Johnson
Hallstavik
Ring Koping
Glasgow SODERHAMN SD

Inga
Thomas Fitzsimons
New York Gripen
Olga S., Aug 18
Gothenburg Martin Bakke Kalundborg Svanefjell US
Neptun (No) Trondheim
Solnes, Aug 16 Fineidet
(before reported sailed
Aug 13)

ORNSKOLDSVIK AR
Marine Perch
Lida, Aug 13 Gdynia
Bré
Krokstrand
ORNSKOLDSVIK SD

Abraham Bald ELSINORE Bremerhaver Gdynia via Lulea SD Knox Victory Maine, Aug 20 Rutland William Homan AR ELSINORE osnd Vega (Fi), Aug 15

RAUMO SD Verna (of Helsingborg) Baltara, Aug 13
Ellesmere Port
Bernhard Ingelsson AR Kotka Singoalla Svanholm, Aug 20 KALUNDBORG Martin Bakke, Aug 18 Copenhagen KORSOR Marx, Aug 17 Jacobsta

KORSOR NAKSKOV Nordkap, Aug 17 London Lynaes, Aug 18 Oslo Hebe Helsinki SD Oslo HANGO
SD Castor (Fi), Aug 15 NYBORG Christian Holm, Aug 14 Dania (583), Aug 18 Horsens AR HELSINKI Oslo Satakunta, Aug 14 NYBORG

Leningrad Kotka Christian Holm, Aug ODENSE Kotka Nancy Lau, Aug Arcturus (Fi) Stockholm HELSINKI SD HORSENS HORSENS Alabama, Aug 19 Nyholm Christiansand Mira (Fi) Kotka Mogens S. RANDERS Satakunta, Aug 16 Gdynia

Kotka Copenhagen Uffe, Aug 16 Aalb Harald (Da), Aug 17 Norma (Fi) RANDERS BORGA Fryken, Aug 12 Aalborg BORGA SD MARIAGER The report of the sailing of the Fryken on 8 was erroneous FREDERIKSHAVN AR

Ribjorn, Aug 17 Skagen, Aug 18 Emden Lowestoft ESBJERG Kronprins Frederik, Kolsnaren, Aug 14

Stockholm
Stromfors AR

Kronprins Frederik,
Aug 17 Harwich
ESBJERG
SD

Kronprins Frederik
Medee

Cardiff
Harry Kirby, Aug 19
New York
Medee AR Kronprins Frederik, orga Aug 17 Harwich Fryken, Aug 14 Borga Aug 17
KOTKA AR CUXHAVEN

Carelia, Aug 8 Mira (Fi), Aug 16 KOTKA Frode, Aug 16 Tomas Guardia SD Zorro, Aug 13 ('opnhgen Hermes ('openhagen Skagen Hermes Copenhagen Skagen Rutland, Aug 16

Inez, Aug 12 Sundsvall Frigg Lulea Helgoland (Allied flag)

Fylla, Aug 17 for Ghent Silja for Jersey Waija, Aug 17 Irma
Hulda Thorden Riga
Svenske Ahus
Verna (348) Stockholm
Verna (Sw) Slite Riga Polly (400)
Ahus Dronning Maud
Francis Amasa Walker Themis (Sw) Slite Plato, Aug 13 Antwerp Empire Bard, Aug 16 Folcirkeln Kalmar Lahti Abo Ystad Motto, Aug 14 Aarhus BRAKE

Lulea Elwin F. Know Rudolf
Malva Landskrona
Empire Garland Lpool
Robert F. Burns,
Aug 16 New York DELFZYL Thamshavn Gruno, Aug 19 Castillo Almansa

Klaipeda
Ystad

SD

Kwiek, Aug 14 Stockhim
(not for London as before reported) Sweden Horizon (aux) Aabenraa Loire, Aug 20 Antwei OPORTO S

Helgoland (Allied flag)
Lubeck
Horizon (aux) A
Progres, Aug 20

Tiomas J. Lyons,
Aug 19 Marseilles
Norbar Cherbourg
Dubrovnik Yugo-Slavia
SOUTHAMPTON SD
Dubrovnik Yugo-Slavia
SOUTHAMPTON SD
Dubrovnik Aug 19
Curnco (tug), Aug 20
Lisbon
John Ericsson N York
PORTLAND
PORTLAND
PORTLAND
PORTLAND
Fig. Goldentoran, Aug 18
Kedah, Aug 20
Dubrovnik Yugo-Slavia
Southand
Fig. Curnco (tug), Aug 20
Lisbon
John Ericsson N York
PORTLAND
PORTLAND
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PORTLAND
PORTLAND
Fig. Goldentoran, Aug 18
Cord Glentoran, Aug 18
Cord Glentoran

Kemi Aug 18 Gunter II... Hamburg London London London Rotterdam Kotka Emden Antwerp Vejle Esbierg FLUSHING AR London Aug 17 Emden Esbierg FLUSHING AR London Aug 17 Emden Bak Fresh Spray James D. Tras

Rene Paul Immingham Norresundby Petter II. Columba Boreas (No), Aug Limburg Libra Boston (Lincs) Olwe Res Nova Maria (aux) Santo Domingo, Aug 20 Hul Queenborough

GHENT Gudrun (No) Jelo, Aug 18 Kragero Skum Lapaluoto AR Aspen, Aug 19 AR Hornefor Antwerp GHENT GHENT
St. Cergue, Aug 18
Baltimore Gdansk Avenir, Aug 19 Stettin Trondheim Ara (No) Rene Paul OSTEND SD AR

OSTEND Twee Gebroeders (241) DUNKIRK HAVRE Aug 15 London

SD

AR Vyacheslov Molotov, Aug 19 Leningrad Carl Clausen, Aug 20 Gdansk AR Randers SD HAVRE Margaux, Aug 19 Middlesbrough ROUEN Holbæk

AR Aalborg Jean Ribaut Pdelphia Oise, Aug 19 Rotterdam Ardennia Immingham SD

Banana, Aug 16 Gdynia MARIAGER SD Ambriz, Aug 20 Lisbon Becky, Aug 17 Algiers Chateau Latour Sweden AR Ioannis Frangos, Aug

Tselfat, Aug 20 PD Megara Mariehamn Sanny CAEN Parame, Aug 12

Industria, Aug 14

BREST

CARAMINAL POINT BREST Wildwood, Aug 18
Philadelphia
Bret Harte Charleston

BILBAO Campas, Aug 19 Arub Brahestad Dundee Aug 19
Barcelor SANTANDER

Empire Shepherd,
Aug 17 Port Talbot
CORUNNA AR Abdul Kader, Aug 19
Stanlow (for shelte
LEIXOES Drake Victory, Aug 19 Piraeu SD Innesmoor Middlesbro OPORTO

Innesmoor, Au Beta, Aug 19 Sardis SD -

Aug 14 Rio Janeiro & Ttama (Sw), Aug 10

Buenos Aires
AALESUND
Stanja, Aug 15 Emden
Stanja, Aug 15 Emden
AALESUND
SD
Lado Ketskhoveli,
Aug 13 Murmansk
weden
SD
Robes Aug 14 Rio Janeiro & Ttes
Buenos Aires
AARHUS
Trolleholm
Hudkisvall
Masilia, Aug 17
Gothenburg
Katwijk
Rotterdam
Jura
Sunds
Sund

Port Arthur Trondheim Oslo In Port (repairing) ANTWERP Barnard Victory, Aug 19 New York Amsterdam

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Kerlogue, Aug 16
Barton
Oxelosund
City of Antwerp
Mulden

Oxelosund
Ganymedes

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Katterdam
Ganymedes

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Motomar, Aug 14

Cabo Prior, Aug 15

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Hull Emden foman, otterdam Malmo otterdam Malmo otterdam Monte Bustelo Cadiz Seville SD Monte Iciar, Aug 14 Philadelphia Monte Espadan Bilbao Gulfatt Monte Espadan Bilbao Huelya SI Line Street, London, E.C. 3.

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GIBRALTAR Monte Galera, Aug 19 Pachaug Victory Villa de Madrid of Khios Stensby Empire Tyne, Aug 20 Sumatra (5623) Empire Harmony

Matthew P. Deady

Ria de Pontevedra

Aug 20 Empire Clarendon,

Marine Raven Novelist

lan Macaulay

MAZARRON

Bernicia, Aug 13

PORT VENDRES

Firbranch, Aug 15 PORT DE BOUC

Atlantic, Aug 14 Bahrein
MARSEILLES AR

Gouverneur General Chanzy T Ville d'Oran Alg

MARSEILLES

Sidi Brahim

zealand, A

Cap Hadid, Aug 14

Alberto Gianpaolo,

Van der Helst

Martha, Aug 14

Wave Baron, Aug 17

Argentina (2924)

Argentina, Aug 18

GENOA

Mont Everest, Aug 15

Aug 19 Benjamin Brown French

Ascania (8437), Aug 20

San Sebastian, Aug 18 Gibralta

GIBBALTAR

Bradford City Perim

Gazana Empire Gatehouse Malta Dundee SD Empire Mace, Aug 18 Piraeus & Toulon Drupa, Aug 18
Samnesse, Aug 18 Genoa
Henry D. Lindsley
(lan Cameron, Aug 19 Amiens Laurelwood James Oliver Samblade, Aug 19 Boston Rovbank Tropic Star, Aug 20 Trevilian omersetshire William A. Richardson Rogue River SUEZ ap el Hank Celilo for Trinidad AR

PORT SAID

Erinna, Aug 16

Tjisadane, Aug 19

Telemachus, Aug 20

DAKAR

London (lan Macrae 20 Medie II.

KONAKRI

Medie II., Aug 16

Fort Archambault

Empire Conrad

Jens Toft, Aug 18

TAKORADI

Andre Moyrand

Eastern Prince

Mary Kingsley, Aug 14

Sagunto, Aug 19 DUALA

Fort de Troyon, Aug 15 Hayre

Glimmaren, Aug 14
Pointe Noire

Las Palmas

Albatros (training ship)

Mossel Bay

Rogn, Aug 17

Roybank, Aug 18 Lourenco Marques Hongkons James Oliver Tuticorin Coorak Laurelwood Ahadan Amiens Thorhild Abadan Somersetshire. British Hussar, Luna Rogue River

Batavia Samoresby Naranio, Aug 20 Bahrein Tunis Algiers SUEZ Bastia Dorset Dorsetshire, Aug 19 Portait
Djebel Aures, Aug 16
Philippeville
Cadio, Aug 16 Alxndria
Medea, Aug 17
Bona
Iris
Beirut
Samsmola, Aug 1 Samsmola, Aug 17 Lpool Empire Arrow, Aug 18 Port Said Executor, Aug 19 New York Abraham Clark, Aug 20 Galveston Venus Runnymede Park Montreal Amsterdam SD Empire Coppice, Aug 19 Samuta, Aug 20 Piraeus Oran Gloxinia Antwerp ALEXANDRIA SD Virtu, Aug 17 Port Said Rizwani Port Said Djebel Amour Oran Marie Louise Le
Borgne, Aug 16
Philippeville
Philippeville
Philippeville
Philippeville
Philippeville
Philippeville
Philippeville
AB AR SFAX Stad Haarlem, Aug 18 Lena Brodin Mello SD DUALA

Carthage, Aug 19 Dakar Zealand, Aug 20 London Nandi, Aug 17 Savona AR Mercy Warren, Aug 19 Keila, Aug 19 Lena Brodin Gdansk AR Los Angeles SD Nandi, Aug 16 Toulon SUSA Grande Ronde Leghorn Gyda, AR horn Gyda, Aug 18 Alexandria AR SUSA SD Greathope, Aug 18 Aug 14 San Antioco dranteen, Aug 15 Naples LA GOULETTE AR Fernebo, Aug 15 Naples (Condestable, Aug 16 Barcelona Apollo (3177) Sfax Dori (m.v.) (199) (Pl), Aug 17 Naples Henry T. Rainey, Aug 19 TWNIS AR John Jacob Astor, Van der Helst Malange, Aug 17 S. Thome, Aug 18 LOBITO Aug 19 Hampton Rds inistere, Aug 20 Finistere, Aug President de Lavit

Martha, Aug 14

Marseilles
Spes
Alexandria
Zealand, Aug 16 Lghorn
Condecorado
Camelia
NAPLES

Marseilles
Vannes, Aug 17

Marseilles
Penelope, Aug 19 Nantes
Esek Hopkins, Aug 20
Saffi
BONA

AR Samtucky Tanga Clan Machrayne TABLE BAY SD Campidoglio, Aug 14 Cagliari Orata, Aug 20 Gibraltar Aug 17 High Point Victory Richmond Castle, Aug 17 Saint Honorat, Aug 18 Sete Dearne, Aug 17 Pt Said Argentina (2924),
Aug 18 Alexandria
Aug 18 Alexandria
Oslo
BONA

Glasgow
SD Erna, Aug 18
PHILIPPEVILLE AR City of Calcutta
Port Elizabeth
PORT ELIZABETH AR Abadan Leghorn BOUGIE Algier g 19 ALGIERS Aug 18 Port Said AR Tangier

AR

Aug 17 ALGIERS SD Toulon Lillohus, A PD Montaigne Lillohus, Aug 19 Abadan

AR LOUR MARQUES SD RANGOON Tayari, Aug 18 Beira Siras, Aug 18 Calcutta Baron Elphinstone, Begum, Aug 18 Cochin Aug 19 Tuti Ascanius, Aug 19 Madras Durban Ascanius, Aug 18 Durban Ascanius, Aug 19 Madras Durban Asca Duala, Aug 18 Mrseilles Swansea Aug 20 Medie II. Kotonu New York Agnete Christensen, Trieste Aug 19 WC Africa Golden Racer, Aug 19 New York PENANG E. Sang, A

Malta
Liverpool
London
Dudge

Malta
Vendome, Aug 17 Havre
Tombouctou, Aug 18
Tabou
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Tombouctou, Aug 2 Moma BEIRA
Holland, Aug 2 Moma
Mandarin, Aug 17
Lour Marques
Water Witch
Water Witch
Thomas-Salaam

Resang Batu rank
Empire Mayrose,
Jne 26 Malacca
Empire Bounty, Aug 16
Thomas-Salaam

Ramsay, Metro
PORT KEMBLA
Fort Assiniboine, A
Sh SD SINGAPORE Oran Rogn Oran
Duala, Aug 18 Konakri
(lan Macrae Table Bay
Medie II. Marseilles

[Juntali Aug SD MAURITIUS Dakar Madras City, Aug 19 Brook Singapre AR MAURITIUS Antwerpen III. (suction dredger), Aug 17
Port Harcourt Empire Singapore, Freetown, Aug 18 New York Aug 19 Port Sudan Tamele, Aug 19
Port Harcourt
Empire Scott, Aug 20
Marseill SD Calabar SD DJIBOUTI Dimitry Laptev, Aug 18 Odessa

Odessa MONROVIA

Jan Lievens, Aug 17

Amsterdam

DJIBOUTI Marseilles SD AR Chantilly, Aug 19 Tamatave Dimitry Laptev Vladivostock (put back) Empire Taginda, Aug 18 Freetown Shota Rustavelly Vladivostock Vladivostock John G. Carlisle Lisbon Henrik Ibsen, Aug 19 Middlesbrough MASSOWAH AR Masterman (tug), Aug 18 MASSOWAH SD SD Jens Toft, Aug 18 Staffordshire, Aug 19 Freetown Fort Wayne, Aug 19 AR ACCRA
Deido, Aug 19 Liverpool
LAGOS
AR
Rastern Prince, Aug 19
Marwarri, Aug 19
Marwarri, Aug 19 Eastern Prince, Aug 17 Port Said

ASIA

Samport, Aug 18 Duala New Texas Pt Harcourt LAGOS SD ADEN Staffordshire, Aug 17 Takoradi Akbar, Aug 18 Bombay Travancore Gothenburg Aruba Alexander Parkhomenko Odessa Burutu SD Mary Kingsley, Aug 14 Stepan Shaumian Odessa Mellore, Aug 18 Nellore, Aug 18 Seven Sisters & Seven Sisters & Seven Sisters & Wynorn Aug 18 Wynorn Aug 19 Seven Sisters & Wynorn PORT HARCOURT AR
Samtrusty, Aug 18 Cadiz
CALABAR
AR
Shota Rustavelly Odessa PORT HARCOURT AR ADEN SD AR Mantola, Aug 19 SD Travancore Colombo Katiola, Aug MATADI Tamerlane, Aug 19 New York SD Katiola, Aug 15 Dieppe Oity of Win AR Constance, Aug

Durban BAHREIN SD Saidja, Aug 19 Singapore Bardistan Kuweit Dorval Park Kohsichng Sideling Hill, Aug 20 Yokohame SD BUSREH Pungue, Aug 17 Lisbon Cidade do Porto (s.v.) Lisbon TABLE BAY

SD
City of Eastbourne,
Aug 19 Mormugao Bullaren, Aug 18 Beira
City of Calcutta
Baltimore
Clan Forbes
Nov. 20

Lastbourne,
Aug 19 Mormugao
Aspasia Nomikou (Gr),
Aug 20 Lour Marques
via Aden

Clan Forbes New York
Empire Kinsman
Middlesbrough
Dalia, Aug 19
Durban
Samtusky
Tanga
British Ganine Port Moresby
Mombasa
British Ganine Port Said AR Durban Elax Mombasa Tanga British Genius Port Said Streefkerk London Yenangyaung Calcutt Las Palmas British Aviator, Aug 19
Bullaren, Aug 18
Aden Aden Northia Adelaide Swansea Chih Hsin, Jly 25

Griqua Port Elizabeth City of Eastbourne Morinugao AR Empire Kinsman, Aug 19 Durban KARACHI Jalajvoti, Aug 8 Cochin Samstrule, Aug 19
Durban
PORT ELIZABETH SD
Empire Success, Aug 19
Table Bay
Halifax County

Halifax County

Light Samstrule, Aug 19
Barpeta, A

Halifax County East London Jalamohan, Aug 12 Co Cochin

SD MELBOURNE Fort Kaskaskia Montrea AR Sampford Madras Vizagapatam Tekoa, Aug 20
AR MELBOURNE E. Sang, Aug 20 PORT DICKSON AH

Inviken, Aug 18 Karachi Fort Assiniboine, Aug 20 J. H. MacGaregill Kleinella Oranje, Aug 19 Amsterdam Durham, Aug 20 Empire Nairn Middlesbrough Flyaway Rajula, Aug 20 Calcutta Rajula, Aug 20 Calcutta
SINGAPORE SD
Darvel, Jne 24 Kuching
Nuttallia, Aug 15
Arndale, Aug 18 Abadan

Empire Crest, Aug 18 Hongkons Empire Tedmuir Saigon Empire Fancy, Aug 19 Queensland Diomed, Aug 20 Liverpool RRISBANE Aug 20 Batavia
Empire Mombasa
(not on Aug 15 as before reported)

EMISBANE
Empire Canyon, Aug 19
BRISBANE
SD
Frederick Banting, BELAWAN-DELI AR MACKAY Weltevreden, Aug 20 BATAVIA Tosari, Aug Bandiermasir

Merak, Aug 10 Macassar Empire Teslin, Aug 15 Samtay, prev Aug 20 NAPIER BATAVIA Indrapoera, Aug 7 Samarang, Sourabaya & Macassar

Bandjermasin KOHSICHANG AR HONGKONG
Wayo Wave Governor, Aug Aug 19 Seven Sisters Singapore
Alexandria Wyvern, Aug 19 Singapore

SD HONGKONG Empire Park, Aug 19 Haiphong

Samdauntless Los Angeles Hermelin SHANGHAI Antonia, Aug 19 Sngapre Port, Rensselaer, Aug 20 SD Sea Stallion, Aug 19 Atlanta City, Aug 20 Saigon Frank J. Sprague Chinwangtac TSINGTAO Chung Tung, Jly 23
('hinwangtao

TSINGTAO
Kiang Ning, Jly 22
Shanghai
Tai An (C's) (5573)
Lien Yun Kiang
TAKU BAR
Stephen Furdek, Jly 7
US
Lake Ukanagan (ex
Rupert Park), Aug 11 Tsai Ngo (Cs) (1000),
Jly 19 Shanghai
Tai Woo, Jly 21

H. H. Ray H. H. Raymond. Foochow Aug 18 Sha Shanghai Gustavus Victory Cape Victory, Jly Hai Chi, Aug Henry M. Stephen Hulutao

Walter A. Luckenbach, Aug 17 Valparais Stephen Furdek, Jly 18 La Grande Victory PORT TOWNSEND AR 19 Shanghai and Charles A. McCue, Jly 27 Los Angeles GRAYS HARBOUR SD Nanking Tsai Ngo (Cs) (1000), Jly 26 Shanghai

ANTOPAGASTA ARE DEPARTMENT OF A STATE OF A S

BOURNE AR Coastal Telegrapher
Elphinstone, San Francisc
Aug 19 Tuticorin ASTORIA S Abadan Aug 20 Montreal Lumberlady MELBOURNE SD Themistocles, Aug 20 Sydney AR City of Khartoum,
Aug 20 Adelaide

AR Fort Chambly

COOS BAY
Evanger, Aug 18
Van
CAN FRANCISCO

COOS BAY Ramsay, Aug 20
Melbourne Christer Salen,
L New York Blue Ridge, Aug 15 Melbourne Lynchburg Victory

In Port M. E. Lombardi Poyang, Aug 19
(for Queensland and Hongkong)

Socrates, Aug 17
New Westminster
Hood Victory New York Diomed, Aug 20 Newcastle (NSW) Check Knot, Au Britain Victory NEWCASTLE.NSW AR Somerville

Mandan Victory Portland (Oreg) Empire Canyon, Aug 15 John A. Brown, Aug 20 San Francisco Panama Portland (Oreg. SAN FRANCISCO SD Papanui, Aug 18 Lndn Rhode Island

AUCKLAND AR Hartlepool, Aug 16 Valparaiso Marine Falcon, Aug San Franc Hoperidge Color Colombo Marine Flier Yokohama Rimutaka, Aug 19 Noesaniwi H. D. Collier Port Dunedin, Aug 16 Taranaki, Aug 17 Wellington London Associated, Aug 18 Golden Light New York Mericos H. Whittier Marine Falcon, Aug 19 Sydne Samlyth, Aug 20 Londo Tawali British Columbi Rider Victory, Aug 19 Tekoa, Aug 15 Melbourne

AMERICA, N.&S. Pacific Coast

Lynchburg Victory
Portland (Oreg GUAYAQUIL Cape Constance,
Aug 16 New Orleans
Jutta Dan, Aug 19
Cape Greig N Orleans VANCOUVER Cape Greig Teno Santa Cecilia, Aug 19 GUAYAQUIL SI Cape Constance, Aug 17
Buenaventura Santa Cecilia, Aug 19 Rita TALARA Aug 19 Hongkons Loida, Aug 18 Callao Cape Constance, Aug 19 AR VANCOUVER Noord Brabant,

Salaveri Santa Teresa, Aug 18 Santa Monica, Aug 19 Randa New York CALLAU Santa Catalina, Aug 18 Valparais Mirandella, Aug 13 Germa, Aug 15 (Josiah Macy, Aug Santa Teresa TOCOPILLA Alaska Samcebu, Aug 15 Alexandria Santa Teresa, Aug Callac

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Aug 15 New York
Geologist Curacao
Lebu San Antonio
James Devereux
Aug 17 New York
Davidson Victory
Jean Lafitte Baltimore
George Chaffey N York
Solon Turman
Smerald Knot Avenual State

Christopher L. Sholes
Port Arthur
Leader Loop
Newport New
PHIADELPHIA AR
Daniel Willard, Aug 17
Rotterdam
Yellow Tavern Abadan
Grants Pass Boston
Sheldon Clark
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Port Arthur
Leader Loop
Newport New
Semory Victory, Aug 19
Los Angeles
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Tahcher
Curacao
Norfold, Aug 19
N Antiope, Aug 17
Nicaragua
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Bladensburg
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New York
Lagob Thompson
Cunepe EMPIRE LASS, 813, Morpeth, t Brinings PD MOBILE 14 Wed., Aug.: 21, 1946 (Shipping) EMPIRE LORENZO, 2865, W. Float, † R. & D. EMPIRE MAYMORN, 390, Salthouse, W. 15 16 SAN NICOLAS SD TRINIDAD SD Empire Tudor, Aug 18 Buenos Aires US EMPIRE MAYTOWN, 394, Canning, W. SD Jacob Thompson,
Aug 18 Boston
Esso Caracas Maracaibo
Esso Buffalo Norfolk
Esso Manhattan
New York
Jose Calvo Sotelo

Rescolory

Rescolory

Silvy Kells Empire Tudor, Aug.

Buenos Aires

ROSARIO

AR
Binghamton Victory,
Aug. 18 Hampton Rds
Ben F. Dixon, Aug. 19
Portland (Me)
Portland (Me)
Esso Dover Caripito
CasaRIO

SO

Port Alfred
Maclay, Aug. 18 Savage
EMPIRE NILE 6318 Grayson, Rollo
Clover's Dry 6,† J. Dowie & Co.
EMPIRE PLOVER, 6109, Langton, T.
Harrison Norfold, Aug. 19
George F. Patten
New Orleans
Expansion

Expansion

Norfold, Aug. 19
GRONINGEN, Stowage Wf., Deptford Creek
G. S. N. Co.
HARLAW, Charrington's Qy., Stepney, Aberdeen S. N. Co. Harrison EMPIRE RAZORBILL, 5118, Canada, Polley Sheldon Clark
Atlantic States
Wellandoc, Aug 18
Albert Park Havre
Kathleen S. Holmes
New York EMPIRE RODING, 2957, for Garston Emerald Knot, Aug 18
William M. Rayburn
Sagua, Aug 18
Toltec
Sidney Wright Brest
Bernis Heights Teneriffe
Charles A. Warfield
Kirriemoor Takoradi
Theodore Parker, Aug 19
Somme
MOBILE
Port Arthur
Tonto
Coastwise
American Trader,
Aug 15
Aug 15
Port Arthur
Tonto
Coastwise
American Trader,
Aug 15
Aug 15
Port Arthur
Cape San Blas

Aw Offeans
Exporter
Piracus
Essa Bolivar Aruba
Amasa Delano
Charleston
Nick Stoner Havre
Charles L. O'Connor
coastwise
Laila Dan Chester (Pa)
Mill Spring
Barney Kirschbaum
Henry Gibbins
Bremerhaven
Wild Ranger San Juan
Carlsbad Port Arthur
Cape San Blas
Coastwise
Charles L. O'Connor
Coastwise
Laila Dan Chester (Pa)
Mill Spring
Barney Kirschbaum
Henry Gibbins
Bremerhaven
Wild Ranger San Juan
Carlsbad Port Arthur
Cape San Blas
Coastwise
Coastwise Emerald Knot, Aug 18 William M. Rayburn Exporter Dry 2.† Elder Dempster Lines EMPIRE SALISBURY, 8199, Bidston,† E. H. Mundy & Co. EMPIRE SHEARWATER, 4970, Huskisson 5. Polleyfon & Co. James Turner, Aug 17
Buenos Aires
C. W. Post, Aug 18
Canada BARRANQUILLA AR English Prince Aug 16 Hamilton Park, Aug 17 Celestial Curação Atomena C. W. Post, Aug 18

Buenos Aires Fishers Hill Pto la Cruz

MONTEVIDEO AR Shakespeare Park

Hamilton Park, Aug 17

Curacao

Yamaska Park, Aug 18

Hull Polleyfen & Co.
EMPIRE SYBIL (tug), 276, Birkenhead
Mersey Docks & Harbour Board Sofie Bakke, Aug 19 Iselin Knut Bakke Uru, Aug 19
Cuba Victory N Orleans Pontus H. Ross, Aug 19 Evans Creek, Aug 17 EMPIRE TEGAMBIA (ex Herman Andersen), 1171, Victoria, Houlder Bros. & Co. Demerara Signeborg, Aug 20 Bahia
MONTEVIDEO
Empire Merganser,
Aug 12 Liverpool
RIO GRANDE
SD

Aug 10 GRANDE
SD

Aug 12 Liverpool
Dutch Guiana EMPIRE VENTURE, 12,639, W. Float. BARRANQUILLA SD Tyrer & Co.
EMPIRE WAVENEY, 12,844, Canada Tongne,
Conard White Star
EMPIRE WISDOM, 9208, Bidston,† Blue Stal Froste Theos Dutch Guana Puerto Capeno Fredhem, Aug 18
Rio Janeiro Alcoa Pegasus, Aug 19
Montreal Puerto Capeno Ca Tonto coastwise American Trader,
Aug 15 Port Alexandria Karachi Cape San Blas
Snakehead, Aug 18
New Orleans
Sagua Puerto Cortez
Lebu, Aug 19 New York
Lebu, Aug 19 New York
Armuelles
Toltee Armuelles
Toltee Armuelles
Toltee American Trader,
Aug 20
Coastwise Gulfcrest Pto la Cruz
Midnight Baltimore
W. S. Farish
Corpus Christi
Newton Coastwise
New Legion Victory Fort Pitt, Aug 18 Pine Bluff Victory Line
EMPRESS OF AUSTRALIA, 21,883, the
stone 2. Canadian Pacific S.S.
FLORISTAN, 7368. Cammell Laird & Co.S.
Dry 4.† Hall Line
FORT RICHELIBU, 7150, W. Float, † R. & D. PORTO ALEGRE AR GUADELOUPE SD CRISTOBAL AR PARANAGUA AR
Paraguay, Aug 18
Liverpool
Franca M.
PARANAGUA SD
Porvenir, Aug 14
Buenos Aires
Quequen, Aug 18
Ruenos Aires
Ruenos Ruenos Aires
Ruenos Alacian, Aug 20 Santiago de Cuba Panama Express Canadia, Aug 13 Esso Norfolk, Aug 9 Jones FRANCONIA, 20,175, Gladstone, Cunard White Jesse Cottrell
Newport News
PROVIDENCE AR
Buena Vista, Aug 16
Port Arthur
NEW BEDFORD AR
NEW BEDFORD AR
Newport News
PROVIDENCE AR
Buena Vista, Aug 16
W. H. Muller & Co.
MACUNIA, 20,175, Gladstone, Cunard White
Star
FRANZ KLASEN, 11.194, Alfred,† Furness,
Withy & Co.
FULANI, 6572, Grayson, Rollo & Clover's
Dry 1,† Elder Dempster Lines
GLENAPP, 9503, W. Float Dry 3,† A. Rel
Redward Poirce Are 15
Shinning Co. PENSAGOLA

Israel Putnam, Aug 15
Clara Barton, Aug 15
Frank C. Emerson
Robert T. Hill

AR Phoenix
Walter E. Ranger
Piombino
PHILADELPHIA SD
Ming Sung No. 1, PHILADELPHIA SD SD Villanger 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
Mobile
Lone Star Savannah
Gaza.

NEW BEDFORD AR
Edward Peirce, Aug 15
AR
Bedward Peirce, Aug 15
AR
Berwindvale, Aug 16
Bon Air Scam, Aug 17
Sea Tarpon Mombasa
Eastern Crown
Mormacgulf Bns Aires
Plymouth, Aug 18
Esso Scanton
Chinese Prince, Aug 18
OLIVER BURY. Deptford Power Station. Ming Sung No. 1, Aug 14 Shanghai & Co. GLOUCESTER, 8532, Sandon, J. Dowie & Co GOVERNOR, 5671, King's 2, T. & J. Harriso HALTON R. CAREY, 7198, Gladstone 2, United Buenos Aires
Aug 18
Buenos Aires
Ruenos Aires
Aug 17
Aug 17
Aug 17
Aug 17
Aug 18
Buenos Aires
Lambe,
Buenos Aires
Aug 18
Crossing Hitch N York
Aug 11 New Orleans
Maril II. Curacao
New Orleans
Rautau (tug) (Ru)
New Orleans
Rautau (tug) (Ru)
New Orleans
Rautau (tug) Aug 11
New Orleans
Rautau (tug) Aug 12
New Orleans PENSACOLA PORT LIMON States Lines HAMPSHIRE COAST, 1224, Prince's, Coast Thyra S., Aug 17 Sveti Vlaho Bnos Aires Realf II., Aug 13 BELIZE PORT ST JOE Gulftide, Aug 15 TAMPA Lines
HAWARDEN BRIDGE, 297, Liverpool
HELIUM, 301, Lpool
HENRY GEORGE, 7176, Lpool, American Stranger Capitaine Lambe, Aug 18 Buenos Aires Aug 18 Pensacola Hermiston, Aug 19
Angele Higgins
New Orlean
TAMPA
TAMPA
TAMPA AR Aug 18 Buenos Aires
Oscar Gorthon Tampico
Newcombia Curacao
Rosario
Samuel Bakke Rosario
Louique Rosario
Louique Rosario
Louique Rosario
Louique Rosario
Venezuela Raman (tug) (tu)
New Orleans
Wacosta, Aug 11
New Orleans
New York Benjamin Rush, Aug 17 Mobile Benjamin Rush, Aug 17
Mobile
Lone Star
Gaza

Baltimore

Mobile
Esso Scranton
Chinese Prince, Aug 18
New York
Ne SD HEREFORDSHIRE, 8398, Brocklebank Branch, Bibby Bros. & Co. HESPERIDES, 5100, Vittoria, † Cayzer, Irvin Hermiston, Aug 19 Samuel Bakke Rosario
Arauco Iquique
Hugh Williamson
Mobile
Santa Maria (251),
Aug 19 Buenos Aires
Alkaid Rotterdam
Moshill
Kronprinsessan
Margareta Stockholm
SANTOS
Alf Lindeberg, Aug 11
Izarra (aux), Aug 17
Porto Alegre
Formosa Buenos Aires
Cuba Victory Bnos Aires
Cuba Victory Bnos Aires
Devis

ARMAIGO

Venezuela
AR
Killerig (salvage), Jly 25
Kingston (Ja)
Paco, Salvage), Jly 26
Kingston (Ja)
Kingston (Ja)
Forto Alegre
Paco, Aug 19
Philadelphia
Royalite
San Jose New Orleans
Shore (tug),
Aug 12 Halifax
Royalite
San Jose New Orleans
Shore (Ja)
Aug 12 Halifax
Royalite
San Jose New Orleans
Shore (Ja)
Aug 12 Halifax
Royalite
San Jose New Orleans
Shore (Ja)
Aug 12 Halifax
Royalite
San Jose New Orleans
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Aug 12 Halifax
Royalite
San Jose New Orleans
Shore (Ja)
Aug 12 Halifax
Royalite
San Jose New Orleans
Shore (Ja) Chinese Prince, Aug 18
New York
Joseph Hooker
Cienfuegos
Mormacdawn Bns Aires
Gulfpride Pto la Cruz
T. E. Mitchell, Aug 17
Antwerp
Henry Middleton
New Orleans
Carrier Pigeon
Carrier Pige Lillemor, Aug 14 Lillgunyor, Aug 16 HILARY, 7403, Cammell Laird & Co.'s Washington, 7403, Cammell Laird & Co.'s Washington, Ban, † Booth S.S. Co. HOPPER NO. 32, —, Alfred,† T. Phelan & N. AMERICA Lillemor, Aug 17 New Orlean **Atlantic Coast** HORORATA, 13.945, Canada 2, J. Dowie Lillemor, Aug 9
Ciudad del Carmen
NAUTLA
Accuracy, Jly 29
RROWNSVILLE AR

SAVANNAH AR
Eastwood Park, Aug 18
Jefferson City Victory
Lone Star, Aug 19
Tolling Olsen Co.
(NDORITA, 201, W. Float, † T. Phelan & Co.
INVERLIA, 5026, Langton, Toft & Co.
INVER, 1887, Queen's, R. Hughes & Co.
INVERPOOL, 620, Morpeth, † Petrolean Board
J. B. KEE, 241, Lpool
JOHN HOLT, 3814, Cammell Laird Co.
Wet Bsn., † J. Holt & Co.
JONATHAN HOLT, 3778, Brunswick, J. Holt CORPUS CHRISTI AR SAVANNAH Liverpool
SANTIAGO AR Tasajera William Tyler Bertram G. Goodhue Melampus, Aug 18
Batavia
Noah Brown Antwerp
Albion Victory
New York
Pacific Sun Meraux
W. C. Yeager Atreco
James Sullivan Lisbon
B. A. Follansbee
Walton
Atlantic States
Rensselaer
NEW YORK
Norfolk, Aug 17
(not Norfolk as before reported)
Oglethorpe Victory,
Aug 18 Antwerp
Esso Bolivar
Vincenzia
Wincenzia

Dodecanese, Aug 18
Piraeus
Piraeus
Strick & Co.
SAMARINDA, White's Wf. Swauscombe, F. C.
SAMARINDA, KARRI, 354, Lpool KENTUCKY, 2136, Carriers', N. Johansen Gaelic Star, Aug 18 Gaelic Star, Aug 18
Buenos Aires
Australia Buenos Aires
Magallanes Buenos Aires
Norma
Para
Minasloide
Mew York

SANTIAGO
AH
Irish Splice Aug 18
New York

Nobe, Aug 12
Niobe, Aug 12
New Orleans
New Orleans
Minasloide
New York

SANTIAGO
Minor C. Keith, Aug 19
Jean Baptiste le Moyne
SANTA GRUZ DEL

William Tyler
San Francisco
Niobe, Aug 12
New Orleans
Bio Bio, Aug 13
Stockholm CHARLESTON AF CORPUS CHRISTI SD Esso Appalachee, Aug 15 UK KHETI, 2734, Langton Branch, Moss Hutchi Albert G. Brown, Aug 19 Henry W. Longfellow KILLUREN, 520, Bromborough, W. G. Mores Cape Lilibeo, Aug 15 Cape Nun House LA PAMPA, 4149, Alexandra 2, S. C. Chambers 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 HAVANA AR Grand Haven, Aug 17 Baltimore Meline Aruba Westland Buenos Aires Anita New York RIO JANEIRO SD Almirante Jaceguay, Aug 17 Naples Hugh Williamson Santos Alphard Rotterdam Alkaid, Aug 18 Buenos Aires Buenos Aires Grand Haven, Aug 18 West Palm Beach Long Eye Guantanamo Bay Annette Cardenas Athelegeent Livernool CRISTOBAL Stockholm Stockholm Stanta Stockholm Stockholm Stockholm Stockholm Stanta Stockholm Stockholm Stanta Sto Houston Nidaros, Aug 19 Mission Park, Aug 17 LANCASHIRE COAST, 1104, Clarence Dry 1, WILMINGTON, NC AR Coast Lines
LARIELL 493, Albert, W. A. Savage
LLANBERIS, 5068, Vittoria Wi., † E. Nichol James B. Richardson New York Hawser Splice WILMINGTON, NC SD LONDON QUEEN, 781, Prince's, Coast LONGFORD, 1913, Prince's, British & Irish John W. Brown N York Spidoleine Nira Luckenbach Genoa Wolverine, Aug 19 Avonm HAMPTON ROADS AR S. P. Co.
LOSADA, 6520, Huskisson 3, P. S. N. Co.
LYCAON, 7350, Vittoria,† A. Holt & Co.
MACGREGOR LAIRD, 4992, Toxteth
Dempster Lines
MAIDAN, 8150, Vittoria Wf.,† T. & J. Brockle Plymouth, Aug 15 John Lykes, Aug 17 Charles Willson Peale Nordanhris, Aug 18 George Bancroft Helene Kulukundi Pan-Rhode Island Helene Kulukundi
Pan-Rhode Island
New York
Ambrose E. Burnside
New York
GALVESTON
Cannon Beach, Aug 15
Lake Charles
Seitemare, Aug 17
Tampico
Cape Nun Puerto Rico Vincenzia

Egidia
Glasgow
Georgia (No) (ex
Willowdale Park),
Calusa, Aug 18
Fort Amherst, Aug 18
Bermuda
Capitol Reef
Capi London SUPREMITY, Tunnel Portland Cement Works, Vincenzia MALAKAND, 8030, Vittoria Wf. + T. & J MALAYAN Brocklebank
MALAYAN PRINCE, 8593, Brocklebank
Branch, Furness, Withy & Co.
MANCHESTER EXPORTER, 5277, Hornby
Furness, Withy & Co.
MARCITA, 150, Morpeth Branch, † T. Phelan Hugh Williamson
Alphard Rotterdam
Alkaid, Aug 18
Buenos Aires
Moshill Santos
Wild Rover New York
Wronnprinsessan

Loug Eye
Guantanamo Bay
Annette Cardenas
Athelregent Liverpool
PUERTO PADRE SD
Tag Knot, Aug 16
Tag Knot, Aug 16 MARSHALL, 7311, Alexandra 1, R. P. Hounton Cape Nun Puerto Rico
William Hawkins
Holland
Pan American

Hung George I. Farley N York
Transoil
George M. Bibb Genoa
Richard S. Ewell Venice Crangsmere
Indiana
Beatrice Victory Boston
Berwindvale
Hampton Roads
Lohn Robort (loydon)
Port Jerome, Aug 18
Port Jerome, Aug MARTAND, 7967, Canada Dry, Cunard White MERCHANT PRINCE, 5229, Alexandra Sivewright, Bacon & Co.
MERSEY COAST, 509. Trafalgar, Coast Lines MONMOUTH BROOK, 1879, Prince's, A. Cokel Tampico
AR

WESTWOOD, Kent Portland Cement Works,
Stone, Temple Thomson, & Clark
YEWTREE, anchored off Greenhithe, Matthews & Luft John Robert Gordon St Nazaire HALIFAX Atlantic seaboard Ouachita Victory

Joseph H. Nicholson Mediterranear John Robert Gordon
St. Nazaire
Charles P. Steinmetz
San Francisco
Abiqua
Midnight
Cape Sebastian
Coastal Expounder
Malancha
Monte Moncayo
Vitorialoide

Vitorialoide

Maliffax

HALIFAX
AR
Esso Balboa, Aug 17
Kiang Yong
Quebec
Dufferin Park, Aug 18
St John (NB)
Lady Neison Southmpth
Garnes, Aug 19
Scottish Prince, Aug 17
Vessel

Tons Gross Dk. or Wf. Broker
All LERTON. 1195, W. Float,† Bahr, Behrend Joseph H. Nicholson
Bremen
Cape Lilibeo Shanghai
Frederick von Steuben
Falmouth (f.o.)
William Cushing, Aug 18
Bombay
Anna Dickinson
Libe Chapter Mediterranean
Fort Erie, Aug 19
Fort Erie, Aug 19
Esso Richmond N York
HAMPTON ROADS SD
Rockcliffe Park, Aug 17
Canada
Libe Chapter Kandell White Swallow
Buenos Aires
VICTORIA, Braz AR

Norse King, Aug 17
Holland via Manati MOVERIA, 4867, Alexandra 2, Donaldson Bros Cape Greig, Aug 11 Orpheus NEW BROOKLYN, 6546, Canada 2, Fide Maya
Fort Erie, Aug 11
Hampton Roads
Eloy Alfaro Bishop Rock
Antiope, Aug 12 Aruba
Royalite Barranquilla. NEW BROOKLES, ORDER OF STREET Ringar, Aug 19
Christiansand
VICTORIA, Braz SD Sand GUANTA AR Philosopher, Aug 18 VICTORIA, Braz SD Philosopher, Aug 17
Arlie Clark, Aug 17
Genoa G. C. Brovig, Aug 7
Havre John Chester Kendall France John Catron Three Rivers Este, Aug 18 Bnos Aires
ILHEOS
AR
Aracaju, Aug 16
Rio Janeiro
BAHIA
Mormactern, Aug 18
BAHIA
SD

G. C. Brovig, Aug 7
Havre
Teneriffe
Kelletia, Aug 15
Ridam
Teneriffe
Kelletia, Aug 15
Ridam
Taubate, Aug 15
Stuijvesant
Curacao

Royalite
Barranquilla
Royalite
Barranquilla King Hathaway Vitorialoide Baltimore Atenas Havana Elko Victory, Aug 19
St. John's (NF)
Marchdale Montreal Sweepstakes Bnos Aires Santa Ines Pto Cabello Fort Schuyler Fenja Curacao Joshua B. Lippincott
Joshua B. Lippincott
Sandland

Aug 18
Southampton Atenas Curacao Joshua B. Lippincott
Sandland

Aug 19
St. John's (NF)
& Co.
AMERICAN MANUFACTURER, 6821, Sandon.
C. G. Dunn & Co.
ANNA IL., 478, Carriers', Ross, Ryan & Co.
ANNA IL., 478, Carriers', Ross, Ryan & Co.
ANNA IL., 478, Carriers', Ross, Ryan & Co.
ATHELPRINCE, 8782, Bromborough, Athel Line
Authority, 616, Bromborough, Caleb Brett
& Son
Brain Hondler Bros. & Co.
Branch, Houlder Bros. & Co.
Bros. & Black O.
Bros. & Bla Sandhamn Rotterdam William Tyler Genoa Jacob Thompson Aruba Portugal Three Rivers
Roseleaf (barge)
Tuxpam
Nordanbris, Aug 19 UK
BAYTOWN SD Wisla Colytto Bandard Edwin D. Howard Gdansk OCEAN WANDERER, 7178, Hornoy, Bonson Bros. & Black
OPH1R. 469, Alexandra 3, W. A. Savage
ORDUNA, 15.507, Canada 1, P. S. N. Co.
OVINGDEAN GRANGE, 7046, Brocklebank
Branch, Houlder Bros. & Co.
PERDITA, 543, Lipool
PEVERIL, 798, Queen's, T. Orford & Son
PILCOMAYO, 5567, Canada, P. S. N. Co.
PLANTER, 5007, Brunswick, T. & J. Harrison
PROCRIS, 1060, Grayson, Rollo & Clover's
Dry 3,† J. Dowie & Co. Santiago Iglesias Gdansk BAHIA SD Stuijvesant Curacao Cupitaine Paret, Aug 18
Antwerp Alcoa Cutter, Aug 17

Capitaine Paret, Aug 18
Antwerp Alcoa Cutter, Aug 17

Vancouver Santiago 25. Harpers Ferry Aritha Nathan Clifford Aug 18 Italy Potrero Hills, Jly 25 Tule Canyon, Jly 30 Antwerp
Van de Velde Amsterdu
Rio Dulce, Aug 19
New Orleans
PERNAMBUCO
AR
Goiazloide, Aug 16
New Orleans
Hubert Aug 17

Alcoa Cutter, Aug 17
Cumana
Moina Michael Curacao
Stuijvesant, Aug 18
Paramaribo
Socrates Puerto Cabello
CURAÇÃO
AR
Manila
Sheepshead Bay Victory,
Aug 13
Manila
Sheepshead Bay Victory,
Aug 13
Manila
Sheepshead Bay Victory,
Aug 13
Manila Genoa Sandland NEWCASTLE, NB SD Baron Elgin, Aug 17

Barry Barry

CAMPBELLTON, NB

CAMPBELLTON, NB

Solution Standard Science David Starr Jordan,
Aug 19 Wilmingtn (NC)
JAMES RIVER In Port Sea Tarpon
A, L. Kent
Drottningholm
Gothenburg
Fredrika
Rio Grande
Evviva, Aug 17 PILCOMAYO, 5567, Canada, P. S. N. Co. PLANTER, 6007, Brunswick, T. & J. Harrisoft PRO(RJS, 1066, Grayson, Rollo & Clover Dry 3,† J. Dowie & Co. RADWINTER, 5613, Herculaneum Dry 2, S. C. Chambers & Co. RIVERCREST, 6998, Gladstone 1, A. Holt Atlantic Refiner, Aug 12 Caloosahatchee, Aug 14 | Part | Elwood Mead, Jne 25 Elias Boudinot BALTIMORE AF New Orleans
Hubert, Aug 17
New York
Rio Novo Rio Janeiro
Hegra, Aug 18

New Orleans

CURACAO
AR
Marit H., Aug 17
Manto
Centauro, Aug 18

Portland
Contact Cabello
AR
Manila
Sheepshead Bay Victory,
Aug 13 Manila
Svealand
Chile
Samshee, Aug 13 AR Pacific S.S.
BELNOR, 2871, Gladstone, Sivewright, Bacon Rio Novo Rio Janeiro Hegra, Aug 18
Rio Janeiro Maceio, Aug 19
Misiones Buenos Aires Van de Velde Buenos Aires PERNAMBUCO SD

Manto Centauro, Aug 18
Portland (Oreg. Samshee, Aug 13
Auckland Syolder, Aug 14
Chile Samshee, Aug 13
Auckland Syolder, Aug 14
Curtacao Norwich Victory Aug 14
Beaver Victory
Sea Falcon, Aug 14
Bio-Bio

Gulfport, Aug 16
Gulfwax Philadelphia King Stepheu, Aug 16
Langleegale Glasgow K. J. Knudsen, Aug 17
South Mountain
PORT ARTHUR SD
Fort Mims Aug 11

BALTIMORE AR
Gulfport, Aug 16
Gulfwax Philadelphia King Stepheu, Aug 16
Langleegale Glasgow K. J. Knudsen, Aug 17
South Mountain
PORT ARTHUR SD
Fort Mims Aug 11 AR

Aranmore
Elysian Coast
Middlesbrough Lincolnbrook, Aug 18
Goole Northumbrian Coast Middlesbrough Rudderman chester Prestatyn Rose Blyth Eminence Bassethound Manchester Dunnet Head CLD Chemong, Aug 19 Flathouse Lady Sheila, Aug 19
King's Lynn
Empire Vera (tug) Surreybrook PORTSMOUTH Pembroke Dock ST CATH'S PT Aranmore, Aug 20 Fulham IV., Aug 20 Lady Dorothy ST CATH'S PT Pd W Belfast & Glasgow Elysian Coast Middlesbrough Aug 19 William Pearman NEEDLES Pd W Cornishbrook Middlesbro Josiah A. Mitchell

Resourceful Belravock Belhaven Raybel (aux) Maria (s.v.) Ipsw Beatrice Maud (aux) Middlesbrough Harlaw Alaric (s.v.) Gt Yarmouth George Smeed (s.v.) Gt Yarmouth Dunnet Head Fraserburgh Reliance (s.v.) Ipswich

HAMBLE

Energie, Aug 20

Kentbrook, Aug 18

Chartsman, Aug 18 Soton PRAWLE PT Pd E

Empire John (tug), Aug 19 (with tow)

Southern Coast, Aug 20 Lady Stella PRAWLE PT Pd W

Corferry, Aug 19
Empire Congerstone
Avon Coast
Ardgryfe

Empire Factor, Aug

Yewvalley, Aug 20

Annuity, Aug 19
Gravesend
DEVONPORT AR

The Marchiones

Clova, Aug 20 PAR

POOLE

Shoreham

AR

Methil

Pd W

Dartmouth

Reliance (St.)

GRAVESEND AR
Northumbrian Coast,
Aug 19 Middlesbrough
for Rotherhithe Ben Olliver, Aug 19
Portsmouth
Poole Aug 19 Livrpool (with Empire Consistence, Aug 20 Hull for Mill-Kentwood

Ferranti mpire Chelsea Newport olly M. Porthoustock Tennant,
Aug 20 Dover
Llandulas
Rotterdam
Havre
Havre
Sylvia Beale Veronica Tennant,

Sir Joseph Swan, Aug 20 Barry Empire Hilda (tug) (with tow) GRAVESEND Eildon, Aug 19 Antwerp Queenworth Westburn Empire Marksman Avonwood Suntrap Corbridge

Norman Queen Sherwood Lambtonian Rogate Fulham VI. Wandle Tyndall, Aug 20 Fireguard

Bassethound, Aug 20
Coldridge

SHELL HAVEN CLD
Prowess, Aug 20 Pernis
Rochester
Pd E

Manchester
Manchester
Manchester
Pd E

Manchester
Manchester
CENTROPON SD Bassethound, Aug 20 Coldridge Queenworth, Aug 19 Westburn

Airsprite, Aug 19 Avanville, Aug 20 Benjamin Sherburn Eildon Forth LIZARD Pd Welsh Rose, Aug 19 Norman Queen Peterborough Trader Suntrap Tyndall Aug 20 Empire Vera (tug)

Brockley Combe, Aug 20
Collin
Northgate
PENZANCE SD
Archgrove, Aug 18
Goole
SD
Vewpark, Aug 17
The Marchioness, Aug 19
Thomas SD
SD
HAYLE

Brockley Combe, Aug 20
Kittiwake Antwerp
Pearl Befast Yewarch (pres), Aug 19
Lakewood
Springcreek, Aug 20
St. Abbs Head
Springcreek, Aug 19
Mostyn
Mostyn
Mostyn
Mostyn
Mostyn
Mostyn
Mostyn
Mostyn
NEWLYN
SD
Opepe, Aug 19
Sechfield
ST ABB'S HEAD Pd N
Vienna, Hk of Holland
Springcreek, Aug 20
St. Abbs Head
Springcreek, Aug 19
St. Abbs Head
Springcreek, Aug 20
St. Abbs Head
Springcreek, Aug 19
St. Abbs Head
Springcreek, Aug 20
St. Abbs Head
Spri Fireguard CHATHAM Empire Vera (tug), Aug 20 London NEWLYN AR Hove Aug Acrity Aug 18 Goole THE DOWNS Assaroe, Aug 19 Mallard, Aug 20 Empire Hilda (tug) (with tow

DOVER Pleto (tug), Aug 19 Vic 105, Aug 20 Veronica Tennant Sir Joseph Swan, Aug 20 DUNGENESS Pd E FREMINGTON Shelbrit 5, Aug 19 Eminence, Aug 20 Torpoint, Aug 16 St. Conan Newport LIVERPOOL Imber Coxwold (pres)

DUNGENESS Pd W Clara May (aux),
Pleto (tug), Aug 19
Polglen FREMINGTON SD Aug 18 Swansea Ulster Monarch Belfast
FREMINGTON SD
Torpoint, Aug 19
Newport
AVONMOUTH SD
Noverete
AVONMOUTH SD
Noverete BEACHY HEAD Pd E

Sodality, Aug 19
Yewforest

BEACHY HEAD Pd W
Durhambrook, Aug 19
Foch Rose
NEWHAVEN
Ronan, Aug 18
Ronan, Aug 18
Ronan, Aug 18
Hartlepool
Ryelands (aux) Falmth
SHOREHAM
AR
Energie, Aug 18 Hamble
Wheelsman
Hamble
Wheelsman
Hamble
Shelbrit 5
Hamble
Yewforest
Tyne
Tudor Queen Middlesbro
Petworth, Aug 19
Tyne
Durhambrook
Tyne
Tudor Queen Middlesbro
Petworth, Aug 19
Tyne
Durhambrook
Tyne
Tudor Queen Middlesbro
Petworth, Aug 19
Tyne
Tudor Queen Middlesbro
Petworth Aug 20
Cardiff
Teasel Port Talbot
Newport
SD
Norfolkbrook, Aug 20
Cardiff
Teasel Port Talbot
Newport
SD
Nugget, Aug 20
Cardiff
Teasel Port Talbot
Newport
Talbot
Newrori
Vervicia
Ververil
Douglas
Durham Coast
Crossbill, Aug 20
Kilkenny, Aug 19
Atlantic Coast, Aug 19
Carrowdore
Dublin
Carrowdore
Ulster Prince
Belfast
Carrowdore
Ulster Prince
Belfast
Oonister
Ramsey

AR Galacum, Aug 19 Goole Sir Leonard Pearce Pd In Kildrummy Bristol Dundalk

The Baron, Aug 19
Lizzonia, Aug 20
SPITHEAD Pd Out George Balfour, Aug 19 Steersman, Aug 20

| Steersman, Aug 20
| Beryl, Aug 17 | Agnes ('raig (aux)) Robert Middleton, Aug 16 Spithead BARRY IS Pd Up Silverfield Robert Dundas, Aug 17
Robert Dundas, Aug 18
Robert Dundas, Aug 19

Soton Empire Townsman Tyne Hull Norfolkbrook
Tyne Melito Blyth SD PORT TALBOT SD Cornel, Aug 19
Weston Point Lairdswood, Aug
SWANSEA

Thorn London

Kylecroft

AYR

Rowan

Thorn Coleraine Jasmine, Aug 20 Waterford Baranda Hawthorn, Aug 19 Barry SWANSEA SI Hanna (aux), Aug 19 Ilfracombe Brockley Combe. Aug 19
HAMBLE AR
Benjamin Sherburn
London
Clydebrae. Aug 20
Belfast Camborne (aux), Aug 20 Liverpool Blacksod Portsmouth SD

Empire Faraway Garstn
Jacinth
Hawthorn
MUMBLES

Liverpool
Blacksod
Kylecroft
GLASGOW
Lochgorm
We Chartsman, Aug 19
Portslade
SOUTHAMPTON AR Empire Taw, Aug 19
Empire Grate Cornel, Aug 19 Hanna (aux), Aug 20 Empire Greta (tug), Aug 19 Milford Haven Friargate Blytn
Ben Olliver Portsmouth
Cedartree Clyde
Sunderland Empire Faraway for Barry Yewmount. AR St. Oran AR Anglian Coast, Aug 18 Lithium Clandeboye Glen Spray Cardiff Rds LLANELLY SD Snow Queen Empire Seafoam, Aug 20

Glen Spray, Aug 19 Cardiff Rds Turquoise Ben On Portal
Empire Cricketer Poole
British Youth Newport
Antwerp
AR PORTMADOC Sybil Mary, Aug 19 Belfast CAERNARVON AR Weston Guidesman, Aug 18
Ellesmere Port CAERNARVON SD St. Kentigern Stornowa Lairdshill Dubli AR Guidesman, Aug 19 Lairdshill Dublin Ellesmere Port Arran, Aug 20 Rothesay Goole HOLYHEAD Empire Sheila (tug)
Brest Sarah Latham (aux)
Aug 17 Point of F AR KIRKWALL Aug 17 Point of Ayr 34 Birkenhead WICK

Slieve Donard, Aug 18 Slieve More Dublin Slieve League, Aug HOLYHEAD Slieve League, Aug 18 Dublin Slieve Bawn, Aug 19 Slieve Donard Dublin MOSTYN AR Hawarden Bridge, Aug 18 Connah's Quay Staley Bridge Dundalk MOSTYN SD AR ABERDEEN

Hawarden Bridge Garston EASTHAM Cranley, Aug 20 Belfast

Blyth EASTHAM SD Moorlands OUNDEE Mountstewart, Aug 19 DUNDEE Arbroath Kittiwake Antwerp Pearl Belfast EmpireEstuary Bideford ELLESMERE PT AR

Empire Estuary, Aug 19
Bideford
MANCHESTER AR
Dorothy Rose, Aug 19
Ellesmere Port
Alchymist Liverpool
MANCHESTER SD
MANCHESTER SD
Manchester St
Manchester S

Petertown
East Anglian for Cardiff
St. Angus for Belfast
Kittiwake Antwerp

MANCHESTER

Mountstewart, Aug 19
Belfast
Kittiwake Antwerp
ST AB

Hayle Arnewood London
Belfast TYNE AR
Belfast Cedarwood, Aug 19
Belfast Belfast Hawkwood Mr. Therm Pass of Melfort Empire Albany
Maryport
Clara May (aux),
Aug 19
Meath, Aug 20
Meath, Meat

Fulham III.

Wimbledon Londo Bushwood Londo Frisian Coast Aug 20 Aug 19 Pass of Melfort V Southampton Douglas Highland Queen Poole

Durhambrook Tyne
Gowrie Blyth
Arthur Wright Tyne
Chartsman Hamble
SHOREHAM SD
Yewarch, Aug 17 Methil
Wheelsman Hamble
Patknasilla, Aug 18
Tyne
Kylebay London
Energie, Aug 19 Hamble
Shelbrit 5 Port Victoria

NEWPORT SD
Empire Rancher, Aug 17
Mersey
Mersey
Mersey
Alchymist Manchester
Appliance
Penmaenmawr
Crewhill, Aug 19 Belfast
Crossgar, Aug 19 Belfast
Crossgar, Aug 19 Belfast
Crossgar, Aug 19 Belfast
Crossgar, Aug 20
Glasgow
Moss Rose, Aug 20
Glasgow
Kylebay London
Energie, Aug 19 Hamble
Stanville Penmaenmawr
Meath, Aug 20
Belfast
Crossgar, Aug 19 Belfast
Crossgar, Aug 20
Barrow
Kyle Bute
Bute Coniter
Ramsey
Alchymist Manchester
Appliance
Penmaenmawr
Moss Rose, Aug 20
Glasgow
Kyle Bute
Bute Coniter
Appliance
Penmaenmawr
Moss Rose, Aug 20
Barrow
Kyle Bute
Bute Coniter
Alchymist Manchester
Appliance
Penmaenmawr
Moss Rose, Aug 20
Glasgow
Moss Rose, Aug 20
Glasgow
Moss Rose, Aug 20
Barrow
Moss Rose, Aug 20
Bute Coniter
Appliance
Penmaenmawr
Moss Rose, Aug 20
Bute Coniter
Alchymist Manchester
Appliance
Penmaenmawr
Moss Rose, Aug 20
Bute Coniter
Appliance
Penmaenmawr
Moss Rose, Aug 20
Bute Coniter
Alchymist Manchester
Appliance
Penmaenmawr
Moss Rose, Aug 20
Bute Coniter
Appliance
Penmaenmawr
Moss Rose, Aug 20
Bute Co London
Silloth
Garston
Preston
Reifest

Fireglow, Aug 19 Londn SEAHAM, SD

Fraserburgh

PRESTON AR HARTLEPOOL Lady Thomas, Aug 20 Liverpool Dundalk Dublin MIDDLESBRO SD Yarmouth Trader,
Dublin Gerco, Aug 19 London SD PRESTON Arklow MIDDLESBRO Piel Western Hill, Aug 19 Cardiff Penstone, Aug 19 Thames Amy Summerfield Dublin Pass of Melfort Cork Fairy Dublin Mistley Rockville, Aug 20 Lpool Cortachy, Aug 19 Norman (tug) SD Garthelyde, Aug

Wimbledon, Aug 20 Windsor Queen Bushwood Glasgow Belfast SPURN HEAD Pd In Belgrave, Aug 19 Tillerman Fairy, Aug 20 SPURN HEAD Pd Out Tillerman, Aug 20 Charles Treadwell HULL Aire, Aug 20 Thornaby Liverpool

HULL AR Robrix, Aug 19 Lochgorm, Aug 17 West Highlands Saltfleet, Aug 20 Hamburg The Monarch London Marie, Aug 19 Rothesay Serula, Aug 20 Ghent London Charles Treadwell Hamburg AR GOOLE Gladonia, Aug 19 Poole Belgrave, Aug 20 Granton GOOLE

> WISBECH Pass of Melfort, Aug 18 Tees KING'S LYNN Constance H., Aug 19
> Salt End
> KING'S LYNN SI) Assurity, Aug 19 Hull GT YARMOUTH RDS

Avonwood

Somerset Coast, Aug 19 Frank M., Aug 20 London Lynn Trader Aug 20 AR Fulham II. AR

> LOWESTOFT AR Dron, Aug 18 Seaham Ann M., Aug 19 Norwich LOWESTOFT

> Pass of Leny, Aug 18 Isle of Grain Atheltarn Birkenhead Dunmoir, Aug 18 Blyth Dona Flora

Yewpark, Aug 19 IPSWICH 9 J.F.V., Aug 17 Antwerp Emden Pass of Leny, Aug 19 Isle of Grain

HARWICH AR
Antwerp, Aug 18
Hook of Holland
Vienna, Hk of Holland
Antwerp

Colwyn
Mistley
Middlesbro
BLYTH
Lynn Trader, Aug 19
London
RIGHTLINGSEA AR
REadby
READBY
READBY
LONDON
LOND

London London Jesse G. Cotting, Aug 16
YMUIDEN AR
Firth Aug 19 Middlesbrough Solway Firth Aug 19 (in tow of tugs Brah-

London YMUIDEN SD London Durward, Aug 17 Rotterdam Dundee Shoreham Brahman (tug), Aug 20 Hull

Guernsey
t thampton
en Poole
D AR

AR

ANTWERP

THERMAN
AR

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ANTWERP

THERMAN
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ANTWERP

AR ANTWERP
Tyne
Empire Vauxhall Soton
Chessington London
Treutwood London
SEAHAM ndon Accrington, Aug 20
ndon AR ANTWERP SD Kingfisher, Aug 19

SEAHAM,
Fred Everard, Aug 20
Exeter Irwell, Aug 19
Torquay Aberdeen Bedale H.
London OSTEND
OSTEND (rortachy, Aug 18 Boom (put in stress of weather) OSTEND SD OSTEND Cortachy, Aug 18 Hartlepool AR

Empire Farjeon, Aug 14
Shoreham
TREPORT SD Empire Farjeon, Aug 16
Runcorn
HAVRE
AR

Cleveland, Ohio, Aug. 19.—Steamer Alexander Leslie: The trouble has been traced to propeller fouling a wire mooring line and has returned. fouling a wire mooring line to the vessel. Damage reported to be negligible.—Salvage Asso-ciation's Surveyor. (See issue of

B. & B. NO. 6 (barge) .-- London, Aug. 20. We are advised by the owners of barge B. & B. No. 6 that she was raised and will be repaired. (See issue of Mar. 13.)

BALTIC. — (ristobal, Aug. 19. — Motor tanker Baltic left here on Aug. 17. (See

issue of Aug. 9.)
BENJAMIN R. MILAM.—St. John's, NF. Aug. 19.—With part of her cargo of 9000 tons of coal on fire, the American steamer Benjamin R. Milam arrived here 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 docked. The cargo may be 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 of Avg. 7.

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

BRYNHILD.—Antwerp, Aug. 17.—Danish cteamer Brynhild, from Copenhagen steamer Brynhild, from Copenhagen with general cargo, reports having lost an anchor and about 25 fathoms of

Motor vessel Chinese Prince (New York for Buenos Aires) was surveyed here on June 28 and 29 to ascertain damage stated CHINESE PRINCE.—Santos,

DIAMOND ISLAND .- Portland, Me., Aug

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

Aug. 13.—The sound coal from the top of starboard bunker hatch of steamer Empire Success has been removed and placed on the after duck and swater 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. 19.—Steamer Empire Success left to-day for Table Bay.

FILOMENA LARRA,-Jacmel, Aug. 3. Ecuadorian motor vessel Filomena Larra, from Havana, arrived here on July 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

FORT PIC.—Durban, Aug. 19. — Steamer Fort Pic left here on Aug. 17 for Hobart FORT TREMBLANT.

Aug. 20.—Steamer Fort Tremblant (from Geraldton) is stated to have sustained damage to bottom of No. 1 tank while 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.

steering chain carrying away. Emergency steering gear was brought into operation, but this also broke down and 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 owing to sea and tide until 8 30 a.m. on Aug. 9, when with the assistance of dredger Maui 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.

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.

Turbo-electric tanker Harpers 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.)

will endeavour to recover to-morrow.

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, Maryport for Limerick, was picked up 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.

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.)

ACK.—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. & T. CO. NO. 50 (not RED STAR NO. 50 as before reported) was repaired and is back in operation, (See issue of Jan. 29.) JACK.—See Newport (barge).

JOHN H. B. LATROBE. - Land's End Radio, Aug. 19.—Following received from American steamer John H. B. Latrobe (Los Angeles for Pauillac) at 4 31 p.m., G.M.T.: Arriving Cordouan at 3 p.m. Aug. 21 draught 26.06 ft., fire in No. 3 hold.

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 in 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 assumes 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. Wathen'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

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 under-

ORLEANS (barge).—See Newport (barge).
PT 13. Bahia, Aug. 19.—Vessel PT 13, at litos, dragged anchors owing to bad weather and drove ashore, damaging bows. Vessel is making water and part of cargo is damaged. Repairs are hand.

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.—

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 ('abo Rojo, Puerto Rico, on Aug. 18, but refloated the same day after jettisoning part cargo of crude oil.

IT 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.) .ETO.—Dover, Aug. 19.—Tug Pleto proceeded to destination at 3 30

ficate of seaworthiness granted. POLING BROS NO. 15 (barge).—See J.

Raymond Russell.

J. REYNOLDS. — Gothenburg, Aug. 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 RED STAR T. & T. CO. NO, 50 (barge).-

See Jackson (barge). SAMYTHIAN.—('hristchurch, N.Z. AMYTHIAN.—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 during heavy swell between June 29 and July 1. Vessel was found to have slight to moderate indentations in three plates and a continue of sec. in three plates and a certificate of sea-worthiness was issued, surveyor recom-

wordmiss was issued, surveyor we mending that damage be fur examined at owner's convenience.

SOLNES.—Bergen, Aug. 17.—Norwes steamer Solnes, which left here Aug. 13 for Fineidet in ballast, and the second statement of the turned the same day owing to trouble with telemotor of the steering engine. Damage has now been repaired and the vessel left again yesterday.

TAHCHEE.—New York, Aug. 19.—Tank steamer Tahchee 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.—Damsh portor vessel Toyas from Alexandria motor vessel Texas, from

with general cargo, reports that she was stopped with engine trouble from 10 47 a.m. to 11 40 a.m. on Aug. 6, 10 47 a.m. to 11 40 a.m. on Aug. b, 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, Zonguldak 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

steamer BRITISH COMMONANT TWO plates renew and longitudinals part renew, together with sundry damages.—Salvage Association's Surveyors.

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

WEATHER AND NAVIGATION

LIFERAFTS REPORTED

Bermuda, Aug. 19. — Turbo-electric tanker Turner's Gap reports by wireless sighting a liferaft in position lat. 34–17 N., long, 62–07 W.
Washington, D.C., Aug. 5.—
On July 31, in lat. 35–45 N., long, 69–25 W., a large steel liferaft with 10-ft, vertical and horizontal wooden stanchions.
On July 31, in lat. 26–32 N., long, 66–40 W., steamer Limoges sighted a liferaft.
On July 31, in lat. 42–36 N., long, 53–35 W., steamer Stage Door Canteen passed an empty doughnut liferaft.
On Aug. 1, in lat. 41–32 N., long, 46–38 W., motor vessel Oregon passed a liferaft.
On Aug. 3, in lat. 35–50 N., long, 72–01 W., steamer Marine Tiger passed an empty liferaft.

MINES REPORTED

MINES REPORTED

North Foreland Radio, Aug. 18.—Following received from steamer Autocarrier:
At 257 p.m., G.M.T., passed mine in position lat. 50 50 05 N., long. 01 27 E.

Niton Radio, Aug. 18.—Following received from steamer Ioannis Frangos at 6 14 p.m., G.M.T.: Drifting mine in position lat. 49 42 N., long. 00 30 W., at 5 50 p.m. G.M.T.

LLOYD'S LIST Page Wed., Aug. 21, 1946 15

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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

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 unnecessary to drydock here.—Lloyd's Acting Agents per Salvage Association. (See issue of Aug. 13.)

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

one mile off Ravenna.

/ALENCIA. — 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

SHOE FACTORY, CHRISTCHURCH, NEW ZEALAND

Christchurch, N.Z., Aug. 20.—Fire at Duckworth, Turner shoe factory, caused damage estimated at £25,000. — Lloyd's

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 CRASH NEAR BROGLIE, FRANCE London, Aug. 20.—The British Overseas Airways Corporation announces that a Lancastrian 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: Lancastrian aircraft G-AGMF, operated by British Overseas Airways Corporation, crashed at Broglie, France, at 5 40 a.m., Aug. 20.

France, at 5 40 a.m., Aug. 20.
Rouen, Aug. 20.—A Lancastrian 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

Lloyd's Agents.

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.

Toronto, Aug. 14.—According to the local Press, a Blue Aeronca '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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FLAMBORO HD Pd N FLAMBORO HD Pd S

AR Empire Bank, Aug 19 Norwich

Belfast Boston Trader, Aug 19
Gt Yarmouth
Dovedale H., Aug 20
Killingholme
Gladonia Teignmouth SD Maryport Gladonia SD Lairdsglen Londonderry Royal Scotsman Belfast Hebrides W Highlands Belfast Creetown

Leith John Hopkinson, Aug 20 AR Charles M. Warren Field, Aug 19 Sunderland Cantick Head, Aug 20
London
WICK
WICK
Warren Field, Aug 20
Sunderland
KIRKCALDY
AR
CORRELATION
FIELD

Cantick Head, Aug 20
Empire Marksman
Lambtonian
Hudson Bank
The Duke Aug 20
GT YARMOUTH RDS
Pd S

Frank M. Aug 20

Leith Gladonia Methil GT YARMOUTH Boston Trader, Aug 20 GT YARMOUTH SD Koolga St. Rognvald ABERDEEN Vic 105. Aug 18
Portsmouth
AF SD Allegheny, Aug

LOWESTOFT SIDER THAT IT SHOW IN THE SWICH AR J.F.V., Aug 15 Antwerp Fluor, Aug 17 Penmaenmawr Crichtoun Aug 19 Leith

SD Crichtoun, Aug 20

The Marchioness, Aug 19
Thames
HAYLE
('arita, Aug 17 Cardiff HAYLE, Carita, Aug 18
Carita, Aug 18
Scilly Is
PORTREATH
Islesman, Aug 18
Maryport
Mar

man and Irishman) YMUIDEN SD

London SD lrishman (tug) Hul Hul Hook OF HOLLAND

London

Riverville, Aug 19
ROUEN
C.W.S. Progress, Aug 19

chain on Aug. 12 in the vicinity of here on June 28 and 29 to ascertain damage stated to have been sustained through two steel rails slipping out of sling on to No. 6 double bottom tank while discharging on June 27. Two doubling plates were bolted to the tank top 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.

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 tilled the property of the proper on port side. There were two persons killed and three injured. (See issue of

EMPIRE SUCCESS. - Port Elizabeth

ance.
FRANS HALS.—-Curacao, Aug. 19.—
Motor vessel Frans Hals has caused slight damage to motor tanker PEIK.
GABRIELLA.—Westport, N.Z., Aug. 10.
—While steamer Gabriella was lying off Greymouth harbour on Aug. 7, waiting moderation of the weather, her steering gear was disabled through pin on mounting of starboard quarter sheave for steering chain carrying away. Emergency steering gear was brought into

HARPERS FERRY.—Norfolk, Aug. 19.

of Aug. 13.)

IMPERIAL MONARCH. — Valparaiso,
Aug. 19.—Steamer Imperial Monarch,
when heaving up on Saturday afternoon
(Aug. 17) lost anchor and chain. Diver

J. RAYMOND RUSSELL.-London, Aug.

-London, Aug. 20.—The owners

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BENLOMOND. — Singapore, Aug. 19.— Steamer Benlomond: Tunnel bearings ordered in Singapore, delivery expected in one month. Examination of bottom

VALENCIA. -

FIRES

WAREHOUSE, BUENOS AIRES

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.—

CRASH AT NIAGARA FALLS AIRPORT, ONTARIO

AEROPLANE MISSING IN CANADA

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Antwerp, Ghent, Etc.

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		obable Date, Broker and Bertl	h	Est
to	LONDON Adjutant, Genoa, Sep	2 Anglo-American Oil Co. (Hamble)	Aug 22	
ster.	G. S. N. Co. (West India) Baltannic, Wellington, J. B. Westray & Co.	Somersetshire, Rangoon, Escombe, McGrath & Co. Strathmore, Bombay,	Sep 1	
LST	Baltavia, Colombo, Aug 3 (Surrey Commercial). Baltraffic, Lyttelton and Montevideo. Sep 1	PLYMOUTH British Commerce, Arnba,	Aug 22	Carlo
.8 T ,	J. B. Westray & Co. Banaderos, Las Palmas, F. Dessen & Co. (West India)	Bellamy & Co.	Ang 22	
3	Bayano, Montreal, Aug 2 Cunard White Star. (Surrey Commercial).	F. C. Strick & Co.	id Sep	Telephones King George V
3	Beloostrov, Leningrad, Aug 2 L. W. Morland & Co. Benledi, Hongkong, end Se	Houlder Bros. & Co. Holderness, Hull,	Aug 25 Aug 23	
	Galbraith, Pembroke & Co. Benvorlich, Hongkong, Galbraith, Pembroke & Co.	(Avonmonth or Bristol)	Sep 18	W. H. J. ALEXA
BA	Blairclova, Galveston. Aug 2 J. A. Finzi, Layman & Co.	Bethen, Gwyn & Co.	nd Sep	Samconon, Santos,
	Carleton Victory, Vancouver, Birt, Potter & Hughes City of Bristol, Beira, Montromeric & Workman	Adolf Bratt. Sundsvall, Whitwill, Cole & Co.	Aug 25 Aug 29	Samderwent, Mauritius via A Cayzer, Irvine & Co. Samhale, Brisbane, A. Holt & Co.
-	Montgomerie & Workman City of Leicester, Turkey, Westcott & Laurance City of Leicester, Paire	Lemstroom, Amsterdam, A Turner, Edwards & Co.	ug 22	A. Holt & Co.
S	City of Lucknow, Beira, Sep 16 Montgomerie & Workman City of Norwich, Philippines	Hoken, Gothenburg, en James & Hodder, Holderness, Hull,	d Aug	P S N Co (Canada)
's	Montgomerie & Workman, City of Tokio, Singapore, Montgomerie & Workman, Sep 13	(City or Avonmouth)	v due	Samsmola, Alexandria, P. S. N. Co. Samteviot, Newcastle (N.S.W J. Dowie & Co. Samzona. Vancouver.
	Montgomerie & Workman. Clan Cameron, Beira, Cayzer, Irvine & Co. (Tilbury)	Inger, Baltic ports, Mark Whitwill & Son	ug 21	Samzona, Vancouver, P. S. N. Co. Samtucky, Beira via Antwerp Elder Dempster Lines
go t	Clan Campbell, Sydney via Liverpool, Aug 24 Cayzer, Irvine & Co. (Tilbury). Clan Macgillivray, Rangoon, Sep 18	Nancy Lau, Kotka, Whitwill, Cole & Co. Redstart, Oporto via Glasgow, A	Sep 7	Sarmiento, Valparaiso, P. S. N. Co. (Canada). Scythia, Bombay, Anchor Line.
ept	Cayzer, Irvine & Co. Comedian, Trinidad, T. & J. Harrison (West India). Aug 25	Araton, Sweden, ear	ly Sep	Sovac, Port Arthur, Furness, Withy & Co. Staffordshire, Rangoon via La
ept t t	Derwenthall, Bahia Blanca, Sep 12 Drina, River Plate, Royal Mail Lines	James & Hodder. Kajsa Christensen, Sweden, James & Hodder. A	ng —	Bibby Bros. & Co. Temele, Port Harcourt, Elder Demoster Lines
	Durango, Buenos Aires, now due Royal Mail Lines. Edam, Houston via Antwerp, abt Aug 21	Slemish, Hamburg, James & Hodder.	Aug—	Teucer, Hongkong, A. Holt & Co. Verna, Sweden.
	Phs. Van Ommeren (London). Empire Clarendon, Sydney, P. & O. S. N. Co. (Royal Albert)	Inishowen Head, New York via Cardiff end Houlder Bros. & Co.	d Aug	Vogt & Maguire Voco, Philadelphia, Furness, Withy & Co.
_1	Empire Merganser, Buenos Aires, abt Sep 12 Houlder Bros. & Co. Empire Stour, Rimouski, Aug 28	Manchester Port, Baltimore via London end Houlder Bros. & Co.	l Aug	GARSTON Barrgrove, Galveston, A. Coker & Co. Empire Taff, Barcelona,
	J. & C. Harrison Empire Success, Mombasa, Sep — Union-Castle Mail S.S. Co.	Dr. Heinrich Wiegand, Bremerhaven, no. W. Cory & Son.	w due	MacAndrews & Co. Tetela, Port Antonio,
	Fort la Cloche, Rosario, Aug 25 H. G. Mann (Shipping). Fort St. Paul, San Nicolas, early Sep	Aadnesen & Dahl	i Aug	Elders & Fyffes. MANCHESTER American Forwarder, New Yo
.	Houlder Bros. & Co. Frederik, Rotterdam, J. A. Finzi, Layman & Co. Aug 22	BARRY Boryslaw, Avonmouth, Aug	28-29	H. Watson & Co. Angua, Gothenburg,
	(Albert Dock Hoists). Frey, Gothenburg via Hull. British & Foreign Maritime Agencies	J. Bovey & Co. (No. 2) SWANSEA		Bahr Behrend & Co. (Ellesmere Port & Dk. 8). Baltara, Raumo, H. Watson & Co. (Ellesme
1	(Millwall). Gascony, Kingston (Ja), Sep 11 Royal Mail Lines.	Simpson Bros. (Swansea) (King's).	ug 21 ug 28	Empire Gallant, Sundsvall, Ellerman's Wilson Line.
-	Glenogle, Shanghai, Sep 7 Glen Line.	Burgess & Co. Gloucester City. Montreal via Bristol	ng 21 ng 24	Kongsdal, Curacao, Vogt & Maguire, Liverpool (Stanlow) Molino del Rey, Aruba,
	Graculus, Little Bay Island, E. Lloyd (Ridham). Gurna, Calcutta, Company,	Redstart, Bristol, T. H. Couch (King's).	11g 27	Molino del Rey, Aruba, H. E. Moss & Co., Liverpo (Stanlow). Neaera, Curacao,
	Gray, Dawes & Co. Highland Monarch, Buenos Aires, Aug 28 Royal Mail Lines.	Samgara, Avonmouth, T. H. Couch (A Shed, King's). MERSEY	บศ 26	Brinings (Shipping) (Stan Neaera, Curacao, Brinings (Shipping) (Stanl Roy James Cole, Houston,
	Idomeneus, Newcastle (N.S.W.), Aug 22 Glen Line (King George V.) Jamaica Producer, Jamaica, Sep 2	Adrastus Hongkong, A. Holt & Co. American Forwarder, New York via Dublin & Mauchester, early	ug 22	H. Watson & Co. (Ellesmere Port & Salford Voco, Philadelphia via Liverpo
2.	Kaye, Son & Co. (West India). Julia P. Shaw, Houston via Havre, American S.S. Lines Agency.	Antenor, Durban,	v Sep ug 23	Manchester Liners (Mode V
03/	Kaley, Haparanda, Sep 2 British & Foreign Maritime Agencies (Surrey Commercial). Langton Grange, La Plata, Aug 25	A. Holt & Co. Anglia, Gothenburg via Manchester, A Bahr, Behrend & Co. Arakaka, Demerara,		Kaptein Worsoe, Galveston, J. Fisher & Co. Empire Tagalam, New Orleans J. Fisher & Co.
	Houlder Bros. & Co. (Victoria). Lochmonar, Buenos Aires, Royal Mail Lines	Rooker Brow Mottornall & Cl.	Sep 4	BARROW Fort Wedderburne, Pepel,
	Malacca, Shanghai, now due Escombe, McGrath & Co. (Tilbury Cargo Jetty)	City of Bristol, Beira via London	ug 25	J. Fisher & Sons. WORKINGTON Penhale, Pepel,
.3	Mandasor, Calcutta, Surrey Com.)	Hall Line and Antwerp S	ep 27	United Steel Companies
	A. Howden & Co. (Tilbury). Manipur, Calcutta, Montgomerie & Workman (Tilbury). Masirah, Bombay, end Aug	City of Exeter, Karachi & Bombay, Hall Line City of Norwich, Philippines and	Sep 7	Clan Angus, Mombasa via Live Cayzer Irvine & Co. Clan Chattan, Newcastle (NSV Cayzer, Irvine & Co.
٠,	Anchor Line. Mathura, Calcutta, A. Howden & Co. (Tilbury). Moreton Bay, Wellington, Sep 5	Hall Line Hongkong via London, (oct 22	Clan Macaulay, Sydney, Roxburgh, Colin Scott & C. Esso Saranac, Trinidad,
. 7	Veocardia, Houston, Aug 23	Comliebank Poins via Antonna	g 21	A. Weir & Co. (Bowling). Marine Raven, Naples, City Line Nestor, Newcastle (N.S.W.), vis
1.	W. Hurst (Isle of Grain). cean Courier, Malabar Coast via Havre, Sep 23	Corrientes, Buenos Aires, Donaldson Bros & Black	Aug	Nestor, Newcastle (N.S.W.) viz Liver Aitken, Lilburn & Co. Rautas, Lulea,
,, 1 - 1	Papanui, Sydney, Sep 21 Birt, Potter & Hughes Pemba, Calcutta, mid Sep	T. & J. Harrison	10-15 ep 14	J. Jenkins & Son (Rothes Richmond Castle, Durban, Union-Castle Mail S.S. Co.
S	Gray, Dawes & Co. Perim, Sydney, P. & O. S. N. Co. (Royal Albert).	Lamport & Holt Line.	ep 4	Samidway, Melbourne via Liver Aitken, Lilburn & Co.
	Pollux, Lausnes, S. L. A., Ltd. (Empire Paper Mills). Ort Dunedin, Anckland, Port Line Sep 23	A. Holt & Co. Empire Gallant, Norrkoping		American Forwarder, New Yor
	Port Halifax, Melbourne, Aug 26 Port Line (King George V.). Port Macquarie, Sydney, end Sep	W. H. Stott & Co. Empire Merganser, Buenos Aires, Se Houlder Bros. & Co. Empire Prowess, Sydney via Durbau, Sc J. Dowie & Co. Empire Yukon New York	р 12	fanad Head, Montreal, Irish Hazel, New York, Limerick S.S. Co. Irish Larch, Kotka, Wexford S.S. Co. Irish Poplar, Montreal, Limerick S.S. Co.
1	Port Line.	Empire Prowess, Sydney via Durban, So J. Dowie & Co. Empire Yukon, New York, now Cunard White Star	due	Wexford S.S. Co. Irish Poplar, Montreal, Limerick S.S. Co. Mondale Ric Length
	Gray, Dawes Co. tanchi, Bombay via Southampton, Aug 24 P. & O. S. N. Co. (King George).	C. G. Dunn & Co. Fanad Head, Montreal via Dublin, abt. An	g 21	R. A. Burke.
- E	Rangitiki, Wellington. Sep 21 J. B. Westray & Co. Ranhine, Auckland, Sep 11 J. B. Westray & Co.	G. & Forwood Heyn. Fort Brunswick, Takoradi, R. & D. Jones (Rirkenhead)		Burma, Calcutta via London, T. & J. Brocklebank, Gurna, Calcutta via London, Morison, Polleyfen & Blair
2	tt. Clears, Trinidad, Aug 31 Howard Tenens (West India).	Fort Musquarro, New York via Bremen, end Cunard White Star	Aug	Morison, Pollexfen & Blair. Magdapur, Calcutta via Londo T. & J. Brocklebank. Mandasor, Calcutta via Londo
S	Howard Tenens (Bellamy's Wf.). amakron, Kingston (Ja). Sep 3	Fort Sturgeon, Lagos, early H. Tyrer & Co. Frederick Banting, Newcastle (NSW) O Hall Line	Cf 19]	Mandasor, Calcutta via Londo T. & J. Brocklebank, Manipur, Calcutta via London, C. Barrie & Sons.
S	ambay, Singapore, P. & O. S. N. Co. amconon, Santos via Liverpool, Howard Tenens, Ltd.	Fruitvale Hills, Trinidad, Au Furness, Withy & Co. (Dingle Oil Jetty).	E 24	Richard Bearse, Stugsund, Geo. Gibson & Co., Leith.
	amfield, Calcutta, Sep 30 Cayzer, Irvine & Co. ampan, Beira via Antwerp. Aug 25	Glenbeg, Shanghai, Se	p 21	Wearwood, Takoradi. Dewar & Lawson . GRANGEMOUTH
	Union-Castle Mail S.S. Co. amsylvan, Wellington via Antwerp, early Sep Shaw Savill & Albion Co. antyne, N. Pacific, end Sep Furness, Withy & Co. (Surrey Com.).	Glenfinlas, Hongkong, A. Holt & Co. Green Mountain, Wilmington (N.C.) & Norfolk (Va), Se		British Ambassador, Abadan, Hopkin, Paton & Co. Marpessa, Fahaheel,
S	amtyne. N. Pacific. Furness, Withy & Co. (Surrey Com.). ardis. Oporto. G. S. N. Co. (London Dk.) axon Star, General Uriburu, Sep 9	Guinean, Lagos. end	Aug	Hopkin, Paton & Co. GRANTON Christine Marie, Susa.
CI CI	Blue Star Line	T. & J. Harrison. Kaituna, Melbourne, Au J. Dowie & Co.	g 22	Moffat & Warden. BO'NESS Marie Flore, Lillesand,
S	Escombe, McGrath & Co trathmore, Bombay via Sonthampton, Sep 1 P. & O. S. N. Co. uffolk. Wellington via Dakar, Aug 21 J. B. Westray & Co. (Royal Albert).	Kana, Istanbul, Au Moss Hutchison Line.	ig 21	LEITH Barjama, Faroe Islands,
S	uffolk. Wellington via Dakar, Aug 21 J. B. Westray & Co. (Royal Albert). ydney Star, Buenos Aires, Aug 27 Blue Star Line.	Lanarkshire, Fremantle, Se Cayzer, Irvine & Co		C. Mauritzen, I.td. (Albert Carrnesk, Montreal via Tyne. Furness, Withy & Co. (Imp
II T	eviot, Puerto Deseado via Havre, Sep 4 Royal Mail Lines.	Bibby Bros. & Co. Letitia, Halifax. An	g 24	Durward, Rotterdam, Geo. Gibson & Co. Marieborg Raumo,
	Imtali, Beira via Hull, Bullard, King & Co. (West India) Imtata, Durban, Huti Clatte, Mail S. 2. Co. Aug 27	Donaldson Line. Lobos, Valparaiso, P. S. N. Co. (Canada) Lone Star. Savannah. A. Coker & Co.	n 10	Antonaropulo Bros.
V	Union-Castle Mail S.S. Co. (West India). irgo, Mantyluoto via Hull, Aug 21	T I A I	D 12	(Commissioners' Staiths). Astrea, Bergen, P. H. Matthiessen & Co. (Tyne Commission Qy.).
V	alwera, Cairns, Oct. 12 L		0.01	Bretagne, Oslo, P. H. Matthiessen & Co. (Tyne Commission Qy.)
$\ _{\Lambda}$	SOUTHAMPTON	Nestor, Newcastle (N.S.W.), Se	n 18	Cairnesk, Montreal, Cairns, Noble & Co. Jupiter, Bergen, P. H. Matthiessen & Co.
A	Cunard White Star (Ocean) rgentina, New York, Benj. Ackerley & Son. Aug 25 Aug 25 Aug 25	T. & J. Harrison Ocean Verity, Singapore, A. Holt & Co.		(Tyne Commission Qy.). Megara, Houston via Southam
A	Union-Castie Mail S.S. Co. ttila, Puerto la Cruz, now due	P. S. N. Co. Othello, Lulea,		Stagpool, Singapore. Common Bros. (Smith's Dks., N. Shields).
	J. Horn & Son (Fawley). J. Horn & Son (Fawley). arabagh, Aruba, J. Horn & Son (Hamble)	R. & D. Jones (Birkenhead). Pacific Express, Rio Janeiro, Lamport & Holt Line	g 24	HARTLEPOOL Egton, Newcastle (N.B.), E. A. Casper Edgar & Co.
	landovery Castle, Madras via W.C. Africa, abt Sep 24 Union-Castle Mail S.S. ('o.	P. S. N. Co.	p 18	Empire Clarion, New Westmin MIDDLESBROUGH
110	Benj. Ackerley & Son. Benj. Ackerley & Son. Frontes. Bombay. Sen. 2	Pinzon, Cadiz, Au MacAndrews & Co. Reina del Pacifico Rangoon Se	g 23	Dalhem, Lulea, Swedish Iron Ore, Ltd. Empire Cougar, Rio Janeiro, T. H. Donkin & Sons.
Q	Escombe, McGrath & Co. ueen Mary, New York, Cunard White Star (Berths 43/44, Ocean)	P S N Co		
ш	(Berths 45/44, Ocean) canchi, Bombay. Escombe, McGrath & Co. iebeeck Castle, Port Natal via	Richmond Hill, Calcutta, See Hail Line Riebeeck Castle, Port Natal, Au Elder Dempster Lines.	p 14 I g 24 I	Escombe, McGrath & Co. (L.N.E.R. Dk.). Cort Anne, Takoradi, Swedish Iron Ore, Itd. Kanpanger, Jossingfjord, J. G. Peckston, Itd. Korso, Oxelosund
	Union-Castle Mail S.S. Co.	Samaria, Bombay, Se Cunard White Star.	p 2]	J. G. Peckston, Ltd. Korso, Oxelosund Swedish Iron Ore, Ltd.
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Samconon, Santos, Aug 26	V
Samconon, Santos, Aug 26 Canada S.S. Lines (Overseas), Ltd. Samderwent, Mauritius via Avonmouth, Sep 29 Cayzer, Irvine & Co. Samhale, Brisbane, mid Oct	▼
Cayzer, Irvine & Co.	
A. Holt & Co.	F
Samite, Melbourne, mid Oct A. Holt & Co.	-
Samothrace, Antofagasta, Aug 24	1
Samsmola, Alexandria, Sep -	
Samite, Melbourne, mid Oct A. Holt & Co. Samothrace, Antofagasta, Aug 24 P. S. N. Co. (Canada) Samsmola, Alexandria, Sep. P. S. N. Co. Samteviot, Newcastle (N.S.W.), Sep 20	
J. Dowie & Co. Samzona, Vancouver. Sep. 8	
P. S. N. Co.	
Samzona, Vancouver, Sep 8 P. S. N. Co. Samtucky, Beira via Antwerp, mid Sep Elder Dempster Lines	A
Sarmiento, Valparaiso, Sep 5 P. S. N. Co. (Canada). Scythia, Bombay, Aug 31	6
Scythia, Bombay, Aug 31 Anchor Line.	_
Sovac, Port Arthur, Aug 22	(
Anchor Line. Sovac, Port Arthur, Furness, Withy & Co. Staffordshire, Rangoon via Lagos, Bibby Bros. & Co. Temele, Port Harcourt, Elder Dempster Lines Teucer, Hongkong, A. Holt & Co. Verna, Sweden, Vogt & Magnire Aug 22 Aug 30 Sep 15 Sep 15	
Temele, Port Harcourt, Aug 31	
Elder Dempster Lines Teucer, Hongkong, Sep 15	6/:
A. Holt & Co.	01
Verna, Sweden, Sep 10 Vogt & Maguire]
Voco, Philadelphia, now due Furness. Withy & Co.	
GARSTON	G/
Barrgrove, Galveston, Aug 29-30	Se
A. Coker & Co. Empire Taff, Barcelona, Aug 24	36
MacAndrews & Co. Fetela, Port Antonio, Aug 25	
Enders & Fynes,	
MANCHESTER American Forwarder New York	Ар
American Forwarder, New York via Dublin, end Aug	
H. Watson & Co. Angua, Gothenburg, now due	-
Bahr Behrend & Co. (Ellesmere Port & Dk. 8).	R
Baltara, Raumo, Aug 22	
(Ellesmere Port & Dk. 8). 3altara, Raumo, H. Watson & Co. (Ellesmere Port). Empire Gallant, Sundsvall, Ellerman's Wilson Line. Kongsdal, Curacao, Vogt & Maguire, Liverpool. (Stanlow) Molino del Rey, Aruba, Aug 25	
Kongsdal, Curacao, Aug 21	
Vogt & Maguire, Liverpool. (Stanlow)	
Molino del Rey, Aruba, H. E. Moss & Co., Liverpool (Stanlow).	M
(Stanlow).	
veaera, Curacao, Aug 22]	ы
Neaera, Curacao, Aug 23 Brinings (Shipping) (Staplow)	L
Brinings (Shipping) (Stanlow). Neaera, Curacao, Aug 23 Brinings (Shipping) (Stanlow). Roy James Cole, Houston, Aug 21 H. Watson & Co. (Ellesmere Port & Salford). Coc, Philadelphia via Liverpool abt Aug 22 Manchester Liners (Mode Wheel).	
(Ellesmere Port & Salford).	
Manchester Liners (Mode Wheel)	
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Aug 24 Aug 27 Aug 26 HEYSHAM Aug 23 Kaptein Worsoe, Galveston, J. Fisher & Co. Empire Tagalam. New Orleans, J. Fisher & Co. Aug 29 now due Sep 4 BARROW Fort Wedderburne, Pepel, J. Fisher & Sons. Aug 28 Aug 24 WORKINGTON Aug 2 United Steel Companies Sep 13 CLYDE
Clan Angus, Mombasa via Liverpool,
Cayzer Irvine & Co.
Clan Chattan, Newcastle (NSW),
Cayzer, Irvine & Co.
Clan Macaulay, Sydney,
Roxburgh, Colin Scott & Co.
Esso Saranac, Trinidad,
A. Weir & Co. (Bowling).
Marine Raven, Naples,
City Line
Nestor, Newcastle (N.S.W.) via
Liverpool, end Sep
Aitken, Lilburn & Co.
Rautas, Lulea,
J. Jenkins & Son (Rothesay Dk)
Richmond Castle, Durban,
Union-Castle Mail S.S. Co.
Samidway, Melbourne via Liverpool, end Aug
Aitken, Lilburn & Co.
DUBLIN Sep 27 Sep 17 Aug 21 rly Sep id Aug p 10-18 Sep 14 Sep 4 DUBLIN Oct 4 Aug 26

Aug 23

Oct 4

Ow due
Sep 12
Sep 23
Ow due
Aug 21

Out 14

American Forwarder, New York,
G. Beil & Co.
Fanad Head, Montreal,
Irish Hazel, New York,
Limerick S.S. Co.
Irish Larch, Kotka,
Wexford S.S. Co.
Irish Poplar, Montreal,
Limerick S.S. Co.
Mosdale, Rio Janeiro,
R. A. Burke. Aug 28 R. A. Burke.

DUNDEE

Burma, Calcutta via London,
T. & J. Brocklebank.
Gurna, Calcutta via London.
Morison, Polexfen & Blair.
Magdapur, Calcutta via London.
T. & J. Brocklebank.
Mandasor, Calcutta via London,
T. & J. Brocklebank.
Manipur, Calcutta via London,
C. Barrie & Sons.
Richard Bearse, Stugsund,
Geo. Gibson & Co., Leith.

BURNTISLAND Aug 27 mid Sep Aug 21 BURNTISLAND Wearwood, Takoradi. Dewar & Lawson GRANGEMOUTH British Ambassador, Abadan, Hopkin, Paton & Co. Marpessa, Fabaheel, Hopkin, Paton & Co. GRANTON Christine Marie, Susa Moffat & Warden BO'NESS Marie Flore, Lillesand, LEITH LEITH
Barjama. Faroe Islands,
C. Mauritzen, Lid. (Albert Bsn.)
Carnesk, Montreal via Tyne.
Furness, Withy & Co. (Imperial)
Durward, Rotterdam,
Geo. Gibson & Co.
Marieborg, Raumo, Aug 24
Ang 24

Sep 10
Arichard Raumo,
TYNE

Agios Georgios, Archangel,
Antonaropulo Bros.
(Commissioners' Staiths).
Astrea, Bergen,
P. H. Matthiessen & Co.
(Tyne Commission Qy.).
Sep 5-6
Sep 5-6
Sep 5-6
Sep 18
Aug 25
Aug 25
Aug 25
Aug 25
Aug 25
Sep 2

Sep 2

Sep 2

Sep 2

Geo. Unissua.
Aug 21-22
Antonaropulo Bros.
(Commissioners' Staiths).
Aug 21-22
Aug 21
Aug 22
Aug 23
Aug 23
Aug 23
Aug 24

Rembrandt, Valley W. A. Massey & Sons Saga, Copenhagen,
Ellerman's Wilson Line
(Wm. Wright)
Samport, W.C. Africa,
J. H. Whitaker
Skjold, Copenhagen,
Ellerman's Wilson Line
(Wm. Wright)
Spero, Copenhagen,
Ellerman's Wilson Line
(Km. Wright) HARTLEPOOL
Egton, Newcastle (N.B.), Aug 25
E. A. Casper Edgar & Co.
Empire Clarion, New Westminster, Sep 18-19

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Aug 21
Sep 2
Aylesbury, Middlesbrough,
McGregor, Gow & Holland
(King George)
Benledi, Hongkong via London,
Porter & Henderson. now due Benvannoch, Port Sudan, Porter & Henderson. Berkelstroom, Amsterdam, Ellerman's Wilson Line (Humber). now due Aug 26 Empire Gunfleet, Vancouver
W. Brown, Atkinson & Co.
Empire Salerno, Halmstad
Ellerman's Wilson Line (Albert) end Aug

Empire Success, Mombasa via London Sep

McGregor, Gow & Holland

Highwear, Kotka,
Stanhope S.S. Co. (Victoria)

Kaimata, Newcastle (N.S.W.), G. S. N. Co. Sep 25 Aug —

Aug —

Lossiebank, Sydney,
McGregor, Gow & Holland
(King George)

Lublin, Reykjavík,
McGregor, Gow & Holland
Myllykoski, 8, Finland,
Newton, Tottle & Wilson
(King George).

Queda, Calcutta via London & Ellerman's Wilson Line. mid Sep Ellerman's Wilson Line.
Rembrandt, Vancouver,
W. A. Massey & Sons
Saga, Copenhagen,
Ellerman's Wilson Line
(Wm. Wright).
Samport, W.C. Africa,
J. H. Whitaker
Skjold, Copenhagen,
Ellerman's Wilson Line
(Wm. Wright)
Spero, Copenhagen,
Ellerman's Wilson Line
(Wm. Wright)
Tasso, Gothenburg,
Ellerman's Wilson Line
(Mm. Wright)
Tasso, Gothenburg.
Ellerman's Wilson Line (Albert)
Umtali, Beira,

IMMINGHAM Ocean Wayfarer, Quebec, F. Bengtsson & Co. KING'S LYNN

Ribjorn, Lovisa, Small & Co. (Lowestoft), Ltd. (North Qy)

Forshult, Gothenburg, Garland & Flexman

LOWESTOFT

Sep 3-4

Aug 21

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