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BRAZIL, URUGUAY AND ARGENTINA

Table with shipping routes from Liverpool and London to various South American ports like Bahia, Santos, Buenos Aires, etc.

WEST INDIES

Shipping schedule for West Indies routes from London to Bermuda, Nassau, Kingston, etc.

SPANISH MAIN, CENTRAL AMERICA AND NORTH PACIFIC

Shipping schedule for Spanish Main, Central America, and North Pacific routes from London to various ports like La Guaira, Caracas, etc.

Approximate closing dates on application to ROYAL MAIL LINES, LTD. LONDON: Royal Mail House, Leadenhall St., E.C.3

OFFICIAL NOTICES PRIZE COURTS

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

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

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

August 15th, 1946. ICELAND. In the matter of certain POSTAGE STAMPS in LETTER MAILS from (Ninth Seizure) (2190) And RETALIATORY WRITS as follow: August 2nd, 1946. UNITED STATES OF AMERICA, BOLIVIA, CHILE, MEXICO, CURACAO and SWITZERLAND. In the matter of certain REMITTANCES and POSTAGE STAMPS in LETTER MAIL from GERMANY, GERMAN OCCUPIED COUNTRIES and ITALY to (R. 165)

ARGENTINE, BRAZIL and URUGUAY. In the matter of certain REMITTANCES and POSTAGE STAMPS in LETTER MAIL from GERMANY, GERMAN OCCUPIED COUNTRIES and ITALY to (R. 166) S.S. "WASHINGTON". In the matter of certain BEARER BOND COUPONS and POSTAGE STAMPS in LETTER MAIL ex (3rd Seizure) (R. 167) FAROE ISLANDS, FINLAND and ICELAND. In the matter of certain REMITTANCES and POSTAGE STAMPS in LETTER MAIL from GERMANY OCCUPIED COUNTRIES to (R. 168) S.S. "CONTE BIANCAMANO" and "FELLA". In the matter of certain REMITTANCES and POSTAGE STAMPS in LETTER MAIL ex (R. 170)

Appearances to the above Writs should be entered in 30 days from the dates specified. L. F. C. DARBY, Registrar. Registry of the Prize Court, Royal Courts of Justice.

OFFICIAL NOTICES

NOTICE TO MARINERS

[No. 94 of 1946]

SOUTH-EAST COAST OF ENGLAND

WRECK S.S. "EFFORD" Latitude 51 deg. 05 min. 36 sec. N. Longitude 01 deg. 19 min. 54 sec. E.

The Wreck of the s.s. "EFFORD" which lies sunk in the position defined by the latitude and longitude given above has now been marked by a Green Can Lighted Wreck Buoy as follows:— Position: About one cable 135 deg. from the Wreck.

Description: "WRECK": (Can: Green): exhibiting a green group flashing light giving TWO flashes every 10 seconds.

Mariners are warned to give the wreck and the buoy a wide berth, particularly as dispersal operations with explosives may at any time be conducted without further notice.

Notice is hereby given to all concerned in the Ship and Cargo that the Corporation of Trinity House have taken possession of the wreck under Sections 530 and 531 of the Merchant Shipping Act, 1894, and that nothing can be taken therefrom without permission.

By Order, J. M. NICOLLE, Secretary.

Trinity House, London, E.C. 3, 21st August, 1946.

NOTICE TO MARINERS

[No. 93 of 1946]

SOUTH COAST OF ENGLAND

WRECK S.S. "ISLAND QUEEN" Latitude 51 deg. 03 min. 12 sec. N. Longitude 01 deg. 15 min. 48 sec. E. (approximately).

The Wreck of the s.s. "ISLAND QUEEN" which lies sunk in the position defined by the latitude and longitude given above has now been marked by a Green Can Lighted Wreck Buoy as follows:— Position: About one cable 135 deg. from the Wreck.

Description: "WRECK": (Can: Green): exhibiting a green group flashing light giving TWO flashes every 10 seconds.

Mariners are warned to give the wreck and the buoy a wide berth, particularly as dispersal operations with explosives may at any time be conducted without further notice.

Notice is hereby given to all concerned in the Ship and Cargo that the Corporation of Trinity House have taken possession of the wreck under Sections 530 and 531 of the Merchant Shipping Act, 1894, and that nothing can be taken therefrom without permission.

By Order, J. M. NICOLLE, Secretary.

Trinity House, London, E.C. 3, 21st August, 1946.

PROPOSAL TO CHANGE A SHIP'S NAME

The DUNDEE, PERTH & LONDON SHIPPING COMPANY, LIMITED, of 26, East Dock Street, Dundee, HEREBY GIVE NOTICE that, in consequence of their preference for the name "ANGUSBURN," they have applied to the Minister of Transport, under Section 47 of the Merchant Shipping Act, 1894, in respect of their ship "EMPIRE BARD," of Dundee, official number 166213, of gross tonnage 3114 tons, of register tonnage 1845 tons, heretofore owned by the Minister of Transport, of Berkeley Square House, Berkeley Square, London, W. 1, for permission to change her name to "ANGUSBURN," to be registered in the said new name at the Port of Dundee, as owned by the Dundee, Perth & London Shipping 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 Dundee this 20th day of August, 1946.

(Signed) JAMES P. BRAID, Secretary.

ROYAL VISIT TO SEAMEN'S INSTITUTE

The Princess Royal visited the Gordon Smith Institute for Seamen at Liverpool on Tuesday, and opened two new extensions to the sleeping quarters. The PRINCESS said that during the war more than 400,000 men had been welcomed at the Institute, and she expressed her admiration for the voluntary workers. She hoped that further volunteers would be found.

DUBLIN-CORK YACHT RACE

The Dublin to Cork ocean yacht race was won by Lara, owned by Mr. K. G. Poland, an underwriting member of Lloyd's.

PROPOSAL TO CHANGE SHIPS' NAMES

WE, GEORGE W. GRACE & CO., LIMITED, of Creechurch House, Creechurch Lane, London, E.C. 3, HEREBY GIVE NOTICE that, in consequence of a decision to adopt uniformity of nomenclature, we have applied to the Minister of Transport, under Section 47 of the Merchant Shipping Act, 1894, for permission to change the names of the undermentioned ships, heretofore owned by us, to be registered in the said new names at the Ports undernoted, as owned by George W. Grace & Co., Limited.

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

Table with columns: Present Name of Ship, Port of Registry, Official Number, Gross Tonnage, Registered Tonnage, Proposed New Name. Includes EAST ANGLIAN, MONKSTONE, WELSH ROSE, SUSSEX OAK, SUSSEX ELM, SUSSEX BIRCH.

Dated at Creechurch House, Creechurch Lane, London, E.C. 3, this 14th day of August, 1946. For and on behalf of GEORGE W. GRACE & CO., LIMITED. B. E. NEAVE, Secretary.

LLOYD'S LIST

AND SHIPPING GAZETTE

(Established 1734)

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

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Telephone: Avenue 7644 (Private Exchange)

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

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THURSDAY, AUG. 22, 1946

High Water, London Bridge ... 09 51 22 25

High Water, Liverpool ... 07 24 20 07

Sun Rises ... 05 54 Sun Sets ... 20 11

Moon Rises ... 00 17 Moon Sets ... 17 39

The above times are B.S.T.

TO-DAY'S WEATHER

Meteorological Office Forecast

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

General Inference: A trough of low pressure West of Ireland is moving East. There will be occasional rain in many districts. Later there will be bright intervals and showers in the West and North.

Further outlook for the British Isles: Bright intervals and showers.

STRUCTURE OF ITALY'S SHIPPING INDUSTRY

Drastic Changes Foreshadowed

According to a statement by Signor Alvisio (Minister for Merchant Shipping), states Rome radio, quoted by Reuter, reconstruction of the Italian merchant navy will be undertaken from three sources: (1) Salvage, which may yield some 300,000 tons; (2) the purchase from the United States of some 50 ships to be delivered in September, October and November; (3) shipbuilding in home yards for some 200,000 tons.

Signor Alvisio anticipates that in 1947 Italy will have 50 per cent. of her pre-war tonnage, thanks to the standing of Italian shipowners, which is unimpaired. He warned that drastic cuts and changes will have to be made both in shipping and in shipbuilding. The distribution of shipping in the four major companies is obsolete under the present conditions. Shipyards must be completely reorganised with a view to reducing overhead expenses.

Obituary

MR. M. SPERLING

A message from Amsterdam announces the death of Mr. M. Sperling. When the Harwick mail steamer Berlin was wrecked on the North Pier, Hook of Holland, on Feb. 2, 1907, 129 of the passengers and crew losing their lives, Mr. Sperling saved a number of lives. For his courage he was awarded Lloyd's Silver Medal for Saving Life at Sea.

DEEP SEA TOWAGE

TO THE EDITOR OF "LLOYD'S LIST"

DEAR SIR.—With reference to the article, under the heading "Deep Sea Towage," appearing on page 3 of today's issue of LLOYD'S LIST, we should like to point out that while we were the main contractors for the Turmoil's machinery the diesel engines were manufactured by British Polar Engines, Ltd., Glasgow, and the reduction gearing with hydraulic couplings by Barclay, Curle & Co., Ltd., Glasgow.—Yours faithfully, ATLAS DIESEL COMPANY, LTD., A. JARRATT, Diesel Engine Department, Wembley, Aug. 20, 1946.

NAUTICAL PARLANCE

TO THE EDITOR OF "LLOYD'S LIST"

DEAR SIR.—I am glad to associate myself with the protest made by Captain Thompson against the use of shore terms in speaking or writing of maritime matters. This is unfortunately not peculiar to the Press, but is widespread even among people whose avocations should teach them better. I must defend the "Baltic" from the charge of calling a ship a boat as the usage is certainly not general—I have not heard it for a long time.

With regard to the use of motor vessel instead of motor ship, this is only a revival of a very old usage dating from the time when steam was first applied to the propulsion of deep water craft. In many old Charter Parties is printed "Steamship or vessel." This was quite sensible as all the early ships carried masts and sails as well as engines and not many of them were rigged as ships.—Yours faithfully, E. A. V. ANGLIER, London, Aug. 20, 1946.

RECENT WILL

Mr. Charles Colley, of 44, Kings Road, Paignton, Devon, late of Worms & Co., Cardiff Docks, who died on Jan. 7 last, aged 71 years, left £5853 gross, with net personalty £4947.

THE GAS TURBINE

Production of Static Units by Tyne Firm

POSSIBLE APPLICATION FOR MARINE USE

From Our Own Correspondent

JARROW, Wednesday

C. A. Parsons & Co., Ltd., Newcastle, who have taken an important part in the development of turbo-electric machinery have now extended their activities to the production of gas turbines. At present the firm is manufacturing units designed for static installations, but the possibility of an application to marine propulsion at probably no very distant date is obvious.

The development of a satisfactory internal combustion turbine has been frequently considered during the firm's history, but it was not until comparatively recent years that metallurgical science had become sufficiently advanced to provide the heat-resisting alloys necessary for such a project. A requirement of at least equal importance was a highly efficient type of turbo-compressor for otherwise too great a proportion of the power of the turbine would have been absorbed in the air compression required at the commencement of the cycle.

Messrs. Parsons were in a favourable position to undertake the design of both turbine and compressor. They not only had an unrivalled experience extending over nearly 60 years in the construction of turbines for varying requirements, but they were also the originators of the axial-plane type of compressor, which has been built at their Heaton works, Newcastle, since the opening of the present century.

A JOINT UNDERTAKING

Shortly before the war developments in heat-resisting metals and improvements in the efficiency of axial compressors resulting from aeronautic research caused the firm to give renewed attention to the design of an internal combustion turbine. In collaboration with the Parsons Marine Steam Turbine Company, Ltd., who were also interested in the project, the construction of an experimental gas turbine was put in hand in 1938 at the Heaton Works. The unit was designed for a net output of 500 h.p. at 6000 r.p.m., this being considered the smallest engine from which reliable operating data could be obtained.

During the war years progress in the construction of the plant was hindered by the demands of more important work as well as by the difficulty of obtaining the necessary materials. This delay, however, enabled advantage to be taken of the data obtained from the performances of the gas turbines evolved during that period for use in aircraft. As soon as the war was over the work was taken up with renewed vigour and with the benefit of increased knowledge. In a few months the plant was ready for operation and it has undergone running tests almost continuously during the past six months.

THE WORKING CYCLE

The working cycle of the plant is as follows. Filtered air is drawn into the system through a large overhead pipe by means of the axial compressor and is delivered by the compressor at a pressure of 3½ atmospheres to the regenerator. Here it takes up waste heat from the exhaust gases of the turbine before passing through an archpipe to the combustion chamber. The combustible used is ordinary "pool" fuel oil. This is sprayed by an atomising nozzle into the chamber where it is burnt by part of the incoming air. The remainder of the air is diverted in such a manner as to cool the internal walls of the combustion chamber before mixing with the products of combustion at the outlet of the chamber. The resulting high temperature gases are taken directly to the turbine without passing through any valves on the way. The exhaust of the turbine gives up most of its heat usefully to the incoming air in the regenerator before being finally discharged to the atmosphere. The compressor is driven by the turbine to which it is directly coupled.

In the experimental plant the net available power of the turbine is absorbed by a Froude dynamometer, which enables the useful output of the plant to be accurately measured under any particular conditions of operation. The turbine with its axial flow compressor and the Froude dynamometer are mounted in line upon a common bed plate. The starting motor is placed at the end of the line.

An emergency stop valve mounted on the turbine shuts down the plant by by-passing the turbine if tripped by the overspeed governor at the end of the shaft. The speed is normally controlled by throttling the fuel supply to the combustion chamber.

The starting of the plant is very simple. It is run up to about 3000 r.p.m. by the electric motor, after which the fuel is turned on and ignited by a low voltage electric starting plug. As soon as the plant has become warmed up the fuel supply is increased, when the unit quickly runs up to its working speed, an automatic clutch disconnecting it from the motor as soon as the power of the turbine enables the starter to be dispensed with. The pumps for the lubricating and fuel oil are independently driven, and apart from these there are no auxiliaries to be started.

DOCK LABOUR

No Joint Agreement on New Permanent Scheme

By Our Industrial Correspondent

The announcement in yesterday's

Lloyd's List that representatives of both sides of the National Joint Council for the Port Transport Industry had seen the Minister of Labour can be taken as an indication that no joint agreement has yet been reached in regard to a new permanent scheme of decasualisation for dock workers to take the place of the present wartime arrangements.

The employers' organisation and the trades unions' representatives have been for some time endeavouring to draw up a new permanent scheme which will be acceptable to both sides of the industry, and it was hoped that such a scheme might have been prepared by the end of this month, ready to be put into operation by Oct. 1 next. Under the Dock Workers (Regulation of Employment) Act, if a new scheme is not in force by Oct. 1, the Minister of Labour, on the joint application of the industry, may prepare such a scheme, while if, at any time after Oct. 1, no such scheme is in force, the Minister may prepare a scheme if it seems unlikely that any joint scheme will be forthcoming.

The present position is that the Minister has undertaken to conduct an inquiry into the points of difference between the two sides in the event of the discussions breaking down, and if no agreement is reached by the end of the month it is likely that such an inquiry will be held. In any event, a new scheme for the dock labour industry, to replace the present wartime schemes, must be put into operation by July 1, 1947.

QUESTION OF CONTROL

One of the main points of difference between the two sides is over the question of control—whether it should be joint control or otherwise. The unions' view is that there should be a joint control of administration, which would include joint control of the size of the register; the employers say that while all industrial matters should be dealt with jointly as hitherto, the question of administration should be a separate matter. In particular they would not agree to joint control of the size of the register.

A further cause of difference is in regard to the form, shape and amount of the guarantee to be given to the workers. The unions are pressing for a weekly guarantee, and also for attendance money to be paid for each half-day of unemployment. The employers favour a periodical guarantee and say that attendance money is inconsistent with any system of guarantee.

SURPLUS OF LABOUR

There is joint agreement between the two sides that there is a redundancy of port labour, but disagreement as to the best method of reducing the surplus, which is very heavy. The unions' view is that men in the industry at the outbreak of war should not be affected by any dismissals, but the employers, while agreeing that the older men should receive preferential consideration (subject to their being reasonably capable of work), contend that such a barrier cannot be allowed to remain if the problem of redundancy is to be tackled properly. At the present time, the dock labour industry is carrying a large number of men who are, by reason of age or capacity, only partially effective, and the unions are asking that all the older men who might be retired from the industry should be given a special industrial pension. This the employers are not prepared to give, holding the view that it would be supplementary to the State pension. At the same time, it should be pointed out that the question of redundancy is not confined to the older men, for it applies throughout the industry.

U.S. TO STUDY ATOMIC PROPULSION

The establishment of an Office of Naval Research to carry out a wide-scale programme of fundamental research for the United States Navy, with particular emphasis on the development of atomic energy for ship propulsion, was announced at Washington on Aug. 15. The research agency will make permanent the wartime activities of the existing Office of Research of Inventions. Rear-Admiral Harold G. Bowen, head of the wartime agency, will continue as chief of the new research organisation.

Admiral Bowen told the Press that research for the Navy would be conducted at 81 universities throughout the United States and also at private and industrial research laboratories. It was considered possible that atomic propulsion could be developed within five years, leading to a radical change in ship design. One of the changes that may come, he said, is the use of jet propulsion for high speeds in place of the conventional propeller. Development of compact atomic power plants, he added, opened the possibility of new type ships with higher speeds than hitherto attained and this would call for changes in hull design.

"QUEEN MARY" v. "CURACOA" ACTION

The further hearing of the Queen Mary and Curacoa collision action has been fixed to take place before Mr. Justice Pilcher in the Admiralty Court on Dec. 10 next.

THE DARDANELLES

United States Attitude

WASHINGTON, Wednesday

The United States Government, in a Note to all signatories of the Montreux Convention except Japan, has expressed the belief that the Dardanelles regime is not only the concern of the Black Sea Powers but of other Powers, including the United States, and that Turkey should continue to be primarily responsible for the defence of the Strait. The original of the Note—700 words long—went to the Soviet Charge d'Affaires on Monday night in response to the memorandum setting forth Russia's views on the question. Copies were sent to Britain, France, Turkey, Greece, Yugo-Slavia and Rumania.

General agreement between the Governments of the United States and Russia was conceded upon the following proposals in the Russian Note: (1) The Strait should be always open to the passage of merchant ships of all countries; (2) the Strait should be always open to passage for warships of the Black Sea Powers; (3) The passage of warships not belonging to the Black Sea Powers should not be permitted except in cases specially provided for.

The Note expressed disagreement with the two remaining Soviet proposals—establishment of a new regime confined to the Black Sea Powers and joint Russo-Turkish defence of the Strait. "It is the view of this Government," the Note said, "that the regime of the Strait is a matter of concern not only to the Black Sea Powers but also to other Powers, including the United States. This Government cannot, therefore, agree with the Soviet view that the establishment of a regime of the Strait should come under the competence of the Black Sea Powers to the exclusion of other Powers." It is the firm opinion of this Government that Turkey should continue to be primarily responsible for the defence of the Strait.

Should the Strait become the object of attack or threat of attack by an aggressor, the resulting situation would constitute a threat to international security and would clearly be a matter for action on the part of the Security Council of the United Nations.

The Note concluded: "It is observed that the Note of the Soviet Government contains no reference to the United Nations. The position of the Government of the United States is that the regime of the Strait should be brought into appropriate relationship with the United Nations, and should function in a manner entirely consistent with the principles and aims of the United Nations. The Government of the United States reaffirms its willingness to participate in a conference called to revise the Montreux Convention."—Reuter.

U.S. HOPES FOR WORLD OIL AGREEMENT

Mr. Acheson's Statement

WASHINGTON, Wednesday

Mr. Acheson (Acting Secretary of State) said at a Press conference here yesterday that in the near future the United States Government would "explore the possibility of a global agreement on oil." The organisation of an international oil body under the Economic and Social Council of the United Nations, and the functions which it might perform, would also be examined, he said.

Mr. Acheson pointed out that the United States Government had long advocated a multi-lateral agreement on oil, and that the Anglo-American Oil Agreement explicitly provided for early efforts to achieve such an end.—Reuter.

SAIGON AS "AUTONOMOUS" PORT

THE HAGUE, Wednesday

The decision to establish Saigon as an "autonomous" port controlled by a body of nine members representing Cochinchina, Cambodia, Laos and French interests has been taken by a committee under the chairmanship of Colonel Juan, according to reports from Batavia. The piastre will be the sole currency in the port, and the Federal Government will supervise foreign trade. A Customs union will be formed by the Federal States. Colonel Juan is chairman of the delegation to Indo-China.—Reuter.

TELEGRAPH CHARGES TO N. AMERICA REVISED

The Post Office and Cable and Wireless, Ltd., announce that the rates for telegrams from the United Kingdom to Canada, Newfoundland and the United States of America will be revised from Sept. 1. The existing ordinary word rate of 9d. a word for telegrams to the Eastern Provinces of Canada, to Newfoundland (except Labrador), and to New York City will remain unaltered but a maximum rate of 10d. a word will be introduced for telegrams to all other parts of Canada, to Labrador, and to all parts of the United States of America (except Alaska). For example, the rate per word for an ordinary telegram from London to Vancouver will be reduced from 1s. 3d. to 10d. and for an ordinary telegram from London to San Francisco the rate will be reduced from 1s. 4d. a word to 10d. a word.

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FREIGHT MARKETS

Leading Trades Quiet

By Our Own Correspondent

THE BALTIC, Wednesday. The homeward trades have remained quiet, due partly to licence, currency and other difficulties, but a large number of orders continue to be circulated. Conditions in the cross sea trades show no material change. In the outward section there is no increase in the quantity of coal available for export, although exporters are asking for offers for some of the bunkering stations. On time charter a prompt vessel of nearly 8000 tons has been fixed for delivery Antwerp and redelivery United Kingdom for one round trip via the Persian Gulf and India at 21s., while a larger sized motorship has been taken for early September delivery Norway for four/six months' trading at \$5.10. Other tonnage is reported to be working.

Chartering in the River Plate section is in abeyance for the time being, although there are tentative inquiries for Eire, Antwerp, Norway and Sweden. Brazilian charterers are inquiring for a variety of cargoes, but there are no reports of any business having been concluded.

There is an active demand for coal carriers from the American Northern Range, although no further fixtures are reported either to the Continent or South America. There are inquiries for oats from Montreal to Rotterdam, the rate indicated being \$11.95 and to Genoa \$14.75. The W.S.A. rates for similar cargoes from the Northern Range to Trieste are \$21, to Bremerhaven \$17.30, and to Gdynia \$20.10, but tonnage is known to be available at well below those figures.

W.S.A. SUGAR RATES

A Renter message from Washington states that the War Shipping Administration announces, with effect from Aug. 12, that the basic freight rates from Cuba for raw sugar in bags are as follows, all per long ton: To Crete and Adriatic seaports, \$19.10; West Coast Italy, \$18.30; Holland and Belgium, \$17.30; Northern Ireland, Falmouth or Plymouth, \$18.25; London, \$18.75; Aberdeen and Grimsby Range, \$19; other United Kingdom ports, \$18.50; Eire, \$16.50; Egypt, Black Sea, Turkey and Middle East, including Cyprus, \$21.65. The freight rates for refined sugar to the above mentioned ports carry additional premiums of 50 cents.

No business is reported from India or Africa, although there are inquiries for various classes of cargo from both countries. Vessels are required for barley from the Persian Gulf to Greece and from Turkey to India as well as to Italy. Further tonnage might be worked for pyrites from Huélvá. Elsewhere business is reported to have been concluded for iron ore from Lulea to Barrow at 39s.

FIXTURES

TIME CHARTER.—Orion, 7950 t., 21s. per t. d.w., delivery Antwerp, redelivery U.K., one round trip via Persian Gulf and India, ppt. TIME CHARTER.—Titanian, 8669 t., \$5.10 per t. d.w., delivery Norway, 4/6 months' trading, early September.

PROVINCIAL REPORTS

From Our Own Correspondents

LIVERPOOL, Wednesday

A firm tone is maintained in all sections, but business continues under restriction of dearth of carriers. Demand for coal from the United States to Europe and South America persists. Fixtures are noted for phosphates from Casablanca or Saffi to Cape Town for Sept. 2-17, millet from Alexandria to Madras for August-September, and coal Firth of Forth to Denmark for prompt.

CARDIFF, Wednesday

Inquiry remains extremely slow for foreign trade, while chartering is still practically at a standstill in the coasting section.

SWANSEA, Wednesday

Inquiry for home coasting trades continues to be handicapped by the difficulty in arranging colliery stems, while in the overseas section business seems more restricted as so little coal is available.

NEWCASTLE, Wednesday

Baltic and near Continental operators press orders, but cargoes are almost unobtainable and tonnage is scarce. The home coast has an active all-round demand, but end August and early September stemming is difficult. Stemmed vessels are arriving steadily and substitute tonnage is difficult to place. Coaling ports and other deep-water trading is very dull.

GLASGOW, Wednesday

Conditions are unchanged. No more coal is available for export, and stemming is difficult. Small coastal tonnage is still needed for low grade fuel to Eire and coal to the South.

NORWAY APPROVES SCHERMULY LIFEBOAT SIGNAL

In an order issued on Aug. 12 the Norwegian Royal Ministry of Shipping gave official approval to the British-made lifeboat parachute distress signal. Produced during the war by the Schermuly Company, this signal burns with a light intensity of 150,000 candlepower for 50 to 60 seconds at a height of 1000 ft. and is visible at night over a radius of 50 miles.

MONEY MARKET

Little Doing in Bills

Although credit supplies yesterday were none too plentiful, due to T.D.R. payments, no assistance from the special buyer was necessary and borrowers of overnight loans were able to satisfy their requirements at 1/4 per cent. The discount market remained quiet, although some transactions occurred in October maturities. Foreign exchange rates were steady, and silver prices remained at recent levels.

STOCK EXCHANGE

Iron and Steels Firmer

On the Stock Exchange yesterday business showed no expansion, although generally the tone was quite good. There was a quiet investment demand for British Government stocks, which were 1-16 higher where changed. Home railway Ordinary stocks were supported, and improvements of 1/4 were registered in Great Western to 55, Southern Preferred to 70 1/2 and Midland to 27. Argentine railway junior issues were steady to firm, but in the foreign bond section (Chinese stocks remained weak, the 5 per cent. 1912 losing another 1/4 to 43.

Shipping issues were moderately active, and although the tone was quite good the only quotable change was a rise of 6d. to 32s. 6d. in Furness, Withy on the increased dividend. Cunard changed hands at 34s. to 34s. 3d., P. & O. Deferred either side of 57s. 9d., and Union-Castle at around 31s. 7 1/2d.

There was more doing in shipbuilding, iron, coal and steel shares, and price changes were nearly all in the upward direction. Whitehead Iron jumped 2s. 3d. to 86s. 3d., Weardale Deferred 1s. to 44s. 3d., and Vickers 3d. to 27s. 6d., but the tax free Preference lost 6d. to 33s. Firth & John Brown “A” gained 1s. 3d. to 48s. 9d., Dorman, Long Preferred 1s. to 48s. 3d., Stewarts & Lloyds Deferred 9d. to 53s. 3d., and John Summers 7 1/2d. to 25s. 7 1/2d. John Brown at 30s., Powell Duffryn at 24s. 3d., and Richardsons, Westgarth at 10s. 10 1/2d. were all 3d. higher, and several other shares were the turn harder.

Changes among commercial and industrial issues were usually in the upward direction. United Molasses at 56s. 6d. and Woolworth at 94s. 3d. were both 9d. dearer, and smaller gains were shown in Courtauld's to 57s., Dunlop to 75s. 1/2d., Imperial Chemicals to 45s. 6d. and Marks & Spencer to 81s. 9d. Imperial Tobacco rose 1-3/2 to 7 1/2, but British American lost 1-3/2 to 6 1/2, and Guinness 1s. 6d. to 159s.

Among oils Trinidad Petroleum Development advanced 1/2 to 5 1/2, Trinidad Leaseholds 1-16 to 6, British Borneo 1s. to 31s. 6d. and British Controlled Preference 6d. to 14s. 3d. Ultra-mar shed 1-3/2 to 3 25-32 and United British 3d. to 31s. 6d.

COMMODITIES

GRAIN

LONDON (Baltic Exchange), Wednesday. WHEAT.—Offers of Canadian wheats to the Ministry to-day were very small. Quotations:—No 1 Northern Manitobas for Aug. shipment from St. Lawrence ports, 174c. from West St. John-Haliifax, 175c.; from Baltimore or Philadelphia, 178c.; and from New York 179c. per bushel f.o.b. No. 2 grade 3 cents less in each case. Australian, Aug/Sept. shipment in bulk 71s. per 480 lb. f.o.b. MAIZE.—Argentine firm. Nov. shipment from up River 75s., and from down River 76s. 6d. per 480 lb. f.o.b.

OILS AND OILSEEDS

LONDON (Baltic Exchange), Wednesday. OILS.—LINSEED.—Raw £6s. RAPE.—Crude £91. COTTON.—Crude £52 2s. 6d. CASTOR.—First £82, seconds £80. GROUNDNUT and SUNFLOWER.—Crude £56 10s. per ton. ROSIN.—American grades F to M, 47s.; W, 48s. 4d.; V.W., 52s. 6d. per cwt. OILSEEDS.—For shipment. CASTORSEED.—Bombay £48 per ton. Other oilseeds and groundnuts all unquoted.

FOREIGN PRODUCE

LONDON (Mincing Lane), Wednesday. SPICES.—Quiet. CLOVES.—Steady. Zanzibar spot 11 1/2d. per lb. sellers c.i.f. Aug-Sept. 10 1/2d. (buyer's licence), afloat 10 1/2d. per lb. sellers. PIMENTO.—Steady, with spot 1s. 1 1/2d. per lb. sellers. CHILLIES.—Quiet but steady. Mombasa spot 155s. sellers per cwt. MAUCE.—Steady. West Indian pale spot 5s. nominal per lb. JUTE.—Idle. Daisee 2-3 new crop Oct.-Nov. 44 1/2d. per ton nominal. SHELLAC.—Open market quotations idle on the basis of 375s. sellers per cwt. ex warehouse for F.O.T., Pure.

METALS

LONDON (Metal Exchange), Wednesday. 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 x 20 f.o.t. makers' works; export 38s. to 42s. basis f.o.b. South Wales. Uncoated plates 27s. a box. COPPER.—Electrolytic and wire bars £84 per ton, delivered. 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 ton, delivered. ANTIMONY.—English 99 per cent. £125, and crude 70 per cent. £105 per ton, delivered. TUNGSTEN ORE.—Prices range from 62s. 6d. to 67s. 6d. per unit, c.i.f. PLATINUM.—Refined maintained at £20 15s. per troy ounce. NICKEL.—For home delivery £190 to £195 per ton, according to quantity. PIG IRON.—No. 3 Cleveland 169s. 3d. per ton, delivered Middlesbrough area.

THE COAL TRADE

Special Market Reports

From Our Own Correspondents

CARDIFF

Business continues difficult to negotiate on the steam coal market, there being again practically no coal available for early deliveries as heavy contract commitments continue to account for practically the whole of present outputs. Demand from public utility undertakings and principal industries remains very active. Very little export business is possible.

SWANSEA

With anthracite descriptions still busily engaged on inland account, mostly against standing orders, very few new transactions are possible, and export abroad is practically confined to duffs. Washed pea nuts are attracting the same consistently brisk attention.

NEWCASTLE

Though coal production in Northumberland and Durham does not show much improvement in the aggregate, there are signs of greater efforts on the part of the men at some collieries. At Errington pit, Durham, for example, more than 4000 tons was railed last week, the first excess over target in ten weeks. The coal market needs every ton of fuel. Inquiries are insistent from many quarters, and as Tyne general trade expands, bunker supplies are in more urgent request.

HULL

The market fully maintains its strength, but the lack of supplies limits further transactions. Oversea trading has to be restricted to Government orders. There is the usual volume of coastwise traffic passing and bunkering is a moderate market, supplies arriving under direction.

GLASGOW

Production is proceeding at a steady level with little interference from stoppages, but inland requirements readily absorb outputs. Industrial users in general would welcome improved deliveries both for current consumption and the building up of stocks. Bunker coals are moving off well now under a sustained demand. Allocations for Finland, Sweden and Denmark are reported for next month's shipment but, as usual, qualities are confined to lower graded unscreened drosses and duffs.

BELFAST PORT TRAFFIC

Reduction in Foreign Trade

From Our Own Correspondent

BELFAST, Wednesday. Mr. J. McCaughey, chairman of the Belfast Harbour Commissioners, referring to the harbour master's report on the net tonnage of vessels which arrived in the port up to Aug. 17, said at yesterday's meeting of the Board: “It is regrettable to see the way in which the decrease is growing.” The report showed a total of 2,274,362 tons, a decrease of 299,511 tons compared with last year, and of 502,068 tons compared with 1938.

While the fall from last year is due to fewer non-trading and naval arrivals, the difference compared with the pre-war figures is largely accounted for by the reduction in foreign trade. The full figures were: Coastwise and cross-channel, 1,959,368 tons, an increase of 258,007 tons, compared with last year, and 157,682 tons compared with 1938; foreign, 199,265 tons, a decrease of 57,202 tons and 388,920 tons respectively; non-trading, 115,729 tons, a decrease of 500,316 tons and an increase of 44,534 tons.

It was decided that the scale of charges for services rendered by pilots in vessels undergoing speed trials and swinging for compass adjustment outside the pilotage district, a practice begun during the war, should be continued.

MOERDIJK RAILWAY BRIDGE REPAIRED

From Our Own Correspondent

AMSTERDAM, Tuesday. The Moerdijk railway bridge has been repaired and will be reopened on Aug. 26. The bridge is south of Rotterdam and crosses an estuary; it consists of 14 arches each about 330 ft. long. On Nov. 6, 1944, the Germans destroyed the bridge, six of the 14 arches fell into the water and two of the 13 pillars on which the arches rested were also destroyed. The reopening will reduce the time of travelling between Amsterdam and Antwerp by about three hours.

WHITE SEA-BALTIC CANAL IN USE

The first fleet of ships to pass through the recently restored White Sea-Baltic Canal has arrived in Leningrad with cargoes of timber, Moscow radio reported, states Reuter.

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ANGLO-U.S. ACCORD

Mr. Basil Harris's Message to British Shipping

Mr. BASIL HARRIS, chairman of the board, United States Lines Company, upon departure from London to return to New York, said:

“Merchant ships played a most important part in the winning of the war by the Allies. Merchant ships will also play an important part in maintaining world peace, and save the very lives of the millions of people in need of food, clothing and other bare necessities.

“Never in history has the plague of war affected so many people. Never before has there been such an urgent need for transferring goods and people from one part of the world to another. Every nation, including the United States, is in want of materials from some other place. These shortages must be relieved by the delivery of wagons of the sea—ships. And regardless of the flag these ships fly, they must be kept moving until the wants of all are relieved.

“While I am here, there is particularly one thought I would like to leave with British friends, especially those in shipping. It is this: The American flag merchant marine is just as essential to Britain as it is to the United States. In two world wars we have learned that without American flag merchant ships the results of those wars might have been very different.

“I can assure you that it is not the desire of any American shipping man to strive to force British shipping from the seas. American shipping men want to see England again strong on the seas as well as our own country, and as we both enter the period of peacetime competition, let us enter it rather as partners, bearing well in mind that if one of us is weakened the other is threatened, and that only by division can we both be endangered.”

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The British & Irish Steam Packet Company, Ltd., announce that the names allocated to the two new vessels being built by Harland & Wolff, Ltd., Belfast, for the Liverpool-Dublin service will be Leinster and Munster. These were the names carried by their two luxury vessels immediately prior to the war.

They also announce that the vessel being built by William Denny & Brothers, Ltd., of Dumbarton, for the Fishguard - Cork direct trade will be called the Innisfallen—a name associated by all pre-war travellers on that route with the luxury and comfort standardised by the vessel of that name.

TYNE COAL SHIPMENTS

During the first seven months of this year 3,440,062 tons of coal were shipped from the Tyne, compared with 7,858,519 tons in 1939. Bunker coal shipments for the same period were 258,274 tons, against 549,713 tons in 1939.

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**LIVERPOOL**

**Good Progress with Factory Development**

By Our Special Correspondent

A strong line is very properly being adopted by Liverpool Chamber of Commerce in regard to the Regional boundaries, which are handicapping the solution of Liverpool's many problems arising out of the war. It is contended that Liverpool has no parallel anywhere in the North-West Region and ought to receive special treatment in the form of a new Government region comprising Liverpool and the immediate areas surrounding the port.

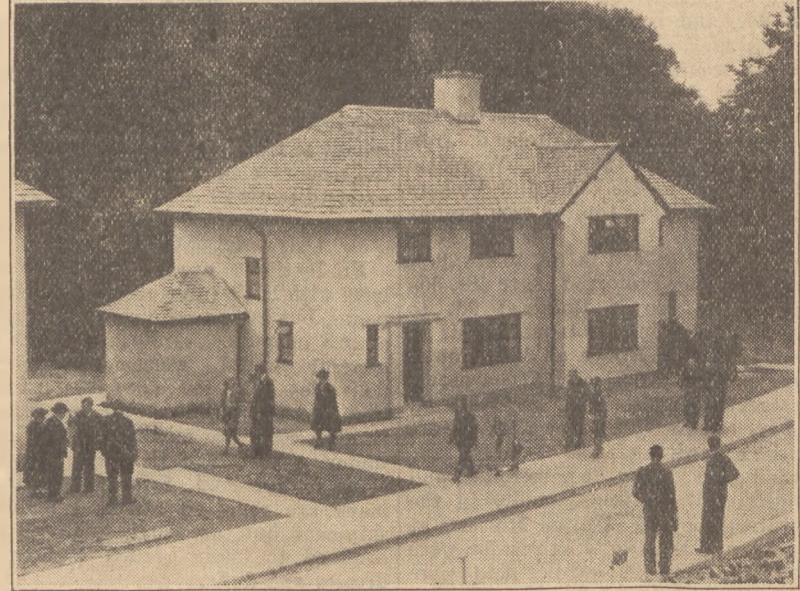
In a comprehensive resolution which the Chamber has submitted to the Liverpool City Council and the local M.P.s. it is stated: "There exists here a great port working to nothing like capacity, a world-wide trading centre which physically and commercially has suffered untold damage, a total of more than 30,000 registered unemployed, and land

lines are being written, there is a report that a delegation representing Liverpool Corporation, which hopes to go to America, will probably contact a firm there which is contemplating the establishment of a £250,000 factory at Kirkby.

On the theme of national ownership and export trade, some observations very much to the point were made at Liverpool in an address to shipowners by Lord McGowan, chairman of Imperial Chemical Industries, Ltd. He declared that the acid test of making profits in the open market would disappear under nationalisation when industries were controlled by new, untried and in some respects inexperienced persons. Some of the nationalised concerns, he pointed out, would compete with foreign manufacturers, and added: "Surely we have enough experience already

shipowners are faced with when they attempt to improve seamen's quarters is made by Dr. W. M. Frazer, in his annual report of the Liverpool Port Health Authority. He points out that while the full instructions of the Board of Trade in regard to the surveying of masters' and crews' spaces may be carried out, the quarters still remain cheerless, uncomfortable and inconvenient.

Dr. Frazer suggests the following improvements (referring mainly to cargo vessels of about 4000 tons gross, which carry a crew between 30 and 40 men): (1) Shipowners, naval architects and shipbuilders should give sympathetic consideration to the recommendations of Board of Trade surveyors, and an attempt ought to be made to carry them out in the spirit as well as the letter; (2) there should be a complete overhaul of the planning of quarters; (3) hot and cold water taps should be fitted to every wash-hand basin; (4) the tubular type of bunk should be done away with; (5) there should be space allotted to the crew fitted up with electric irons, ironing boards, &c., and proper built-in cupboards for each member of the crew.



Houses on the "Summerlands" Estate

and potential facilities for industrial expansion of the first order. No plan is possible unless those who make and initially approve it have an intimate knowledge of all the factors involved, and such knowledge cannot be acquired by remote control or in the intervals of coping with entirely different situations in neighbouring areas." It is urged that the carrying out of such plans is impossible if negotiations have to be conducted with Manchester, where officials are considering a multitude of problems from other areas.

Mr. W. H. Perry, chairman of the Chamber, said that many members of the Chamber had experienced the delay, expense and sometimes the frustration of going to Regional headquarters at Manchester for permits and licences. He added that the amount of reconstruction on Merseyside necessitated a Regional

of the intricacies and problems of international political negotiations without having introduced into a field so bedevilled by prejudice and passion the additional constituent of commercial competition. The acceptance of risks is the essence of success, and if in the past British manufacturers had not been prepared to take them, our country could never have obtained its present place in international trade. Would a Government department have taken the risk of building the *Queen Mary* or *Queen Elizabeth*? I say emphatically "No."

**"Mauretania"**  
 The Cunard White Star liner *Mauretania* has put up new records on her last voyage, and given Merseyside just cause for pride in the achievements of this Birkenhead-built ship from the yard of Cammell



Mr. M. R. Preston



Mr. Francis H. Cave

office on the spot to deal with particular cases and give help and advice. Liverpool is undoubtedly the largest city without a Regional headquarters, and there is an unanswerable case for direct contact with the Ministries, and for the city and port being treated as a special area.

**The Kirkby Scheme**  
 Great progress is being made in the factory development scheme at Kirkby, the scene of war production activity during the war years. Since the Corporation took over the Kirkby site last March, land and buildings have been disposed of to the value of £500,000. In addition, land and buildings aggregating over £20,000 per annum have been let on short leases, and the Corporation continue to receive inquiries for further land and buildings. As these

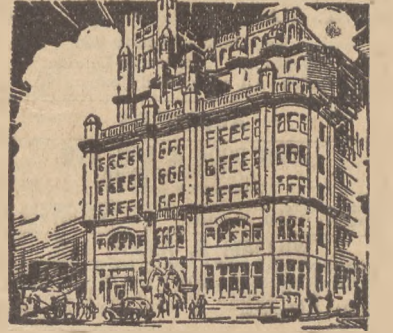
Laird & Co., Ltd. Her latest record was the return passage from Liverpool to Singapore, the 35,000-ton liner completing the round trip in 37 days 5 hrs. 16 min. This included time lost by three stops each way, a sea burial and standing by for a distressed tug. The outward time was 15 days 20 hrs. 31 min., and the homeward time was 16 days 1 hr. 50 min. When completed at Birkenhead in 1939, the *Mauretania* was designed for a speed of 23 knots. She has since done six years' trooping without a large scale overhaul. On the above-mentioned trip to Singapore she covered, outwards, 8426 sea miles at an average speed of 23.11 knots, and homewards averaged 22.58 knots over a distance of 8437 sea miles. These figures are a great tribute to the craftsmanship of Merseyside men as shipbuilders.

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centre for seamen on rest from their precarious labours or for men who were torpedoed or disabled. There came a further development of this laudable work in 1945 by the opening at "Summerlands" of workshops where merchant seamen could be trained for a new vocation. Today those workshops are producing about £2000 worth of utility furniture a week. There are 30 disabled men working there, the period of training being nine months. The men then return to their homes and obtain work in local furniture factories. Others, after their training is completed, remain at "Summerlands," where they become permanent staff trainers. Those disabled men who remain at the home are being given houses of their own, and 15 houses have been built or are in course of erection for the men and their wives and families. Eventually it is hoped that 30 acres of the "Summerlands" estate will constitute a garden village with a total of 200 houses. The original factory, which was opened in April, 1945, has already been doubled in size.

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# PORT OF LEITH

## Extension of Facilities for Grain Trade

By Our Special Correspondent

Recent trade figures issued by Leith Dock Commissioners show how seriously the volume of shipping traffic has declined there, as elsewhere, as a result of the war. On both the export and import sides business has fallen, in many cases to a mere fraction of what it used to be, and the outlook generally is obscure. But Leith people pride themselves on their enterprise and initiative, and already there is ample evidence that port authori-



Mr. Thomas T. Dow

ties, industrialists, shipowners and traders are doing all they can to attract business to the seaport.

One scheme which should do much to assist in dock trade development is that by Joseph Rank, Ltd., flour millers, London, who have leased a four-acre site at the western extension of the docks for the construction of a wharf and a large flour mill. The first part of the work, which will cost about £500,000, will be begun soon. The Ministry of Transport have approved the construction by the firm of quays and ancillary works at the western extension.

### New Deep Water Quays

The site for the extensions is partly water and partly reclaimed land, and upon it Messrs. Rank will build deep-water quays for the berthing of vessels bringing grain cargoes from abroad, and they will also erect plant for discharging these cargoes into a silo or storage warehouse situated near the unloading berths. The whole scheme, including the construction of the most up-to-date flour mills and works for the manufacture of feeding stuffs, may cost about £1,000,000, and will take some years to carry out.

The Leith Docks western extension scheme, when fully developed, will practically double the deep-water berth accommodation. The Dock Commissioners have certainly been looking well ahead, so that when overseas trade does fully open up again Leith will be in a position to offer attractive facilities for all classes of traffic.

### Coal Exports

One of the great obstacles to shipping trade expansion at many ports at present is the coal position, and that, of course, is a national issue. It is safe to say that there will be little improvement in inward traffic on a number of the Continental routes until vessels can depend upon getting outward cargoes of coal.

Among the few trades which were well maintained during the war period and which continue to show satisfactory figures are those to Iceland and the Faroes, but in other directions the volume of traffic has been disappointing. Before 1939 Leith's staple trades were those to Holland, Belgium, Denmark and Germany, and for their revival the port is specially anxious.

### Continental Trades

In the pre-war days a walk round the Victoria and Albert Docks at once showed the visitor how important were the Continental trades. Sheds were filled with cases of

butter, eggs and other dairy produce, and with all manner of goods now in such very short supply, and there was also a steady flow of export business. The contrast today is indeed striking.

The Leith business community has always been keen to support any steps which would bring about a revival of regular trade with Russia. At one time there was a very considerable volume of grain and other traffic from the Black Sea, and its resumption would certainly be of great benefit to the Forth area generally. There was also important business with Archangel. Since the 1914-18 war, however, cargoes to and from the Soviet ports have been few and far between, but there now appear to be signs of a desire on the part of the Russians to resume trade relations with this country, and Leith naturally hopes to share in any traffic which may result.

### Trade with Sweden

A renewal of regular shipping traffic between this port and Sweden seems likely to be secured. Before the war there was a very good trade in matches, box-boards, pulp and wood ware.

One interesting sign of a gradual return to pre-war arrangements is the restarting of direct shipments from Canadian ports to Leith. The first arrival, the *Cairnvalona*, came to the port recently with a part cargo of flour. It is hoped that this traffic, which was of considerable dimensions before the war, will be extended soon. Besides large quantities of grain from Montreal, there used to be big general cargoes, including tinned foods, cheese, timber and other goods.

### Dock Repairs

The annual accounts of Leith Dock Commission, which closed at May 15, showed that a surplus of £10,195 resulted from the year's operations, and in present circumstances that is regarded as highly satisfactory. Substantial deferred repairs at the docks have now been put in hand. In all, practically £25,000 was spent on this work last year. Operations included repairs to lock gates and coal hoists, and in the present year a continuation of this programme is being carried out.

"The future of the Scottish whisky trade is in jeopardy through the action of the Ministry of Food in withholding grain for distillation." That was how a distiller described the position to me when I interviewed him on the subject. The effect, of course, will be felt progressively from now onwards. The distiller remarked that few people outside the trade realise that Scottish whisky will not be unrestrictedly sold until about 1950 or 1951, and added "even that will depend to a great extent on what the Government do to us in 1947." It is hoped, he said, that the trade will get distillation resumed on a substantial scale some time next year, but it will need to be substantial. The total stocks of whisky in the country at present are less than half what they were in 1939.

### The Fish Market

In the ancient village of Newhaven the fishing industry is still carried on with much enterprise and success. There the local fish market has been long established, and every morning it is a scene of great animation. Crowds of buyers attend the sales, and soon, by rail and road, the many boxes of fresh fish are on their way to most parts of the country, including London. On gala days, the Newhaven fishermen still wear their picturesque and colourful garb.

With the coming development in the facilities for the carrying on of the fishing industry there will, no

doubt, be considerable changes in some of the arrangements, but, whatever happens, Newhaven will long maintain its character as the home of a sturdy, attractive race of fisherfolk who play their full part not only in the conduct of their trade but in all the affairs of the community.

### Mr. W. G. Muirhead

For many years Mr. W. G. Muirhead, fish salesman, has been a prominent figure in the trade at



Mr. W. G. Muirhead

Leith. Fifty-six years ago he entered the business of fishmongers and poulterers which was established by his grandfather at 79, Queen Street, Edinburgh, and subsequently passed on to his father. Over 60 years ago Mr. Muirhead's father built wooden steam beam trawlers at Royston, Granton—they were practically the first trawlers to be built—and many of them were

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sold to Danish and other foreign buyers.  
 Early in his career, Mr. W. G. Muirhead went into the wholesale side of the business and for the past 45 years has carried on the business on his own behalf at Newhaven. He has acted for a large number of trawler owners, and has handled large quantities of fish consigned from all parts of Scotland and in a lesser degree from England. In the general affairs of the industry he has always taken an active part, and his fellow-traders have recognised his business ability by appointing him to various offices in trade organisations. For fully 15 years he was chairman of the Newhaven and Granton Fish Salesmen's and Trawler Owners' Association. That body has now been divided, there being a Newhaven Fish Salesmen's Association and a Trawler Owner's Association, and Mr. Muirhead is the present chairman of the former group.  
**Mr. Thomas T. Dow**  
 Another of the notable personalities in the Newhaven fish trade is Mr. Thomas T. Dow, head of the firm

of Messrs. David Dow, fish and herring salesmen and kipperers, which has been in existence about 80 years. The firm was founded by Mr. Dow's father, the late Mr. David Dow, and has connections all round the country, wherever herring is sold. During the war Mr. Thomas Dow was chairman of the Newhaven Fish Salesmen's Association and of the Herring Merchants' Association and represented the trade on the Allocation Committee for the Ministry of Food. He was one of the representatives of the herring side of the industry at the original drawing up of the Ministry of Food scheme for arranging prices and distribution of herring.  
 Mr. Dow's firm has always been interested in the export of herring to the Continent, and it is hoped that this trade will be further developed in the near future. Recently there have been very good shipments from Lerwick—the first since 1939. The herring export business is now being worked through Scot Export and Brit Export, two combines which include all the herring shippers in the country.

**INCREASE OF NEWSPRINT**  
 From Sept. 22, 1946, the amount of newsprint which may be used by newspapers will be increased. By agreement with the Government, this additional consumption will be used partly to enable a small increase to be made in the number of pages published and partly to permit sales to be adjusted so that the public may be able to buy the paper of his choice.  
 Under the revised rationing scheme papers will be permitted for a period to print as many copies as the trade may require to meet the public demand. But as the newsprint available is still extremely scarce, it is essential to avoid the printing of unused copies. No supplies will be issued on sale or return and additional quantities will be available on firm orders only. The public are asked to co-operate with the newspapers and the distributing trade by notifying their newsagents of any change or addition to their orders before Sept. 22.  
 This release of additional newsprint has been made possible by the purchase in Canada and Newfoundland of increased quantities for importation in 1947. The increased consumption in the autumn of this year will be met out of stock. As soon as it is possible to ascertain the effect of a period of free sale on the total demand, consideration will be given to a further increase in the authorised number of pages if supplies permit.

**LABOUR RESETTLEMENT**  
 The Ministry of Labour and National Service have recently issued a brochure (P.L. 200) setting out in compact form the grants and allowances available to transferred workers, originally announced by the Minister in the House of Commons on Apr. 16 last. These fall under two main headings: (a) facilities available for workers (whether they have dependants or not) transferred to a new area under the resettlement scheme; and (b) additional facilities available for workers with dependants who will join them permanently in the new area. Under (a) the facilities include a free travelling warrant and travelling allowance for the journey to the new area, a settling-in grant, and a scheme of financial assistance in emergencies; those under (b), payments to assist in household removal and free travelling warrants for dependants, lodging allowances, cheap travel warrants to workers in receipt of lodging allowances, assistance in emergencies and continuing liability allowances.

Commander J. M. Keene-Miller is now acting in the capacity of general manager, Channel Islands Airways, Ltd., consequent on Commander G. O. Waters going to British European Airways Corporation as manager, English Division.

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 EMPIRE CONSEQUENCE, 1998, Station Yd., Surrey Commercial, Shipping & Coal Co.  
 EMPIRE CONSISTENCE, 1771, D2 Whse., Millwall, United Shipping Co.  
 EMPIRE DARING, 7058, 2 Dolphin, Millwall, Lambert Bros.  
 EMPIRE EDEN, 1923, W. Dk., Ldn. Dk., Currie Line  
 EMPIRE GALLOP, 1944, E Whse., Millwall, United Shipping Co.  
 EMPIRE KENT, 4769, T & T2 Whses., Millwall, T. & J. Harrison  
 EMPIRE MACDERMOTT, 7952, Empire Mills, Victoria, Hain S.S. Co.  
 EMPIRE PAKHA, 8115, 25 & 27 Sheds, Royal Albert, Shaw Savill & Albion Co.  
 EMPIRE RAJA, 6224, C Qy., Victoria, P. & O. S. N. Co.  
 EMPIRE REST, 1327, 8 Shed, Tilbury, G. S. N. Co. (Clemt)  
 EMPIRE RIDLEY, 6838, B Shed, West India, G. A. Tom & Co.  
 EMPIRE SHALTON, 1336, 17 Shed, Tilbury, G. S. N. Co. (Clemt)  
 EMPIRE TUGELA, 6181, 21 Shed, Royal Albert, Gray, Dawes & Co.  
 EMPIRE HARPE, 3072, A Shed, West India, Royal Mail S.S. Co.  
 FENDRIS, 1018, W. Dk., Ldn. Dk., Coverley, Westray, Walbaum & Tosetti  
 FORT CAMOSUN, 7126, 10 Shed, King George V., Gosman & Smith  
 FORT CALIBO, 7133, T & T2 Whses., Millwall, E. H. Mundy & Co.  
 FORT DREW, 7134, Transit Shed E., Surrey Commercial, Harris & Dixon  
 FORT GREEN, 433, Greenland Dk. Bys., Surrey Commercial, Denholm, Coates & Co.  
 FRIDA, 788, Albion Yd., Surrey Commercial, Lambert Bros.  
 GEORGE E. MERRICK, 7240, 22 Shed, Royal Albert, Ellerman & Bucknall S.S. Co.  
 GLADAN, 247, Timber Wharves, Millwall, S.L.A. Ltd.  
 GLANTON, 2822, Canada Dk. Bys., Surrey Commercial, B. E. Moors & Co.  
 GLENFERR, 9559, W. Dry Dk., Royal Albert, Glen Line  
 GOLDEN EAGLE, 793, 2 Shed, Tilbury, G. S. N. Co. (Clemt)  
 HIGHLAND CHIEFTAIN, 14,135, 2 Shed, King George V., Royal Mail Lines  
 HIGHLAND PRINCE, 14,133, 4 Shed, King George V., Royal Mail Lines  
 JANS, 295, W. Dk., Ldn. Dk., Transport Exchange Co.  
 KINDAT, 4358, 33 Shed, Tilbury, P. Henderson & Co.  
 KING LEAR, 309, S. Lay-by, Surrey Commercial, Ocean Salvage & Towage Co.  
 LAUCHLIN MCKAY, 2437, 4 Shed, Tilbury, Associated Antwerp Lines  
 LUCY BECHARD, 238, Station Yd., Surrey Commercial, Fairplay Towage & Shipping Co.  
 MANIPUR, 9233, 24 Shed, Tilbury, Montgomery & Workman  
 MARI II, 1395, Albion Yd., Surrey Commercial, Temple Thomson & Clark  
 MAVIS, 381, W. Dk., Ldn. Dk., G. S. N. Co.  
 MEWATA PARK, 7161, Transit Shed W., Surrey Commercial, Furness, Withy & Co.  
 MOOLTAN, 20,952, 13 Shed, King George V., P. & O. S. N. Co.  
 MTHULUS, 5693, London Graving Dk., West India, Anglo-Saxon Petroleum Co.  
 NAVARCHOS KOUNDOURIOTIS, 7247, B Qy., Victoria, United States Lines  
 NORTHUMBRIAN, 11,659, 29 Shed, Royal Albert, J. B. Westray & Co.  
 OTRAVI, 20,026, 15 & 14 Sheds, Tilbury, Anderson, Green & Co.  
 PACHECO, 1405, W. Dk., Ldn. Dk., MacAndrews & Co.  
 PALACIO, 1346, 12 Shed, Tilbury, MacAndrews & Co. (Clemt)  
 PAFAROA, 10,065, 33 Shed, Royal Albert, J. B. Westray & Co.  
 PIONEER, Union Dry  
 PIONEER NO. 2, Thames Dry No. 1  
 PORT ADELAIDE, 8515, Co-op. Qy., Victoria, Port Line  
 PORT ALMA, 8400, 5 Shed, King George V., Port Line  
 PORT LINCOLN, 7246, 6 Shed, King George V., Port Line  
 PORT PHILLIP, 12,459, 3 Shed, King George V., Port Line  
 PRINCE'S CHANNEL (hopper barge), 538, S.E. Dry, Tilbury, Tilbury Contracting & Dredging Co.  
 QUEEN'S CHANNEL (hopper barge), 583, Green's Dry No. 2, Tilbury Contracting & Dredging Co.  
 RAMA, 2148, Centre Yd. N., Surrey Commercial, R. S. Dalgliesh  
 RANGITARA, 16,937, 8 Shops, Royal Albert, J. B. Westray & Co.  
 RHONE, 209, Nelson Dry, W. H. Muller & Co.  
 SAGA, 919, R Whse., Millwall, United Shipping Co.  
 SAKARA, 2743, N. Qy. Bsn., East India, G. S. N. Co.  
 SAMLIA, 7210, B Shed, West India, Montgomery & Workman  
 SAMSERIN, 7219, 3 Shed, Victoria, Royal Mail Lines  
 SAMWIS, 7219, New Dry, Tilbury, T. & J. Harrison  
 SANDA, 1028, W. Dk., Ldn. Dk., Clyde Shipping Co.  
 SPRINGWOOD, 525, Russia Yd. S., Surrey Commercial, Mitre Shipping Co.  
 STARLING, 1320, 19 Shed, Tilbury, G. S. N. Co.  
 STRATHAIRD, 22,281, 32 Shed, Tilbury, P. & O. S. N. Co.  
 STRATHNAVER, 22,283, 31 Shed, Tilbury, P. & O. S. N. Co.  
 SUFOLK BROOK, 402, Greenland Dk. Bys., Surrey Commercial, Comber, Longstaff &

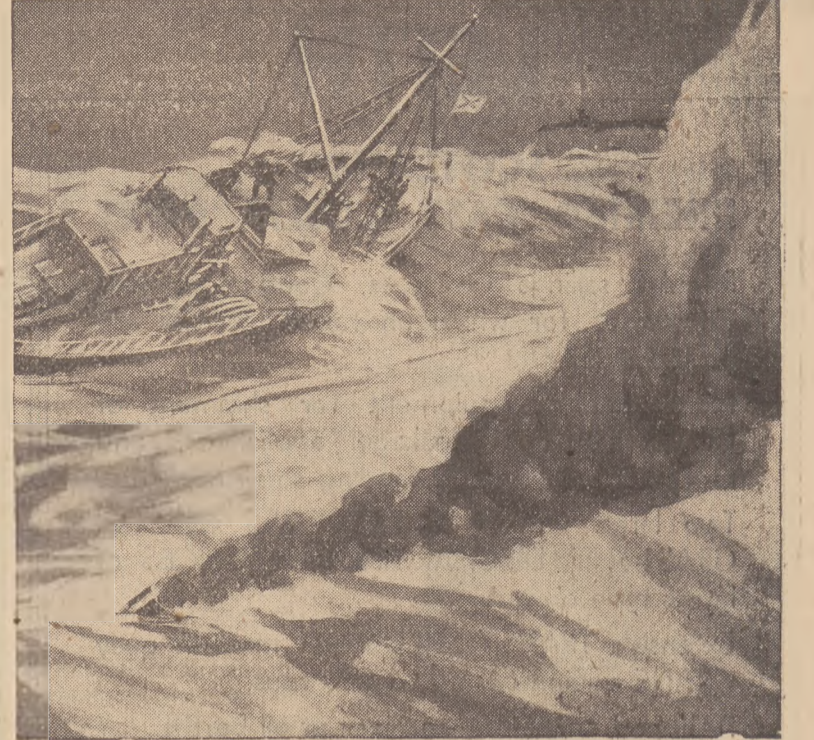
TANAFJORD, 5922, 7 Shed, Tilbury, Keller, Bryant & Co.  
 TORTUGUERO, 5285, Brunswick Yd. Shed, Surrey Commercial, Canadian Pacific S.S.  
 TREWIDDEN, 7273, Canada Yd. S., Surrey Commercial, Hain S.S. Co.  
 UMGENT, 8149, G Shed, South-West India, Bullard, King & Co.  
 WEST COASTER, 361, E. Dk., Ldn. Dk., G. S. N. Co.

## LONDON—IN DRY DOCK

GREEN'S NO. 2—Queen's Channel (hopper barge).  
 KING GEORGE V.—Australia Star.  
 MILLWALL—Cefny-Bryn.  
 NELSON—Rhone, Duke (tug).  
 NORWAY FLOATING—Catherine (ferry).  
 ROYAL ALBERT—Glenferrie.  
 THAMES NO. 1—Pioneer No. 2.  
 TILBURY—Prince's Channel, Samwis.  
 UNION—Pioneer.  
 WEST INDIA—Mytilus.

## LONDON—IN THE RIVER

Vessel Station Broker  
 AGLIVITY, Jurgens Jty., Purfleet, F. T. Everard & Sons  
 ACTIVITY, Everard's Wf., Greenhithe, F. T. Everard & Sons  
 AGLITY, Everard's Bys., Greenhithe, F. T. Everard & Sons  
 ALBATROS (aux), Lovell's Wf., E. Greenhithe, Freight Express  
 ALEXANDER, Mark Brown's Wf., Hermondsey, United Shipping Co.  
 ARNEWOOD, Lower Tr., Charlton, Milner, Thomas & Co.  
 ASSIDUITY, Everard's Wf., Greenhithe, F. T. Everard & Sons  
 ATHELTARN, Thunderer Jty., Dagenham  
 AXINITE, Ford's Jty., Dagenham  
 AYLESBURY, Bellamy's Wf., Rotherhithe, Capper, Alexander & Co.  
 BARR HEAD, Kent Portland Cement Works, Stone, Milner, Thomas & Co.  
 BAUTA, Tunnel Portland Cement Works, W. Thurrock, Tatham, Bromage & Co.  
 BELDALE H. E. A. Gibson & Co.  
 BELHAVEN, Carron Wf., Wapping, London & Edinburgh Shipping Co.  
 BELRAYOCK, Irongate Wf., Tower Bridge, London & Edinburgh Shipping Co.  
 BRITTON, South Metropolitan Gas Co.  
 BUSHWOOD, Lambert's Hoists, Beckton, Milner, Thomas & Co.  
 CAMBRIAN COAST, White's Jty., Swanscombe, Coast Lines  
 CAMROUX I, Anchor Wf., E. Greenwich, Such & Schooley  
 CAPITOL, Beckton Gas Works, Cokemart, Ltd.  
 CARRICK COAST, Coast Lines  
 COLONEL CROMPTON, Deptford Power Station, Stephenson Clarke, Ltd.  
 CORDALE, Middle Tr., Brith, W. Cory & Son  
 CORMINSTER, Crowley's Wf., E. Greenwich, W. Cory & Son  
 CORNWOOD, Cory's Jty., Brith, E. Foster & Co.  
 CORSICA  
 DAVID M., Co-operative Wf., Gravesend  
 DRAKE, G. S. N. Co.  
 DUNMOIR, Johnson's Jty., Greenhithe, C. Rowbotham & Sons  
 DURANGO, for Victoria Dk., Royal Mail Lines  
 EAGLESLIFFE HALL, Lambert's Hoists, Beckton, Common Bros.  
 EASTWICK  
 EBEN HAEZER, Brewery Wf., Limehouse, Freight Express  
 ELYSIAN COAST, Loom Jty., Erith, Tyne-Tees Steam Shipping Co.  
 EMPIRE CHELSEA, Power Station, Deptford, W. Shelcott & Co.  
 EMPIRE DAFODIL, Butler's Wf., Hermondsey, G. S. N. Co.  
 EMPIRE FAIRWAY, Everard's Wf., Greenhithe  
 EMPIRE FANTARE, Everard's Wf., Greenhithe, F. T. Everard & Sons  
 EMPIRE HERBERT, Everard's Wf., Greenhithe, F. T. Everard & Sons  
 EMPIRE JOHN (tug)  
 EMPIRE LECH, Lovell's Wf., E. Greenhithe, F. T. Everard & Sons  
 EMPIRE POLLY (tug)  
 EMPIRE SPINNEY, Stowage Wf., Deptford Creek, G. S. N. Co.  
 ESBJORN, Imperial Paper Mills, Gravesend  
 FAUVETTE, St. Katharine's Wf., Tower Bridge, G. S. N. Co.  
 FIRECREST, Butler's Wf., Hermondsey, S. Cater & Co.  
 FIREDOG, Beckton Gas Works, Cokemart, Ltd.  
 FULHAM II, Hanover Hole Tr., Rotherhithe, Stephenson Clarke, Ltd.  
 FULHAM IV., Fulham Power Station, Stephenson Clarke, Ltd.  
 GOLFIE, G. S. N. Co.  
 GRONINGEN, Stowage Wf., Deptford Creek, G. S. N. Co.  
 HARLAW, Free Trade Wf., Ratcliff, Aberdeen S. N. Co.  
 HENK, Metropolitan Wf., Wapping  
 HERON, Ailsop's Wf., Wandsworth, Freight Express  
 HIRONDELLE, G. S. N. Co.  
 INNISHANNON, Crabtree Wf., Fulham, G. A. Tom & Co.  
 JOHN EVELYN, Admiralty Tr., Deptford  
 KINGFISHER, G. S. N. Co.  
 KYLE CASTLE, Purfleet Saw Mills, Grand Union (Shipping)  
 LADY DOROTHY, C.I.  
 LEVENWOOD, Kent Portland Cement Works, Stone, Temple Thomson & Clark  
 LYNN TRADER, Empire Paper Mills, Greenhithe, Matthews & Luff  
 MACABAB, Lower Tr., Brith, J. Hudson & Co.  
 MALACCA, Cargo Jty., Tilbury, Escombe, McGrath & Co.  
 MAUVILLA, for Shell Haven, Anglo-American Oil Co.  
 MEROB, Enderby's Dolphins, E. Greenwich, United Shipping Co.  
 MIERVALDIS, Lower Tr., W. Woolwich, R. S. Dalgliesh  
 NAUTILUS, H.M. Victualling Yd., Deptford  
 NIJENBURGH  
 NIVERNAIS, G. T. Symons & Co.  
 NORRIS, Columbia Wf., Grays, S. Cater & Co.  
 NORTHUMBRIAN COAST, Free Trade Wf., Ratcliff, Tyne-Tees Steam Shipping Co.  
 OLEUM, Ordnance Wf., E. Greenwich  
 OLIVER BURY, Upper Tr., W. Woolwich, Stephenson Clarke, Ltd.  
 ORIOLE, Instone's Wf., Canning Town, G. S. N. Co.  
 ORMONDE, anchored Gravesend Reach, Anderson, Green & Co.  
 PATRIA, Fennings' Wf., London Bridge, British & Foreign Maritime Agencies  
 PHOENIX, Greenhithe By.  
 POLLY M., Lovell's Wf., E. Greenhithe, Such & Schooley  
 RABID  
 REGFOS, Deadman's Dk., Deptford, E. Foster & Co.  
 RIJNSTROOM, British & Foreign Maritime Agencies  
 SAMARINDA, White's Wf., Swanscombe, F. C. Strick & Co.  
 SCHELDT, Custom House Qy., W. H. Muller & Co.  
 SEINE, Aberdeen Wf., Limehouse  
 SINCERITY, Plaster Products Wf., Greenhithe, F. T. Everard & Sons  
 SIR JOSEPH SWAN, Battersea Power Station, Stephenson Clarke, Ltd.  
 SLASK, Mark Brown's Wf., Hermondsey, United Shipping Co.  
 SOUTHWOOD, Bevan's Wf., Northfleet, Temple Thomson & Clark  
 SPRINGHAVEN, E. Greenwich Gas Works, Edwards Shipping & Transport Co.  
 SUFOLK COAST, Tate's Wf., Silvertown, Coast Lines  
 SUPREMACY, Tunnel Portland Cement Works, W. Thurrock, F. T. Everard & Sons  
 SURSUM CORDA  
 SWALLOW, St. George's Wf., Deptford, W. H. Muller & Co.  
 SWIFT, G. S. N. Co.  
 THE COUNTESS, Bellamy's Wf., Rotherhithe, F. T. Everard & Sons  
 THE EARL  
 THE MARCHIONESS, De Pass Jty., Barking, C. Rowbotham & Sons  
 THE PRESIDENT, Greenhithe By., F. T. Everard & Sons  
 VERONICA, Tatham, Thames Wf., Charlton, Freight Express  
 VICTORIA PEAK, Swanscombe Tr., Lambert Bros.  
 WESTWOOD, Kent Portland Cement Works, Stone, Temple Thomson & Clark  
 WIMBLEDON, Pier Wf., Wandsworth, Wandsworth & District Gas Co.  
 WINDSOR QUEEN, Blyth's Wf., Limehouse, British Channel Traders  
 ZIJPE, Greenhithe By., Board Import



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(Continued on page 11)



OVERSEA MOVEMENTS: Latest Reports

UNITED KINGDOM

GRAVESEND AR The report of the arrival of the Corfith and 'Firelight on Aug 20 was erroneous. Carthage, Aug 20
Banaderos, Aug 20
Las Palmas for West India Dock
Saphir Ostend for Tilbury
Malacca Shanghai for Tilbury Jetty
Sursum Corda Corsica, Aug 21
Amsdam Calcutta for Tilbury
Saga Gothenburg
Durango, Aug 21
Buenos Aires for Victoria Dock
Rijnstroom, Aug 21
Amsterdam
GRAVESEND SD River Fisher, Aug 20
Nantes
Margeca Rotterdam
Port Spokane Montreal
Capella Helsinki Express, Aug 21
Rotterdam
SHELL HAVEN AR Mauvilla, abt Aug 20
Aruba
SHELL HAVEN CLD Mauvilla, Aug 20
N York
SOUTHEND Pd Down Capella, Aug 20
Margeca
Oranjepolder Express, Aug 21
QUEENBOROUGH AR Sursum Corda, prev Aug 21
Antwerp
SHEERNESS AR Zwartee Zee (tug), prev Aug 21
Rdam
SHEERNESS CLD Zwartee Zee (tug), Aug 21
Stockholm
RIDHAM DOCK AR Osbur, prev Aug 21
Karlsborg
Graculus Tommy's Arm
THE DOWNS Anch John McDonogh, Aug 20
Blue Island Victory
Golland, Aug 21
Manipur
Stanton H. King
San Velino, Aug 21
Harv Culbreath
Carl Zachary Webb
Aert van der Neer
Oran M. Roberts, Aug 21
Benjamin H. Bristol
THE DOWNS SD John McDonogh, Aug 20
Wimsum
Benicia
Blue Island Victory
Golland, Aug 21
Manipur
Stanton H. King
San Velino, Aug 21
Harv Culbreath
Carl Zachary Webb
Aert van der Neer
Oran M. Roberts
DOVER AR Sampan, Aug 21
Aruba
DOVER AR Faro, Aug 20
Aruba
DOVER Pd E Narocz, Aug 20
Harriet Tubman, Aug 21
Miguel de Larrinaga
Maristella
Sugara
Sofolk, Aug 21
DOVER Pd W Caledonia, Aug 20
Leoyon
Baron Haig
Fort Spokane
Frean, Aug 21
Kota Inten
Ville de Reims, Aug 21
Fort Nipigon
DUNGENESS Pd E John P. Appleby, Aug 21
DUNGENESS Pd W Leeds City, Aug 17
San Felix, Aug 21
Joseph V. Conolly
James B. Duke, Aug 21
BEACHY HEAD Pd E Bialystok, Aug 21
Kedah
(In tow of tug Empire Siles)
BEACHY HEAD Pd W elan Lamont, Aug 21
ST CATH'S PT Pd E Samball, Aug 21
Ballerina (yt), Aug 21
ST CATH'S PT Pd W Fergo (aux), Aug 20
Empire Scout, Aug 21
NEEDLES Pd W Esperance Bay, Aug 20
Cuinco (tug)
(towing L.C.T. 1325)
Japara
SOUTHAMPTON AR Karabagh, Aug 20
Hamburg
Argentina, Aug 21
New York
SOUTHAMPTON SD Japara, Aug 20
Batavia
G. K. van Hoogendorp
(utr)
FAWLEY AR Brookfield Pto la Cruz
TEIGNMOUTH AR Strijd (Du), Aug 21
Newport (IOW)
TEIGNMOUTH SD Hondsrug, Aug 20
Amsterdam
PRAWLE PT Pd E Vestria, Aug 20
W. R. Lundgren, Aug 21
Fort Musquarroy
Mexican
James Lykes
Thomas Pollock
PRAWLE PT Pd W Madina (yt), Aug 20
Carelia, Aug 21
PAR AR Agiena, Aug 20
Goole
FALMOUTH AR George H. Flanders, Aug 20
Antwerp
FALMOUTH SD Kedah, Aug 19
(In tow of tug Empire Siles)
LIZARD Pd E Tekland, Aug 21
Queen Mary
Stefanos S.
Admiral de Ruyter
(Du) (pres), Aug 21
Bharatkhand
Baltanica, Aug 21

METHIL SD Jaba, Aug 20
Blyth
GRANGEMOUTH AR Scotia, Aug 20
Nwcastle
GRANGEMOUTH SD Wim, Aug 20
Rotterdam
British Dragon Glsogw
Zeeland Frederikshavn
Varegg Aalvik
BO'NESS AR Ton S., Aug 20
Dundee
BO'NESS SD Francine, Aug 20
Kolding
GRANTON AR Christine Marie, Aug 20
Susa
LEITH AR Marieborg, Aug 20
Toppila
Barjama, Aug 21
LEITH SD Neille, Aug 21
Fraserburgh
ST ABB'S HEAD Pd S Wlm, Aug 20
Blyth
BLYTH AR Jaba, Aug 20
Methil
TYNE AR Lucky Star (yt) (Du)
Saga (590), Aug 21
Iceland
TYNE SD Consul Corfizon, Aug 20
Portland (Me)
Baskerville Botwood
Lucy Star (yt) (Du)
Thyra, Aug 21
Copenhagen
BARRY SD Radmar, Aug 20
Finland
Cyrus Sears, Aug 21
Finland
BARRY IS Pd Down Empire Rosalind, Aug 20
Kaikoura
Radmar
Walenburgh, Aug 21
PORT TALBOT AR Empire Shepherd, Aug 21
Stantander
PORT TALBOT SD Zeehoofd, Aug 20
Swansea and Rotterdam
SWANSEA AR Zeehond, Aug 20
Port Talbot
Danby, Aug 21
Botwood
Four Lakes Abadan
SWANSEA SD Dalonn, Aug 21
Abadan
EASTHAM SD Recorder, Aug 20
London
Burnhope, Aug 20
Pugwash
Syrian Prince, Aug 21
Tunis
Dolabella Key West
ELLESMERE PORT AR Anglia, Aug 21
Gothenburg
ELLESMERE PORT SD Empire Conquest, Aug 20
Manchester
STANLOW AR Bjorghheim, Aug 20
Aruba
Bear Paw, Aug 21
Aruba
PARTINGTON SD Burnhope, Aug 20
Pugwash
MANCHESTER AR Empire Conquest, Aug 21
Ellesmere Pt
GARSTON AR Blairesk, Aug 20
Pugwash
GARSTON SD Cara, Aug 20
Liverpool
Uskide Swansea
LIVERPOOL AR Fort Nipigon, Aug 20
Garston
DUNGENESS Pd E John P. Appleby, Aug 21
DUNGENESS Pd W Leeds City, Aug 17
San Felix, Aug 21
Joseph V. Conolly
James B. Duke, Aug 21
BEACHY HEAD Pd E Bialystok, Aug 21
Kedah
(In tow of tug Empire Siles)
BEACHY HEAD Pd W elan Lamont, Aug 21
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Ballerina (yt), Aug 21
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Empire Scout, Aug 21
NEEDLES Pd W Esperance Bay, Aug 20
Cuinco (tug)
(towing L.C.T. 1325)
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Hamburg
Argentina, Aug 21
New York
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Batavia
G. K. van Hoogendorp
(utr)
FAWLEY AR Brookfield Pto la Cruz
TEIGNMOUTH AR Strijd (Du), Aug 21
Newport (IOW)
TEIGNMOUTH SD Hondsrug, Aug 20
Amsterdam
PRAWLE PT Pd E Vestria, Aug 20
W. R. Lundgren, Aug 21
Fort Musquarroy
Mexican
James Lykes
Thomas Pollock
PRAWLE PT Pd W Madina (yt), Aug 20
Carelia, Aug 21
PAR AR Agiena, Aug 20
Goole
FALMOUTH AR George H. Flanders, Aug 20
Antwerp
FALMOUTH SD Kedah, Aug 19
(In tow of tug Empire Siles)
LIZARD Pd E Tekland, Aug 21
Queen Mary
Stefanos S.
Admiral de Ruyter
(Du) (pres), Aug 21
Bharatkhand
Baltanica, Aug 21

METHIL SD Jaba, Aug 20
Blyth
GRANGEMOUTH AR Scotia, Aug 20
Nwcastle
GRANGEMOUTH SD Wim, Aug 20
Rotterdam
British Dragon Glsogw
Zeeland Frederikshavn
Varegg Aalvik
BO'NESS AR Ton S., Aug 20
Dundee
BO'NESS SD Francine, Aug 20
Kolding
GRANTON AR Christine Marie, Aug 20
Susa
LEITH AR Marieborg, Aug 20
Toppila
Barjama, Aug 21
LEITH SD Neille, Aug 21
Fraserburgh
ST ABB'S HEAD Pd S Wlm, Aug 20
Blyth
BLYTH AR Jaba, Aug 20
Methil
TYNE AR Lucky Star (yt) (Du)
Saga (590), Aug 21
Iceland
TYNE SD Consul Corfizon, Aug 20
Portland (Me)
Baskerville Botwood
Lucy Star (yt) (Du)
Thyra, Aug 21
Copenhagen
BARRY SD Radmar, Aug 20
Finland
Cyrus Sears, Aug 21
Finland
BARRY IS Pd Down Empire Rosalind, Aug 20
Kaikoura
Radmar
Walenburgh, Aug 21
PORT TALBOT AR Empire Shepherd, Aug 21
Stantander
PORT TALBOT SD Zeehoofd, Aug 20
Swansea and Rotterdam
SWANSEA AR Zeehond, Aug 20
Port Talbot
Danby, Aug 21
Botwood
Four Lakes Abadan
SWANSEA SD Dalonn, Aug 21
Abadan
EASTHAM SD Recorder, Aug 20
London
Burnhope, Aug 20
Pugwash
Syrian Prince, Aug 21
Tunis
Dolabella Key West
ELLESMERE PORT AR Anglia, Aug 21
Gothenburg
ELLESMERE PORT SD Empire Conquest, Aug 20
Manchester
STANLOW AR Bjorghheim, Aug 20
Aruba
Bear Paw, Aug 21
Aruba
PARTINGTON SD Burnhope, Aug 20
Pugwash
MANCHESTER AR Empire Conquest, Aug 21
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Kedah
(In tow of tug Empire Siles)
BEACHY HEAD Pd W elan Lamont, Aug 21
ST CATH'S PT Pd E Samball, Aug 21
Ballerina (yt), Aug 21
ST CATH'S PT Pd W Fergo (aux), Aug 20
Empire Scout, Aug 21
NEEDLES Pd W Esperance Bay, Aug 20
Cuinco (tug)
(towing L.C.T. 1325)
Japara
SOUTHAMPTON AR Karabagh, Aug 20
Hamburg
Argentina, Aug 21
New York
SOUTHAMPTON SD Japara, Aug 20
Batavia
G. K. van Hoogendorp
(utr)
FAWLEY AR Brookfield Pto la Cruz
TEIGNMOUTH AR Strijd (Du), Aug 21
Newport (IOW)
TEIGNMOUTH SD Hondsrug, Aug 20
Amsterdam
PRAWLE PT Pd E Vestria, Aug 20
W. R. Lundgren, Aug 21
Fort Musquarroy
Mexican
James Lykes
Thomas Pollock
PRAWLE PT Pd W Madina (yt), Aug 20
Carelia, Aug 21
PAR AR Agiena, Aug 20
Goole
FALMOUTH AR George H. Flanders, Aug 20
Antwerp
FALMOUTH SD Kedah, Aug 19
(In tow of tug Empire Siles)
LIZARD Pd E Tekland, Aug 21
Queen Mary
Stefanos S.
Admiral de Ruyter
(Du) (pres), Aug 21
Bharatkhand
Baltanica, Aug 21

METHIL SD Jaba, Aug 20
Blyth
GRANGEMOUTH AR Scotia, Aug 20
Nwcastle
GRANGEMOUTH SD Wim, Aug 20
Rotterdam
British Dragon Glsogw
Zeeland Frederikshavn
Varegg Aalvik
BO'NESS AR Ton S., Aug 20
Dundee
BO'NESS SD Francine, Aug 20
Kolding
GRANTON AR Christine Marie, Aug 20
Susa
LEITH AR Marieborg, Aug 20
Toppila
Barjama, Aug 21
LEITH SD Neille, Aug 21
Fraserburgh
ST ABB'S HEAD Pd S Wlm, Aug 20
Blyth
BLYTH AR Jaba, Aug 20
Methil
TYNE AR Lucky Star (yt) (Du)
Saga (590), Aug 21
Iceland
TYNE SD Consul Corfizon, Aug 20
Portland (Me)
Baskerville Botwood
Lucy Star (yt) (Du)
Thyra, Aug 21
Copenhagen
BARRY SD Radmar, Aug 20
Finland
Cyrus Sears, Aug 21
Finland
BARRY IS Pd Down Empire Rosalind, Aug 20
Kaikoura
Radmar
Walenburgh, Aug 21
PORT TALBOT AR Empire Shepherd, Aug 21
Stantander
PORT TALBOT SD Zeehoofd, Aug 20
Swansea and Rotterdam
SWANSEA AR Zeehond, Aug 20
Port Talbot
Danby, Aug 21
Botwood
Four Lakes Abadan
SWANSEA SD Dalonn, Aug 21
Abadan
EASTHAM SD Recorder, Aug 20
London
Burnhope, Aug 20
Pugwash
Syrian Prince, Aug 21
Tunis
Dolabella Key West
ELLESMERE PORT AR Anglia, Aug 21
Gothenburg
ELLESMERE PORT SD Empire Conquest, Aug 20
Manchester
STANLOW AR Bjorghheim, Aug 20
Aruba
Bear Paw, Aug 21
Aruba
PARTINGTON SD Burnhope, Aug 20
Pugwash
MANCHESTER AR Empire Conquest, Aug 21
Ellesmere Pt
GARSTON AR Blairesk, Aug 20
Pugwash
GARSTON SD Cara, Aug 20
Liverpool
Uskide Swansea
LIVERPOOL AR Fort Nipigon, Aug 20
Garston
DUNGENESS Pd E John P. Appleby, Aug 21
DUNGENESS Pd W Leeds City, Aug 17
San Felix, Aug 21
Joseph V. Conolly
James B. Duke, Aug 21
BEACHY HEAD Pd E Bialystok, Aug 21
Kedah
(In tow of tug Empire Siles)
BEACHY HEAD Pd W elan Lamont, Aug 21
ST CATH'S PT Pd E Samball, Aug 21
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Nwcastle
GRANGEMOUTH SD Wim, Aug 20
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British Dragon Glsogw
Zeeland Frederikshavn
Varegg Aalvik
BO'NESS AR Ton S., Aug 20
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BO'NESS SD Francine, Aug 20
Kolding
GRANTON AR Christine Marie, Aug 20
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LEITH AR Marieborg, Aug 20
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Burnhope, Aug 20
Pugwash
Syrian Prince, Aug 21
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STANLOW AR Bjorghheim, Aug 20
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Bear Paw, Aug 21
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PARTINGTON SD Burnhope, Aug 20
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MANCHESTER AR Empire Conquest, Aug 21
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LIZARD Pd E Tekland, Aug 21
Queen Mary
Stefanos S.
Admiral de Ruyter
(Du) (pres), Aug 21
Bharatkhand
Baltanica, Aug 21

ARCTIC SEA TO USHANT
SVALBARD AR Hedvig, Aug 9
ARCHANGEL AR Gudvin, Aug 4
KIRKENES SD Sado, Aug 12
Onega
Gudvor, Aug 12
Archangel via Tromso
VARDO SD Sisto, Aug 8
Mesane
MEHAVN AR Munia, Aug 3
BATSFJORD SD Union, Aug 7
BERGEN AR Empire Contyne, Aug 17
STAVANGER SD Heimvard, Aug 6
Hampton Roads
DRAMMEN AR Dea, Aug 12
OSLO AR Jan, Aug 16
Emden
Tautra, Aug 17
Emden
Kong Trygve, Aug 18
Gothenburg
Gdansk
Leka, Aug 18
Copenhagen
Bretagne, Aug 19
Newcastle
Brabant, Aug 19
Antwerp
Heite, Aug 19

OSLO SD Balduin, Aug 16
Rouen
Kragholm, Aug 17
Gothenburg
Ek Moss
Fuglenes Moss
John Wise New York
Capitana, Aug 18
Gothenburg
Fredrikstad
Saltnes Gothenburg
UDDEVALLA AR Selma Thorden, Aug 13
Providence (RI)
SKANDIA SD Skandia, Aug 14
Caen
Dagmar Bratt, Aug 16
Rouen
GOTHENBURG AR Saga (Sw), Aug 17
London
Hull
Saturnus Hull
Traviata (ex Kegnes) Aalborg
Uddeholm New York
Ghent
Gdynia Leixoes
Kragholm Amsterdam
Ellnor, Aug 18
Antwerp
Mansuria Malmö
Verna Gdynia
Lunden Rotterdam
Lunaria Herosand
Weisenfels (Ru) Christiansand
Gentin (Ru) (300) Christiansand
Zena Malmö
B.T. VII. Karlskrona
Sirus (Sw) Amsterdam
Olga S. Copenhagen
Vasaland Antwerp
Arnold Bratt, Aug 19
Swansea
Rostock
GOTHENBURG SD Hispania, Aug 17
Genoa
Anglia, Aug 17
Manchester
Kong Trygve Oslo
Proste Helsinki
Ville de Reims Rouen
Sigrid Matthiessen Antwerp
Empire Salerno Hull
Snipraas (No), Aug 18
Larvik
Bera Stockholm
Delphinus Møstyn
Hansy (aux) Garston
OTTERBACKEN AR Halvard Bratt, Aug 16
Cork
FLAMBORO HD Pd S Polux, Aug 20
FLAMBORO HD Pd S SPURN HEAD Pd Out Marvel, Aug 20
Fidra, Aug 21
Cattaro
HULL SD Fort Glenora
Mikhail Fruize, Aug 21
HULL AR Mylykoski, Aug 20
Helsinki
Cestor, Aug 21
Hango
Empire Halberd
Cuxhaven
HULL SD Cattaro, Aug 20
London
Fidra Rotterdam
Frey London
Drabant, Aug 21
Gothenburg
Empire Lancer Cuxhaven
IMMINGHAM AR Fort Glenora, Aug 19
London
Sarpfoss Lisbon
Runmar Oxelosund
Marvel Christiansand
Mikhail Fruze Lisbon
Virginia, Aug 20
Holbaek
Virve (ex Thyra) (aux) (Pa) (184).
IMMINGHAM SD Regit, Aug 17
Sautander
Rika, Aug 19
Thisted
(not on Aug 17 for Santander as before reported)
Caledonia, Aug 19
Lisbon
Raloo Aabenraa
Fort Nipigon, Aug 19
Port Said
Sarpfoss, Aug 20
Bergen
Marvel Rouen
GRIMSBY AR Grano, Aug 21
Igesund
GRIMSBY SD Vindö, Aug 20
Middlesbrough
OXELOSUND SD Vindö, Aug 19
Tees
NYNASHAMN PD Rana, Aug 14
Stungund
STOCKHOLM AR Vega (Sw), Aug 18
Stungund
STOCKHOLM SD Gullborg, Aug 17
Antwerp
Regin (Sw), Aug 18
Helsinki
VESTERAS AR Kunt (Sw), Aug 11
Gdansk
Hildur, Aug 13
Gdansk
Aidur, Aug 16
Gdansk
VESTERAS SD Kunt (Sw), Aug 13
"St Utterviken"
Hildur, Aug 16
Ronsislar
GEFLE AR G. R. Berg, Aug 16
Slite
Donia Christiansand
GEFLE SD Baltia, Aug 16
Antwerp
Vega Amsterdam
Belos (Sw), Aug 17
Amsterdam
Stegborg, Aug 17
Sundsvall
WASNOSAND SD Wasaborg, Aug 12
Dieppe
HUSUM SD Bore, Aug 17
Rouen
RONNSKAR AR Hugin, Aug 18
Stockholm
LULEA SD Tor, Aug 17
Antwerp
Rvsholm, Aug 16
Hallstavik
LUBECK AR Guckauf, Aug 18
Neustadt
Empire Condorat, Aug 18
Sunderland
LUBECK SD Guckauf, Aug 18
Lubeck
NEUSTADT SD Guckauf, Aug 18
Lubeck
Kiel
Undine
EMDEN SD Empiré Tees, Aug 16
Genoa
Aabenraa
POLY Margrete, Aug 16
Leith
Hast IV, Leith

MARIE FLORE for Ghent
Magdalena for Stockholm
St. Cergue, Aug 18
for Baltimore
ANTWERP AR Bjoelme, Aug 20
Oporto
Batavia Narvik
Coxwold Lisbon
Walter Kidde Pdelphia
Thetis
Candina Huelva
Norma Helsinki
Czechoslovakia Victory, Aug 21
Boston
ANTWERP SD Jontrecht, Aug 20
Rotterdam
Westlaan Cork
Wanmen Hampton Roads
Malmaland Narvik
Marcel Hull
Alcor, Aug 21
Rotterdam
John Merrick N York
Sanderv London
Samos Tilbury
Ivar Alexandria
CALAIS AR Skiner, Aug 16
Sundsvall
Paul de Rousiers, Aug 17
Slax
P L M 13, Aug 18
Nemours
DIEPPE AR Birka, Aug 18
Gedde
ROUEN AR Plato, Aug 20
Sambre, Aug 21
London
Jupiter London
Dagmar Bratt Laurentide Park
ROUEN SD Lorenzo de Zavala, Aug 21
Cuba
Virgo Immingham
MAASSLUIS SD Zwaarte Zee (tug), Aug 18
Sheerness
Ebro (tug), Aug 17
Christiansand
Thames (tug) Nantes
VLAARDINGEN AR Luculus, Aug 17
Curacao
VLAARDINGEN SD Kelbergen, Aug 17
Casablanca
PERNIS AR Lucerna, Aug 17
Las Piedras
Nueva Granada
PORT ARTHUR
PERNIS SD Petrophalt, Aug 17
Morocco
Erodona Curacao
Carelia, Aug 19
Curacao
Bulkerude, Aug 19
Aruba
ROTTERDAM AR Wilhelm, Aug 17
Rendsburg
Rendsburg London
Nottingham
Durward
Actinia London
Noordwijk Amsterdam
Themisto, Aug 18
Antwerp
Prinses Beatrix Harwich
Zoeland Swansea
Batavier II, Harwich
James B. Duke Baltimore
George Davis Philadelphia
Haskerland Grangemth
Trompenburgh London
Nijenburgh La Pallice
Mr. Linthorst Homan Lisbon
Magdalena (Sw) Herosand
John Henry Galveston
Lillie Matthiessen
Basel, Aug 19
Oslo
Twee Gebroeders
Att S. Setubal
Lady Rodney London
Cherca Hamburg
Kota Agoeng, Aug 19
Batavia
Norden (Sw), Aug 20
Malme
Bandholm
Copenhagen
Oranje Copenhagen
Barnard Victory New York & Antwerp
Oakley Wood
Wolanda New Orleans
Borga
ROTTERDAM SD Orion (Rm), Aug 17
Odessa
Sursum Corda
Queenborough
Paul Chandler N York
Tintern Abbey Genoa
Delfdijk Antwerp
and New York
Havprins Lake Charles
Herskerk Aalborg
Midland Norway
Midland Victory N York
Dunay, Aug 18
Savona
Clio (Fj) Antwerp
Rane for Calais
Lillie Matthiessen
Margrete, Aug 17
Tobatta
Hollandia for Kiel Canal
Baron Dummore
Necko
Zwaantenna
Don, Aug 18
Empire Scout
Absalon, Aug 18
Oranje for Rotterdam
Pyris (aux) for Hull
Deo Duce Amsterdam
Hada for Rotterdam
Hroar
Hedera
Kong Bjorn
Emmanuel
F. C. Jacobsen
Nelkon
Glashaven
Amazona
Viacheslav Molotov
Cherka for Rotterdam
Karabagh, Aug 18
Martin Carl, Aug 19
Kaste, Aug 19
for Bremerhaven
BREMERHAVEN AR President Tjler, Aug 18
New York
BREMERHAVEN SD St. Albans Victory, Aug 17
New York
Golden Eagle New York
Dr. Heinrich Wiegand, Aug 18
Cardiff
George H. Flanders
New York
BREMEN AR Buhara, Aug 18
Szczecin
BREMEN SD James Ford Rhodes, Aug 17
Japan
Ezra Cornell, Aug 18
New York
Sibley Park Liverpool
Antinous New York
EMDEN AR Lisbeth, Aug 16
London
Wm. Th. Malling
Mercur Hamburg
Rubford Ebejerg
EMDEN SD Empiré Tees, Aug 16
Genoa
Aabenraa
POLY Margrete, Aug 16
Leith
Hast IV, Leith

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Norma Helsinki
Czechoslovakia Victory, Aug 21
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ANTWERP SD Jontrecht, Aug 20
Rotterdam
Westlaan Cork
Wanmen Hampton Roads
Malmaland Narvik
Marcel Hull
Alcor, Aug 21
Rotterdam
John Merrick N York
Sanderv London
Samos Tilbury
Ivar Alexandria
CALAIS AR Skiner, Aug 16
Sundsvall
Paul de Rousiers, Aug 17
Slax
P L M 13, Aug 18
Nemours
DIEPPE AR Birka, Aug 18
Gedde
ROUEN AR Plato, Aug 20
Sambre, Aug 21
London
Jupiter London
Dagmar Bratt Laurentide Park
ROUEN SD Lorenzo de Zavala, Aug 21
Cuba
Virgo Immingham
MAASSLUIS SD Zwaarte Zee (tug), Aug 18
Sheerness
Ebro (tug), Aug 17
Christiansand
Thames (tug) Nantes
VLAARDINGEN AR Luculus, Aug 17
Curacao
VLAARDINGEN SD Kelbergen, Aug 17
Casablanca
PERNIS AR Lucerna, Aug 17
Las Piedras
Nueva Granada
PORT ARTHUR
PERNIS SD Petrophalt, Aug 17
Morocco
Erodona Curacao
Carelia, Aug 19
Curacao
Bulkerude, Aug 19
Aruba
ROTTERDAM AR Wilhelm, Aug 17
Rendsburg
Rendsburg London
Nottingham
Durward
Actinia London
Noordwijk Amsterdam
Themisto, Aug 18
Antwerp
Prinses Beatrix Harwich
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Batavier II, Harwich
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Basel, Aug 19
Oslo
Twee Gebroeders
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Lady Rodney London
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Batavia
Norden (Sw), Aug 20
Malme
Bandholm
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Delfdijk Antwerp
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Havprins Lake Charles
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Kaste, Aug 19
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Sibley Park Liverpool
Antinous New York
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Mercur Hamburg
Rubford Ebejerg
EMDEN SD Empiré Tees, Aug 16
Genoa
Aabenraa
POLY Margrete, Aug 16
Leith
Hast IV, Leith

VESSELS FOR SALE
SCREW TUG "KING"
Built Steel in 1904.
Dimensions: 75 ft. 6 in. by 16 ft. 6 in. by 8 ft. 9 in.
Bunkers 20 tons.
C.S.C. Engines, 14 in. and 30 in. by 21 in. stroke.
Boiler, new 1926.
350 I.H.P. Speed 10 knots.
Fitted Steam Windlass and Steam Steering Gear.
(Particulars not guaranteed)
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The Steel TANK Lighter
"ANGLO-MEX 2"
Stated to carry about 150 tons Oil in three tanks, 8 in. dia. pump, boiler, 120 lbs. w.p., mast and derrick. Passed Annual Survey 1945. Dim.: 126 ft. by 16 ft. 6 in.
Inspection: Bristol Channel.
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C.W. KELLOCK & CO., Ltd.
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nd Canard Building, LIVERPOOL, 3
Telegrams-"Kellocks"

FOR PRIVATE SALE
The Excellent Sailing Barge
"THE FIVE SISTERS"
Stated to be in good condition and very suitable for conversion to barge, yacht or houseboat. Length 78 ft., beam 18 ft. All standing and running rigging and sails described as in best possible condition.
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147 ft. x 22 ft. 6 in. x 6 ft. 0 in. draught
M.O.T. (LIMITED) STEAM 3 & 6 certificate
for 271 passengers. Steel construction, built 1945. Twin screw Paxman diesel engines and auxiliaries, electric lighting and pumping. Speed 14 knots. Accommodation comprises bridge and boat deck, weather deck with seating accommodation, deck saloon with bar and toilets, also saloon below main deck. Can be seen in service. Price-£20,000.
68 ft. 6 in. x 12 ft. 6 in. x 3 ft. 0 in. draught
M.O.T. STEAM 5 & 6 certificate for 150 passengers. Wood construction, built 1937. Twin screw Parsons petrol marine engines, electric lighting. Speed 10 knots. Accommodation comprises weather deck with seating accommodation, saloon and toilet below. Price as she lies-£4,500, or refitted and equipped for service-£7,500. Box 731, LLOYD'S LIST & SHIPPING GAZETTE, LLOYD'S, LONDON, E.C.3.

SHIP'S LARCH LIFEBOAT, 16 feet long, fully equipped. Inspection Number- Write Box 803, LLOYD'S LIST & SHIPPING GAZETTE, LLOYD'S, LONDON, E.C.3.

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REQUIRED-OFFICES 800/1000 sq. ft. Also office 90/150 sq. ft.-Box 809, LLOYD'S LIST & SHIPPING GAZETTE, LLOYD'S, LONDON, E.C.3.
SHIPPING FIRM requires urgently one or two rooms City area-Box 802, LLOYD'S LIST & SHIPPING GAZETTE, LLOYD'S, LONDON, E.C.3.

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AFRICA West, South & East CASABLANCA SD Trója, Aug 19 Australia John P. Mitchell, Aug 19

AFRICA West, South & East CASABLANCA SD Trója, Aug 19 Australia John P. Mitchell, Aug 19

TABLE BAY SD Erica, Aug 19 Durban Port Fairy, Aug 20

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AMERICA, N. & S. Pacific Coast COWICHAN BAY SD K. I. Luckenbach, Aug 18

AMERICA, N. & S. Pacific Coast COWICHAN BAY SD K. I. Luckenbach, Aug 18

AMERICA, N. & S. Pacific Coast COWICHAN BAY SD K. I. Luckenbach, Aug 18

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AMERICA, N. & S. Pacific Coast COWICHAN BAY SD K. I. Luckenbach, Aug 18

SANTOS AR Del Mundo, Aug 20 Santos, Aug 19

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MARINE CASUALTIES

ALF.—Copenhagen, Aug. 21.—Danish steamer Alf, Emden for Copenhagen, cargo coke, is ashore at south end of Amager. AMERICAN PRESS.—Bordeaux, Aug. 21.—Steamer American Press (Bordeaux for New Orleans) put into Verdon and returned to Bordeaux yesterday on account of hawser having fouled propeller. ARMADA.—Melbourne, Aug. 21.—Motor vessel Armada sailed this morning for Hull via Aden, but is at present anchored in Port Phillip Bay with cracked piston and liner in No. 1 engine. It is expected that vessel will be delayed for 24 hours. ATHELPRINCE.—Liverpool, Aug. 21.—Motor tanker Athelprince reports that when at Mersey Bar on Aug. 5, on voyage from Cuba (Havana) for Bromborough, internal feed pipes in port boiler became choked. End was sawn off and boiler pumped up. (See issue of Aug. 6.) BANSUY MARU NO. 3.—Singapore, Aug. 21.—Japanese motor vessel Bansuy Maru No. 3 caught fire in Singapore Roads last night; cause at present unknown. Vessel is still burning and will probably be a constructive total loss. BAYLOR VICTORY.—Cristobal, Aug. 20.—Steamer Baylor Victory arrived here today. (See issue of Aug. 20.) BELGIAN EQUALITY.—Philadelphia, Aug. 20.—Steamer Belgian Equality (from Rotterdam) lost propeller in Delaware River to-day. It is proposed to tow vessel to Philadelphia for repairs. BENJAMIN R. MILAM.—St. John's, N.F., Aug. 20.—Fires on board American steamer Benjamin R. Milam are now under control, but firemen remained on duty last night. After longshoremen began unloading coal from No. 1 hold it was found that the fire had spread at an angle forward.—Reuter. (See issue of Aug. 21.) BENJAMIN SHERBURN.—London, W., Aug. 21.—Steamer Benjamin Sherburn, Manchester for Swansea, in ballast, stranded in Swansea Dock on Aug. 18, indenting port side abreast of No. 3 hatch. BERNADETTE.—London, Aug. 20.—Motor vessel Bernadette, Thames Conservancy No. 1402/1945, supposed value £250, was found afloat in the River Thames off Tunis Jetty, Purfleet, on Aug. 10 and is now lying at Frith. BERNICIA.—Gothenburg, Aug. 16.—According to a protest made at Mazarron, the Swedish steamer Bernicia was in collision at 1.30 a.m. on July 31, while on voyage from Savona for Civitavecchia. The colliding vessel, which struck the Bernicia on port side by her stem, did not appear to have sustained any important damage and disappeared in a northerly direction.—"Goteborgs Handels og Sjöfartstidning." (See issue of Aug. 8.) BOBLEE (yacht).—Nanaimo, July 20.—The 40-ft. cruiser Boblee, owned by Dr. S. S. Thordson, of Tacoma, exploded in Exit channel on its way north here, late to-day. The owner, his wife and two sons were picked up by a passing American yacht. The Boblee sank almost immediately and no personal effects were saved.—"The Daily Colonist," Victoria, B.C. (See issue of Aug. 8.) BORGHILD.—Skien, Aug. 15.—Motor cutter Borghild, of Bergen, and motor vessel RUTLAND, of and from, were in collision at noon yesterday off Trestein lighthouse. RUTLAND was heavily indented on starboard side, and Borghild had stem badly damaged and made water. RUTLAND assisted the Borghild to Langesund where the latter turned over on her side before a motor pump could be obtained.—"Norges Handels og Sjöfartstidning." On Aug. 16.—Advices from Langesund state that the work of raising the motor vessel Borghild has been entrusted to the Norsk Bjerquingskompagni. Salvage steamer Ula has arrived at the scene and has begun tightening operations. It is hoped to have the Borghild afloat again to-morrow.—"Norges Handels og Sjöfartstidning." BRITISH JUDGE.—Bombay, Aug. 21.—Tank steamer British Judge was in collision with pilot vessel LADY WILSON on Aug. 20 and has been examined by Lloyd's Register surveyor. Stem and bow plating was damaged and temporary repairs are being effected afloat, no apparent under-water damage. LADY WILSON is understood to have been damaged amidships and is being drydocked. CELTIC STAR.—Buenos Aires, Aug. 20.—Steamer Celtic Star, Rosario for Montevideo, grounded at Km. 62, Parallon Channel, at 6.25 p.m., G.M.T., on Aug. 17, but refloated unassisted and proceeded at 1.30 p.m., G.M.T., on Aug. 18. London, Aug. 21.—The owners of the steamer Celtic Star have received the following cables from Buenos Aires, dated Aug. 20: "Celtic Star, coming from Rosario, grounded at Buoy 82 in thick fog. Pilot states prospects of refloating later by own efforts good. Celtic Star is afloat and now anchored in the roads; no apparent damage." CHARLES W. LYNDE.—London, Aug. 21.—In reply to inquiry with reference to motor fishing vessel Charles W. Lynde, which was reported ashore at the entrance to Long Island Sound on Mar. 30, Lloyd's Agents at New York write under date of Aug. 2: Charles W. Lynde was refloated and repaired. She is now back in operation. (See issue of Aug. 5.) CITY OF SYDNEY.—Brisbane, Aug. 21.—Steamer City of Sydney: Final attempt to locate cable and anchor has failed. (See issues of Aug. 8 and 10.) DROTTNINGHOLM.—See "Strike of Dockers at New York" under "Miscellaneous." EAST COASTER.—London, W., Aug. 21.—British steamer East Coaster, Swansea for Singapore, in ballast, had leaking condenser and defective ballast pump house on Aug. 14 while off Fendlen Light house. Note.—East Coaster arrived at Falmouth on Aug. 14. EMPIRE DARING.—London, W., Aug. 21.—Steamer Empire Daring, Chinwangtao for Vancouver, in ballast, struck Lapointe Pier, Vancouver, on June 19 and had plate on port side abreast of fore rigging indented. EMPIRE GALLANT.—Methil, Aug. 21.—Steamer Empire Gallant arrived here yesterday. (See issues of Aug. 19 and 20.) EMPIRE PROWESS.—Perth, W.A., Aug. 14.—The agents of steamer Empire Prowess report from Fremantle under date of Aug. 5: Empire Prowess, Sydney and Melbourne for Liverpool and Avonmouth with dried mails and coal, returned to Fremantle on July 30 for repairs to leaking ballast tanks, and bunker replenishments. Present indications are that repairs, which were commenced on July 30, will not be completed until next week. FARO.—Dover, Aug. 21.—Norwegian steamer Faro proceeded last evening after effecting repairs to feed supply pipe and general service pump. (See issue of Aug. 19.)

FORT ALBANY.—London, Aug. 21.—The owners of the steamer Fort Albany have received the following message from the master: Noon, Aug. 18, in position lat. 01 55 S., long. 50 44 E., 300 tons of bunkers remaining, consumption 40, poor steaming, maximum pressure 170, speed six knots, weather fair, must bunker; suggest Mombasa, Beira (unreadable). (Note.—Fort Albany is on voyage from Kossior for Durban, cargo phosphates.) FORT AMHERST.—See "Strike of Dockers at New York" under "Miscellaneous." FORT DEARBORN.—London, W., Aug. 21.—While proceeding from Montreal to Quebec on June 1, steamer Fort Dearborn fouled propeller at entrance to Davie Shipbuilding Dry Dock, damaging edges of three blades. FORT YUKON.—London, W., Aug. 21.—While proceeding from Montreal to Sorel on June 2, steamer Fort Yukon, in ballast, struck wooden fender of grain elevator wharf at Sorel and sustained damage to propeller blades. G. G. POST.—London, Aug. 21.—According to advices from the Great Lakes Protective Association at Cleveland, Ohio, dated Aug. 3, the American steamer G. G. Post was in casualty on July 14, 1945. The Association's proportion of the claim amounted to \$11,231. GLADWYNA (yacht).—Great Yarmouth, Aug. 21.—Sailing yacht Gladwyna grounded on the mainland at Happisburgh last night and remains. Crew landed by local residents. Great Yarmouth, Aug. 21.—At 10.29 p.m. yesterday yacht Gladwyna was in distress off Happisburgh, and Cromer lifeboat was launched. At 11.23 p.m. yacht went ashore at Happisburgh; crew of three landed safely. Lifeboat returned, services not required. HANS ALBERT (aux.).—(Copenhagen), Aug. 17.—Motor vessel Hans Albert was in collision with a lighter, belonging to Burmeister & Wain, near Knuipelsbro in June. She also grounded at the entrance to Langø-Vrid on July 7 while on voyage from Copenhagen for Stubbekobing, in ballast.—"Borsen." HARMATRIS.—Iquique, Aug. 20.—Steamer Harmatris left here on Aug. 18 for Valparaiso. (See issue of Aug. 14.) HENNEPIN.—London, Aug. 21.—According to advices from the Great Lakes Protective Association at Cleveland, Ohio, dated Aug. 3, the American steamer Hennepin was in casualty on Oct. 18. The Association's proportion of the claim amounted to \$8234. HIBBING VICTORY.—Mombasa, Aug. 16.—Steamer Hibbing Victory, which was ashore near the mouth of the Moa River, refloated without assistance and proceeded to Tanga and is apparently undamaged and making no water. Surveyor appointed. (See issue of Aug. 19.) HOLLANDIA.—Kiel, Aug. 18.—Dutch motor vessel Hollandia, which left here this morning for Ystad, returned in tow of German tug Blauwulf owing to engine trouble. ILLINOIS.—New York, Aug. 20.—Motor vessel Illinois, grounding in July: Thrust line shafts remove and test, circulating pump repair, together with sundry damages. Cost \$2410.—Salvage Association's Surveyors. IRON PRINCE.—Adelaide, Aug. 21.—Steamer Iron Prince was towed to Adelaide, diver cleared fouled propeller and vessel is now proceeding on voyage to Port Kombia. (See issue of Aug. 19.) ISALT (aux.).—Dublin, Aug. 20.—According to the local Press, motor schooner Isalt, Maryport for Limerick with coal, sprang a leak in heavy seas about 30 miles from Bailey lighthouse and was towed into this port early yesterday morning by the steamer Glenbridge. The engine-room was half filled with water, which was pumped out by Dublin Fire Brigade. The schooner will discharge her cargo of coal at Dublin and go into dry dock for repairs. (See issue of Aug. 21.) JENS TOFT.—Takaraki, Aug. 20.—Danish steamer Jens Toff left here yesterday for Port Bouet. (See issue of Aug. 21.) L. & W. B. C. CO. NO. 14 (barge).—London, Aug. 21.—In reply to inquiry, Lloyd's Agents at New York write under date of Aug. 2: Barge L. & W. B. C. Co. No. 14 was repaired and is back in commission. (See issue of Nov. 10.) LADY WILSON.—See British Judge. LALUN (yacht).—Dover, Aug. 21.—Master of Southern Railway steamer Canterbury reports that yacht Lalun is at Calais and the occupants, including one woman, have been arrested. (See issue of Aug. 21.) LOANDA.—Dartmouth, Aug. 20.—Motor vessel Loanda: Part of cargo has been discharged and vessel drydocked for repairs. (See issue of Aug. 8.) MARIEBORG.—Leith, Aug. 21.—Finnish steamer Marienberg, cargo woodpulp, arrived at Leith yesterday, and is now discharging. (See issue of Aug. 19.) MARINE SHARK.—See "Strike of Dockers at New York" under "Miscellaneous." MARY MCKENNA.—See Mary P. McKenna. MARY P. MCKENNA.—New York, Aug. 17.—Tug Mary P. McKenna (not MARY MCKENNA as published in issue of Aug. 19) sank yesterday at Pier 18, East River, after having sprung a leak off Fulton Street. Vessel will be raised and towed to dry dock for repairs. MASHUK.—Balboa, Aug. 20.—Russian motor tanker Mashuk (Swinemunde and Cuba (Santiago) for Los Angeles (and Vladivostok), in ballast, left here on Aug. 18, but returned on Aug. 20 in tow of Russian steamer Nemirovitch Danchenko with timber damaged and is now effecting repairs. Nemirovitch Danchenko proceeded on voyage to Los Angeles. MISIONES.—Reife, Aug. 20.—Steamer Misiones (Buenos Aires for Puerto Cabello) to-day reports damage to maize in No. 3 hold due to fire two days before arrival at Pernambuco (on Aug. 19), and it may be necessary to discharge part of it. MOUNT DOUGLAS PARK.—London, Aug. 21.—The managers of the steamer Mount Douglas Park (from Calcutta) have received the following wireless message from the master, dated Aug. 20, a.m.: Ship ashore, position desperate. Crew menhene safe. Portishead Radio, Aug. 21.—Following received from steamer Ascansium, timed 2 p.m., Aug. 20: Steamer Mount Douglas Park abandoned, sinking off Preparis Island. Following survivors picked up by Ascansium: Bradley, Young, Ch'n. Histon, Adair, Hall, Holme, Stone and Conins. Good chance for remainder by H.M. ship to-morrow. NEVES.—London, W., Aug. 21.—Trawler Neves, from Lowestoft for North Sea fishing grounds, struck a submerged object in the inner harbour at Lowestoft on Aug. 9 and had rudder stock twisted. (See issue of Aug. 10.) PEIK.—Curacao, Aug. 20.—Motor tanker Peik left here yesterday for Land's End. (See issue of Aug. 21.) Pelayo.—Valparaiso, Aug. 20.—Coquimbo Sub-Agents report: Fire occurred on board vessel Pelayo yesterday, but was quickly extinguished; damage insignificant.

PETER WHITE.—London, Aug. 21.—According to advices from the Great Lakes Protective Association at Cleveland, Ohio, dated Aug. 3, the American steamer Peter White was in casualty on Sept. 4, 1945. The Association's proportion of the claim amounted to \$18,048. PHAME (barge).—London, Aug. 21.—The dumb barge Phame, which caught fire and subsequently sank on July 25 in West India Dock, was raised the following day. (See issue of July 27.) PORT ST. VINCENT.—See Rivercrest. R. J. REYNOLDS.—Gothenburg, Aug. 20.—Steamer R. J. Reynolds is expected to undock on Wednesday evening, Aug. 21. The question of additional ballast is to be discussed to-morrow.—Salvage Association Surveyors. (See issue of Aug. 21.) REGULUS.—See Rio Mendoza. RIO MENDOZA.—Buenos Aires, Aug. 16.—Motor vessel Rio Mendoza was surveyed here on June 10 and subsequent dates in respect of damage stated to have been sustained through collision with tug REGULUS at Km. 4, South Entrance Channel, Buenos Aires, on May 22. Plates on port side were faired, riveted and recaulked, &c., at a cost of 9800 pesos, Argentine paper. RIVERCREST.—Liverpool, Aug. 21.—Steamer Rivercrest reports that when in the vicinity of 31A buoy, New York harbour, on July 8, 1944, a large lighter, in tow of tug PORT ST. VINCENT, when overtaking, struck her on the port bow and swung round stem to starboard side when lighter again struck her on starboard side in way of forepart of No. 5 hold. Rivercrest sustained indent in shell plating and had frames bent on port bow in way of frames 164, 165 and 66 strake H, indent at frame landing on starboard side from frames 33 to 39 strakes H & J, thwartship wooden bulkhead in crew's accommodation started from shell plating and inside door scantling split, gusset plate and bulkhead in chain locker bent, and slight indent in stern. Steamer Rivercrest reports that when moored alongside Keppel Harbour, Singapore, on Jan. 5, she was struck on starboard side amidships by tank steamer WAR AFRIID owing to strong tide. Approximately 20 ft. of bulkhead was set in together with three boat deck and bulwark stanchions. WAR AFRIID is later reported to have broken adrift and struck Rivercrest on starboard side after end. Two sheerstrake plates close to deck and one aft boat deck stanchion were set in and two sections of handrail bent. ROSEHILL.—London, Aug. 21.—The following telegram has been received from the owners of the steamer Rosehill dated Jersey, Aug. 20: Rosehill, now loading coal at Goole, is leaking badly in forehold. (Later): Vessel left Goole at midnight Aug. 20 for Jersey. Rosehill sailed for Jersey early this morning on certificate of seaworthiness for one voyage. (Later): Cargo undisturbed.—Lloyd's Agent per Salvage Association. RUTLAND.—See Borghild. S. & H. NO. 5.—London, Aug. 21.—In reply to inquiry, Lloyd's Agents at New York write under date of Aug. 2: Tug S. & H. No. 5 was salvaged and is at present in dry dock under repairs. (See issue of Feb. 19.) SANTA MARIA.—Barranquilla, Aug. 21.—Tank steamer Santa Maria: After repairs her vessel was inspected by American Bureau representative from Panama, who authorised master to proceed to Rio Janeiro via Aruba. The Santa Maria left on Aug. 11 operating on low-pressure turbine only, from which two rows of blades stripped, with permit to load full cargo. (See issue of July 10.) SAPPERTON PARK.—Victoria, B.C., Aug. 20.—Steamer Sapperton Park left here yesterday for South Africa. (See issue of Aug. 9.) SEAMOBILE I.—London, Aug. 21.—In reply to inquiry, Lloyd's Agents at New York write under date of Aug. 2: Motor tanker Seamobile I, was sold last March, in a damaged condition, to Star & Crescent Boat Company, San Diego, California, who advise us that she has now been renamed SAN JACINTO and is in regular service in transportation of petroleum products on the Pacific Coast. (See issue of Feb. 19.) STEPHEN BEASLEY.—Buenos Aires, Aug. 16.—American steamer Stephen Beasley was surveyed at Mar del Plata on Aug. 4 and subsequent date to ascertain damage stated to have been sustained while in ballast, to dock wall at Mar del Plata during heavy weather on the night of July 17. Vessel was found to have shell plating in No. 4 hold indented, slight indent in port deep tank, four manila ropes strained, stranded and broken, one steel wire rope parted and six cork fenders lost. Certificate of seaworthiness was issued for vessel to proceed to destination, repairs to be effected at owner's convenience. TAMAROA.—London, Aug. 21.—The following message has been received from Buenos Aires timed 4.17 p.m., Aug. 20: Steamer Tamaroa still aground after efforts of eight tugs. Another attempt with tugs will be made at high water to-night, if unsuccessful arrangements made to lighten by discharging 1200 tons of fuel into lighters to-morrow morning. Weather unsuitable to disembark passengers to lighters. Lloyd's Agent in attendance. (See issue of Aug. 21.) THAMES COAST.—Liverpool, Aug. 21.—Steamer Thames Coast reports that while manoeuvring to come alongside quay at Bromborough on July 31 wind caught stern of vessel and starboard bow came in contact with wall. Hawsepipes was broken in two places. THISTLEMUIR.—Bona, Aug. 12.—Steamer Thistlemuir arrived here on Aug. 10, and reported slight damage to tank top in No. 1 hold, due to crossbeam having fallen into the hold while vessel was getting ready for sea at discharging port. Survey was held and repairs were effected to surveyor's satisfaction. No delay was caused. (Note.—Thistlemuir left Bona on Aug. 10.) TRICOLOR.—Amsterdam, Aug. 21.—Small fire broke out in smoking room of Norwegian motor vessel Tricolor to-day, repairing at Netherland Dock Company's dock, in consequence of short circuiting. Fire soon extinguished by fire brigade. VULCANIA.—See "Strike of Dockers at New York" under "Miscellaneous." WAR AFRIID.—See Rivercrest. WILLIAM SIMMONS.—London, Aug. 21.—In reply to inquiry, Lloyd's Agents at New York, write under date of Aug. 2: Tug William Simmons was salvaged and is back in operation. (See issue of Mar. 28.)

ATLANTIC WEATHER REPORTS We have received from the Meteorological Office the following wireless reports, dated Aug. 20, from vessels in the North Atlantic. The times given are G.M.T.:— ARIGUANI.—Noon, 47 18 N., 13 06 W.; W. by N., gentle; overcast; bar. 30 18. 6 p.m., 46 21 N., 13 36 W.; W., gentle; bar. 30 21. ASCANIA.—Noon, 36 00 N., 06 12 W.; E., gentle; cloudless; bar. 30 06. 6 p.m., 36 36 N., 07 48 W.; VNW, gentle; cloudless; bar. 30 00. BALTAZAR.—Noon, 50 00 N., 04 24 W.; NW, by N., mod.; cloudy; bar. 30 06. BARJAMA.—6 p.m., 56 36 N., 02 18 W.; S, light air; partly cloudy; bar. 29 53. BARRINGTON COURT.—Noon, 57 06 N., 13 36 W.; W. by S., mod.; cloudy; bar. 30 09. 6 p.m., 56 54 N., 15 30 W.; S, mod.; fog; bar. 29 97. CAIRNESK.—Noon, 54 00 N., 37 18 W.; NW, fresh; overcast; bar. 30 00. 6 p.m., 54 12 N., 35 54 W.; NW, fresh; overcast; bar. 30 12. CLAN MACAULAY.—Noon, 36 00 N., 06 00 W.; E., mod.; cloudless; bar. 30 06. 6 p.m., 36 30 N., 07 42 W.; SW, gentle; cloudless; bar. 29 97. CLAN MACDONALD.—6 a.m., 49 30 N., 07 12 W.; NW, mod.; cloudy; bar. 30 06. CONSUELO.—6 a.m., 58 36 N., 10 18 W.; NW, mod.; cloudy; bar. 29 86. 6 p.m., 58 30 N., 15 36 W.; S, strong; overcast; bar. 29 77. DURANGO.—Noon, 48 18 N., 05 54 W.; NW, gentle; cloudy; bar. 30 06. EMPIRE MACANDREW.—Noon, 55 48 N., 34 30 W.; NW, mod.; cloudy; bar. 29 83. 6 p.m., 55 36 N., 36 54 W.; NW, strong; overcast; bar. 29 71. 56 06 N., 32 06 W.; NW, mod.; slight EMPIRE MACKENDRICK.—6 a.m., drizzle; bar. 29 62. Noon, 56 00 N., 34 18 W.; NW, fresh; cloudy; bar. 29 86. ESPERANZA BAY.—6 p.m., 49 54 N., 03 00 W.; W. by S., gentle; partly cloudy; bar. 30 03. ENSEX.—Noon, 43 18 N., 23 30 W.; SW, light; cloudy; bar. 30 42. 6 p.m., 42 24 N., 25 24 W.; SW, by W, light; partly cloudy; bar. 30 36. KELMSCOTT.—6 a.m., 53 36 N., 37 36 W.; NNE, strong; squally; bar. 29 83. Noon, 53 36 N., 39 18 W.; NW, strong; overcast; bar. 30 06. MAURETANIA.—6 a.m., 51 18 N., 11 18 W.; NW, gentle; partly cloudy; bar. 30 12. 6 p.m., 50 54 N., 18 00 W.; W, mod.; fog patches; bar. 30 09. PACHENHAI.—6 a.m., 56 18 N., 17 54 W.; S, mod.; drizzle; bar. 29 94. QUEEN MARY.—Noon, 49 12 N., 18 24 W.; SE, by S, mod.; cloudy; bar. 30 21. 6 p.m., 49 36 N., 14 06 W.; W. by N., mod.; fog patches; bar. 30 12. RANCHI.—Noon, 43 18 N., 09 18 W.; N. by W., light; cloudy; bar. 30 27. 6 p.m., 44 36 N., 08 18 W.; NNW, light air; cloudy; bar. 30 24. ROSLIN CASTLE.—Noon, 55 48 N., 34 42 W.; NW, by N., mod.; cloudy; bar. 29 86. 6 p.m., 55 30 N., 37 36 W.; NW, strong; cloudy; bar. 30 00. SAMANCO.—6 p.m., 49 54 N., 11 12 W.; SW, by W, light; fog; bar. 30 09. SOVAC.—Noon, 46 42 N., 22 54 W.; WSW, light; cloudless; bar. 30 33. 6 p.m., 47 12 N., 21 30 W.; encl; cloudless; bar. 30 27. SUFFOLK.—Noon, 47 48 N., 05 54 W.; NW, mod.; partly cloudy; bar. 30 16. 6 p.m., 46 30 N., 04 42 W.; NW, gentle; partly cloudy; bar. 30 12. THAMESFIELD.—Noon, 41 30 N., 27 48 W.; S, light; cloudy; bar. 30 45. 6 p.m., 42 12 N., 26 24 W.; SW, gentle; cloudless; bar. 30 39.

MISCELLANEOUS

LABOUR TROUBLE AT SYDNEY, NEW SOUTH WALES Sydney, N.S.W., Aug. 14.—Owing to a dispute between the Crane Drivers' Union and employers, about 65 firms have decided to close down from Aug. 20 and approximately 10,000 employees will be affected by the lock-out. These workers include boiler-makers, painters, dockers, engineers, smiths, ironworkers and electricians. This will also mean that all shipbuilding yards, dockyards and ship repairing shops will be closed from Aug. 20, with the exception of the Government controlled Garden Island establishment.—Lloyd's Agents. STRIKE OF DOCKERS AT NEW YORK New York, Aug. 20.—About 3550 dockers have stopped work in New York harbour, the War Shipping Administration announced in New York to-night. The stoppage has spread to 25 piers and has halted the loading and unloading of 35 vessels. Earlier a spokesman of the War Shipping Administration said that the strike was spreading rapidly and gives all appearances of turning into a complete harbour walk-out. The stoppage began yesterday and is designed to enforce the demands for a week's holiday by members of the International Longshoremen's Association.—British United Press. New York, Aug. 21.—All piers at Manhattan and Jersey City are tied up by a walk-out of 3500 longshoremen in protest about not receiving vacations promised. The International Longshoremen's Association state that the strike is unauthorised. Forty-three vessels are tied up, including motor vessel ELONORA MERSK and steamer MARINE SHARK. DROTTHINGHOLM and FORT AMHERST. This morning dock workers at piers 11 and 12 at Brooklyn also walked out. New York, Aug. 21.—Work at Piers 95, 96 and 97, North River, was resumed at 1 p.m.

THE WAR

AGHIA KYRIAKI.—London, Aug. 21.—In reply to inquiry, Lloyd's Agent at Piraeus writes under date of Aug. 3: Motor vessel Aghia Kyriaki was wrecked in 1941 near Cape Kephala, Crete. (Note.—Aghia Kyriaki was lost by aerial bombardment on May 28, 1941.) CANARD.—London, Aug. 21.—In reply to inquiry, Lloyd's Agent at Tunis writes under date of Aug. 14: French motor tanker Elonora Mersk, belonging to the French Marine Nationale, was scuttled at La Goulette in November, 1942, by order of the French authorities. The Societe Tunisienne de Sauvageage Zagame is at present engaged in salvage operations and the tug is expected to be afloat at the end of August. ELEONORA MERSK.—London, Aug. 21.—In reply to inquiry, Lloyd's Agent at Crete writes under date of Aug. 13: Motor tanker Elonora Mersk, has not been raised and is still a wreck in Suda Bay. (Note.—Elonora Mersk was badly damaged by aircraft in Suda Bay on May 17, 1941.) KATEGAT.—Sandefjord, Aug. 15.—Motor tanker Kategat, which was taken over by Virks Rederi, Sandefjord, has now been renamed SANDAR. She will be towed from Sandefjord to Immingham for repairs.—"Norges Handels og Sjöfartstidning." (See issue of Aug. 17.) SKIPJACK.—Victoria, Aug. 20.—Steamer Skipjack, in ballast, is reported to have struck a mine outside Ravena at midnight last night and sunk. About ten lives were lost. (See issue of Aug. 21.) Rome, Aug. 20.—Eight of the crew of 22 were lost when the steamer Skipjack, of Newcastle, touched off a magnetic mine off Ravena last night. Italian reports stated. The vessel was proceeding to Ancona to load grain, and the majority of the crew were Maltese.—Reuter.

LOYD'S LIST Page 9 Thur., Aug. 22, 1946 SHIPBROKERS PORTSMOUTH FRASER & WHITE, LTD. LLOYD'S AGENCY Shipbrokers, Stevedores, Tugage, Tugs, Barges, Barkers, Fresh Water, Steam and Ballast. Phone—2455 (5 lines) Tels.—"Fraser Portsmouth" PRESTON HENRY TYRER & CO., LTD. Also at LIVERPOOL SHIPBROKERS, FORWARDING AGENTS, &c. Tel.—"Speed Preston" (Phone—6291) SOUTHAMPTON HEMSLEY BELL LIMITED TANKER OWNERS. SHIP & INSURANCE BROKERS & AGENTS. Tels.—"Hemley Southampton" (Phone—3258) Also Lockheath 199 SWANSEA T. R. W. MASON, LTD. Est. 1874 STEAMSHIP, SHIPPING AND FORWARDING Master Stevedores, Ship and Insurance Brokers, Bunkers Supplied Lloyd's Agents for Swansea and District Phone—Swansea 3131 Tels.—"Mason Swansea" BURGESS & CO., LTD. STEAMSHIP AND FORWARDING AGENTS Master Stevedores, Ship and Insurance Brokers Coal and Patent Fuel Exporters Tel. Add.—"Burgess Swansea" (Phone—2005 (5 lines)) E. MORTON PEEL SHIPBROKER AND FORWARDING AGENT Consignments Solicited 11 & 12, Water Lane, SWANSEA And at 4, Broad Street, Place, E.C.2 Telegrams—"Peel Swansea" Telephone: 4951 (5 lines) WISBECH GARLAND & FLEXMAN Shipbrokers, Chartering Agents, Banker Suppliers, Lloyd's Agents. Also at SEFTON BRIDGE Tels.—"Garland Wisbech" Phone: 173 Wisbech Also at KING'S LYNN JOHN WEBER & CO., LIMITED Shipbrokers, Chartering Agents and Stevedores, Managers Canal Carriers with through service. SUTTON BRIDGE—WISBECH—NORTHAMPTON Head Office—Peterborough Tel. No. 4277# BARCELONA ANCEL JIMENEZ VILCHES Chartering & Steamship Agent, Broker & Stevedoring VIA LAYETANA 15 Tel. Nos.: 22948 and 26395 Telegrams—"AGSOTEL" Barcelona CADIZ DANIEL MAC-PHERSON Y COMPANIA Sociedad Limitada (Established 1840) LLOYD'S AGENTS Telegraphic Address—"Macpherson" LISBON PORTUGAL J. VASCONCELOS, Lda. SHIP AND CHARTERING AGENT'S STEVEDORING LISBON 24, Praca Duque da Terceira Branch Office at PORTO Rua Infante D. Henrique, 73 Telegrams: FIORBL Will gladly furnish information about Portuguese ports and trade STEVEDORES & CARGO SUPERVISORS GRANGEMOUTH DAVID TRAILL & SONS STEVEDORES AND CONTRACTORS Stevedores to all Principal Shipping Firms in the Port THE DOCKS, GRANGEMOUTH Tels.—"Stevedores Grangemouth" (Phone: No. 45) NAVAL & CIVIL TAILORS MERCHANT NAVY OUTFITTERS Established 1818 MILLER, RAYNER & HAYSON, LTD. 110, FENCHURCH STREET, E.C.3. Royal 2995 Royal Albert and Tilbury Docks. 24, North John Street, Liverpool. 35, Oxford Street, Southampton. (Phone: 277) GARDINERS for UNIFORMS R.N.R. and MERCANTILE MARINE Crews Clothing, Oilskins, Etc. LONDON'S LOWEST PRICES 1-3-5, COMMERCIAL RD. (Opposite Aldgate East Station) LONDON, E.1 (Phone—BIS 6751 (3 lines)) NON-MARINE THE STRIKE OF TEA AND RUBBER WORKERS IN CEYLON Colombo, Aug. 3.—While normal conditions have returned to the majority of estates in the Kelani Valley and Dickoya districts, certain properties are still experiencing a considerable amount of labour trouble arising from the fact that a number of labourers have refused to accept the position that they have to be re-registered as their contract of service was terminated as a result of their refusal to work. There are also cases of strikes continuing on individual estates and divisions when a superintendent has refused to re-engage undesirable members of the labour force.—Lloyd's Agents. (See issue of July 12.) THE CRASH NEAR BROGLIE, FRANCE London, Aug. 21.—British Overseas Airways Corporation report that eight persons were killed and a ninth slightly injured as a result of the accident near Bernay, France, yesterday. The killed are: Captain J. R. G. Copeland, first officer J. D. A. Sephton, navigating officer L. R. Hastings, D.F.C., and G. E. Wimbury, radio officer. J. Mossop, D.F.C., D.F.M., and R. E. F. Blades, stewards F. W. Roberts and K. A. L. Boxholm. THE CRASH AT NIAGARA FALLS AIRPORT, ONTARIO Toronto, Aug. 14.—According to the local Press a monoplane, registration letters CF-DGW, crashed at Niagara Falls airport on Aug. 11.—Lloyd's Agents. (See issue of Aug. 21.)



# COASTWISE & HOME TRADE MOVEMENTS

# VESSELS EXPECTED AT UNITED KINGDOM PORTS

Showing Vessel, Voyage, Probable Date, Broker and Berth

C 1	C 2	C 3	C 4	C 5
LONDON Entered Windsor Queen, Aug 21 Sanda, Belfast Lady Dorothy, Irvine Bulwood, Tyne Macrae, Methil Barra Head, Tyne Anewood, Blyth Lynn Trader, Blyth The Countess, Liverpool Acclivity, Selby Serenity, Boston (Lines)	BEACHY HEAD Pd W Aug 21 Sir Alexander Kennedy (Gladonia) SHOREHAM SD Wheelsman, Aug 20 Humble Yewforest, Hull Tudor Queen, Hartlepool Chartsman, Humble SPITHEAD Pd Out Chartsman, Aug 21 Collin William Pearman PORTSMOUTH SD Eminence, Aug 19 Tyne Lincolnbrook, Aug 20 Blyth ST CATH'S PT Pd W Aug 21 Sir Leonard Pearce NEEDLES Pd E Attendat, Aug 20 Ben Johnson NEEDLES Pd W (Corundum, Aug 20) HAMBLE AR Attendat, Aug 20 Falmouth Portshead CHARTSMAN AR British Youth, Aug 20 Newport (LOW) Ben Oliver Portsmouth Ben Johnson, Exeter SOUTHAMPTON SD Mitrap, Aug 19 Arromanches British Youth, Aug 20 Newport (LOW) Ben Oliver Portsmouth (Corundum, Jersey) Energie, Poole Rudderman, Poole Empire Raymond, Flushing POOLE AR Energie, Aug 20 Southampton Foch Rose, Aug 20 Tyne POOLE SD Empire Cricketer, Aug 20 Southampton Kentbrook, Hull Benguela, Blyth Sylvia Beale, Tyne TEIGNMOUTH SD Mytongate, Aug 20 Goole PRAWLE POINT Pd E Aug 20 Empire Marshland (hopper barge) Empire Moorland (hopper barge) HOLYHEAD AR Sieve Bawn, Aug 20 Dublin Cambria, Kingstown Sieve Donard, Dublin HOLYHEAD SD Sieve More, Aug 20 Dublin Sieve League, Dublin EASTHAM AR Multistone, Aug 21 Lancaster San Dario, Mersey Cornel, Port Talbot De Wadden (aux), Dublin EASTHAM SD Lestria, Aug 20 Rottm Kentish Coast, Dublin Antrim Coast, Liverpool City of Malines, Birkenhead Skelwith Force, Preston Crangle, Aug 21 Belfast Moelfre Rose, Belfast Guidesman, Douglas ELLESMERE PT AR Shetland Coast, Aug 21 Manchester ELLESMERE PT SD Skelwith Force, Aug 21 Preston Moelfre Rose, Belfast STANLOW AR Daxhound, Aug 21 Preston STANLOW SD Guidesman, Aug 21 Douglas RUNCORN AR Empire Farjeon, Aug 20 Trepport RUNCORN SD City of Malines, Aug 20 Birkenhead MANCHESTER AR Crangle, Aug 20 Belfast T. P. Tilling, Aug 21 Garston MANCHESTER SD Lestria, Aug 20 Rotterdam Kentish Coast, Aug 20 Dublin Antrim Coast, Aug 20 Liverpool Orkney Coast, Belfast Shetland Coast, Belfast Ellesmere Port Cranley, Belfast GARSTON AR Snowcote, Aug 20 Bangor (Co. Down) Dublin Karr, Dublin Donaghmore, Dundalk Eveleen, Belfast Crosbie, Douglas Briarfield, Aug 21 Dublin Opepe, Belfast Rowan, Newry Owain, Newry GARSTON SD T. P. Tilling, Aug 20 Manchester Broomfield, Belfast Crosbie, Douglas The Lady Belle, Preston Hawarden Bridge, Bideford San Dario, Aug 20 Manchester Karr, Aug 21 Newry Suoverete, Aug 21 Belfast Eveleen, Belfast LIVERPOOL AR Lestria, Aug 20 Manchester Rockville, Preston Perdita, Belfast Helium, Fleetwood City of Malines, Runcorn Ben Eilan, Port St Mary Majorca, Hamburg	PENARTH AR Steersman, Aug 20 Barry PENARTH SD Steersman, Aug 20 Avonmouth BARRY AR Yewmount, Aug 20 Glasgow Brockley Combe, Aug 21 Southampton Palmouth Collin William Pearman London Stanley Force, Garston Asteria, Dublin Pool Fisher, Cardiff BARRY SD Kildrumny, Aug 20 Plymouth Monkstone, Aug 21 Plymouth BARRY IS Pd Up Empire Frieda (tug), Aug 20 for Cardiff BARRY IS Pd Down Empire Reaper, Aug 20 Kildrumny Felspar Baronscourt PORT TALBOT AR Norfolkbrook, Aug 20 Avonmouth Hawthorn, Swansea PORT TALBOT SD Norfolkbrook, Aug 21 Shoreham SWANSEA AR Haldon (aux), Aug 21 Burry Empire Albany Eldorita (aux), Fremington Empire Skipper, Gloucester SWANSEA SD Jasmine, Aug 21 Garston Cairngorm Londonderry MUMBLES Anch Blackwater, Aug 21 Carnalea LLANELLY SD Anglian Coast, Aug 20 Bristol FISHGUARD AR Kenmare, Aug 20 Dublin FISHGUARD SD Kenmare, Aug 20 Dublin HOLYHEAD AR Sieve Bawn, Aug 20 Dublin Cambria, Kingstown Sieve Donard, Dublin HOLYHEAD SD Sieve More, Aug 20 Dublin Sieve League, Dublin EASTHAM AR Multistone, Aug 21 Lancaster San Dario, Mersey Cornel, Port Talbot De Wadden (aux), Dublin EASTHAM SD Lestria, Aug 20 Rottm Kentish Coast, Dublin Antrim Coast, Liverpool City of Malines, Birkenhead Skelwith Force, Preston Crangle, Aug 21 Belfast Moelfre Rose, Belfast Guidesman, Douglas ELLESMERE PT AR Shetland Coast, Aug 21 Manchester ELLESMERE PT SD Skelwith Force, Aug 21 Preston Moelfre Rose, Belfast STANLOW AR Daxhound, Aug 21 Preston STANLOW SD Guidesman, Aug 21 Douglas RUNCORN AR Empire Farjeon, Aug 20 Trepport RUNCORN SD City of Malines, Aug 20 Birkenhead MANCHESTER AR Crangle, Aug 20 Belfast T. P. Tilling, Aug 21 Garston MANCHESTER SD Lestria, Aug 20 Rotterdam Kentish Coast, Aug 20 Dublin Antrim Coast, Aug 20 Liverpool Orkney Coast, Belfast Shetland Coast, Belfast Ellesmere Port Cranley, Belfast GARSTON AR Snowcote, Aug 20 Bangor (Co. Down) Dublin Karr, Dublin Donaghmore, Dundalk Eveleen, Belfast Crosbie, Douglas Briarfield, Aug 21 Dublin Opepe, Belfast Rowan, Newry Owain, Newry GARSTON SD T. P. Tilling, Aug 20 Manchester Broomfield, Belfast Crosbie, Douglas The Lady Belle, Preston Hawarden Bridge, Bideford San Dario, Aug 20 Manchester Karr, Aug 21 Newry Suoverete, Aug 21 Belfast Eveleen, Belfast LIVERPOOL AR Lestria, Aug 20 Manchester Rockville, Preston Perdita, Belfast Helium, Fleetwood City of Malines, Runcorn Ben Eilan, Port St Mary Majorca, Hamburg	Ulster Prince, Aug 21 Belfast Penstone, Aug 21 Piel Sprayville, Workington Sodium, Fleetwood Appliance, Pannaemawr Gorsefield, Pannaemawr Kylecroft, Ayr Moray Coast, Ayr Greypoint, Cork Empire Jonquil, Belfast Antrim Coast, Manchester Louth, Dublin Carrodore, Dublin for Manchester Roman Queen, Aug 21 Rockabil, Aug 21 Kerry, Aug 21 Belfast for Woodside Cattle Stage Llandulas LIVERPOOL SD The report of the sailing of the River Loyne on Aug 19 and the death on Aug 20 was erroneous Monmouthbrook, Saxon Queen, Belfast Ben Eilan, Ramsey Dalgarth Force, Newprt Ulster Monarch, Belfast Kerry, Aug 21 Belfast PRESTON AR Pyrope, Aug 20 Dublin Wallace Rose, Dublin Staley Bridge, Aug 21 Mostyn Ben Ain, Ramsey Skelwith Forth, Elmsmere Port The Lady Belle, Garston PRESTON SD Charles Maciver, Aug 20 Dublin Lady Thomas, Dublin Daxhound, Stanlow Helen Craig, Belfast Archdattan, Belfast FLEETWOOD SD Helium, Aug 20 Birkenhead MARYPORT AR Kyle Rhea, Aug 20 Larne Turquoise, Glasgow Islesman, Portreath Glenageary, Dublin MARYPORT SD First, Aug 20 Londonderry Portavogie, Cork May, Belfast Balmorino, Larne Glenree, Dublin SILOTH AR Antiope (aux), Aug 20 Dublin SILOTH SD Glencaullin, Aug 19 Dublin Sprayville, Workington Spirality, Aug 20 Drogheda Carrickmore, Cork AYR AR Annaghmore, Aug 20 Larne Moyallon, Belfast Melissa, Belfast Kerrymore, Belfast Cumbria, Aug 21 Carrickfergus Blacksod, Belfast Lairdsdale, Belfast Greenisland, Portrush Stramore, Donaghadee AYR SD Snow Queen, Aug 20 Larne Lairdswood, Larne Thorn, Larne Coleraine, Belfast Moyallon, Larne Comber, Aug 21, Belfast Melissa, Belfast Cumbria, Carnlough ARDROSSAN SD St. Mungo, Aug 19 Dublin Adherance, Carrickfergus GLASGOW AR Lairdsburn, Aug 20 Belfast Loch Dunvegan Minard, Ardishaig Ardryne, Campbeltown Lairdsryne, Aug 20 Belfast Moss Rose, Liverpool Royal Scotsman, Belfast Lairdsrose, Londonderry GLASGOW SD Lairdsburn, Aug 20 London Eastern Coast, Lpool via Dundee Sherwood, London Suntrap, London SUNDERLAND SD Southport, Aug 20 Cork Trentwood, London Efra, London Denwick Head Fraserburgh Glen Mary, Peterhead SEAHAM AR Corbridge, Aug 21 London Picardy, Berwick SEAHAM SD Lady Olga, Aug 20 London Afterglow, London Islandmagee, Aug 21 Peterhead Eleanor Brooke, Shoreham Grangeotf, London HARTLEPOOL AR Cortachy, Aug 19 Antwerp MIDDLESBRO SD Dalewood, Aug 20 London Camroux II, Aug 20 Blyth Frank M., Blyth Gowrie, Blyth Keynes, Blyth Corfoss, Blyth King's Cross (tug), London (towing barges Walata and Cairway) King's Cross (tug), London (towing barges Walcourt and Clearway) River Trent, Norwich Yarmouth Trader, Goole FLAMBORO HD Pd N Flare, Aug 21 Tyndall Ebbrix Lochee Dovedale H, Wandie	ABERDEEN SD Mount Battock, Aug 20 Methil Moray Firth, Methil St. Magnus, Lerwick Errol, Newcast Redhall, Blyth Spray, Blyth Sojourner, Methil St. Rognavald, Leith MONTROSE AR Lochside II, Aug 18 Newcastle METHIL AR Yewarch, Aug 19 Shoreham St. Abbs Head, Aug 20 London METHIL SD Inishtrahull, Aug 19 Belfast Sojourner, Aberdeen Westcliffe Hall, Aug 20 London KIRKCALDY AR Aptily, Aug 19 London Empire Firth, Aug 20 Seaham St. Magnus, Aug 21 Leith KIRKCALDY SD Aptily, Aug 20 Leith Glenside, Aug 20 Leith St. Magnus, Lerwick GRANTON AR Allegheyn, Aug 20 Aberdeen LEITH AR Aptily, Aug 20 Kirkcaldy Holburn Head, Aug 21 Stornoway St. Rognavald, Aberdeen Forth, London Spray, Aberdeen LEITH SD Broughty, Aug 21 Kirkcaldy Scottish Co-operator, London Rora Head, Aberdeen ST ABB'S HEAD Pd N Florette (aux), Aug 20 Empire Crocus, Aug 21 ST ABB'S HEAD Pd S Yewarch, Aug 21 Aberchallan BLYTH AR Camroux II, Aug 20 Shackton Dominance, Middlesbrough Beeston, Ipswich Queenworth, Aug 21 London John Hopkinson Dona Flora, Ipswich Moray Firth, Aberdeen Redhall, Aberdeen Yewbranch, Boness Warren Chase, Peterhead Warren Court, Peterhead BLYTH SD Nordic Queen, Aug 20 Plymouth Stream Fisher, Tyne Hudson Bay, London Paul M., Southampton Foreland, London Western Hill, Gweek Corglen, London Empire Fabric, London Empire Condor, Chatham Amenity, London Moorwood, London St. Kenneth, Dublin Cormount, Aug 21 London Thrift, Aberdeen TYNE AR Moorewood, Aug 20 Aberdeen Afterglow, Blyth Empire Fabric, Blyth Westcliffe Hall, Aug 21 Scottish Co-operator, Glamis SPURN HEAD Pd In Ben Read, Aug 20 Constance H., Aug 21 Aridity, Aug 21 Knebworth Serenity SPURN HEAD Pd Out Saltfleet, Aug 20 Belgrave, Aug 20 HULL AR Assurity, Aug 20 London Yewforest, Aug 20 Shoreham HULL SD Blyth, Aug 20 Goole Fairly, Aug 21 Thornaby GOOLE AR Empire Fanal, Aug 20 Cantley Robrix, Hull Magrix, Aug 21 London Blyth, Rotterdam GOOLE SD Springwave, Aug 20 Hartlepool Alt, Aug 21 Amsterdam Marlowood, London Robrix, Gravesend Belgrave, Guernsey Rosehill, Jersey BOSTON, Lincs AR Lizzie & Annie, Aug 21 Hull YMUDBEN SD Empire Seabule, Aug 21 London KING'S LYNN AR Charles M., Aug 20 Sheerness Pass of Ballater, Salt End KING'S LYNN SD Ben Read, Aug 20 Salt End Constance H., Aug 21 Salt End GT YARMOUTH RDS Pd N Cormarsh, Aug 20 Sodality Dron, Camberwell, Aug 21 Sewer, Trent, Aug 21 Ethylene, Boston Boston Trader, Cornishbrook Corfen, Aug 21 Kerbrook, Durward Frank M., London Gowrie, Blyth Keynes, Blyth Corfoss, Blyth GT YARMOUTH RDS Pd S Will Everard (s.v.), Fred Everard, Aug 21 Empire Seabule, Eldon, London Norman Queen, London Imber, Liverpool J.F.V., Aug 21 ANTWERP SD Goldfinch, Aug 20 London Bury, London Crambie, Rumpst

C 6	C 7
FLAMBORO HD Pd S Nordic Queen, Aug 20 Pass of Melort Trentwood, Aug 21 King's Cross (tug) Hudson Bay Paul M. Foreland Efra (pres) Chelwood (pres) Lady Olga Moorewood Afterglow Empire Fabric Westcliffe Hall, Aug 21 Scottish Co-operator, Glamis SPURN HEAD Pd In Ben Read, Aug 20 Constance H., Aug 21 Aridity, Aug 21 Knebworth Serenity SPURN HEAD Pd Out Saltfleet, Aug 20 Belgrave, Aug 20 HULL AR Assurity, Aug 20 London Yewforest, Aug 20 Shoreham HULL SD Blyth, Aug 20 Goole Fairly, Aug 21 Thornaby GOOLE AR Empire Fanal, Aug 20 Cantley Robrix, Hull Magrix, Aug 21 London Blyth, Rotterdam GOOLE SD Springwave, Aug 20 Hartlepool Alt, Aug 21 Amsterdam Marlowood, London Robrix, Gravesend Belgrave, Guernsey Rosehill, Jersey BOSTON, Lincs AR Lizzie & Annie, Aug 21 Hull YMUDBEN SD Empire Seabule, Aug 21 London KING'S LYNN AR Charles M., Aug 20 Sheerness Pass of Ballater, Salt End KING'S LYNN SD Ben Read, Aug 20 Salt End Constance H., Aug 21 Salt End GT YARMOUTH RDS Pd N Cormarsh, Aug 20 Sodality Dron, Camberwell, Aug 21 Sewer, Trent, Aug 21 Ethylene, Boston Boston Trader, Cornishbrook Corfen, Aug 21 Kerbrook, Durward Frank M., London Gowrie, Blyth Keynes, Blyth Corfoss, Blyth GT YARMOUTH RDS Pd S Will Everard (s.v.), Fred Everard, Aug 21 Empire Seabule, Eldon, London Norman Queen, London Imber, Liverpool J.F.V., Aug 21 ANTWERP SD Goldfinch, Aug 20 London Bury, London Crambie, Rumpst	Manchester Port, Baltimore, Aug 24-25 Furness, Withy & Co. (Surrey Com.) Manderson, Calcutta, Aug 25 A. Howden & Co. (Tilbury) Masirah, Bombay, end Aug Anchor Line Mathura, Calcutta, Aug 24 H. Howden & Co. (Tilbury) Moreton Bay, Wellington, Aug 25 G. Thompson & Co. Neocordia, Houston, Aug 23 W. Hurst (Iste of Grain) Nerrim, London, Aug 25 Vainwright Bros. & Co. (Tilbury) Ocean Courier, Malabar Coast via Haarlem, Holland Cayzer, Irvine & Co. Papanui, Sydney, Aug 21 Birt, Potter & Hughes Pembra, Calcutta, mid Sep Gray, Dawes & Co. Perim, Sydney, Aug 23 P. & O. S. N. Co. (Royal Albert) Pollyux, Launses, now due S. L. A., Ltd. (Empire Paper Mills) Port Dundee, Auckland, Sep 2 Port Line Port Halifax, Melbourne, Aug 26 Port Line (King George V.) Port Macquarie, Sydney, end Sep H. L. Lines Queda, Calcutta, Aug 29 Gray, Dawes & Co. Ranchi, Bombay via Southampton, Aug 24 P. & O. S. N. Co. (King George V.) Rangitiki, Wellington, Sep 21 J. B. Westray & Co. Rnshine, Auckland, Sep 11 J. B. Westray & Co. St. Clears, Trinidad, Aug 31 Howard Tenens (West India), end Aug St. Margaret, Rosario, end Aug St. Howard Tenens (Bellamy's W.I.), Sep 3 Samakon, Kingston (Jamaica), Sep 3 Royal Mail Lines (Victoria), Sep 25 Sambay, Singapore, Sep 25 P. & O. S. N. Co. Samonson, Santos via Liverpool, Sep 2 Howard Tenens, Ltd. Sameveron, Calcutta, Oct 9 Montgomerie & Workman, Sep 30 Samfield, Calcutta, Sep 30 Cayzer, Irvine & Co. Samlyth, Auckland, end Sep J. B. Westray & Co. Sampan, Beira via Antwerp, Aug 25 Union-Castle Mail S.S. Co. Santivan, Wellington via Antwerp, early Sep Shaw Savill & Albion Co. Samtyne, N. Pacific, end Sep Furness, Withy & Co. (Surrey Com.), Aug 29 G. S. N. Co. (London Dk.), Sep 9 Saxon Star, General Uriburu, Sep 9 Blue Star Line Selandia, Bangkok, abt Sep 15 Escobar, McGrath & Co. Shuna, Lofholm & Batskarnas, Aug 23-24 D. Bruce & Co. Strathmore, Bombay via Southampton, Sep 1 P. & O. S. N. Co. (London Dk.), Sep 11 Suffolk, Wellington via Dakar, now due J. B. Westray & Co. (Royal Albert), now due Sunnaland, Alexandria, now due Prince Line (West India), Aug 27 Sydney Star, Buenos Aires, Aug 27 Blue Star Line Teviot, Puerto Desado via Havre, Sep 4 Royal Mail Lines Umtata, Beira via Hull, early Oct Biar, King & Co. (West India) Umtata, Durban, Aug 27 Union-Castle Mail S.S. Co. (West India), now due Virgo, Mantoloking via Hull, now due G. G. & Co. (Surrey Com.) Waimana, New Plymouth, Sep 13 Shaw Savill & Albion Co. Waiwera, Cairns, Oct 12 Shaw Savill & Albion Co. Zealand, Genoa, Aug 29 Currie Line SOUTHAMPTON Aquitania, Halifax, Aug 24 Cunard White Star (Ocean) Athlon Castle, Singapore, Sep 7 Union-Castle Mail S.S. Co. Attila, Puerto la Cruz, now due Llandoverry Castle, Madras, abt Sep 24 Union-Castle Mail S.S. Co. via W. C. Africa, abt Sep 24 Marine Marlin, Buenos Aires, Aug 31 Benj. Ackery & Son. Orontes, Bombay, Sep 2 Belamy & Co. Queen Mary, New York, now due Cunard White Star (Berths 43/44, Ocean) Ranchi, Bombay, Aug 22 Escobar, McGrath & Co. Riebeck Castle, Port Natal via Liverpool, Aug 29 Union-Castle Mail S.S. Co. Rye Cove, New Orleans, Aug 22 Angle-American O.C. Co. (Hamble), Aug 30 Somerseshire, Rangoon, Aug 30 Escobar, McGrath & Co. Strathmore, Bombay, Aug 30 Escobar, McGrath & Co. PORTLAND British Glory, Trinidad, Aug 24 G. H. Collins & Co. (H.M. Dockyard) PLYMOUTH British Commerce, Aruba, Aug 22 Belamy & Co. Southern Prince, Trincomalee, Aug 22 Weekes, Phillips & Co. FOVEY Devon, Cardiff, Aug 24-26 Hamman, Samuel & Co. (G.W.R. Jetties) Kajsa Christensen, Palmouth, Aug 23-24 Hannan, Samuel & Co. (G.W.R. Jetties) AYONMOUTH Avrstan, Abadan, mid Sep F. C. Strick & Co. D. L. Harper, Aruba, Aug 25 Holderness, Hull, Aug 23 James & Hodder (Avonmouth or Bristol) Sanderwent, Mauritius, Sep 18 Bethell, Gwyn & Co. Samingos, Melbourne via Genoa, end Sep Bethell, Gwyn & Co. BRISTOL Adolf Bratt, Sundsvall, Aug 25 Whitwill, Cole & Co. Boston City, New York, Aug 29 J. Hill & Sons Eemstroom, Amsterdam, Aug 22 Turner, Edwards & Co. Hoken, Gothenburg, end Aug James & Hodder. Holderness, Hull, Aug 23 James & Hodder (City or Avonmouth) Inger, Baltic ports, now due Mark Whitwill & Son Nancy Lane, Kook, Sep 7 Whitwill, Cole & Co. Redstart, Oporto via Glasgow, Aug 24 Turner, Edwards & Co. SHARNESS Araton, Sweden, early Sep James & Hodder. Kajsa Christensen, Sweden, Aug 1 James & Hodder. Slesish, Hamburg, Aug 1 James & Hodder. NEWPORT Aldebaran, Antwerp, Sep 2 Morley, Son & Co. (Alexandra) Inishowen Head, New York via Cardiff, end Aug Houlder Bros. & Co. MANCHESTER Houlder Bros. & Co. CARDIFF Dr. Heinrich Wiegand, Bremerhaven, now due W. Cory & Son. Halvard Bratt, Karistad, end Aug Aadnesen & Dahl BARRY Borslyan, Avonmouth, Aug 28-29 H. Bovey & Co. (No. 2) SWANSEA Durenda, Avonmouth, Aug 25 Simpson Bros. (Swansea) (King's), Gloucester City, Montreal via Bristol, Aug 24 Houlder Bros. & Co. (King's), Redstart, Bristol, Aug 27 T. H. Couch (King's), Aug 26 Sangara, Avonmouth, Aug 26 H. H. Couch (A Shed, King's), Aug 26 MERSY Adrastrus, Hongkong, Aug 22 A. Holt & Co. American Forwarder, New York via Dublin & Manchester, early Sep United States Lines Antenor, Durban, Aug 27 A. Holt & Co. Anglia, Gothenburg via Manchester, Aug 29 Bahr, Behrend & Co. Arkoka, Bremerhaven, Sep 4 Booker Bros. McConnell & Co.

ARTISAN	NEW ORLEANS	ASCANIA	PORT SAID	CUNARD WHITE STAR	CITY OF BRISTOL	BEIRA VIA LONDON AND ANTWERP	CITY OF EXETER	KARACHI & BOMBAY	CITY OF NORWICH	PHILIPPINES AND HONGKONG VIA LONDON	CLAN ANGUS	MOMBASA	CAYZER, IRVINE & CO.	COMBIEBANK	BEIRA VIA ANTWERP	ELDER DEMPSTER LINES	CORRIENTES	BUENOS AIRES	DONALDSON BROS. & BLACK	CUSTODIAN	LAS PIEDRAS	DEMOCRACY	BAUAVIA	A. HOLT & CO.	BUENOS AIRES	DEVIS	BUENOS AIRES	LAMPORT & HOLT LINE	EMPIRE CAPULET	SYDNEY	EMPIRE GALLANT	NORRKOPING	via Manchester	now due	W. H. STANT & CO.	EMPIRE MESSER	BUENOS AIRES	SEPT 12	HOULDER BROS. & CO.	EMPIRE PROGRESS	SYDNEY VIA DURBAN	SEP 23	J. DOWIE & CO.	EMPIRE SWORDSMAN	MATADI	AUG 29-30	EMPIRE YAKON	NEW YORK	now due	CUNARD WHITE STAR	ENID VICTORY	NEW WESTMINSTER	now due	C. G. DUNN & CO.	FANAD HEAD	MONTRAIL VIA DUBLIN	abt Aug 29	PORT BRUNSWICK	TAKORADI	AUG 25	R. D. JONES (BIRKENHEAD)	FORT MUSQUARRO	NEW YORK	via Bremen	end Aug	CUNARD WHITE STAR	FORT STURGEON	LAGOS	early Sep	H. TYRER & CO.	FREDERICK BANTING	NEWCASTLE (NSW)	OCT 19	Fruivalde Hills	TRINIDAD	AUG 24	Furness, Withy & Co.	(Dingle Oil Jetty)	Glenbeg	SHANGHAI	SEP 21	A. HOLT & CO.	Glenfilius	HONGKONG	AUG 22	A. HOLT & CO.	Green Mountain	WILMINGTON (N.C.) & NORFOLK (VA.)	SEP 13	A. Coker & Co.	Norfolk (Va.)	end Aug	Guinean	Lagos	end Aug	H. TYRER & CO.	Hermiston	Tampa	SEP 9	Bahr, Threms & Co.	Historia	SEP 4	T. & J. Harrison	Kaituna	MELBOURNE	AUG 22	J. DOWIE & CO.	Kana	now due	Moss Hutchison Line	Kumasia	W. C. Africa	SEP 1	H. TYRER & CO.	Lanarkshire	Fremantle	SEP 14	Cayzer, Irvine & Co.	Lancashire	Bombay	AUG 25	Bibby Bros. & Co.	Letitia	Halifax	AUG 24	Donaldson Line	Lobos	SEP 10	P. S. N. Co. (Canada)	Lone Star	Savannah	end Aug-early Sep	A. Coker & Co.	Loriga	Antofagasta	SEP 12	P. S. N. Co. (Canada)	Menelaus	Hongkong	end Oct	A. Holt & Co.	Monarch of Bermuda	Singapore	end Sep	Furness, Withy & Co.	Nestor	Newcastle (N.S.W.)	SEP 18	A. Holt & Co.	Novelist	Calcutta	AUG 25	T. & J. Harrison	Oceania	Singapore	SEP 2	A. Holt & Co.	Orbita	Sydney	SEP 19	P. S. N. Co.	Othello	Lima	now due	R. D. Jones (Birkenhead)	Pacific Express	Rio Janeiro	AUG 24	Lamport & Holt Line	Parima	Buenos Aires	SEP 20	P. S. N. Co.	Perthshire	Brisbane	SEP 18	Cayzer, Irvine & Co.	Pinzon	Cadiz	AUG 23	MacAndrews & Co.	Reina del Pacifico	Managon	SEP 1	A. Holt & Co.	Rhexenor	Port Pirie	SEP 17	A. Holt & Co.	Richmond Hill	Calcutta	SEP 14	Riebeck Castle	Port Natal	SEP 24	Elder Dempster Lines	Samaria	Bombay	SEP 2	Cunard White Star	Samconson	Santos	AUG 26	Canada S.S. Lines (Overseas), Ltd.	Sanderwent	Mauritius via Avonmouth	SEP 29	Cayzer, Irvine & Co.	Sambal	Bombay	mid Oct	A. Holt & Co.	Samite	Melbourne	mid Oct	A. Holt & Co.	Samothrace	Antofagasta	AUG 24	P. S. N. Co. (Canada)	Samphire	Madras	Oct 15	Ellerman Lines	Samsjovia	Alexandria	SEP 7	J. Dowie & Co.	Samzonia	Vancouver	SEP 8	P. S. N. Co.	Santack	Beira via Antwerp	mid Sep	Elder Dempster Lines	Sarmiento	Valparaiso	SEP 6	P. S. N. Co. (Canada)	Scyria	Bombay	AUG 31	Anchor Line	Sovac	Port Arthur	AUG 22	Furness, Withy & Co.	Staffordshire	Rangoon via Lagos	AUG 30	Bibby Bros. & Co.	Temele	Port Harcourt	AUG 31	Elder Dempster Lines	Teucer	Hongkong	SEP 15	A. Holt & Co.	Verua	Sweden	SEP 10	Vogt & Maguire	GARSTON	Barrgrove	Galveston	AUG 29-30	A. Coker & Co.	Empire Taft	Barcelona	AUG 24	MacAndrews & Co.	Tetley	Port Antonio	AUG 25	Elders & Wyffes	MANCHESTER	American Forwarder	New York via Dublin	end Aug	H. Watson & Co.	Balkara	Abadan	AUG 22	H. Watson & Co. (Ellesmere Port)	Empire Gallant	Sundsvall	now due	Ellerman's Wilson Line	Kongslad	Cragno	now due	Vogt & Maguire	Liverpool	(Stow)	Kora	West Norway	abt Aug 25	Siewright, Bacon & Co.	Molmo del Rey	Aruba	AUG 25	H. Ross & Co. (Liverpool)	(Stanlow)	Nearea	Curacao	AUG 22	Brinings (Shipping)	(Stanlow)	Nearea	Curacao	AUG 23	Brinings (Shipping)	(Stanlow)	Roy James	Cole Houston	now due	H. Watson & Co.	Voco	Philadelphia via Liverpool	abt Aug 22	Manchester Liners (Mode Wheel)	HEYSHAM	Kaptein Worsse	Galveston	AUG 25	J. Fisher & Co.	Empire Tagulam	New Orleans	now due	J. Fisher & Co.	BARROW	Fort Wedderburne	Pepel	AUG 24	J. Fisher & Sons	WORKINGTON	Penhale	Pepel	now due	United Steel Companies	CLYDE	Clan Angus	Mombasa via Liverpool	SEP 27	Cayzer, Irvine & Co.	Clan Chattan	Newcastle (NSW)	SEP 11	Cayzer, Irvine & Co.	Clan Macaulay	Sydney	AUG 25	Roxburgh	Colin Scott & Co.	Eastern Prince	Lagos via Naples	SEP 5-10	Furness, Withy & Co.	Esso	Saranac	Trinidad	AUG 25	A. Weir & Co. (Bowling)	Marine Raven	Naples	AUG 23	City	Nestor	Newcastle (N.S.W.) via Liverpool	end Sep	Aitken	Lilburn & Co.	AUG 23-24	Rautas	Lulea	SEP 5	J. Jenkins & Son	(Rothesay Dk)	Richmond Castle	Durban	SEP 5	Union-Castle Mail S.S. Co.	Samidway	Melbourne via Liverpool	end Aug	Aitken	Lilburn & Co.	BELFAST	Esso	(Hawes)	Hamburg	AUG 24	Lawther & Harvey
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**VESSELS EXPECTED AT UNITED KINGDOM PORTS**

(Continued from page 10)

Origin	Vessel	Arrival
DUBLIN	American Forwarder, New York	Aug 26
G. Hall & Co.		
Fanad Head, Montreal		Aug 25-26
Irish Hazel, New York		Aug 24
Limerick S.S. Co.		
Irish Larch, Killybegs		Aug 23
Worford S.S. Co.		
Irish Poplar, Montreal		Sep 9
Limerick S.S. Co.		
Mosdale, Rio Janeiro		Aug 28
A. Burke		
DUNDEE	Hurmer, Calcutta via London, T. & J. Brocklebank	Aug 27
Gurna, Calcutta via London, Morrison, Polkett & Blair		mid Sep
Mandara, Calcutta via London, T. & J. Brocklebank		Sep 12
Manipur, Calcutta via London, C. Barrie & Sons		Sep 1
Wearwood, Takoradi		Aug 26
Dewar & Lawson		
CRANMOUTH	British Ambassador, Abadan	Sep 10
Hopkin, Paton & Co.		
Marpessa, Falahel, Hopkin, Paton & Co.		end Aug
GRANTON	Christine Marie, Suss, Moffat & Warden	now due
BONNESS	Marie Flore, Lillesand	Aug 1
LEITH	Cairnes, Montreal via Tyne, Furness, Withy & Co. (Imperial)	Sep 1
Durward, Rotterdam		Aug 22
Geo. Gibson & Co.		
Tromsø, Bergen		Aug 26
Furness, Withy & Co. (Albert)		
TYNE	Agios Georgios, Archangel, Antonopolis Bros.	Aug 22
(Commissioners' Staiths)		
Astres, Bergen		Aug 23
P. H. Mathiesens & Co. (Tyne Commission Qy.)		
Bretagne, Oslo		Aug 25
H. Mathiesens & Co. (Tyne Commission Qy.)		
Cairnes, Montreal		Aug 22-23
Cairns, Noble & Co.		
Jupiter, Bergen		Aug 26
H. Mathiesens & Co. (Tyne Commission Qy.)		
Megara, Houston via Southampton		now due
Stagpool, Singapore, & Ronen		now due
Common Bros.		
(Smith's Dks., N. Shields)		
HARTLEPOOL	Egton, Newcastle (N.B.)	Aug 25
E. A. Casper Edgar & Co.		
Empire (Canadian, New Westminster)		Sep 18-19
MIDLEBROUGH	Dalhmen, Lulea	now due
Swedish Iron Ore, Ltd.		
Empire Congar, Rio Janeiro		Sep 3-4
T. H. Donkin & Sons		
Fionn, Copenhagen		now due
Escombe, McGrath & Co. (L.N.E.R. Dk.)		
Fort Anne, Takoradi		Aug 30
Swedish Iron Ore, Ltd.		
Kuzniger, J. G. Beckston, Ltd.		now due
Korso, Oslo, Sweden		now due
Swedish Iron Ore, Ltd.		
HULL	Aylesbury, Middlesbrough, McGregor, Gow & Holland	Sep 6
(King George)		
Beuldie, Hongkong via London, Porter & Henderson		early Oct
Bendloch, Port C. Sultan, Porter & Henderson		now due
Berkelstom, Amsterdam, Ellerman's Wilson Line (Humber)		now due
Bury, Antwerp		Aug 22
Ellerman's Wilson Line (Wm. Wright)		
Empire Gunfleet, Vancouver		Aug 26
W. Brown, Atkinson & Co.		
Empire Success, Mombasa via London		Sep 1
McGregor, Gow & Holland		
Hartog, Hamburg		Aug 22
Ellerman's Wilson Line (Wm. Wright)		
Highwear, Kolkata		Sep 5
Stanhope S.S. Co. (Victoria)		
Kaunata, Newcastle (N.S.W.)		Sep 25
Lossiebank, Sydney		mid Sep
McGregor, Gow & Holland		
Luhlan, Copenhagen		now due
McGregor, Gow & Holland		
Melrose, Abbey, Rotterdam, Ellerman's Wilson Line		now due
Queda, Calcutta via London & Antwerp		mid Sep
Ellerman's Wilson Line, Rembrandt, Vancouver		end Aug
W. A. Massey & Sons		
Saga, Copenhagen		Aug 23
Ellerman's Wilson Line (Wm. Wright)		
T. Iosario, W.C. Africa		end Sep
McGregor, Gow & Holland		
(Alexander)		
Sampout, W.C. Africa		Sep 1
John H. Whitaker, Ltd.		
Skjold, Copenhagen		now due
Ellerman's Wilson Line (Wm. Wright)		
Tasara, Copenhagen		Aug 25
Ellerman's Wilson Line (Albert)		
Umtali, Beira		Sep 20
McGregor, Gow & Holland		
Waim Brownrigg, Loftholmen		Aug 26
IMMINGHAM	Ocean Wayfarer, Quebec, P. Bengtsson & Co.	Aug 25
KING'S LYNN	Forsihill, Gothenburg, Garland & Plesman	now due
LOWESTOFT	Ribston, Lough	Aug 25
Small & Co. (Lowestoft), Ltd. (North Qy.)		

**WIRELESS REPORTS**

Ariguani—16 24 N, 14 36 W, Aug 20, 6 p.m.
Ascania—36 36 N, 07 48 W, Aug 20, 6 p.m.
Ascanias—Off Prepara Island, Aug 20, 2 p.m.
Barrington Court—56 54 N, 15 30 W, Aug 20, 6 p.m.
Benedict—Gibraltar, Aug 18, 3 35 p.m.
Bonaparte—Pernambuco, in 33 00 N, 13 00 W
Brahmoholm—Hd Gothenburg, 18 00 W 1 S
Butt of Lewis, Aug 16, noon
Cairnes—51 12 N, 35 54 W, Aug 20, 6 p.m.
Chai Macaulay—36 30 N, 07 42 W, Aug 20, 6 p.m.
Consuelo—58 30 N, 15 36 W, Aug 20, 6 p.m.
Elisavet—Gibraltar, Aug 16, 2 40 p.m.
bd Rouen
Empire Halberd—53 36 N, 01 18 E, Aug 20, 6 p.m.
Empire Macandrew—55 36 N, 36 54 W, Aug 20, 6 p.m.
Empire Mac Kendrick—56 00 N, 34 18 W, Aug 20, noon
Empire Rapier—53 36 N, 01 48 E, Aug 20, 6 p.m.
Esperance Bay—49 54 N, 03 00 W, Aug 20, 6 p.m.
Essex—42 24 N, 25 24 W, Aug 20, 6 p.m.
Hollypark—Porthsea, Aug 20, 3 30 a.m.
Kelmscott—53 30 N, 39 18 W, Aug 20, noon
Marin L—Gibraltar, Aug 18, 10 14 a.m.
bd Piraeus
Maurentina—50 54 N, 18 00 W, Aug 20, 6 p.m.
Pachashan—56 18 N, 17 54 W, Aug 20, 6 p.m.
Ragmhillsholm—223 m E of S of Sandy Hook Aug 16, noon
Ranchi—44 36 N, 08 18 W, Aug 20, 6 p.m.
Roslin Castle—55 30 N, 37 36 W, Aug 20, p.m.
Saino—49 54 N, 11 12 W, Aug 20, 6 p.m.
Sovac—47 12 N, 21 30 W, Aug 20, 6 p.m.
Suifok—49 00 N, 04 42 W, Aug 20, 6 p.m.
Svanholm—52 m NE of Rockall Aug 16, noon
Thamesfield—42 12 N, 20 24 W, Aug 20, 6 p.m.

**SHIPS IN PORT**

(Continued from page 6)

**MERSEY—IN PORT**

*Docks are at Liverpool unless otherwise shown*

Vessel	Tons Gross	Dk. or Wf.	Broker
ALLERTON, 1195, W. Float, Bahr, Behrend & Co.			
AMERICAN MANUFACTURER, 6821, Sandon, C. G. Dunn & Co.			
ANNA 11, 478, Clarence Dry 2, Ross, Ryan & Co.			
ANTRIM COAST, 646, Trafalgar, Coast Lines			
APPLIANCE, 200, Carriers', W. A. Savage			
ASPERITY, 667, Bromborough, Athel			
ATHELPRINCE, 8782, Bromborough, Athel			
AUTHORITY, 616, Bromborough, Caleb Brett			
BAITIC QUEEN (ex Balmabad), 1423, Coburg, A. Coker & Co.			
BANKVILLE, 539, Wallasey, J. S. Monks			
BEAVERFORD, 9881, Gladstone, 1 Canadian			
BEINOR, 2871, Gladstone, Siewright, Bacon & Co.			
BONIFACE, 4928, Langton, Booth S.S. Co.			
BOPHINA, 2407, Sandon, Cunard S.S. Co.			
BRITANNIC, 26,943, Gladstone 2, Cunard			
Britannic Star			
BURISIT, 889, Nelson, Coast Lines			
BUSIRIS, 943, Toxteth, Moss-Hutchinson			
CAID ALI AH (ex Chesire Coast), 1122, Bramley-Moore, H. Tyrer & Co.			
CAPE SABLE, 4598, King's 2, Booth S.S. Co.			
CARA, 760, Harrington, B. W. Turner & Son			
CATINA, 939, Canning, Cement Marketing Co.			
CHANT, 58, 401, Collingwood, Houlder Bros. & Co.			
CITY OF ALMA, 6165, E. Float, Lampart & Ho L. Line			
CITY OF CAPE TOWN, 8046, Huskisson 5, Hall Line			
CITY OF CARLSLE, 9913, W. Float, Hall Line			
CITY OF DURHAM, 10,025, Huskisson, Ellerman Lines			
CITY OF HONGKONG, 9606, Herculesum, Dry 4, Hall Line			
CITY OF MALINES, 373, Morpeth, E. W. Turner & Co.			
CLAN CAMPBELL, 9545, Canada 1, Cayzer, Irvine & Co.			
CLAN CAMPBELL, 9655, Gladstone 2, Cayzer, Irvine & Co.			
CLAN MACDONALD, 5447, Victoria, Cayzer, Irvine & Co.			
CLARA MONKS, 577, Morpeth, J. S. Monks			
CLOYNE COAST, 511, Trafalgar, Coast Lines			
CORAL QUEEN, 303, Trafalgar, MacAndrews & Co.			
CORNTHIAN, 3151, Canada 3, Ellerman & Papanayanni Lines			
CORINTHIC, 15,000, Cammell Laird & Co.'s Wet Bsn., Gray Bracie & Co.			
DALLAS CITY, 7079, Queen's Dry, A. Coker & Co.			
DESTRIAN, 3527, Queen's 1, Ellerman & Papanayanni Lines			
DIPLODON, 8149, Bromborough, H. Tyrer & Co.			
DUGLASS OF BEDFORD, 20,123, Gladstone 1, Canadian Pacific S.S.			
DUNKERY BEACON, 7069, E. Float, R. & D. Jones			
DURHAM COAST, 783, Bramley-Moore, Coast Lines			
EL GALLO, 8032, Bidston, C. T. Bowring & Co.			
EL MIRIA, 8992, Cammell Laird & Co.'s Dry 6, C. & Rowlett & Co.			
ELIDIR, 398, Albert, J. S. Jones			
ELMFIELD, 450, Bramley-Moore, W. A. Savage			
EMPIRE BATTLEAXE, 7177, Alexandra 1, Cunard White Star			
EMPIRE CAMEL, Harrington, Ellerman			
EMPIRE CONTOUR, 965, Bramley-Moore, Monroe Bros.			
EMPIRE FARJON, 410, Lpool			
EMPIRE GANGES, 3744, Grayson, Rollo & Clover's Dry 2, Brinings (Shipping)			
EMPIRE GARETH, 2875, E. Float, Moss Hutchison Line			
EMPIRE GRENADIER, 9811, Cammell Laird & Co.'s Wet Bsn.			
EMPIRE HELMSDALE, 2978, W. Float Dry			
EMPIRE JONQUIL, 369, Trafalgar, Coast Lines			
EMPIRE LASS, 813, Morpeth, Brinings			
EMPIRE MAYMORN, 300, Salthouse, W. A. Savage			
EMPIRE MAYTOWN, 394, Canning, W. A. Savage			
EMPIRE NILE, 6318, Grayson, Rollo & Clover's Dry 6, J. Dowie & Co.			
EMPIRE PLOVER, 6109, Langton, T. & J. Harrison			
EMPIRE RAZORBILL, 5118, Langton Dry 1			
EMPIRE RUBY, 667, Cammell Laird & Co.'s Dry 2, Elder Dempster Lines			
EMPIRE SALSIBURY, 8199, Bidston, E. H. Mandy & Co.			
EMPIRE SIEBRVATER, 4970, Huskisson 5, Polkett & Co.			
EMPIRE SYBL (tug), 276, Birkenhead, Mersey Docks & Harbour Board			
EMPIRE THORNTON (ex Herman Anderson), 171, Victoria, Houlder Bros. & Co.			
EMPIRE VENTURE, 12,639, W. Float, H. Tyrer & Co.			
EMPIRE WAVENEY, 12,844, Canada Tongue, Walsby & Co.			
EMPIRE WISDOM, 9208, Bidston, Blue Star Line			
EMPRESS OF AUSTRALIA, 21,883, Gladstone Dry, Canadian Pacific S.S.			
FLORENCE, 7669, Bramley-Moore, W. A. Savage			
FLORENCE, 7669, Cammell Laird & Co.'s Dry 4, Hall Line			
PORT RICHELIEU, 7150, W. Float, R. & D. Jones			
FRANCONIA, 20,175, Gladstone, Cunard White Star			
FRANZ KLASIN, 11,194, Alfred, Furness, Withy & Co.			
FULANI, 6572, Grayson, Rollo & Clover's Dry 1, Elder Dempster Lines			
GLENAPPE, 9505, W. Float Dry 3, J. A. Holt & Co.			
GLOUCESTER, 8532, Sandon, J. Dowie & Co.			
GROUSEFIELD, 628, Carriers', W. A. Savage			
GROVERNO, 5671, King's 2, T. & J. Harrison			
GREYPOINT, 1128, Prince's, Clyde Shipping			
HALTON R. CAREY, 7198, Gladstone 2, United States Lines			
HAMPSHIRE COURT, 1224, Canning, Coast Lines			
HEBE, 301, Victoria, J. C. L. Line			
HENRY GEORGE, 7176, W. Float, American S.S. Lines Agency			
HERFORDSHIRE, 8398, Brocklebank Branch, Fishy Bros. & Co.			
HESBIRTHDES, 5100, Victoria, Cayzer, Irvine & Co.			
HILARY, 7403, Cammell Laird & Co.'s Wet Bsn., Booth S.S. Co.			
HOPPER NO. 32, Alfred, T. Phelan & Co.			
HORORATA, 13,945, Canada Dry, J. Dowie & Co.			
INDORITA, 21,945, W. Float, T. Phelan & Co.			
INVERLA, 5026, Langton, T. & J. Harrison			
INVERLA, 5026, Queen's, R. Hughes & Co.			
INVERPOOL, 620, Morpeth, Petroleum Board			
JOHN HOLT, 3814, Cammell Laird & Co.'s Dry 1, Bsn., J. Holt & Co.			
JONATHAN HOLT, 3778, Brunswick, J. Holt & Co.			
KENTUCKY, 2136, Carriers', N. Johansen & Co.			
KHEBI, 2734, Langton Branch, Moss Hutchison Line			
KILLBURN, 520, Bromborough, W. G. Morey & Co.			
KY PROFT, 863, Huskisson, Monroe Bros. L. P. P. A.			
LA PAMPA, 4149, Alexandra 2, S. C. Chambers & Co.			
LANCASHIRE COAST, 1104, Clarence Dry 1, Coast Lines			
LARCHFIELD, 493, Albert, W. A. Savage			
LESTRIS, 2025, Wellington, Wilson, Son & Co.			
LLANBERIS, 5068, Victoria, W. L. Nicholson			
LONGDON QUEN, 781, Prince's, Coast Lines			
LONGFORD, 1913, Prince's, British & Irish S. P. Co.			
LOSADA, 6520, Huskisson 3, P. S. N. Co.			
LOUTH, 1915, Prince's, British & Irish S. P. Co.			
MACCUBBER, 4178, 4992, Toxteth, Elder Dempster Lines			
MAIDAN, 8150, Victoria, W. L. T. & J. Brocklebank			
MAJOR A. 1132, Carriers', H. Tyrer & Co.			
MALABAND, 8030, Victoria, W. L. T. & J. Brocklebank			
MALAYAN PRINCE, 8593, Brocklebank Branch, Furness, Withy & Co.			
MALDEN, 574, Victoria, Hornby, Furness, Withy & Co.			
MARCITA, 150, Morpeth Branch, T. Phelan & Co.			

**MARSHALL, 7311, Alexandra 1, R. P. Houston & Co.**

MARTAND, 7967, W. Float, Cunard White Star
MEATH, 1434, Prince's, Langton Dry 1, Siewright, Bacon & Co.
MERCHANT PRINCE, 5229, Langton Dry 1, Siewright, Bacon & Co.
MERSBY COAST, 509, Bromborough, Coast Lines
MORAY COAST, 687, Nelson, Coast Lines
MR. HARM SPENCE, 258, for Weston Point
MOVERIA, 4867, Alexandra 3, Donaldson Bros. & Black
NEW BROOKLYN, 6546, Canada 2, Elder Dempster Lines
NEW NORTHLAND, 3445, Langton Dry 2, Elder Dempster Lines
NORTHERN COAST, 1211, Bromborough, Coast Lines
NYROCA, 786, Wellington, Wilson, Son & Co.
OBIDIAN, 819, Brocklebank Branch, W. Robertson
OCEAN GYPSY, 7178, E. Float, Cayzer, Irvine & Co.
OCEAN VANDERER, 7178, Hornby, Donaldson Bros. & Black
ORDUNA, 15,507, Canada 1, P. S. N. Co.
OVINGDEAN GRANGE, 7046, Brocklebank Branch, Houlder Bros. & Co.
PENNYTON, 267, Rgeston, W. A. Savage
PERDITA, 543, Bramley-Moore, Cunard S.S. Co.
PEVERIL, 798, Queens, T. Orford & Son
PILCOMAYO, 5567, Canada, P. S. N. Co.
PLANTER, 6007, Brunswick, T. & J. Harrison
PROCRIS, 1060, Grayson, Rollo & Clover's Dry 3, J. Dowie & Co.
RADWINST, 5635, Herculesum Dry 2, S. O. Chambers & Co.
RIVER LOYNE, 153, W. Float, W. G. G. Thomas & Co.
RIVERVILLE, 335, E. Float, J. S. Monks
ROBERT L. HOLT, 4000, Cammell Laird & Co.
ROCKVILLE, 481, Coburg, J. S. Monks
ROMAN QUEEN, 1047, Lpool
SALABERRY, 6612, Canada 1, P. S. N. Co.
SAMARK, 7219, Alexandra, Cunard White Star
SAMPEUGH, 7219, Queen's 2, Elder Dempster Lines
SAMPORPH, 7219, Alexandra, A. Holt & Co.
SANDWAY, 7219, Gladstone, L. A. Holt & Co.
SAMLOUIS, 7219, W. Float, Hall Line
SAMYORK, 7219, Alexandra 1, J. Dowie & Co.
SANTANDER, 6612, Huskisson, P. S. N. Co.
SETTLER, 6202, E. Float, T. & J. Harrison
SHEDDEN, 608, Victoria, J. C. L. Line
SPRAYVILLE, 466, Victoria, J. S. Monks
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STORMONT, 1031, Trafalgar



(Continued from page 11)

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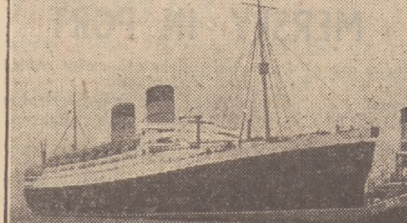
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