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ESTABLISHED 1734

LONDON: SATURDAY, AUGUST 24, 1946

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 AND
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P. & O. SAILINGS

FAR EAST
 Closing M'bro Closing London
 GLENIFFER ... Aug 30 (K.G.V.)
 For Straits and Hongkong
 TREAVYLER ... Sept 12 (K.G.V.)
 For Singapore, Hongkong and Shanghai

AUSTRALIA
 PERIM ... Sept 24 (K.G.V. Berth 8)
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P. & O. AND B.I. JOINT SERVICE
 TO COLOMBO, MADRAS, CALCUTTA,
 BOMBAY & KARACHI

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 KINGDOM also ANTWERP to GIBRALTAR,
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 and RUSSIAN BLACK SEA PORTS.
 London Loading Berth: West India Dock.

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 EAST LONDON, DURBAN, LOURENCO MARQUES,
 BEIRA & MAURITIUS.
 London Loading Berth: Royal Albert Dock.

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 Building, Liverpool.

BEN LINE STEAMERS
 TO LTD.
FAR EAST
 Steamer Itham M'bro A'werp London
 *TRWYORLICH ... 11 Sept 21 Sept
 *BENYORLICH ... 27 Sept 5 Oct
 *Calling Port Said, Suez, Port Swettenham, Singapore
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 Shanghai. *Special arrangement, open delivery Cohn,
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 Cargo should not be despatched to Docks without refer-
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 MANCHESTER TO LOS ANGELES,
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 VANCOUVER, B.C., NEW WESTMINSTER
 and SEATTLE

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 FURTHER NOTICE.**

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 LONDON to
FAR EAST

Closing M'bro London
 (No. 11 K.G.V. Dock)
 *STEAMER ... Aug 27
 *STEAMER ... Sept 30
 *Port Said, Penang, Singapore, Hong Kong and
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 *For Straits and China

Cargo can only be accepted by arrangement
 through the Company's Brokers.

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 PIRAEUS, THESSALONIKI, IZMIR, HAIDAR
 PASHA, ISTANBUL, BOURGAS, VARNA,
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 Loading Berth: Huaklason Dk. South No. 1,
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Freight rates quoted on application.

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Closing Hull Antwerp
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 *ST. ELWYN 8th Oct.
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 *Phone: CENTRAL 3922

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 AND
CANADA

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 Cargo bookings are only made conditional upon the
 vessel named herein, or if no vessel is named a suitable
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& BOSTON

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 *STEAMER ... Sept 12—Sept 18
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From DUBLIN
 *AMERICAN FORWARDER Closing Aug 24

From MANCHESTER
 *AMERICAN FORWARDER Aug 22—Aug 30
 Loading Berth: No. 9 Shed, No. 9 Dock, Salford

From LIVERPOOL
 *KROSN ... Aug 22—Aug 29
 *AMERICAN FORWARDER Aug 30—Sept 5
 *PAUL BUNYAN ... Sept 7—Sept 12
 Loading Berth—N.E. No. 2 Gladstone Dock

From BELFAST
 *AMERICAN FORWARDER Sept 2—Sept 6
 *STEAMER ... Sept 16—Sept 20
 Loading Berth: No. 3 Dufferin

From GLASGOW
 *STEAMER ... Sept 5—Sept 10
 *STEAMER ... Sept 26—Oct 1
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 *New York only *Boston and New York
 †Via Belfast †Via Manchester, Liverpool
 and Belfast

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CHANNEL and EAST COAST PORTS
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 AMERICAN MERCHANT from Havre Aug 25
 GEORGE M. VERITY from Havre Sept 1
 BARNARD VICTORY from Bordeaux Aug 25
 DURANGO VICTORY from Rotterdam Sept 9
 DURANGO VICTORY from Antwerp Aug 26
 †Via Rotterdam †Via Bremen

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 (Tel. No. ROYAL 6777)
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 (Tel. No. CEN. 1931-6)
 PARIS—10, Rue Aubert ANTWERP—61, Rempart St.
 Catherine GLASGOW—W. B. Woolley & Co., Ltd.,
 173, West George Street, C.2 (Tel. No. CENT. 054)
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 Jones, Heard & Co., Ltd., Newport, Mon. Clan Line
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AUSTRALIA

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 Telephone—WHI 6981
 Branch Office—1, Australia House, Strand, W.C.
 Telephone—TEM. 2258.
 Or Agents.

ALFRED HOLT & Co.
BLUE FUNNEL LINE
 GLASGOW, BIRKENHEAD AND
 SWANSEA
FAR EAST AND JAVA

SHIP	CLOSING FOR CARGO	Accepts Cargo for
GLENAPP	Sw'sea Gl'gow B'head	Aug. 31
SAMGARA	Aug. 27	Sept. 4
SAMIDWAY	Sept. 4	Sept. 18
GLENFINLAS	Sept. 18	Port Said
SAMCREE	Sept. 30	Penang

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AUSTRALIA
 AND
NEW ZEALAND

From MANCHESTER and LIVERPOOL

Ship	Closing for	Closing for
	Weight	Measurement
AUCKLAND	SEPT. 3	SEPT. 5
WELLINGTON		
LYTTELTON		
DUNEDIN		
FREMANTLE		
ADELAIDE		



BRAZIL, URUGUAY AND ARGENTINA

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

From London

m.v. DURANGO Buenos Aires; (also Rosario with transhipment) Early Sept.
m.v. HIGHLAND MONARCH (Rio de Janeiro, Santos, Montevideo & Buenos Aires; (also Rosario with transhipment at Buenos Aires) 1st-half Sept.
m.v. DRINA (Buenos Aires) 2nd-half Sept.

WEST INDIES

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

SPANISH MAIN, CENTRAL AMERICA AND NORTH PACIFIC

From London
VESSEL La Guaira, Curacao (also Maracaibo with transhipment at Curacao), Barranquilla, Cristobal, Los Angeles Harbour, San Francisco, Victoria and Vancouver, via Panama Canal

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

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OFFICIAL NOTICES

PRIZE COURTS

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

Take notice that a WRIT has been issued and served in an ACTION which has 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 SHIP specified below.

August 19th, 1946.
S.S. "MALMO" Ship only (2217)

Appears to the above Writ should be entered in 30 days from the date specified.

L. F. C. DARBY, Registrar.

Registry of the Prize Court, Royal Courts of Justice.



BY ORDER OF THE MINISTER OF SUPPLY WITHOUT RESERVE

Important Sale by Auction to be held at THE MINISTRY OF SUPPLY STORAGE DEPOT, MOUNT FARM, DORCHESTER, OXON, just off the main London, Henley to Oxford Road, on TUESDAY, WEDNESDAY, THURSDAY & FRIDAY, September 3rd to 6th, 10th to 13th and TUESDAY & WEDNESDAY, 17th and 18th, at 11 a.m. each day, comprising about

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Catalogues in three sections price 6d. per section, which admit 2 persons to view and 1 person to the sale, obtainable from the Auctioneers.

PROPOSAL TO CHANGE A SHIP'S NAME

WE, GREAT WESTERN RAILWAY COMPANY, of Paddington Station, London, HEREBY GIVE NOTICE that, in consequence of the Floating Crane "M.O.W.T. 31" having been purchased by this Company, we have applied to the Minister of Transport, under Sect. 47 of the Merchant Shipping Act, 1894, in respect of our ship "M.O.W.T. 31", of Cardiff, official number 169531, of gross tonnage 328.94 tons, of register tonnage 319.70 tons, heretofore owned by the Ministry of Transport, for permission to change her name to "G.W.R. 31", to be registered in the said new name at the Port of Cardiff as owned by the Great Western Railway Company.

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

Dated at Paddington Station, London, this nineteenth day of August, 1946. (Signed) SIR JAMES MILNE, General Manager.

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

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OFFICIAL NOTICES

Folio 49 1946 A. No. 334

NOTICE TO APPEAR

IN THE HIGH COURT OF JUSTICE ADMIRALTY DIVISION

SHIPS: "EXMOUTH" LIMITATION

WHEREAS in an Action of Limitation of Liability instituted in the High Court of Justice on behalf of American Export Lines Incorporated against the Owners of the steamship or vessel "EVGENIA CHANDRIS," the judge of the Admiralty Division of the said High Court did on the 29th July, 1946, amongst other things, pronounce that in respect of loss or damage to Ships, Goods, Merchandise, or other things caused by reason of the improper navigation of the "EXMOUTH" on the occasion of the collision between that vessel and the "EVGENIA CHANDRIS" on the 15th day of March, 1943, the Owners of the said s.s. "EXMOUTH" are answerable in Damages to an amount not exceeding £37,290 11s. 3d. (such sum being at the rate of £8 for each ton of the registered tonnage of the s.s. "EXMOUTH" with the addition of engine room space).

This is therefore to give Notice to all persons having any Claim in respect of the loss or damage caused as aforesaid, that if they do not come in and enter their Claims on or before the 29th January, 1947, they will be excluded from sharing in the aforesaid amount.

Dated this 29th day of July, 1946.

Taken out by MESSRS. HILL DICKINSON & CO., 3/6, Bury Court, St. Mary Axe, London, E.C. 3.

PROPOSAL TO CHANGE A SHIP'S NAME

WE, GREAT WESTERN RAILWAY COMPANY, of Paddington Station, London, HEREBY GIVE NOTICE that, in consequence of the Floating Crane "M.O.W.T. 30" having been purchased by this Company, we have applied to the Minister of Transport, under Sect. 47 of the Merchant Shipping Act, 1894, in respect of our ship "M.O.W.T. 30", of Cardiff, official number 168645, of gross tonnage 331.98 tons, of register tonnage 323.62 tons, heretofore owned by the Ministry of Transport, for permission to change her name to "G.W.R. 30", to be registered in the said new name at the Port of Cardiff, as owned by the Great Western Railway Company.

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

Dated at Paddington Station, London, this nineteenth day of August, 1946. (Signed) SIR JAMES MILNE, General Manager.

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(Established 1734)

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

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

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

SATURDAY, AUG. 24, 1946

Table with 2 columns: Item, Price. High Water, London Bridge... 12.41; High Water, Liverpool... 10.04; Sun Rises... 05.57; Moon Rises... 02.16

TO-DAY'S WEATHER

Meteorological Office Forecast

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

General Inference: Pressure is high to the South-East and low to the North-West of the British Isles, and a trough of low pressure is moving North-East across the country. Fair weather will predominate in many areas. There will be local drizzle at first in many places, and there will be occasional rain or drizzle in the North and West. Warm and close in many areas.

Further outlook: Unsettled.

PORT OF LONDON TRAFFIC

The number of vessels using the Port of London during the week ended Aug. 17 was 470, representing 510,568 tons net (excluding certain vessels trading regularly with coastwise ports). Of these, 228 vessels, of 343,141 tons net, were to and from Empire and foreign ports. This represents 37.6 per cent. of the traffic during the comparable week of 1938, viz., 525 vessels, of 910,563 tons net. Last week's coastwise traffic was 242 vessels, of 167,427 tons net.

CLYDE SHIPYARD DISPUTE SETTLED

An amicable settlement was reached in the dispute involving platers' helpers in John Brown's Yard, Clydebank, at a conference in Glasgow yesterday between officials of the shipyard, the Clyde Shipbuilders' Association and the National Union of Transport and General Workers. The dismissal of a number of platers' helpers from the shipyard threatened to lead to a sympathetic strike involving 3000 workers on the Clyde. The dismissed men were reinstated pending negotiations.

RELAXING TUNG OIL CONTROL

The Board of Trade announce that as a preliminary step to the restoration of normal trading in tung oil (China wood oil) consumers may, in future, nominate their own suppliers of this commodity. For the present the Board of Trade will continue to be the sole buyers in the United Kingdom of this oil from whatever source it may be imported, but licences to acquire from the Board of Trade will be issued by the Directorate of Paint Materials as before, and must show the name of the consumer and his nominated supplier. The supplier will then present the licence to the Director of Sundry Materials who will authorise the release of the appropriate quantity of oil. The selling price of tung oil to the consumer is fixed by the Board of Trade at £275 per ton ex-store and includes merchants' commission.

TANKER "AURICULA" SHIPPING SUBSIDIES

Results of Trial Trip

MACHINERY PERFORMANCE ON MAIDEN VOYAGE

By Our Shipbuilding Correspondent

The data recorded on the sea trials of the motor tanker Auricula last week are now available, and enable comparison to be made between the performance of her machinery on diesel fuel and on the Venezuelan boiler fuel colloquially known as "Ordoil." The Auricula left the Tyne late last Saturday on her maiden voyage to Curacao, immediately on completion of her trials, and reports received daily by Mr. John Lamb, marine superintendent of her owners, the Anglo-Saxon Petroleum Company, Ltd., show that the mechanical efficiency of her engine continues to improve as the result of "running-in."

Encountering fog on her second day out, the Auricula was confined to reduced speeds, and the engineer's reports for the next 48 hours lead to no special conclusions. The report of Thursday's run, however, shows that although average propeller revolutions at 117.1 r.p.m. are only 0.3 r.p.m. fewer than on the previous Sunday, the fuel injection pressure at 7600 lb. is 700 lb. less, with the maximum cylinder pressure, at 660 lb., 50 lb. less, and exhaust temperature, at 304 deg. C., 6 deg. less. The exhaust continues to be clear, and this feature of the Auricula's performance gives great satisfaction to Mr. Lamb, whose comment is that if the engine was going to give trouble the exhaust would show slight discoloration at once. He told me yesterday that when the Auricula was running on diesel oil on trials it was possible to trace the course of the exhaust fumes for two or three feet above the funnel, and that the gases cleared immediately on the change-over to the heavy fuel.

No figures of the Auricula's fuel consumption during this first part of her voyage are available, Mr. Lamb intending to base his data on a 10-day average.

A table showing the comparative performance of the Auricula using diesel oil and "Ordoil" during her sea trials is reproduced below. The two sets of figures were recorded with the fuel lever in the same position.

Table with 2 columns: Diesel oil "Ordoil", Average mean indicated pressure (lb. sq. in.) 109.7, Average condensation pressure (lb. sq. in.) 531, Average maximum pressure (lb. sq. in.) 733, Average exhaust gas temperature (deg. C.) 309, Average R.P.M. 120, Average I.H.P. 3,770, Average B.H.P. 2,930, Supercharge pressure (lb. sq. in.) 5.45, Jacket cooling water pressure (lb. sq. in.) 19, Piston cooling water pressure (lb. sq. in.) 22, Lub. oil pressure (bearings) (lb. sq. in.) 18, Average J.C.W. outlet (deg. F.) 130, Average P.C.W. outlet (deg. F.) 119

TAX POSITION

Ten of the 12 pre-war subsidised lines are now negotiating with the Bureau of Internal Revenue on their tax liability for wartime earnings deposited in tax-exempt reserve funds. The Bureau has ruled that profits put in the reserve funds during the war or since the subsidy contracts become inoperative are not tax-free.

While final determination of the question has not been made, the Bureau of Internal Revenue has indicated that when subsidy contracts are resumed profits deposited in the reserve funds will be designated as tax deferrals instead of tax exemptions.

Officials of the Maritime Commission were reluctant to estimate how long it would take to effect the resumption of the subsidy contracts. They pointed out that the lines would have to submit operation schedules and the Commission then would calculate the differentials between operating costs of American and foreign vessels. The lines also will be required to establish foreign competition.

YUGO-SLAV DANUBE SHIPPING

Question of Retention to Come Before United Nations

The Soviet News Agency Tass, quoted by Moscow Radio, announced on Thursday night (states Reuter) that Dr. Stamper, Yugo-Slav vice-chairman of the Economic and Social Council of the United Nations, has handed a Note to the General Secretary of the United Nations, asking that the next session's agenda should include the question of "the unjustified retention of six passenger steamers, 16 tugs, 18 tankers and 119 barges, as well as seven pontoons, one crane and four other ships which are Yugo-Slav property, stolen by the Germans and at present on the upper reaches of the Danube in the American occupation zones of Austria and Germany."

Dr. Stamper said in his Note that despite repeated demands by the Yugo-Slav Government and restitutional committees for their return, the American Government and military authorities "are continuing to hold these ships without any just reasons, and are thus inflicting severe loss on Yugo-Slavia and at the same time hindering a rapid rehabilitation of the country devastated by war," the Soviet Agency added.

ELECTED TO THE BALTIC

The following have recently been elected members of the Baltic Mercantile and Shipping Exchange, Ltd.: Messrs. F. P. Longton (Springwell Shipping Company, Ltd.), J. T. Reed (The Port of Bristol Authority), C. Korostovetz (Navigation & Coal Trade Company, Ltd.), H. Ascoli (Purvis Shipping Company, Ltd.), J. Chillum (R. G. Lane, Ltd.), and H. C. Brewer (J. A. Billmeir & Co., Ltd.).

LONDON'S "SHIP TO SHORE" TELEPHONE FACILITIES

"Ship to Shore" telephone facilities have been considerably extended in the docks of the Port of London. The G.P.O., in conjunction with the P.L.A., now offer shipowners these facilities at certain berths in the West India Dock, the Royal Albert Dock, the King George V. Dock (including the dry dock) and at the Tilbury passenger landing stage.

MARINE INSURANCE NAUTICAL PARLANCE

New Jute Clauses

By a Correspondent

The Institute of London Underwriters has issued a new set of Jute Clauses agreed by the London Jute Association and the Institute, which, at the request of the members of the London Jute Association, will apply to all sailings on and after Sept. 15, 1946, under which date the new clauses are printed.

The new clauses are very largely redrafted, compared with those of Sept. 1, 1944, at present current. There is no differentiation, as in the current clauses, between shipments from Calcutta and shipments from Chittagong, and the Transit Clause (No. 1) in the form prescribed under the current clauses for shipments from Calcutta is considerably simplified, giving cover from the time the jute leaves press house, warehouse or store at port of shipment (which expression shall, for Calcutta shipments, include press houses, warehouses and stores situated within the Calcutta area, but not more than three miles outside the port limits) and during the ordinary course of transit, until delivery in the customary "Warehouse to Warehouse" conditions, with time limits of 15 days or 30 days according to whether the final destination is within or without the port of discharge.

There are special provisions for continuing the insurance in cases where the jute is sold after discharge at the final port. There is, of course, no clause for shipments from Chittagong in the new text.

This simplified clause has obvious advantages over the one it will replace, which is a cumbersome text under which the risk is made to commence on loading at the port of shipment, with special inclusion of "Camperdown, Jheel, Lakshmi and Cossipore hydraulic presses on the left bank of the river"; and which provides that the cover of the policy shall not continue during periods in port commissioners' dock or jetty sheds or in other given circumstances. It should be noted, however, that accompanying the new clauses is a special "Wartime Extension," equivalent to the standard "Wartime Extension" of the ordinary "Institute Cargo Clauses" now in common use as a concomitant of the "Combined Marine Surcharges." The effect of this combination of the standard clauses with the "Wartime Extension" clauses is, therefore, to give virtual continuous transit cover with the normal "Warehouse to Warehouse" cover in the background, ready to be brought into effect again when the "Wartime Extension" clauses are discarded.

The redrafting of the Transit Clause is the main amendment noticeable in the new Jute Clauses, but there are other variations, such as the adoption of a more up-to-date "Liberties Clause" and the deletion of the Suez Canal Grounding Clause.

The new clauses also embody a complete set of clauses to apply where the insurance is on "Increased Value," whereas the old clauses only contained a single clause making the increased value of the cargo part of the total amount insured.

BY AIR TO HONGKONG

Start of "Dragon" Service

To-day, 16 passengers will take off from Poole Harbour in the B.O.A.C. flying-boat Hamilton on a journey that will take them to Hongkong—a distance of 8352 statute miles—in just over three days. This flight will inaugurate the new B.O.A.C. "Dragon" route to the Far East, with a weekly service first to Hongkong, which is shortly to be increased to twice weekly. The route is scheduled later to be extended to Shanghai and eventually Tokyo. Stops will be made at Marseilles, Augusta, Cairo, Basra, Bahrain, Karachi, Calcutta, Rangoon and Bangkok.

The most romantic stretch in the journey will be between Bangkok and Hongkong, a distance of 1077 miles, over wild and beautiful territory in Siam and French Indo-China. Rangoon is the only night-stop. Passengers will sleep during the other nights while in flight, for the roomy "Hythe" class flying-boats are provided with comfortable sleeping accommodation. The fare is £170 single and £306 return. Considerable quantities of mail will be carried through to Hongkong on every service.

Hongkong will thus for the first time be linked directly to this country by air. Before the war a twice-weekly service was operated by Imperial Airways, one of the predecessors of B.O.A.C., between the Colony and Bangkok, where it connected with the United Kingdom-Australia Empire route. This service was operated by D.H. 86's, and ceased in 1940.

Reuter reports from Hongkong that a flying-boat will leave there next Wednesday on the Hongkong-England run of the "Dragon" service. Passengers will be allowed 66 lb. of free baggage, and the freight rate will be 17s. per kilo. On Thursday B.O.A.C. will open a weekly service between Hongkong and Singapore.

RECENT WILL

Mr. Charles Francis Clarke, of 1, The Downs, Sutton, Surrey, late of the Prince Line, Ltd., and Furness, Withy & Co., Ltd., who died on Mar. 30 last, left £7512 gross, with net personalty £4401.

TO THE EDITOR OF "LLOYD'S LIST"

Dear Sir.—I note with interest the letter from Captain Thompson, R.N.R., in your issue of the 20th instant and, in the main, agree with his remarks about carelessness in using incorrect terms when referring to nautical matters. Nevertheless, although I may not be considered so qualified to speak on these matters as your correspondent, inasmuch as I am not, nor ever have been, a serving seaman, I must point out that he is incorrect in his statement that m.v. is not the proper abbreviation for a motor vessel.

A ship is, or should I say, was, a three or sometimes a four masted sailing vessel, having a fore, main and mizen masts (with a jigger for a fourth), each fitted with topmast, top gallant and royal masts, all being square rigged, i.e. having yards and square sails fitted. The term "ship" is wrongly applied to any other vessel. The letters s.s. were used originally to distinguish a steamer from s.v. or sailing vessel.—Yours faithfully,

N. D. ROTHON, A.I.C.S. Cirencester, Aug. 21, 1946.

TO THE EDITOR OF "LLOYD'S LIST"

Dear Sir.—I read with interest Captain F. J. Thompson's letter under the heading "Nautical Parlance" in your issue of the 20th inst., and I have no doubt that all interested in the shipping trade will find themselves in substantial agreement with Captain Thompson's letter. You will observe I use the word "trade" not "industry."

I think Captain Thompson was right that the original meaning of "s.s." was "screw steamer" and not "steamship" (i.e. in the days when "ship" meant a full-rigged ship) and that "m.v." is not, really, incorrect. These are, of course, minor points compared with the larger issues to which Captain Thompson has, so very properly, drawn attention.—Yours faithfully,

C. I. WILLAN. Newcastle-on-Tyne, Aug. 21, 1946.

TO THE EDITOR OF "LLOYD'S LIST"

Sir.—While I agree with Captain Thompson about the deterioration in nautical parlance in general, I cannot agree that this is exemplified by the tendency to avoid the use of the word "ship" and the substitution of the word "vessel." That usage has the sanction of over 150 years, at any rate, for the Lloyd's policy of 1779, in a wording which still prevails, insures: "any kind of Goods and Merchandise, and also the Body, Tackle, Apparel, . . . of and in the good Ship or Vessel called the . . ." Underwriters of the 18th century were in closer touch with seafaring men than they are to-day, and their correct use of the term "ship" the good ship or vessel, not "on," is prima facie evidence that their seafaring parlance followed contemporary usage.

The use of the letters "m.v." to designate a motorship follows that of the use of the letters "s.v." to designate a sailing vessel, which was adopted at Lloyd's in the early days of this century to replace the use of the letter "s" after a ship's name to designate a steamer.

I have always thought it probable that the words "ship or vessel" in Lloyd's policy were intended to make it clear that the word "ship" was used in its broad sense of a sea-going vessel of some size, as distinct from the narrower sense of a three-masted vessel square rigged on all masts. This would prevent misunderstandings as to the type of vessel to be insured, which might be a schooner, barquentine or any other type customarily employed in overseas trade, but it is only my theory and I cannot document it.—Yours faithfully,

D. K. P. London, Aug. 23, 1946.

EMPLOYMENT OF WOMEN IN CARGO SHIP

Three Ex-Wrens Sign on as "Trainees"

Buries Markes, Ltd., have engaged three ex-wrens to sail in their cargo motorship La Pampa. The women, who were expected to join the vessel before she left Liverpool last night, will be on board as trainees. They will be employed in catering duties, and it is learned that there has been no displacement of male members of the crew.

It is understood that there have been discussions between representatives of the National Union of Seamen and Messrs. Buries Markes with regard to the provision of special quarters for a limited number of women in a vessel now under construction. We are informed that the Union have no objection to employing women as members of crews so long as suitable accommodation and other conditions are provided. The impression that there are likely to be developments in the near future creating a new field for the entry of a large number of women into the Merchant Navy should be dispelled.

"QUEEN ELIZABETH'S" NEWSPAPER

When the Queen Elizabeth sails on her maiden voyage as a passenger liner on Oct. 16 the "Ocean Times" will resume publication as the official daily newspaper for Cunard White Star passengers. It will be the first post-war ship's newspaper.

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Most Trades Quiet

By Our Own Correspondent
THE BALTIC, Friday
Quiet conditions have characterised most sections of the chartering market, due partly to the dearth of suitable vessels for particular trades and partly to permit and other restrictions. It is known, however, that a considerable amount of business is being arranged for account of the authorities, and this tends to restrict the opportunities of commercial charterers. On time charter it is known that further transactions have been concluded, subject to licence. Reports are current of 16s. 6d. having been repeated for the trip out to the Eastern Mediterranean from this country, and of \$3.50 having been paid for a vessel redelivery South Africa. Timber chartering is stated to be on quite a good scale, and in addition to the direction of tonnage from Eastern Canada several vessels have been booked from Lower or Middle Zone Sweden to East Coast United Kingdom ports at 156s. 3d. and 160s. per standard respectively.
Tonnage is reported to have been fixed for coal from Rotterdam to West Italy, but other details are lacking. A handy sized spot Dutch ship has been taken for coal from Wales to St. Vincent at 25s., while 40s. has been paid for a prompt steamer of 2000 tons for cement from the Thames to Cyprus. Tonnage has been chartered for fish from Lerwick, Fraserburgh and Peterhead to Danzig/Gdynia for end August/September on the basis of 6s. per barrel.
No business is reported in the River Plate section, although shippers are displaying slightly more interest. A November vessel is required with full loading options to Galatz/Braila/Kustendje, the rate indicated being in the neighbourhood of 100s., while there are tentative inquiries for Erie, Antwerp, Norway and Sweden. Brazilian exporters continue to display a fair interest, although no bookings are reported.
In the North American department there is a sustained demand for coal carriers for various discharging ports, with a new inquiry for Finland. Several orders are quoting for potatoes in crates from St. John (N.B.), and there are several firm orders for heavy grain and oats from Canadian and United States Atlantic ports for various destinations. Tonnage is moving off with some freedom from Newfoundland to United States and South American discharging ports. Vessels of any size are wanted for sulphur from Galveston to Montevideo and Buenos Aires, the rate indicated being \$12, while refined sugar cargoes are offering from San Francisco.

A handy sized vessel is wanted for grain from Australia to Madagascar and Reunion, while there are inquiries for rice from Kolsichang. Further tonnage might be worked for ore from Vizagapatam.

FIXTURES.

LOWER ZONE SWEDEN TO EAST COAST U.K.—Stms., 700 stds., 156s.3d. per std., d.b.b., Sept.
MIDDLE ZONE SWEDEN TO EAST COAST U.K.—Stms., 160s. per std., d.b.b., Sept.

THAMES TO CYPRUS.—Stmr., 2000 t., 40s. per ton, cement, ppt.

WALES TO ST. VINCENT.—*Jobshaven*, 4500 t., 25s. per ton, coal, spot.

PROVINCIAL REPORTS

From Our Own Correspondents

CARDIFF, Friday

Chartering remains slow owing to the lack of coal steams.

SWANSEA, Friday

Conditions seem slower in the deep sea trades as coal cargoes are even scarcer, while for the nearer foreign destinations business is checked by increased difficulties in stemming. Coasting operations are also affected.

NEWCASTLE, Friday

There is little movement in overseas chartering. Continental inquiry is substantial, but prospects of securing cargoes are not encouraging and suitable tonnage holds off. The home coast has good forward inquiry.

GLASGOW, Friday

The quality of coal going to Norway and for September allocations is again foundry coke breeze, unscreened dross and gas coke breeze. It is believed that this is about the same quality as America is exporting, but that Polish exports are of a much better quality.

TANKER CHARTERING

John I. Jacobs & Co., Ltd., in their tanker market report state that, on voyage basis there is nothing of outstanding to report, but there has been a marked increase in long period time charter business. Several five year fixtures are reported, including one motorship of 15,500 tons d.w. with hire payable partly in Danish kroner and partly in sterling equivalent in all to about 12s. 7½d. on d.w. Australian charterers who recently fixed a 14,580 t. d.w. motorship at 11s. 6d. for five years' clean trading will pay somewhat more for another similar ship. There are also several other openings still un-

filled. Since the issue of their last report, dated Aug. 2, the following fixtures have been reported:—

ARUBA, &c., to U.K./CONT.—*Thorshor* (m.s.), 14,000 t., 32s. 6d., dirty, option U.S. Gulf 38s., Northern States 28s. 6d., early Sept.
ARUBA to GDYNIA.—*Belinda* (m.s.), 12,000 t., \$7.95, clean, U.S. Gulf \$8.95, Aug.-Sept.
ARUBA to NORWAY, NORTH OF BERGEN.—*Maridal* (m.s.), 9000 t., 39s. 6d., U.S. Gulf 46s., gas/diesel, Sept. 1-20.
ARUBA or CURACAO to SOUTH AMERICA.—*Norrinn* (m.s.), M.O.T. rates, dirty, Aug.
ARUBA or CURACAO to NORWAY.—*Nyholm* (m.s.), 9000 t., 37s., clean, Sept.
ARUBA or CURACAO to DENMARK.—*Ivvi* (m.s.), 9000 t., 38s. 6d., gas oil, Sept. 10-30.
ARUBA to OSLO.—*Vinga* (m.s.), 10,000 t., 37s., dirty, Aug.
U.S. GULF to FRANCE.—*Grislehamn*, 14,000 t., \$7.65, dirty, end Sept.
TIME CHARTER.—*Julius* (m.s.), 17,300 t., \$2.15 per t. d.w. per month, 10 years' dirty trading.
TIME CHARTER.—*Trykon* (m.s.), 17,300 t., \$2.15 per t. d.w., 10 years' dirty trading.
TIME CHARTER.—*Aranti* (m.s.), 15,700 t., \$2.20, 10 years' dirty trading, with owners' option substituting 23,000 t. d.w., new building at \$2.15, delivery 1946.
TIME CHARTER.—*Thorshordi*, 14,710 t., \$2.20, 12 years, to be superseded by new building at \$2.15, half hire payable in sterling.

CANADIAN GRAIN MOVEMENT

Promise of Early Shipment

Figures released by Canadian Pacific Railway disclose that since Aug. 1 more than 5000 carloads of grain, mostly for United Kingdom and Europe, have moved over the company's lines en route to both Atlantic and Pacific seaboard. Of this amount 1000 cars contained new crop moved at the same time last year.
The Canadian Pacific estimated that 100,000,000 bushels of wheat, mostly for overseas consumption, will be moved through Vancouver this season. The flow of grain will increase during September. For the first 20 days in August 830 cars containing wheat moved from Prairie Provinces to Vancouver, and an average of 100 cars per day are expected from the beginning of September throughout the winter.
With shipping conditions improving, the Canadian Pacific is arranging to handle maximum quantities this fall to both eastern and western ports. The company anticipates that traffic of grain will be one of the heaviest in railway history. Shipment of grain is much ahead of schedule, due to early maturing of crops, and total loadings of old and new grain already show 6 per cent. increase over 1945 and is gaining daily.

"VIKING" SERVICES TO SCANDINAVIA

British European Airways Vickers Viking aircraft *Vagrant* has carried out a successful proving flight on the projected London-Stavanger-Oslo route. On Aug. 20 the *Vagrant* flew to Oslo in five hours, including one hour's stop at Stavanger. Actual flying time was three hours to Stavanger and one hour to Oslo. This introduction of the Viking to Scandinavia is to be followed by the inauguration of three scheduled services using Vikings to Oslo, to Copenhagen and to Amsterdam in a week's time. On Sept. 1 regular services (four weekly) will connect London and Copenhagen. The next day Vikings start scheduled runs (three weekly) between London, Stavanger and Oslo, and on the same day they will also begin regular flights between London and Amsterdam (12 weekly).

UNEMPLOYMENT INSURANCE RULES

Two Statutory Rules and Orders, 1946 No. 1392 and 1946 No. 1393, relating to unemployment insurance in the banking industry and in the insurance industry respectively have been issued, price 1d. each, by H.M. Stationery Office. No. 1392 amends the banking industry special scheme so as to restore the provisions for the refund of contributions made in error, which were suspended at the outbreak of war. It also applies the provision of the Family Allowance Act whereby an increase of unemployment benefit is not payable in respect of any child if a family allowance for the child is being paid. The proviso regarding family allowances is the subject of No. 1393.

"BALTANNIC" ARRIVES HOME AFTER SIX YEARS

The cargo steamer *Baltannic*, 1741 tons gross, arrived at Hay's Wharf, London, yesterday morning from New Zealand after six years' service in New Zealand and Pacific waters. Hay's Wharf, Ltd., claim she is the first vessel to berth above Tower Bridge after a voyage from New Zealand. The *Baltannic*, owned by the United Baltic Corporation, Ltd., London, arrived with a cargo of frozen lamb and wool.

JERSEY PILOTS SUSPENDED

Three Jersey pilots have been suspended by the Piers and Harbours Committee of the States of Jersey for alleged dereliction of duty. This action follows complaints by shipowners and masters, and was brought to a head by the recent striking of a Dutch vessel on the Paternosters, north of the island.

MONEY MARKET

Treasury Bill Result

The £150 million of three months Treasury bills offered at the Bank yesterday were allotted at an average rate of 10s. 1.52d. per cent., against 10s. 1.31d. per cent. last week. The total amount applied for was £263,685,000, and tenders at £99 17s. 5d. for the bills to be dated Monday to Friday will receive about 43 per cent. Next Friday the maximum amount to be issued will again be £150 million, and there will be a T.D.R. call for a maximum sum of £70 million.
Easy conditions ruled in Lombard Street and overnight loans were readily obtainable at ½ per cent. The banks were fair buyers of October Treasury bills. Foreign exchange rates and silver prices were unaltered.

STOCK EXCHANGE

General Tone Firm

A fairly cheerful tone characterised the Stock Markets yesterday, although business was by no means active. British Government stocks were usually 1-16 off where changed, but home railway Ordinary stocks were steady to firm. Great Western rising ¼ to 55½, and Midland ¼ to 27½. Argentine railway junior issues were undecided.
Shipping issues were quieter and except for a fall of 6d. to 31s. 6d. in Irrawaddy prices remained at their overnight levels.
Shipbuilding, iron, coal and steel shares continued to attract a fair amount of attention, and apart from a reaction of 6d. to 49s. 6d. in Staveley, changes were in the upward direction. Guest, Keen at 40s. 9d., Neepsend at 37s., and Sheepbridge at 45s. 6d. were each 6d. higher, while gains of 3d. were recorded in Babcock & Wilcox to 65s. 9d., Butterley to 39s. 9d., Harland & Wolff to 28s. 3d., Manvers Collieries to 23s. 9d., and Park Gate Iron to 11s. 6d.
Public interest in commercial and industrial stocks was on a small scale, despite the fact that some satisfactory dividend statements were published. Imperial Tobacco rallied 1-16 to 7½, and British American 1-32 to 6 11-32. De Havilland rose 9d. to 44s. 6d., Dunlop 1s. to 75s. 6d., Woolworth 6d. to 94s. 9d., while smaller gains were shown in Associated Cement to 70s., Courtaulds to 57s., and Imperial Chemicals to 45s. British Celanese at 36s. 3d. and United Molasses at 56s. 3d. were both 3d. down.
Among oils British Borneo jumped another 1s. 9d. to 32s. 3d., Shell 1-16 to 4 27-32, Attock 3d. to 53s., and Canadian Eagle 7½d. to 33s. 9d., but United British were 3d. easier at 30s. 9d.

COMMODITIES

GRAIN

LONDON (Baltic Exchange), Friday
WHEAT.—No offers were made to the Ministry to-day and prices remained nominally unchanged. Quotations: No. 1 Northern Manitoba for Aug. shipment from St. Lawrence 174c., from West St. John-Halifax 175½c., from Baltimore or Philadelphia 178½c., and from New York 179½c. per bushel l.o.b. No. 2 grade 3 cents less in each case. Australian Aug.-Sept. in bulk 71s. per 480 lb. f.o.b.
MAIZE.—Argentine inactive and easier. Dec. up River, Nov. shipment 72s. 9d., Dec. 71s. 9d. per 480 lb. l.o.b. From down River 1s. 6d. more in both cases.

OILS AND OILSEEDS

LONDON (Baltic Exchange), Friday
LINSEED.—Raw £65. RAPE.—Crude £91. COTTON.—Crude £52 2s. 6d. CASTOR.—First £82, second £80. GROUNDNUT and SUNFLOWER.—Crude £56 10s. per ton.
ROBIN.—American grades F to M 47s., WG 48s. 6d., WW 52s. 6d. per cwt.
OILSEEDS.—For shipment, CASTOR-SEED.—Bombay £48 per ton. Other oilseeds and groundnuts all unquoted.

FOREIGN PRODUCE

LONDON (Mincing Lane), Friday
CLOVES.—Zanzibar spot 11½d. per lb. sellers c.i.f. Aug./Sept., 10½d. (buyers' licence) afloat 10½d. per lb. sellers.
PIMENTO.—Spot 1s. 1½d. per lb. sellers.
CHILLIES.—Mombasa spot 15s. sellers per cwt. MACE.—West Indian pale spot 5s. nominal per lb.
JUTE.—Daisie 2/3, new crop Oct./Nov. shipment £44 10s. per ton nominal.
SHELLAC.—Open market quotations idle on the basis of 375s. sellers per cwt. ex warehouse for F.O.T.N. Pure.

METALS

LONDON (Metal Exchange), Friday
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, l.o.b., United Kingdom.
ZINC PLATES.—Home delivery 34s. 3d. basis L.C. 14 by 20 l.o.t. makers' works, export 38s. to 42s. basis l.o.b. South Wales.
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) l.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 held at £20 15s. per troy ounce.
NICKEL.—For home delivery £190 to £195 per ton, according to quantity.
PIG IRON.—No. 3 Cleveland 169s. 3d. per ton, delivered Middlesbrough area.

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THE COAL TRADE

Special Market Reports

From Our Own Correspondents

CARDIFF

There is sustained demand from inland users on the steam coal market, but the shortage of supplies remains acute. Exports abroad proceed along very quiet lines; shippers encounter quite good inquiry, but only limited supplies are available.

SWANSEA

Anthracite descriptions continue to be quickly cleared, mainly against old commitments, and only very limited quantities are available for current sale. Inquiries are circulating briskly for washed boiler nuts, but further transactions are extremely restricted even on home account, so that export operations are out of the question. Bigger broken commodities are having heavier demands.

NEWCASTLE

Tyne coastwise clearances of coal remain very steady, with regular arrivals of tonnage at loading points. Oversea cargoes are restricted and limited to official direction. Colliery outputs are at recent averages but with signs of improvement at numerous individual pits.

HULL

The home demand shows no sign of diminishing so the prospects of developing the overseas trade are remote, and present shipments are confined to official business. Bunkering continues a fair market. Coastwise traffic moves steadily, chiefly to the South Coast.

MERSEY

A steady call has been made for bunker coals for deep-sea vessels. Owing to railway repairs Midland coals will cease coming forward on and from Monday next for bunker purposes and South Wales will be the only quality authorised. The coastwise section continues strong, with heavy calls for all household descriptions.

SUNDERLAND

With the bulk of the miners' holidays ended production is back again to something like its early summer figure, but is nothing like sufficient to meet the demand. Occasional shipments are available for France and Denmark.

GLASGOW

Unofficial stoppages are reported from Fife and Ayrshire, which are considerably affecting outputs. The prompt position for bunker coal has hardened by the Fife stoppage. On the demand side there is no slackening and from now onwards it is expected to be on the upward trend. Gas char is still an easy market and business for large anthracite is possible

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3 CARDIFF AR Devon, Aug 22 Watchet Star Bristol Dublin Irish Fir Empire Celia, Aug 23 Avonmouth J. Duncan Bordeaux CARDIFF SD Biokovo, Aug 22 Hampton Roads L. Heinrich Wiegand, Aug 29 New York BARRY AR Norton, Aug 22 Avonmouth Virgo, Aug 23 Rouen BARRY IS Pd Down Empire Peacock, Aug 22 Biokovo Dr. Heinrich Wiegand PORT TALBOT SD Dr. Heinrich Wiegand, Aug 23 Bilbao SWANSEA AR Ukside, Aug 22 Garston Knud, Aug 23 Newport SWANSEA SD Zeeland, Aug 22 Rdm Ben H. Miller Piraeus Heilo, Aug 23 MUMBLES Pd In Saungara, Aug 23 for Swansea MUMBLES Pd Out Ackia for Swansea Ben H. Miller, Aug 22 British Patience Heilo, Aug 23 Empire Shepherd EASTHAM AR Empire Convo, Aug 21 EASTHAM SD Empire Conquest, Aug 22 Oslo Bear Paw, Aug 23 Trinidad ELLESMERE PORT SD Anglia, Aug 22 Manchester STANLOW AR Neera, Aug 23 Aruba STANLOW SD Bear Paw, Aug 23 Trinidad IRLAM SD Fort Vermilion, Aug 22 Manchester MANCHESTER AR Anglia, Aug 22 Ellesmere Port Fort Vermilion Irland MANCHESTER SD Richard Upjohn New Orleans Aug 23 Manchester Shipper LIVERPOOL AR Empire Conquest, Aug 22 Manchester Eldi Victory Vancouver Lord Gleanoran, Aug 23 Montreal via Dublin Froivale Hills Curacao Kaituna, Aug 23 Melbourne Empire Yukon, Aug 23 New York Empire Scout Kotka for Ellesmere Port Jersey City, Aug 23 Cuba Pinzon Seville
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4 LIVERPOOL SD Britannic, Aug 22 Singapore Santofauch Pt Harcourt Haltou R. Carey Belfast Voco, Aug 23 Mode Wheel Busiris, Aug 23 Bordeaux HEYSHAM SD Empire Tagalam, Aug 22 Belfast BARROW AR Holmside, Aug 22 WORKINGTON AR Penhale, Aug 23 Pepe GLYDE ANCHORAGE SD Lech, Aug 22 Baron Forbes Lycan, Aug 23 CLASGOW AR British Dragon, Aug 22 Grangemouth CLASGOW SD Saulleyte, Aug 22 Vancouver Baron Forbes, Aug 22 Lisbon Lycan, Aug 23 Hongkong DUBLIN BAY AR Regent Lion, Aug 23 DUBLIN SD Irish Fir, Aug 21 Copenhagen Regent Lion, Aug 22 Trinidad CORK AR Rox James Cole, Aug 23 Galveston CORK SD From Off Rox James Cole, Aug 23 Liverpool CORK AR Atlantic, Aug 23 Rosario DUNNET HEAD Pd E Wynn Seale, Aug 23 Herna Gorthon (pres) DUNNET HEAD Pd W Henry H. Blood Salsans Bosphorus Empire Gallant, Aug 23 Occidental Victory DUNDEE SD Ketty, Aug 22 Immingham METHIL AR Hektor, Aug 21 Narvik Linda Dan, Aug 22 Kukcaidy METHIL SD Otic, Aug 21 Rotterdam Nato, Aug 22 Grangemouth Walborg (Copenhagen) Linda Dan, Aug 22 Greenland Hektor (No), Aug 23 KIRKCALDY SD Linda Dan, Aug 22 Methil GRANGEMOUTH AR Bidassoa, Aug 22 Brest and Grimby Methil GRANGEMOUTH SD Rikke Skou, Aug 22 Kynby BO'NESS SD Ton S., Aug 22 Helsinki LEITH SD Lagarfoss, Aug 22 Copenhagen Gothland Copenhagen ST ABB'S HEAD Pd N Lea Grange, Aug 23 BLYTH AR Reiger, Aug 22 Stockton Haskerland Rotterdam Angeja Antwerp Edwin T. Douglas, Aug 23 Scapa (in tow of tug Norman) TYNE AR Cetus, Aug 22 Gdynia William Homan Kemi Bretagne, Aug 23 Oslo Mergus Ridham Dock Gallia Ghent Astrea Brahastad Empire Tigaven Lisbon TYNE SD Irish Plane, Aug 22 Houston Longwood, Aug 23 Curacao SUNDERLAND SD Samuel Very, Aug 22 Hartlepool HARTLEPOOL AR Egton, Aug 22 Newcastle (NB) HARTLEPOOL SD Bornrif, Aug 21 Malta MIDDLESBRO AR Karmas, Aug 21 Narvik Dalhem Lulea Empire Clansman Salta Caballo Mangaux Salta Havre Korso Oxelosund Zuidland, Aug 22 Aberdeen Benroch London Atlantic, Aug 23 Hartlepool Oleum London MIDDLESBRO SD Helencrest, Aug 21 Newport Helsinki Capella Copenhagen Fern Gothenburg Empire Beatrice, Aug 22 Hull Blyth Valewood Southampton Hartbridge Rotterdam FLAMBORO HD Pd S Ranf Park, Aug 23 SPURN HEAD Pd In Lunaria, Aug 22 Baldun, Aug 23 Empire Beatrice, Aug 23 Benvannoch SPURN HEAD Pd Out Bumica, Aug 22 Rummaro Empire Halberd Atair William Bursley HULL AR Empire Rapier, Aug 23 Cuxhaven HULL SD Empire Halberd, Aug 22 Cuxhaven
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5 GOOLE AR Grubo, Aug 22 Methil IMMINGHAM AR Bernicia, Aug 22 Mazarron Rochester Caen Malta Sandar (ex Kattegat) Saufeldjord Ocean Wayfater Quebec IMMINGHAM SD Ruzmaro, Aug 21 Porto Alegre Oxelosund Genoa Helsinki KING'S LYNN AR Selene, Aug 22 Nyhamn KING'S LYNN AR Porshult, Aug 22 Skoghall GT YARMOUTH RDS Bernard V., Aug 22 LOWESTOFT SD Eileen Emma (fishing) (No) (ex Br), Aug 22 Haugesund IPSWICH SD Noemi, Aug 22 Topolia via Hull HARWICH AR Oranje Nassau, Aug 22 Hook of Holland Prinses Beatrix Hook of Holland Batavier II, Hook of Holland Kronprins Frederik, Esbjerg Empire Wansbeck, Aug 23 Hook of Hol- land BRIGHTLINGSEA SD Tresko (No) (ex Chant 3), Aug 21 Oslo ARCTIC SEA USHANT NARVIK SD Karesuando, Aug 21 BERGEN AR The report of the arrival of the Empire Contyne on Aug 20 was erro- neous BERGEN SD Empire Contyne, Aug 20 Hoyanger CHRISTIANSAND AR Gun, Aug 18 Thamshavn Nyholm, Aug 19 Helsinki Stavangerfjord Stavanger Ary, Aug 20 Grangemouth CHRISTIANSAND SD Gun, Aug 18 Uddevalia Nyholm, Aug 19 Curacao Stavangerfjord Ary, Aug 20 HORTEN AR Brunes, Aug 10 Emden OSLO AR Stavangerfjord, Aug 20 New York DROBAK SD Knoll, Aug 17 Hamburg GOTENBURG AR Westbris, Aug 20 Nynashamn Soya II, Aruba New York Colombia Antwerp Tanto Trelleborg Nieuwaal, Aug 21 Iceland Gdynia Aberdeen B.T. VII, Uddevalia Landskrona GOTENBURG SD Balboa, Aug 20 Helsingborg Gdansk Carrie Meta Toms Tautra ELSNORE Pd S Biscaya, Aug 21 Phonix Arnold Bratt, Aug 22 Nordborg Lilian Absalon Rester Thorden Skagen Lestrin ODENSE AR Nelkon, Aug 20 Immingham Maine, Aug 21 Copenhagen ODENSE SD Nancy Lau, Aug 21 Gdansk VEJLE AR Helsingborg, Aug 19 Amazona, Aug 21 Horsens VEJLE SD Amazona, Aug 21 Copenhagen HORSENS SD Anazone, Aug 21 Veije AARHUS AR Garonne, Aug 21 Copenhagen AARHUS SD Katholm, Aug 21 Copenhagen Absalon Phonix Gdansk RANDERS AR Alabama, Aug 20 Horsens RANDERS SD Lilian, Aug 21 Gdansk ESBJERG AR Meur (Da), Aug 21 Emden Kronprins Frederik Harwich ESBJERG SD Texas, Aug 20 Copenhagen Kronprins Frederik, Aug 21 Harwich HAMBURG AR Heimly (trlr) (No), Aug 16 Breimen Aug 17 Francis Amasa Walker, Birt, Aug 19 Lulea Kong Sigurd Fredrikstad Esoo Cheyenne Abadan Knoil, Aug 20 CUXHAVEN AR Empire Rapier, Aug 21 Hull CUXHAVEN SD Empire Rapier, Aug 22 Hull

6 SODERHAMN SD King, Aug 19 Amsterdam via Gefle Wormo, Aug 20 Copenhagen Jupiter (Sw), Aug 21 Calais via Hudiksval HERNOSAND SD Valborg (Da), Aug 21 Helsingborg Copenhagen London Iris (Sw) YXPILA AR Watson Ferris, Aug 17 Cardiff HELSINKI AR Aldos, Aug 18 Liverpool Leimngrad Feimna A. P. Bernstorff, Aug 19 Copenhagen HELSINKI SD Innamo, Aug 17 Kotka Rijborn Loweoft Savonia (1997) Brandohamm Hebe (Fi) Mantyluoto Arcturus (Fi) Copenhagen Agiol Victories, Aug 19 Hamnia GDANSK AR Asturias, Aug 13 Leningrad Ribebsborg Lulea Araton Ligur, Aug 14 Gefle Viking, Aug 15 Koping Joseph Blot, Aug 16 Calais Gefle Anna Greta Scandia (1014) Copenhagen Katja Lau, Aug 17 Copenhagen Lulea Bertli Lulea Gunvor Mærsk, Aug 18 Copenhagen Oscar Heroya Naskovk Wilho, Aug 19 Lulea Nordost Gothenburg Ninna Lau Bandholm Tomas Guardia San Francisco Osric Ghent Daisy Sweden Nestum Rouen GDANSK SD Ernack (icebreaker) (Ru) (2357), Aug 13 Murmansk Gundborg Segrell, Aug 14 foreign Galeon Sweden Wesley W. Barrett US Ardenes Kotka Rex foreign Nancy Lau, Aug 16 Denmark Lona foreign Candebeek Brest Ingegerd (aux) (foreign) Mona, Aug 17 Sweden Ligau Stockvik Sjsten, Aug 18 Sweden Joseph Blot Cherbourg Katja Lau, Aug 19 Denmark Lecko Sweden GDYNIA AR Jukan (Ru), Aug 4 Tallinn Makedonia, Aug 19 North Down, Aug 22 Denmark KIEL In Port Heria Engelene Fritzen COPENHAGEN AR Arcturus, Aug 19 Helsinki Esja, Aug 21 Reykjavik Katholm Aarhus Helvetia Bo'ness Margrete, Aug 22 Elsinore Grimpen Gothenburg Wien Lau Sfax Helm Th. Malling Emden COPENHAGEN SD William F. Jerman, Aug 21 New York Jutlandia Gdansk Aarhus Jetta Arendal Sigors Malmo Yrsa Gdynia Astrid Oslo ELSNORE Pd N Visten, Aug 21 William F. Jerman Occidental Victory Thornbury, Aug 22 Axel Tora Elise Carrie Meta Toms Tautra ELSNORE Pd S Biscaya, Aug 21 Phonix Arnold Bratt, Aug 22 Nordborg Lilian Absalon Rester Thorden Skagen Lestrin ODENSE AR Nelkon, Aug 20 Immingham Maine, Aug 21 Copenhagen ODENSE SD Nancy Lau, Aug 21 Gdansk VEJLE AR Helsingborg, Aug 19 Amazona, Aug 21 Horsens VEJLE SD Amazona, Aug 21 Copenhagen HORSENS SD Anazone, Aug 21 Veije AARHUS AR Garonne, Aug 21 Copenhagen AARHUS SD Katholm, Aug 21 Copenhagen Absalon Phonix Gdansk RANDERS AR Alabama, Aug 20 Horsens RANDERS SD Lilian, Aug 21 Gdansk ESBJERG AR Meur (Da), Aug 21 Emden Kronprins Frederik Harwich ESBJERG SD Texas, Aug 20 Copenhagen Kronprins Frederik, Aug 21 Harwich HAMBURG AR Heimly (trlr) (No), Aug 16 Breimen Aug 17 Francis Amasa Walker, Birt, Aug 19 Lulea Kong Sigurd Fredrikstad Esoo Cheyenne Abadan Knoil, Aug 20 CUXHAVEN AR Empire Rapier, Aug 21 Hull CUXHAVEN SD Empire Rapier, Aug 22 Hull
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7 CUXHAVEN PD Marine Perch, Aug 19 Esoo Cheyenne for Hamburg Wormo, Aug 20 Copenhagen Karhula Candebeek Sestoretak Marta (Sw) Helvetia Brage Ida Heemskerk Mauritz Fiat Corona Bifrost (747) Keizersgracht, Aug 20 Feimna A. P. Bernstorff, Aug 19 Copenhagen EMDEN AR Spurt, Aug 19 Antwerp Hervor Bratt Cardiff Harvard Bratt Cardiff Houston City, Aug 20 EMDEN SD Rufred, Aug 19 Aabenraa Wm. Th. Malling Copenhagen Svend Pii, Aug 20 Fredericia Mercur Esbjerg Thor Aabenraa Arua Holtana (f.o.) DELFFZYL AR Joost, Aug 22 Mercator, Aug 22 Arbulant DELFFZYL SD Castillo Almansa, Aug 22 Vlaardingen Eemshorn London Twee Gebroeders Emden TERSCHELLING AR Deo Gloria, Aug 22 Rotterdam TERSCHELLING SD Deo Gloria, Aug 22 Copenhagen YMUIDEN AR Dima, Aug 22 Oulu Patria London Johan van Oldenbarnevelt Batavia London Jans Kempnaar Rotterdam Wolanda Rotterdam Fidra, Aug 23 Hull Aktjo, Aug 23 Mantyluoto Berkelstroom Hull Bernia Antwerp Odyseus Barcelona YMUIDEN SD J. D. Ross, Aug 22 New York Emden Dux Starkenborgh Manchester Regeja, Aug 23 Aalborg Deo Duce Copenhagen SCHIEDAM SD Backhuysen, Aug 22 Abadan PERNIS SD Dollie, Aug 21 Helsingborg ROTTERDAM AR Alcor, Aug 21 Antwerp Birmingham Fidra King's Lynn Nigerstrom Amstardam Veeneburgh Tessy (aux), Aug 22 Middlesbro Vulcanus Amsterdam Elems Speshult Carl Zachary Webby Mobile Lisbon Ornen Express London Hondsrug Teignmouth Magnietha Nykobing Thomas Pollock Baltimore ROTTERDAM SD Batavier II., Aug 21 Harwich Zeeland Almeria John Henry, Aug 22 New York DORDRECHT AR Junior, Aug 21 Norrikoping DORDRECHT SD Dniveland, Aug 21 Yxpila FLUSHING AR Le Robuste (tag), Aug 20 Dunkirk FLUSHING PD Actinia, Aug 20 for Antwerp Tubo for Antwerp Cruil for Emden Angeja for Blyth Malmhad for Narvik ANTWERP AR Sampnan, Aug 22 Beira San Velino Curacao Bialystok Philadelphia Urd Gefle Gullborg Stockholm James Lykes Houston Fanzon Buenos Aires Hoop op Zegen Amsterdam Kedah, Aug 23 Barrow and Falmouth (in tow) Siwa Cartagena Gapem Gothenburg Walenburgh Newport ANTWERP SD Lewant, Aug 22 Gdynia Beaverburn Montreal Bernina Malmo Alcantara London Nuolja Narvik Czechoslovakia Victory New York Aspen Kristinehamn Rene Paul Grangemouth Mr. Linthorst Homan, Aug 13 San Esteban Aug 23 Oporto Stockholm Oporto Grin Mjolner Hjortholm Oran Brynchild Copenhagen Mercator Abo BRUSSELS SD Zeus, Aug 22 London GHEHT AR Koster, Aug 22 Boulogne Skierne Calais Quentin London GHEHT SD Inatra, Aug 22 Malmo Gudrun (No) Emden Clara Emden Stamos Melilla HAVRE AR Carl Clausen, Aug 19 (not on Aug 20 as be- fore reported) Maro, Aug 21 Emma Willard, Aug 22 Pensacola Frissia Amelia Earhart, Aug 23 Hampton Roads Sommerstad Port Arthur HAVRE SD Nord-Est II., Aug 22 Brest William P. MacLennan, Aug 22 Rouen John L. Manson Southampton Pencarrow Barty Roads Westmount Park Montreal

8 Noreg, Aug 23 Rouen (not on Aug 22 for Brest as before re- ported) Rigel Sammel D. Ingham Cardiff New York BREST CARAMINAL POINT ST NAZAIRE AR P.L.M. 26, Aug 2 Alsmace (cable), Aug 18 Casablanca NANTES AR Gaston Micard, Aug 22 Seaham NANTES SD Penchateau, Aug 21 London BORDEAUX AR Lieutenant J. Le Meur, Aug 19 Bizerta BORDEAUX SD Costeiro Terceiro, Aug 21 Casablanca Samuel F. B. Morse Norfolk SANTANDER AR Monte Bizcargui, Aug 20 Pasajes SANTANDER SD Cabo Quintres, Aug 19 Gijon VIGO AR Monte Espadan, Aug 19 Huelva VIGO SD Monte Faro, Aug 16 Seville LEIXOES AR Sofala, Aug 23 Lour Marques LEIXOES SD Beta, Aug 22 Antwerp LISBON SD Sines, Aug 21 Philadelphia Deseado, Aug 22 Brazil/R. Plate Esnah, Aug 22 Leixoes HUELVA SD Corstar, Aug 21 Androssan City of Antwerp Dublin CADIZ AR Polkris, Aug 22 Portsmouth CADIZ SD Mannel Calvo, Aug 21 San Juan (PR) MEDITERRANEAN SEA Including Black Sea and Sea of Azov GIBRALTAR AR Szechuen, Aug 22 Middlesbrough Greathope Susa Esek Hopkins Tunis Marie, Aug 22 Emden Stal, Aug 22 Rotterdam Fiducia N., Aug 22 Oporto William K. Kamaka, Aug 22 Seattle Trinont Port Orange, Aug 23 New York GIBRALTAR SD Marie, Aug 22 Savona Scio, Aug 22 Lisbon Orient City Baltimore Willis Vickery New York Fiducia N. Casablanca Greathope, Aug 22 Grangemouth Fort Brule Casablanca Esek Hopkins Casablanca Chesapeake Capes Abadan Algiers Stal William K. Kamaka, Aug 23 Venice GIBRALTAR Pd E Clan Macinnes, Aug 22 Empire Tees Santampa Dorine, Aug 23 Dundee, Aug 23 GIBRALTAR Pd W Mangarella, Aug 22 Remedios Baron Yarborough Tindeffel Almanzora, Aug 23 British Valour City of Dundee Sac 7 for Huelva Carthage, Aug 23 High Point Victory Highland Brigado for Freetown Meridian Victory Port Halifax MALAGA AR Campechano, Aug 22 Teneriffe Castillo Maqueda Rolf Jarl VALENCIA AR Monte Banderas, Aug 13 Alicante Rey Jaime I, Iviza VALENCIA SD Monte Banderas, Aug 13 Sagunto Rey Jaime I, Iviza SAGUNTO AR Marques de Urquijo, Aug 10 Bilbao Monte Contes, Aug 12 Tarragona Monte Banderas, Aug 13 Valencia SAGUNTO SD Marques de Urquijo, Aug 13 San Esteban Monte Banderas, Aug 17 Tarragona Cabo Torinana, Aug 18 Palamos Castillo Montjuich Gijon Katharistosa, Aug 19 Leixoes Sac 2 Tarragona Villa de Madrid, Aug 21 BARCELONA SD Ria de Muros, Aug 17 San Feiu Ria de Pontevedra Gijon Ciudad de Valencia Palma (Maj) Genoa Tore Jarl Cidad de Sevilla Las Palmas Monte Jarindo, Aug 18 Ceuta Bilbao Albareda, Aug 19 Aviles Segre, Aug 21 Las Palmas Campeche Seville SAN FELIU AR Cabo Torinana, Aug 17 Tarragona SAN FELIU SD Cabo Torinana, Aug 17 Palamos PALAMOS AR Cabo Torinana, Aug 17 San Feiu PALAMOS SD Cabo Torinana, Aug 23 Barcelona

9 PORT VENDRES SD Jean Marc Richard Gouveneur Lepine, Aug 20 TOULON SD Empire Arquebus, Aug 19 Alexandria Nandi Hoyanger SAVONA AR Fred E. Joyce, Aug 21 Philadelphia Empire Salmonpool, Aug 22 Genoa GENOA SD Tyson Lykes, Aug 22 New York PIOMBINO AR Prima, Aug 21 (in tow of trlr Santa Rita) FOLLONICA SD Prima, Aug 21 S France NAPLES AR Samoset, Aug 22 Marseilles Sea Robin, Aug 23 Glasgow NAPLES SD Kollbjorg, Aug 22 Venice Ocean Vigour Rhodes Genoa LIVORNO SD Lipari Adjutant, Aug 21 New York Avance I., Casablanca Ponce de Leon, Aug 23 Hampton Roads PORT VENDRES SD Jean Marc Richard Gouveneur Lepine, Aug 20 TOULON SD Empire Arquebus, Aug 19 Alexandria Nandi Hoyanger SAVONA AR Fred E. Joyce, Aug 21 Philadelphia Empire Salmonpool, Aug 22 Genoa GENOA SD Tyson Lykes, Aug 22 New York PIOMBINO AR Prima, Aug 21 (in tow of trlr Santa Rita) FOLLONICA SD Prima, Aug 21 S France NAPLES AR Samoset, Aug 22 Marseilles Sea Robin, Aug 23 Glasgow NAPLES SD Kollbjorg, Aug 22 Venice Ocean Vigour Rhodes Genoa LIVORNO SD Lipari Adjutant, Aug 21 New York Avance I., Casablanca Ponce de Leon, Aug 23 Hampton Roads
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19 QUEBEC SD Empire State, Aug 19 20 ST JOHN'S, NF AR Cheyenne, Aug 21

18 Blue Peter II, St. John (NB) Rock Landing, Corpus Christi

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19 QUEBEC SD Empire State, Aug 19 20 ST JOHN'S, NF AR Cheyenne, Aug 21

17 BARRANQUILLA SD Cape Lopez, Aug 21 CRISTOBAL AR Samsylvan, Aug 20

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19 QUEBEC SD Empire State, Aug 19 20 ST JOHN'S, NF AR Cheyenne, Aug 21

16 RIO JANEIRO AR Cabo de Hornos, Aug 21 BILBAO SD Chubut, Aug 22

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19 QUEBEC SD Empire State, Aug 19 20 ST JOHN'S, NF AR Cheyenne, Aug 21

15 PORTLAND, Oreg AR Brimanger, Aug 22 ANTWERP SD Baron Belhaven, Jly 30

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19 QUEBEC SD Empire State, Aug 19 20 ST JOHN'S, NF AR Cheyenne, Aug 21

14 VIZAGAPATAM AR Empire Miranda, Aug 21 CALCUTTA SD Grika, Aug 22

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19 QUEBEC SD Empire State, Aug 19 20 ST JOHN'S, NF AR Cheyenne, Aug 21

13 EAST LONDON SD Sea Carp, Aug 21 Durban Singkep, Table Bay

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19 QUEBEC SD Empire State, Aug 19 20 ST JOHN'S, NF AR Cheyenne, Aug 21

12 MOSTAGANEM AR Augustin Le Borgne, Aug 16 ARZEW SD Le Zerama, Aug 16

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19 QUEBEC SD Empire State, Aug 19 20 ST JOHN'S, NF AR Cheyenne, Aug 21

11 MESSINA AR Fort Carillon, Aug 12 Bahia Blanca SD MESSINA SD Fort Carillon, Aug 21

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19 QUEBEC SD Empire State, Aug 19 20 ST JOHN'S, NF AR Cheyenne, Aug 21

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MARINE CASUALTIES

ABRAHAM CLARK—Marseilles, Aug. 23.—American steamer Abraham Clark (from Galveston) had fire in bunkers which now extinguished; damage reported slight.

ACHILLES—Dunkirk, Aug. 22.—Tug Achilles refloated on Sunday, Aug. 18. The hull is apparently undamaged, but the engine is to be overhauled and high pressure cylinder renewed. Repairs will be done at Rotterdam.—Lloyd's Agent per Salvage Association. (See issue of Aug. 20.)

ARMADALE—Melbourne, Aug. 23.—Motor vessel Armadale sailed (from Port Phillip Bay) this morning. (See issue of Aug. 22.)

BARIIUM—Cardiff, Aug. 21.—According to advices from Barry, steamer Barium sustained damage through contact with oil refinery TAFELBERG at Barry on Mar. 14, 1941, through contact with motor vessel ROYAL ULSTERMAN in the Bristol Channel on Apr. 5, 1943, and through contact with tug BENSON in Barry Dock on June 1, 1940.

BENGHAZI—Hull, Aug. 20.—According to a statement by the master, British trawler Benghazi, in ballast, struck a submerged rock in Hesto Fjord, Faeroes, on Aug. 11, and had stern frame damaged and rudder forced out of position. (See issue of Aug. 19.)

BENSON—See Barium.

BLANKENBURG—Brixham, Aug. 22.—Dutch motor tug Blankenburg, towing barges WOODRUFFE I and WOODRUFFE II (Maassuis for Casablanca) left here this morning. The owners' agents report that there were slight leaks in the hulls of both vessels in tow, but that these had been temporarily repaired at Brixham.

BUOY—Stavanger, Aug. 23.—Norwegian coasting steamer Buoy, cargo general, went aground but floated with assistance, apparently undamaged. Vessel obtaining certificate of seaworthiness after examination by diver.

CALGARIAN—London, Aug. 23.—Information received dated July 17 states: The owners of the steamer Calgarian state that the vessel, which stranded on clay bottom at the edge of St. Anicet Shoal, Lake St. Francis, at 11 55 a.m. on Apr. 16, was refloated at 2 25 p.m. on Apr. 17 with the assistance of two tugs. Vessel was undamaged and proceeded on voyage. (See issue of Aug. 18.)

CALIFORNIA EXPRESS—Cardiff, Aug. 21.—According to advices from Barry, Norwegian motor vessel California Express sustained damage through striking quay wall at Bordeaux when leaving for Bristol Channel on June 2.

CELTIC STAR—Buenos Aires, Aug. 22.—Steamer Celtic Star is apparently undamaged and is now bunkering; proceeds on Aug. 24.—Lloyd's Agent per Salvage Association. (See issue of Aug. 22.)

CHARLES PARSONS—See George Balfour.

EMPIRE ALDGADE—Cardiff, Aug. 21.—According to advices from Barry, steamer Empire Aldgade sustained heavy weather damage in the North Atlantic during October and on Dec. 25.

EMPIRE CROSS—Haifa, Aug. 22.—An affidavit that the fire on board the British motor tanker Empire Cross, which sank in Haifa Bay on Aug. 2 with the loss of 26 lives, was accidental and not due to sabotage was given before a Haifa magistrate by eight of the crew to-day. The Royal Navy discount the theory that the fire was caused by the detonation of a depth charge dropped by a nearby destroyer as a security measure against terrorist impet mine swimmers, it is learned.—Reuter. (See issue of Aug. 5.)

EMPIRE HEYWOOD—Haifa, Aug. 23.—British steamer Empire Heywood left Haifa during the night with 750 illegal Jewish immigrants, believed bound for Cyprus.—Reuter. (See issue of Aug. 20.)

EMPIRE RIVAL—London, Aug. 23.—The following messages have been received from Haifa:
Dated Aug. 21: At 10 45 p.m., Aug. 21, three swimmers were seen and fired at by the military guard on board steamer Empire Rival, anchored in Haifa Bay. Shortly afterwards two charges exploded, flooding No. 5 hold. Vessel moving into shallow water and salvage parties are on the job.
Dated Aug. 22: Steamer Empire Rival: Only one charge was effective. Vessel settled 4 ft. aft to draught 24 ft. No. 5 lower hold flooded to sea level. No. 5 upper hold and all No. 4 hold dry with no visible distortion to bulkhead. (See issue of Aug. 23.)

Haifa, Aug. 22.—Steamer Empire Rival is holed well below the waterline and the pumps are unable to cope with the flow of water. She is slightly down by the stern and is slowly settling deeper in the water.—British United Press.

EMPIRE WANSBECK—Walton-on-the-Naze, Aug. 23.—Motor vessel Empire Wansbeck (from Hook of Holland) grounded off Felixstowe at 6 30 a.m. to-day, but refloated with aid of tugs at 7 25 a.m. and proceeded to Harwich under her own power.

Harwich, Aug. 23.—Motor vessel Empire Wansbeck grounded on The Platters at about 6 a.m. to-day and remained approximately two hours. Vessel was assisted off by steam tug Empire Imp and proceeded under her own power to Parkstone Quay. Damage, if any, unknown.

FAIRFAX—See Portsmouth (barge).

FERRANTI—Cardiff, Aug. 21.—According to advices from Barry, steamer Ferranti sustained damage through wire fouling propeller on Nov. 13 in the River Thames.

FORT ALBANY—Kilindini, Aug. 23.—British steamer Fort Albany arrived at Mombasa to-day. (See issue of Aug. 22.)

FORT BOISE—St. Pierre, Miq., Aug. 23.—British steamer Fort Boise (from Botwood) went ashore on rocky shoal, east of St. Pierre, while entering port. No. 1 lower hold full, No. 2 lower making water; local assistance being dispatched.

FULHAM—Cardiff, Aug. 21.—According to advices from Barry, steamer Fulham sustained damage through contact with dock entrance at Burntisland on Oct. 19, 1940.

FULHAM IV—Cardiff, Aug. 21.—According to advices from Barry, steamer Fulham IV sustained damage through striking King Edward Bridge, River Tyne, on Dec. 1, 1943; through striking quay wall in the River Tyne on Jan. 5, 1944; through collision with an unknown barge on Aug. 28, 1945; and through collision with barge JOY on Jan. 15, 1940.

GEORGE BALFOUR—Cardiff, Aug. 21.—According to advices from Barry, steamer George Balfour sustained damage through contact with M.M.S. 1006 on Nov. 5 and through contact with steamer CHARLES PARSONS in the River Thames on Jan. 16.

GOLDEN RACER—Beira, Aug. 22.—American steamer Golden Racer, when entering port on Aug. 19 (from New York), grounded in the channel for three hours. Vessel sustained no apparent damage and a certificate of seaworthiness is being issued.

HAUKEFJELL—Port Said, Aug. 23.—Tank steamer Haukefjell, 5782 tons net, bound Abadan (from Split), left Suez on Aug. 21 but returned on Aug. 22 reporting refrigerator air compressor broken; approximate delay for necessary repairs three days.

IMPERIAL MONARCH—Valparaiso, Aug. 22.—Steamer Imperial Monarch: Fire extinguished this morning. (See issue of Aug. 23.)

JOY (barge).—See Fulham IV.

KARLSHAMN—Cardiff, Aug. 21.—According to advices from Barry, Swedish steamer Karlshamn sustained ice damage between Feb. 22 and Mar. 11 while on voyage from Sweden for Holland.

KEDAH—Antwerp, Aug. 23.—British steamer Kedah arrived here to-day, in tow. (See issue of Aug. 21.)

LAKEWOOD—Cardiff, Aug. 21.—According to advices from Barry, steamer Lakewood sustained damage through grounding in Dover Harbour on July 22.

M.M.S. 1006 (minesweeper).—See George Balfour.

MELITO—Cardiff, Aug. 21.—According to advices from Barry, steamer Melito sustained damage through contact with a hopper at Dublin on Mar. 8.

MERCHANT ROYAL—See William B. Travis.

MIRZA—London, Aug. 23.—The London managers of the Dutch motor tanker Mirza (Pernis for Abadan) state that the vessel, which arrived at Port Said on Aug. 20, is expected to be delayed 48 hours for engine repairs.

Port Said, Aug. 23.—Motor tanker Mirza left Suez yesterday.

MORMACLARK—New York, Aug. 22.—Steamer Mormaclark, collision with barge in July: Propeller blade straightened and shaft fixed. Cost, including dry dock charges, \$3036.—Salvage Association's Surveyors.

MOUNT DOUGLAS PARK—London, Aug. 23.—The managers of the British steamer Mount Douglas Park state that the vessel left Calcutta on Aug. 17, in ballast, for Vancouver, for orders. (See issue of Aug. 23.)

MYTONGATE—Goole, Aug. 23.—British motor vessel Mytongate arrived here yesterday from Teignmouth. (See issue of Aug. 23.)

NEMISKAM PARK—Cardiff, Aug. 21.—According to advices from Barry, steamer Nemiskam Park sustained damage through striking the lock entrance at Cardiff on May 5.

PANAGHIS—Cardiff, Aug. 21.—According to advices from Barry, Greek steamer Panaghis sustained heavy weather damage on Apr. 30 and May 5, while on voyage from Buenos Aires for Rotterdam.

PENDEEN—Rosario, July 26.—It was impossible to arrange for recovery of lost starboard bow anchor and chain of steamer Pendeen, as there were no possibilities of success. (See issue of July 15.)

PHOTINIA—Cardiff, Aug. 21.—According to advices from Barry, steamer Photinia struck submerged wreck at Bizerta on July 7, 1945, also sustained heavy weather damage in the North Atlantic between Jan. 24 and Apr. 4, 1946.

POLESIE—Copenhagen, Aug. 23.—Trawler Polesie: Master signed contract with Switzers, whose salvage steamer Garm towed her off promptly after establishing towing connection. Diver's examination disclosed only paint scrapings on ship's bottom and vessel sailed yesterday afternoon with classification surveyor's seaworthiness certificate until next ordinary drydocking.—Lloyd's Agent per Salvage Association. (See issue of Aug. 23.)

PORTSMOUTH (barge).—London, Aug. 23.—Information received dated July 23 states: The owner of the barge Portsmouth, R. B. Wathen, of Baltimore, states that the vessel, which was in collision with the steamer FAIRFAX in Hampton Roads on Feb. 7, was surveyed, and later towed to owner's yard at Baltimore, where she still lies in a damaged condition. So far nothing has been decided concerning repairs. (See issue of Mar. 4.)

PRIMA—Leghorn, Aug. 22.—Dutch motor vessel Prima left Follonica for South France on Aug. 21 with a full cargo of pyrites but was towed into Piombino by trawler Santa Rita the same day owing to engine trouble. Master agreed towage fee of 100,000 lire. Repairs in hand.

R. J. REYNOLDS—Gothenburg, Aug. 22.—Steamer R. J. Reynolds undocked on Wednesday (Aug. 21) for voyage to the United States, in ballast. All parties agree 1000 tons of sand ballast necessary for voyage to United States. Vessel is now at quay berth and is expected to commence ballasting on Friday and complete on Saturday.—Salvage Association's Surveyors. (See issue of Aug. 22.)

REGENT LION—Dublin, Aug. 23.—Motor tanker Regent Lion, Dublin for Trinidad, is anchored in Dublin Bay with engine trouble.

Seaforth Radio, Aug. 23.—Following received from British motor tanker Regent Lion, dated 3 45 a.m., G.M.T.: Now anchored Dublin Bay, suspect about half-inch of salt scale in pistons. Two unsuccessful attempts made to proceed but forced to return owing to stoppage pistons cooling; have now cleared system again.

REIGER—Middlesbrough, Aug. 22.—According to a statement by the master, Dutch motor vessel Reiger, Antwerp for Stockton with bricks, was in collision with a Customs launch at Dock Point, River Tees, on Aug. 20, and sustained damage to bulwarks on starboard side forward.

RIVER SWIFT—London, W., Aug. 23.—Steamer River Swift, Susa (for Granton) with esparto grass, sustained damage to rails and had upper part of funnel broken in two on Aug. 5 in the Bay of Biscay.

ROYAL ULSTERMAN—See Barium.

SANTA MARIA (aux.).—Havana, Aug. 22.—Auxiliary vessel Santa Maria opened seams and was beached on sandy bottom at Boca Jaruco, near Santa Cruz del Norte. Yesterday approved contract to patch, refloat and bring to safe berth at Almendares River, Havana, for \$500 "no cure no pay."—Lloyd's Agent per Salvage Association.

SKELWITH FORCE—Cardiff, Aug. 21.—According to advices from Barry, steamer Skelwith Force sustained heavy weather damage on June 2 and 6 while proceeding from Garston for Port Talbot and Plymouth.

TAFELBERG—See Barium.

TAMAROA—Buenos Aires, Aug. 22.—Steamer Tamaroa refloated at 4 15 a.m., G.M.T., to-day with assistance of eight tugs and after lightening about 600 tons of fuel oil.—Lloyd's Agent per Salvage Association. (See issue of Aug. 23.)

TEMPLE INN—Cape Town, Aug. 23.—Steamer Temple Inn left here to-day. (See issue of Aug. 14.)

WAIMANA—Balboa, Aug. 22.—Steamer Waimana (New Plymouth and Lyttelton for London) arrived this morning. Chief engineer reports hearing knock in port propeller on Aug. 4 at sea and observed all port tailshaft coupling bolts slack except one. These were tightened and port engine reduced from two to three revolutions behind starboard engine, since when no further knock heard. Diver's examination at Balboa discloses nothing untoward in port propeller, engine tried ahead and astern under supervision of Lloyd's Register surveyor but nothing found except slack seating in aftermost lineshaft bearing, which is now being temporarily shored as directed by surveyor. Lloyd's surveyor is issuing interim certificate to enable vessel to proceed to the United Kingdom in present condition, via Hampton Roads, subject to lineshaft being re-aligned and aftermost bearing being re-secured on arrival in the United Kingdom, with which master and chief engineer are in accord. Vessel is proceeding on Friday morning, Aug. 23, to Cristobal, for bunkers, and thence on voyage.—Lloyd's Agent per Salvage Association.

WILLIAM B. TRAVIS—New York, Aug. 22.—Steamer William B. Travis, collision with steamer MERCHANT ROYAL in July: 12 shell plates, 21 frames, and two bulkhead plates renew, together with sundry damages.—Salvage Association's Surveyors. (See issue of July 22.)

WOODRUFFE I (barge).—See Blankenburg.

WOODRUFFE II (barge).—See Blankenburg.

THE FLOATING DOCK ASHORE AT GOTHENBURG
Gothenburg, Aug. 20.—The Russian floating dock, in tow of four Russian tugs, Gdynia for Archangel, which dragged her anchors and went ashore while sheltering at Gothenburg approaches during a strong westerly gale, was later refloated by the four attending tugs, and has now proceeded on voyage. The trim of the dock when it left rather indicated that some of the sections were damaged and water-filled. (See issue of Aug. 20.)

THE WAR
STRIKE OF PORT WORKERS AT NECOCHA
Buenos Aires, Aug. 23.—Port activities at Necochea are paralysed on account of a strike.—Lloyd's Agent.

Queenstown, Aug. 23.—American steamer ROY JAMES COLE, Galveston for Liverpool (and Manchester), arrived off Cork Harbour to-day and landed injured bo'sun before proceeding.

THE WAR
DEDALO.—London, Aug. 23.—In reply to inquiry, Lloyd's Agents Genoa cabled under date of Aug. 22: Italian motor vessel Dedalo struck a mine on Aug. 10 off Golfo di Palmas, sinking. (See "Vessel Sunk by Mine off Cagliari, Sardinia" in issue of Aug. 14.)

ERLING BROVIG—Mossawah, Aug. 22.—Motor tanker Erling Brovig, in tow of tugs Merchantman and Masterman, left here to-day for Suez. (See issue of July 20.)

P L M 26—Nantes, Aug. 21.—Steamer P L M 26 arrived at St. Nazaire on Aug. 2 and is now in Penhoet Dock, where she is undergoing extensive repairs. (See issues of Aug. 1 and 15.)

SKIPJACK—London, Aug. 23.—The following message has been received from Venice, dated Aug. 21: British steamer Skipjack mined and sunk one mile off Ravenna at 11 p.m., Aug. 19, while on voyage from Venice to Ravenna via Ancona. Ten of crew were killed; remainder, including master, in hospital. (See issue of Aug. 23.)

Malta, Aug. 22.—First officer James Embley is the only Englishman missing in the sinking of the steamer Skipjack. The number of casualties among the Maltese who formed the majority of the crew is not yet known. The Skipjack sank in shallow water with her superstructure showing.—Reuter.

NON-MARINE FIRES
BUSINESS PREMISES, PORT OF SPAIN, TRINIDAD
Port of Spain, Aug. 23.—Building and stocks at 6, Henry Street, Port of Spain, completely destroyed by fire. Understood stocks insured at Lloyd's; building insured elsewhere.—Lloyd's Agent.

On Aug. 14, in lat. 36 20 N., long. 52 00 W., steamer Walter E. Ranger passed a conical-shaped object painted white and marked with the letter "A."
On Aug. 14, in lat. 24 56 N., long. 83 27 W., tank steamer William E. Pendleton passed a large tree trunk.

LIFEBOAT PASSED
Washington, D.C., Aug. 13.—On Aug. 1, in lat. 39 14 N., long. 43 12 W., steamer Thaddeus Kosciuszko passed a lifeboat with part of stern missing, mast, sail and oars lashed, barnacles on sides, no distinguishing marks or name.

LIFERAFTS REPORTED
Washington, D.C., Aug. 13.—On July 25, in lat. 41 18 N., long. 34 39 W., steamer Exbrook sighted a large metal liferaft, painted white.
On July 31, in lat. 40 40 N., long. 58 06 W., steamer Pomona Victory sighted an empty wooden liferaft.
On Aug. 6, in lat. 41 49 N., long. 22 58 W., steamer Cyrus Adler sighted a liferaft.
On Aug. 6, in lat. 39 38 N., long. 28 43 W., steamer Moira Michael sighted a metal liferaft.
On Aug. 7, in lat. 43 44 N., long. 34 48 W., steamer Thomas H. Sumner sighted a metal raft.
On Aug. 8, in lat. 49 26 N., long. 14 54 W., turbo-electric tanker Quaker Hill sighted a liferaft.
On Aug. 8, in lat. 32 24 N., long. 67 15 W., turbo-electric tanker Saguro sighted a liferaft.
On Aug. 9, in lat. 26 30 N., long. 58 29 W., tug J. Rich Speers sighted a steel raft.
On Aug. 9, in lat. 29 40 N., long. 66 35 W., turbo-electric tanker Rock Landing passed a water-logged metal liferaft.
On Aug. 9, in lat. 42 35 N., long. 44 44 W., steamer Thomas H. Sumner sighted a wooden liferaft.
On Aug. 10, in lat. 38 30 N., long. 69 20 W., steamer Benjamin H. Bristol passed a liferaft covered with marine growth.
On Aug. 10, in lat. 33 00 N., long. 47 31 W., turbo-electric tanker Missionary Ridge passed a wooden liferaft.
On Aug. 10, in lat. 36 03 N., long. 65 28 W., steamer Catawba Victory sighted a liferaft.
On Aug. 11, in lat. 29 57 N., long. 45 09 W., steamer John H. B. Latrobe passed a 20-person liferaft.
On Aug. 12, in lat. 37 25 N., long. 73 16 W., steamer P. N. Damm passed a liferaft.
On Aug. 12, in lat. 31 08 N., long. 61 32 W., a large raft or pontoon.
On Aug. 13, in lat. 41 39 N., long. 45 24 W., steamer Margaret Brent sighted a large metal liferaft.
On Aug. 13, in lat. 36 10 N., long. 28 57 W., steamer William Floyd sighted a liferaft.

DRIFTING BUOY
Washington, D.C., Aug. 13.—On Aug. 5, in lat. 37 38 N., long. 67 55 W., steamer Helen Hunt Jackson passed a black spar buoy.

MINES REPORTED
Humber Radio, Aug. 21.—Mines have been reported to-day as follows:
At 5 40 p.m., G.M.T., by steamer Empire Lance, a horned type floating mine 1/2 mile 180 deg. from D 2 buoy (lat. 53 37 N., long. 01 32 20 E.).
At 7 p.m., G.M.T., by steamer Mikhail Frunze, in position lat. 53 35 N., long. 01 30 E.
Washington, D.C., Aug. 13.—On Aug. 5, in lat. 27 21 N., long. 72 29 W., steamer Canadian Observer sighted a floating mine.
On Aug. 9, in lat. 41 22 N., long. 51 14 W., steamer Edward G. Janeway passed a horned type mine.
On Aug. 12, in lat. 30 06 N., long. 44 29 W., an object, presumably floating mine.

RIVER SEINE
Niton Radio, Aug. 22.—Following received from French pilot vessel Georges Leverdier at 5 31 p.m., G.M.T.: To all vessels in the Seine River and to pilot: Unless anything unforeseen happens buoys No. 23 and No. 24 will be moved about 500 metres to the northwards on this evening's tide.

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COASTWISE & HOME TRADE MOVEMENTS

Table with columns C1, C2, C3, C4, C5 listing ship names, destinations, and dates. Includes entries for LONDON, BEACHY HEAD, CARDIFF, LIVERPOOL, and CLYDE ANCHORAGE.

SHIPS IN PORT

LONDON IN THE RIVER—Cont. from p. 4

Table listing ships in port in London, including ship names, agents, and arrival dates. Includes entries for CHELWOOD, CORCHESTER, CORGIEN, and CORMORANT.

MERSEY-IN PORT

Docks are at Liverpool unless otherwise shown

Table listing ships in port in Mersey, including ship names, agents, and arrival dates. Includes entries for ADRASTUS, ALBERTON, AMERICAN MANUFACTURER, and ANNA II.

Table listing ships in port in other regions, including ship names, agents, and arrival dates. Includes entries for EMPIRE VENTURE, EMPIRE WADWEN, EMPIRE WISDOM, and EMPIRE YUKON.

(Continued on page 9)

BRITISH COAST LINES SEAWAYS COAST LINES ORGANISATION. Includes logos and text for various shipping companies like Cunard, P&O, and others.

Table with columns C6, C7, C8, C9, C10 listing ship names, destinations, and dates. Includes entries for DUNDEE, HARTLEPOOL, GOOLE, and IPSWICH.

SHIPS IN PORT

MERSEY IN PORT—Cont. from p. 8

SANTANDER, 6612, Huskisson, P. S. N. Co. SEATTLE, 717, Queen's, T. Orford & Son...

GARSTON—IN PORT

Fessel Tons Gross Dk. or Wf. Broken BRIDGEMAN, 449, Stalbridge, W. A. Savage...

MANCHESTER—IN PORT

Fessel Tons Gross Dk. or Wf. Broken AVELL, 1300, Shed 4, Dk. 8, Bahr, Behrend...

CLYDE—IN PORT

Docks are at Glasgow unless otherwise stated Vessel Tons Gross Dk. or Wf. Broken ANNAN, 955, Windmillcroft Qy., W. Sloan...

EMPIRE GAZELLE, 228, James Watt Dk., Greenock, D. McDougall & Co. EMPIRE GREBE, 5736, Rothesay Dk., Clydebank, J. B. Couper...

TYNE IN PORT

Fessel Tons Gross Dk. or Bth. Broken ACRIUTY, 465, Newcastle Qy., Anthony & Bainbridge, Ltd. ACTIVITY, 9700, Palmers Dry Dk., Hebburn...

CORFLEET, 1803, Howden Staiths, Willington Qy., W. Cory & Son. CORSELA, 2764, Readhead's Dry, S. Shields, W. Cory & Son...

TRESWOOD, 864, Clelands (Successors), Ltd., Willington Qy., G. T. Gillie & Blair. THORSHOVDI (forepart), Swan, Hunter, & Wigham...

SUNDERLAND—IN PORT

Vessel Tons Gross Dk. or Wf. Broken ALEXIA, 8016, Greenwell's Dry Dk., France Fenwick Tyne & Wear Co. AMPULLA (trawler), 248, Shipbuilding Corporation Qy., Shipbuilding Corporation, Ltd....

HULL—IN PORT

Vessel Tons Gross Dk. or Wf. Broken ALF EVERARD, 213, Humber, Oughtred & Ingham, Ltd. ANGLE, 2199, Albert, Ellerman's Wilson Line...

SOUTHAMPTON—IN PORT

Vessel Tons Gross Dk. or Wf. Broken ABA, 7938, Berth 108, Western, Union-Castle Mail S.S. Co. ABERDONIAN, 1648, Berth 16, Inner...

NEWPORT—IN PORT

Vessel Tons Gross Dk. or Wf. Broken BARON GEDDES, 7049, North, Richard W. Jones & Co. CATRINE, 5218, Mount Stuart Dry, 2, Dunn...

CARDIFF—IN PORT

(Including Barry & Penarth) Vessel Tons Gross Dk. or Wf. Broken BEYR, 16586, Plymouth, Empire Concern, Ltd. GFKPK, 180641, London...

BRITISH SIGNAL LETTERS

Table with columns: Signal Letters, Name of Vessel, Port of Registry, Official Number, Tons Net. Includes entries like Polar Chief, City of London, Baskerville, Chandpara, etc.

The following International Code Signals have been cancelled.

Table with columns: Signal Letters, Name of Vessel and Port of Registry, Official Number. Lists cancelled signals like Penchateau, Lachnedoc, etc.

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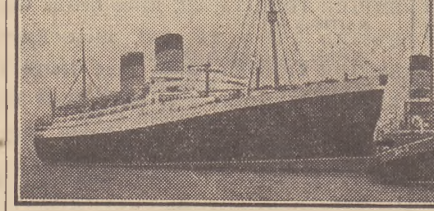
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Printed and Published by THE CORPORATION OF LLOYD'S, at Lloyd's, London, England.