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

**From London**

m.v. **DURANGO** Montevideo & Buenos Aires: (also Rosario with transhipment) 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** Montevideo & Buenos Aires 2nd-half Sept.

**WEST INDIES**

**From London**

m.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, Funchour, 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 Tumatico.

Approximate closing dates on application to  
**ROYAL MAIL LINES, LTD.**  
LONDON, Royal Mail House, Leadenhall St., E.C.3  
LIVERPOOL, The Pacific Steam Navigation Co., Agents, Pacific Building, James Street (2)

**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 SHIPS specified below.

August 19th, 1946  
S.S. "WESERBRUCK" Ship only (2220)

August 21st, 1946  
S.S. "DR. HEINRICH WIEGAND" Ship only (2195)

August 22nd, 1946  
S.S. "TIMANDRA" Ship only (2221)

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.

**NOTICE TO MARINERS**

[No. 98 of 1946]  
EAST COAST OF ENGLAND  
RE-ESTABLISHMENT OF HAISBRO' LIGHT VESSEL  
Latitude 52 deg. 59 min. N.  
Longitude 1 deg. 35 min. E.  
(approximately).  
DEFERRED

The replacement on station of the HAISBRO' LIGHT VESSEL advertised in Notice to Mariners No. 79, dated 13th July, 1946, to take place on 19th August, 1946, has had to be postponed.

A further Notice will be issued in regard to its re-establishment.

By Order,  
J. M. NICOLLE, Secretary.  
Trinity House,  
London, E.C.3,  
27th August, 1946.

**NOTICE TO MARINERS**

[No. 99 of 1946]  
EAST COAST OF ENGLAND  
RE-ESTABLISHMENT OF NORTH HAISBRO' UNLIGHTED BUOY  
DEFERRED

The re-establishment on station of the NORTH HAISBRO' UNLIGHTED BUOY advertised in Notice to Mariners No. 81, dated 13th July, 1946, to take place on 19th August, 1946, has had to be postponed.

A further Notice will be issued in regard to its re-establishment.

By Order,  
J. M. NICOLLE, Secretary.  
Trinity House,  
London, E.C.3,  
27th August, 1946.

**PROPOSAL TO CHANGE A SHIP'S NAME**

I, WILLIAM HEADLAM, Public Officer, of Rowland & Marwood's Steamship Co., Ltd., Raitwhaiter, nr. Whitby, Yorks. HEREBY GIVE NOTICE that, in consequence of change of ownership, I have applied to the Ministry of Transport, under Sect. 47 of the Merchant Shipping Act, 1894, in respect of my ship "EMPIRE FALCON," of Whitby, official number 168079, of gross tonnage 5494 tons, of register tonnage 3264 tons, heretofore owned by Minister of Transport, of Berkeley Square House, London, W.1, for permission to change her name to "BARNEY," to be registered in the said new name at the Port of Whitby as owned by Rowland & Marwood's Steamship Co., Ltd.

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

Dated at Whitby this 27th day of August, 1946.  
HEADLAM & SON.

**LLOYD'S NOTICE**

**VESSEL FOR INQUIRY**

The Committee of Lloyd's will be glad of any information regarding the following vessel:—  
"MARIE CLAIRE," auxiliary motor vessel of 78 tons gross, which is reported to have sailed from Algiers for Sete on the 24th February, 1946.  
Lloyd's, London, E.C.3,  
28th August, 1946.

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AND  
**SHIPPING GAZETTE**  
(Established 1734)

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

**LLOYD'S, LONDON, E.C.3**  
Telephone: Avenue 7644 (Private Exchange)  
**LIVERPOOL OFFICE:**  
Mr. A. C. DOUGLASS, 15, Tithebarn Street,  
Liverpool, 2  
Telephone: Central 2034

The Committee of Lloyd's do not guarantee the accuracy of the information contained in Lloyd's List and Shipping Gazette, nor do they accept responsibility for errors or omissions or their consequences

**THURSDAY, AUGUST 29, 1946**

High Water, London Bridge ... 04 28 16 39  
High Water, Liverpool ... 01 29 13 53  
Sun Rises ... 05 05 Sun Sets ... 19 56  
Moon Rises ... 08 51 Moon Sets ... 21 19  
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 vigorous depression centred near S.E. Ireland will move slowly and steadily East-North-East or North-East. There will be occasional rain or showers in all districts with a chance of local thunder. Winds will be strong to gale force in Southern parts of the country, decreasing slowly. Winds will veer to N.W. or North generally. It will be mainly very cool.  
Further outlook: Showers in all districts.

**Obituary**

**CAPTAIN J. P. BARKER**

The death is announced from New York of Captain James Platt Barker who commanded the last square-rigged sailing ship to ply world trade routes under the American flag. Captain Barker, who was 72, was born in Parthington, Cheshire, and came of a seafaring family, some of his ancestors having sailed their own ships as members of the East India Company. He went to sea at an early age, and was the youngest sailing-ship master under the British flag at the turn of the century, and master of the British square-rigged sailing ship, *British Isles*, of 2461 tons gross, at the age of 27. Later he was master of the last American square-rigged sailing ship, the *Tusitala*, for six years, and in her trained more than 100 young men under canvas to be licensed ship's officers. The *Tusitala* was taken out of service in 1934. Thereafter Captain Barker held classes in navigation for many prominent yachtsmen, was much in demand as a speaker on nautical topics, and wrote "The Log of a Linejumper," the story of his first 20 years under canvas. Throughout the recent war he served as marine superintendent of the Prudential Steamship Company of New York. He resigned last January because of ill-health.

**SHIPBUILDING IN NEW SOUTH WALES**

From Our Own Correspondent  
NEWCASTLE, Wednesday  
Mr. D. Lyon McLarty, State Director of Shipbuilding, New South Wales, Australia, at present in England to arrange for supplies of shipbuilding material and equipment, has visited many shipyards. During a visit to Tyneside he handed to the Lord Mayor of Newcastle (Alderman J. A. Clydesdale) a letter of greetings from the Mayor of Newcastle, New South Wales, and said that in that part of Australia shipbuilding was one of their latest industries. During the late war they produced 23 vessels and repaired 600. They had very large steel works and their district was the main centre of coal-mining in Australia.

**U.K. REPRESENTATIVE IN PICAO**

The Minister for Civil Aviation has invited Sir Frederick Tymms to become the United Kingdom representative on the Council of the Provisional International Civil Aviation Organisation, in succession to Air Chief Marshal Sir Frederick Bowhill, who has become Chief Aeronautical Adviser to the Ministry. Sir Frederick Tymms expects to vacate his present appointment as Director-General of Civil Aviation for India during 1947 and has accepted the Minister's invitation to take up the PICA0 appointment as from Oct. 1, 1947. Sir James Temple Cotton has accepted the Minister's invitation to act as United Kingdom representative in the meantime and will arrive in Montreal early next month. Sir James has recently served as Under-Secretary in the Ministry of Aircraft Production, following over 20 years' service in the Air Ministry. He served previously in the Admiralty.

**SHIPYARD WORK**

**Royal Mail Liner for Belfast**

Royal Mail Lines, Ltd., have placed a contract for a twin-screw passenger and cargo liner of 18,000 tons gross with Harland & Wolff, Ltd., and the keel will be laid in their Belfast yard to-day. The vessel is intended for the company's passenger and freight service from London to South America. Streamlining is to be carried out on her superstructure, and her single funnel will be of novel design. No attempt is, however, being made to compete with the somewhat extreme shapes fashionable in other countries.

The accommodation will provide for 128 first-class and 350 third-class passengers. An observation lounge is to be built for the former to command a view, even from the sitting position, almost identical with that from the navigating bridge. Separate bath or shower rooms will be attached to nearly all the first-class cabins. Air-conditioning will be provided in all the public rooms and there will be an open-air swimming pool with a lido and cinema.

The cargo spaces, with minor exceptions, will be fully insulated for the carriage of chilled and frozen meat, fruit and dairy produce. The very latest methods of air cooling will be employed. The propelling machinery will consist of high-pressure turbines connected to twin screws. The name "Magdalena" has been reserved for the new vessel.

Our Belfast correspondent writes:— Since the placing of an order for the new liner was referred to by the chairman of Royal Mail Lines (Mr. Walter C. Warwick) in his speech at the annual meeting early in July, final negotiations about the price have been in progress with Messrs. Harland & Wolff. The keel of the new liner is being laid in the Musgrave Yard in the berth made vacant by the launch of the bitumen carrier *Patella* at the end of June. The order recalls the liners of the "Highland" class built for the Nelson Line (now in the Royal Mail group) by Messrs. Harland & Wolff between 1928 and 1932.

**Norwegian Order for N.E. Coast**

The Belsips Company, Ltd., Skibs-A/S., Oslo, have placed an order with John Readhead & Sons, Ltd., South Shields, for an 8000-ton vessel of special type, to be built to the classification of Det Norske Veritas. The propelling machinery will consist of a Fredrikstad steam motor, which Messrs. Readhead will construct. Fifty per cent of Messrs. Readhead's order book is now for export, and work is assured to 1948.

**Swedish Motorship Order for Italy**

The Rederi-a.b. Svenska Lloyd, Gothenburg, has ordered a motorship of 3000 tons d.w. from the Cantieri Riuniti dell' Adriatico, Monfalcone, for delivery in June, 1947. The propelling machinery will consist of a Fiat diesel engine.

**Norwegian Order for Sweden**

The "Norges Handels og Sjøfartstidende" reports that Jorgens Rederi A/S., Grimstad, has ordered a motor tanker of 1100 tons d.w. from the Lidingö Varv, Lidingö, near Stockholm. The vessel will be of a new type with large cubic capacity, and is mainly intended for the North European trade.

**Big Gotaverken Tanker**

The tanker of 23,000 tons d.w., which has been ordered from Göteborg, Gothenburg, by Onstad Shipping A/S., Oslo, will be diesel driven.

**TELEPHONE SERVICE TO HUNGARY AND CZECHOSLOVAKIA REOPENED**

The telephone service with Hungary will be reopened to-morrow. The minimum charge for a call of three minutes duration from all places in England and Wales will be 20s. The reduced night charge facility is at present suspended. An additional charge of 2s. 6d. per three minutes is payable on calls from all places in Scotland, Northern Ireland and the Isle of Man. Calls may be made in the English, French, Hungarian or Russian languages.

The telephone service with Czechoslovakia will also be reopened to-morrow. The minimum charge for a call of three minutes duration from all places in England and Wales will be 18s. The reduced night charge facility is at present suspended. An additional charge of 2s. 6d. per three minutes is payable on calls from all places in Scotland, Northern Ireland and the Isle of Man. Calls may be made in the English, French, Russian, Bulgarian, Serbo-Croat, Czech, Slovak, or Polish languages.

**SALE OF MACHINE TOOLS**

An "On-site" sale of 300 machine tools will be opened at the K.L.G. Plug Factory, Bridgend Trading Estate, South Wales, on Wednesday, Sept. 18. The sale lasts until Tuesday, Sept. 24. Any machines not disposed of during this sale will be on view at the factory from Sept. 25 to Oct. 1, between 10 a.m. and 4 p.m., except Saturdays and Sundays, for competitive tendering. The machines include capstan lathes, millers, grinders, drillers and miscellaneous types.

**SOUTH WALES PORTS**

**Improved Iron Ore and Pitwood Imports**

Trade at the Great Western Railway Company's South Wales ports of Cardiff, Swansea, Newport, Barry, Port Talbot and Penarth, from Jan. 1 to Aug. 11 this year totalled 7,076,249 tons, as compared with 7,844,404 tons in the corresponding period of 1945. Imports were 2,281,125 tons, against 2,403,135 tons, and exports 4,795,124 tons, against 5,441,269 tons. The number of vessels using the ports was 8632, of 5,619,322 tons net, against 9673 vessels, of 7,134,215 tons net.

The best feature on the inward side was iron ore imports, which rose from 414,526 tons a year ago to 900,979 tons, and pitwood and mining timber, which increased from 19,677 tons to 83,398 tons. Iron and steel, including pig-iron, billets and bars, also improved, being 113,226 tons, against 108,779 tons. Arrivals of timber and deals were 73,288 tons, as compared with 119,145 tons, grain and flour totalled 133,804 tons, against 174,940 tons. Shipments of manufactured iron and steel provided a bright export traffic, being almost trebled at 183,085 tons, while tinplate exports more than doubled those of last year at 48,119 tons. The outward cement trade was slightly heavier at 19,173 tons, and coal and coke improved, chiefly as the result of bunker depot shipments, totalling 3,379,954 tons, as compared with 2,978,704 tons. Patent fuel exports were 147,394 tons, against 133,709 tons, and grain and flour 31,316 tons, against 46,883 tons.

Owing to the loss of the special wartime traffic there were heavy falls in oil and general. Imports of oil fell from 629,381 tons to 533,096 tons, exports from 453,601 tons to 132,127 tons, and imports of general merchandise decreased from 726,226 tons to 284,982 tons, and exports from 1,050,097 tons to 367,498 tons.

Divided according to the various ports, imports and exports from Jan. 1 to Aug. 11 this year, as compared with the corresponding period of 1945, were as follows (in tons):—

IMPORTS		EXPORTS	
	1946		1945
Cardiff .....	774,914	1,027,432	1,205,238
Swansea .....	634,368	1,219,819	1,130,037
Newport .....	446,180	884,913	1,056,350
Barry .....	103,179	1,106,219	1,464,124
Port Talbot .....	296,030	293,698	259,507
Penarth .....	26,454	263,043	266,013
	2,281,125	4,795,124	5,441,269

**B.O.A.C. TRANSATLANTIC ROUTE**

**Details of Services**

The B.O.A.C. Speedbird transatlantic route is due to reopen on Saturday. At 18 30 G.M.T. the first B.O.A.C. Constellation since the service was suspended on July 12 is due to leave New York. It is scheduled to arrive at London Airport at 11 00 G.M.T. on Sunday. Services for New York are due to leave London at 21 00 G.M.T. on Sept. 2, 4 and 7, and thereafter at that time every Monday, Wednesday, Thursday and Saturday.

As from Sept. 11 the service which leaves London on Wednesdays is due to operate via Prestwick, the airport for Glasgow, leaving there at 00 10 G.M.T. each Thursday for New York. All services are to be routed via Gander, N.F., and all except the Prestwick one via Rineanna, Eire; all are due to arrive at New York at 16 45 G.M.T. the day following their departure from London, except the Prestwick service, which is due at 17 10 G.M.T. In the reverse direction, services are scheduled to leave New York on Sundays, Tuesdays, Wednesdays and Fridays at 18 30 G.M.T., and to arrive at London Airport at 11 00 G.M.T. the following days, except the Tuesday service, which is routed via Prestwick and due there at 08 25, and at London Airport at 11 25 G.M.T.

The majority of the seats on the service via Prestwick will be at the disposal of Scottish and North of England travellers, and the runs via that airport will therefore constitute Scottish and North of England services to America. It is hoped eventually to increase the service via Prestwick to a twice-weekly one. Fares to New York are £93 5s. single and £167 17s. return, and to Gander £65 15s. single and £118 7s. return.

**ELECTED TO LLOYD'S**

The Committee of Lloyd's elected the following gentlemen yesterday:—  
As an Underwriting Member—  
The Right Hon. The Earl of ROSSLYN, Brook House, Bracknell, Berkshire.  
As an Annual Subscriber—  
Mr. GORDON EDIC COLLINS, director of E. W. Payne & Co., Ltd., Staple Hall, Stone House Court, Bishopsgate, E.C. 2.

**RECENT WILL**

Mr. John Murray Schütz Culbertson, A.M.F.C.E., of Malling Place, West Malling, Kent, formerly of St. Mary Cray, late of Karachi Port Trust, who died on Feb. 6 last, left £21,537 gross, with net personalty £21,326.

**WATER TURBINES TO BE BUILT AT CLYDEBANK**

**Large Contract Accepted by Messrs. John Brown**

From Our Own Correspondent  
GLASGOW, Wednesday  
It is announced that John Brown & Co., Ltd., Clydebank, have received orders from Boving & Co., Ltd., London, for the construction of water turbines for the Clunie and Errochty generating stations, to be established on the River Tummel by the North of Scotland Hydro-Electric Board.

The Clydebank firm have undertaken this work, which is valued at over £160,000, in addition to their very substantial post-war shipbuilding commitments in order to broaden the basis of employment and to assist in the development of schemes of a purely Scottish character. Three turbines are being supplied for each station and the aggregate capacity of the two stations will be approximately 185,000 h.p. The alternators for the Clunie and Errochty stations will be supplied respectively by the British Thomson-Houston Company, Ltd., and the General Electric Company, Ltd. Boving & Co., Ltd., have also placed orders with Glenfield & Kennedy, Ltd., Kilmarnock, for water turbines for the Pitlochry generating station of the Tummel-Garry scheme and for the Loch Morar scheme.

The entry of the Clydebank firm into the business of supplying water turbines for land purposes is an interesting and important development. Messrs. John Brown & Co. hold important interests in the coal industry in Yorkshire, and will by this development have substantial resources for re-employment when coalmining becomes a State industry and when the stock issued to owners in compensation becomes negotiable. Apart from this, a progressive undertaking can never stand still but must always be open to develop new enterprise. Of late, considerable sums have been spent on modernising the shipbuilding berths and on improving the equipment of the engine works at Clydebank. In the year to March last the amount so expended was about £160,000.

In the event of a slowing down of shipbuilding and therefore in the demand for marine engines, the supply of machinery for land installations can be a useful stand-by. Moreover, steady activity provides both scope and incentive for new technical development. It is known, for example, that Messrs. John Brown & Co. and other Clyde undertakings have recently been experimenting with gas turbines; Lord Aberconway, chairman of John Brown & Co., recently stated that perhaps in the very near future ship-propelling machinery would in many cases be of gas-turbine design, and at the launch of the *Princess Victoria* at Dumbarton yesterday Sir Maurice Denny expressed the view that the internal combustion turbine was on the doorstep.

**TILBURY-CUXHAVEN SERVICE FOR B.A.O.R. FAMILIES**

**Inaugural Sailing To-morrow**

The turbine steamer *Empire Halladale*, formerly the German liner *Antonio Delfino*, of 13,589 tons gross, will inaugurate the regular service carrying wives and children of B.A.O.R. men to Germany when she leaves Tilbury to-morrow afternoon for Cuxhaven. A representative of Lloyd's List was able to inspect the accommodation and amenities provided for the sea passage as the vessel lay in Tilbury Dock yesterday. The *Empire Halladale*, built in 1922, is now owned by the Ministry of Transport and managed by the Anchor Line, Glasgow.

She has recently completed fitting out as a troopship at the Clyde yard of John Brown & Co., Ltd., and has been adapted for the conveyance of wives and children of men of the B.A.O.R. The voyage will take about 36 hours. The vessel has a passenger capacity for about 700, of whom approximately 400 will be berthed in cabins and the remainder in three-tier berths. Cabin accommodation will be reserved for mothers with children up to eight years of age. Separate lounges have been provided for mothers with children, and also for wives travelling without children. The food will be of a high-class service standard. Women and children over eight years of age, will have their meals at three sittings in the saloon, and children under eight in a special lounge.

The *Empire Trooper* (ex German liner *Cap Norte*) will join the *Empire Halladale* at a future date, when sailings will be scheduled every Tuesday and Friday from Tilbury. The arrangements in the *Empire Trooper*, which is managed by Messrs. Gray Daws & Co., will be similar to the *Empire Halladale*, with the exception that meals will be served on the

**FREIGHT MARKETS**  
Limited Tonnage Supplies

By Our Own Correspondent

THE BALTIC, Wednesday  
Chartering in many directions is held up largely by the limited supply of free tonnage available for employment, although in a few trades the number of vessels seeking employment is in excess of immediate needs. In the meantime many commercial charterers are experiencing difficulty in satisfying their requirements, due to the continued direction of shipping to meet the large and varied demands of the various authorities.

There is an active inquiry on time charter basis for various classes of trading and for varying periods, although so far as could be ascertained business has been confined to the fixing of two vessels for early delivery East Coast U.K. for the trip out to the Eastern Mediterranean, 16s. 6d. being paid for a steamer and 17s. 6d. for a motorship.

North American charterers have numerous unfilled orders for grain and coal for various destinations, but apart from the direction of tonnage at the schedule rates for grain and timber from Eastern Canada no business is reported. On net charter terms mid-October tonnage is required from Sheet Harbour and Halifax to one port North France, the rate indicated being 27 cents per cu. ft. bale, while for early September 22 cents is bidding from Halifax to one or two ports Bordeaux/Dunkirk Range and 38 cents from three places British Columbia to two ports North France.

In other directions further tonnage is reported to be treating for Turkish rye to Italy. A large September vessel has been chartered for phosphate from Casablanca or Safi to Australia at 67s. 6d. for one port of discharge, and there are prospects of further business being arranged. A small ship for September has been taken for pyrites from Huelva to this country at 46s. 6d. Tonnage is offering for coal from Rotterdam to West Italy on the basis of recent values, and it is understood that further business has been concluded for d.b.b. from Finland to Jersey.

**FIXTURES**

CASABLANCA or SAFI to AUSTRALIA.—Steamer, 8000/9000 t., 67s. 6d. basis one port of discharge, 70s. two ports, phosphate, Sept.  
BONA to GIBRALTAR.—Steamer, 7600 t., 5 p.e., 28s. per ton, iron ore, 2s. discharge, Sept. 1-15.  
HUELVA to U.K.—*Bantry Bay*, 850 t., 40s. 6d. per ton, pyrites, Sept.  
TIME CHARTER.—Steamer, 8300 t., 16s. 6d. per t.d.w., delivery East Coast U.K., re-delivery Eastern Mediterranean, trip out, Sept.  
TIME CHARTER.—Motorship, 7200 t., 17s. 6d. per t.d.w., delivery East Coast U.K., re-delivery Eastern Mediterranean, trip out, Sept.

**PROVINCIAL REPORTS**

From Our Own Correspondents

LIVERPOOL, Wednesday  
Fair chartering activity is noted in the more essential cargoes of grain, coal, ore and timber, while moderate miscellaneous business is under arrangement, though tonnage difficulties continue in the market. Various grain requirements are circulated from North America, with Northern Range and Gulf coal demand continuing for Europe and South America. Manganese ore figures in the India section, with charters from Vizagapatam to Northern Range at \$13 for early September and from Bombay to Northern Range at \$12.50 for early October. Coal cargoes are moving from Lourenco Marques to Buenos Aires and to Montevideo at 57s. for September, while 35 rupees was paid for a steamer carrying 9500 tons of salt from Aden to Calcutta for September.

**CARDIFF, Wednesday**

Home coasting demand is small and the ready supply of vessels limited. Foreign business quoting includes France, Canada and some bunkering stations.

**SWANSEA, Wednesday**

Quiet conditions prevail in the coasting section, where small tramp steamers are usually amply available to meet limited request. Foreign trading also remains very restricted since cargoes are so scarce.

**NEWCASTLE, Wednesday**

Swedish and Norwegian shippers are eager to operate, but find cargoes unobtainable. Home and foreign tonnage remains scarce and freight values are not tested.

**GLASGOW, Wednesday**

Two vessels are needed from Methil next week for the usual dockyard trade, and another for 1800 tons of coal to Liverpool. Belfast is not putting in her own ship for Sept. 9, and Methil wants a vessel for this 1500 tons of cargo. A prompt 1000-tonner is wanted for North Africa from Grangemouth.

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J. STANLEY TODD, General Manager

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CHARTERED SHIPBROKER  
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# THE "QUEEN ELIZABETH"

## Getting Ready for Peacetime Maiden Voyage

### DETAILS OF THE PASSENGER ACCOMMODATION

## Schedule of Sailings and Fares

By OUR SPECIAL CORRESPONDENT

As already announced in LLOYD'S LIST, the Cunard White Star liner *Queen Elizabeth* has been moved from dry dock to No. 101 berth in the new docks at Southampton. All her underwater parts have been scraped, cleaned and repainted, her rudder and propellers cleaned and adjusted, and the liner is now completing the last stages of her interior fittings and furnishings prior to entering the Southampton-New York passenger service. From her present berth the liner will shortly go into the Ocean Dock and will leave for Scottish waters about the beginning of October for trials off the Isle of Arran.

The *Queen Elizabeth* will begin her peacetime maiden voyage from Southampton on Oct. 16, and the following schedule of sailings has been arranged up to the middle of January, 1947: Outwards from Southampton, Oct. 16, Nov. 6, Nov. 22, Dec. 7, Dec. 21, Jan. 3, Home-wards from New York, Oct. 25, Nov. 14, Nov. 29, Dec. 14, Dec. 27, Jan. 10. She will carry a total of 2315 passengers divided into three classes—first-class (formerly cabin), cabin-class (formerly tourist) and tourist-class (formerly third-class). The minimum one-way fares have been fixed at £91, £56 and £41 respectively.

#### DISTINGUISHING THE "QUEENS"

There will be no difficulty in distinguishing the *Queen Elizabeth* from her sister ship the *Queen Mary*, for while the two ships have the same general dimensions, the Cunard White Star Line considered that each ship should have her own identity and personality. Probably the most striking difference is that the *Queen Elizabeth* has only two funnels compared with three in the earlier ship, a change which means a much more generous allowance of deck space and promenades, as well as an increase in passenger accommodation. Amidships the deck houses have been extended, and the absence of the third funnel has provided a vast sports area clear of all obstructions. The large boiler-room and other ventilators have disappeared and very modern methods have been adopted for air intakes for various purposes.

Again, the *Queen Elizabeth* has three anchors as against the two in the *Queen Mary*. The additional anchor is fitted in the centre of the bow, this necessitating a new shape of bow with a greater rake to ensure the anchor falling clear of the stem. As a result the *Queen Elizabeth* is over 10 ft. longer than the *Queen Mary*. Another feature is the absence of a break in the hull forward, known as the well deck, in favour of a flush main deck, resulting in remarkably graceful lines from bow to bridge. The alterations which have been effected in the design of the *Queen Elizabeth*, the closing in of the well and the extension of the superstructure, have brought her gross tonnage to 83,673, as compared with the 81,235 tons gross of the *Queen Mary*.

#### 140 WATERTIGHT COMPARTMENTS

The ship has two bottoms, an inner and an outer, with an intervening space of nearly 6 ft. divided into numerous watertight compartments. On either side of the double bottom rise the two shells, the inner one running the full length of the machinery spaces, in places to a height of nearly 40 ft. The ship is divided transversely by 15 watertight bulkheads and, in association with the longitudinal sub-division, there are in all 140 watertight compartments in the vessel. Above the watertight bulkheads the ship is divided into suitable sections by steel fire-screen bulkheads. The hull structure comprises 14 decks from the deckhouse tops down to the lower decks, which are discontinued in the way of the extensive machinery spaces.

An unusual feature of the *Queen Elizabeth* has been the use of special high elastic limit steel in the construction of the parts of the hull where the greatest stresses are likely to be experienced. The main strength of the ship is contained in the structure from the keel to the promenade deck, above which the superstructure is built of lighter materials. To relieve the superstructure of the heavy stresses to which in a ship of such great length it would be subjected, it is built in sections detached from each other by a space of a few inches—known as expansion joints—though presenting an unbroken line. The total weight of metal in the hull and machinery exceeds 50,000 tons. The total weight of the stern frame shaft brackets and rudder is nearly 600 tons. The rudder

is streamlined into the hull form and weighs over 140 tons; an interesting feature is the two doors fitted into the sides and the permanent steel ladder fitted inside the rudder to enable inspection to be made at any time when the vessel is in dry dock.

The navigating bridge extends about 125 ft. from wing to wing. At each extremity is a wing house, or cabin, each being equipped with voice communication (through which officers on watch can speak to officers in the wheelhouse), lamps for night signalling and switches for powerful floodlights. The bridge itself is kept free from the boisterous effects of wind by an air slot running the full length of the curved steel frontage. By this means the force of the wind is deflected through the slot in an upwards direction. Two windows of the wheelhouse are fitted with clear view screens enabling an absolutely clear view to be obtained in bad weather. Much of the equipment in the wheelhouse is duplicated, including the gyro compasses, steering wheels and the engine-room telegraphs. Automatic steering gear is fitted, while the ship's magnetic compasses embody all the latest developments. Leading from the bridge are the captain's chart room, the gyro compass room and the officers' chart room. The *Queen Elizabeth* will be fitted with a Cosor radar unit, and the Admiralty set now installed will be retained for some time. She is also equipped with Loran and with two direction finders.

#### SPECIAL FIRE PRECAUTIONS

The 26 lifeboats installed in the ship, each capable of holding about 120 people, are all fitted with high speed diesel engines. An interesting feature of the engine installation in the boats is the enclosed system of fresh water circulation enabling the engines to be run while the boats are still in the davits. The boats are constructed of steel, and the davits are of the gravity type. A large number of rafts and lifebuoys are fitted in convenient places on the upper deck. Special attention has been paid to fire hazard in the *Queen Elizabeth*, and the detection and extinguishing systems are even more elaborate and complete than in the *Queen Mary*. There is a fire station continually manned and in constant communication with the bridge and engine-room. From the hold, baggage rooms and similar spaces are led smoke-detecting pipes to the fire station, from whence an affected space can be blanketed with CO<sub>2</sub> gas. Throughout all inhabited spaces there is a sprinkler system, and there are the usual fire extinguishing water mains. The galleys are almost all-electric; there is a combined galley for first-class and cabin-class passengers, one for tourist class and one for the crew. There is also a Kosher kitchen.

#### RESTRAINED DIGNITY

In the passenger accommodation a high degree of spaciousness, comfort and refinement has been attained. There are 35 public rooms, including lounges, smoking-rooms, cocktail bars, libraries, cinema and swimming pools. The keynote of design throughout the ship are elegance, architectural lightness and restrained dignity. Unique veneers and woods and an imaginative use of leather, plastic, glass and metal work combine to create effects of unusual beauty, enhanced by the decorative works of art contributed by leading artists and craftsmen. Open and sheltered promenade spaces are provided for all three classes of passengers. The top superstructure deck has been specially arranged for sports and deck games, and outside the first-class public rooms on the promenade deck, which is over 720 ft. long, is a sheltered promenade space screened from the weather by large sliding windows. Extensive open and sheltered deck spaces for promenading and games are provided for cabin passengers, while a large area of the sports deck is set aside for the exclusive use of tourist passengers.

The first-class restaurant, which occupies the full width of the ship, accommodates nearly 800 passengers at one sitting. The foyer contains a large coat of arms of her Majesty Queen Elizabeth carved in lime-tree wood, the carving being supported on the port and starboard sides by carved Elizabethan heralds. The restaurant is 111 ft. long and 111 ft. wide, and the main walls are of wood covered with London plane tree burl. The natural redness of this wood has been bleached out by a special preparation, and the veneer has been finished a delicate coffee and milk colour. Mr. Bainbridge Copnall, who carved the coat of arms in the foyer, has also carved a series of wood panels finished with silver leaf round the entrances to the restaurant,

and has executed two large vigorous groups which are placed at the after end of the restaurant, one representing "The Fisherman" and the other "The Huntress." There are three private dining-rooms, one panelled in a rare and striking veneer of English willow, one in English elm and the third treated with claret and white coloured leather.

The walls of the main stairway are lined with an English poplar burl called arbele, and the walls of the main hall, on the promenade deck, are covered in two tones of cream leather. In the main hall are shops, radio-telephony and telephone services. The main lounge is a magnificent room covered mainly with Canadian maple burl, assuming a delicate tawny pink colour, but the veneer is relieved by a considerable quantity of leather-covered panelling in light grey, pale blue and buff. The most important decoration is the large marquetry panel, occupying most of the after end of the central portion, designed by George Ramon and executed by Mr. Dunn, an English craftsman. The panel depicts Chaucer's "Canterbury Pilgrims." Other marquetry decoration in the lounge takes the form of small panels the design of which has been based on old playing cards, and there are also two paintings by Norman Wilkinson. Other first-class public rooms include the observation lounge and cocktail bar, ballroom or salon, smoking-room, garden lounges, cinema-theatre and verandah grill.

In the extensive accommodation provided for cabin passengers a high standard of decoration, comfort and amenities has been attained. Restful dignity and beauty are the effects created by the decorative veneers and fabrics in the public rooms, which include a lounge, with a perfect parquet dance floor, drawing room, smoking room and cocktail bar, a large air-conditioned dining saloon, library and children's playroom. Cabin passengers will have the use of the spacious cinema theatre, this having been arranged for the use of both first-class and cabin passengers. Above the fireplace in the smoking room is a striking series of nine bas-reliefs. These decorative motifs are carried out in materials used in the construction of the ship—steel, wood, copper, bronze, aluminium, lead, white metal, rubber and glass.

A considerable part of the tourist accommodation is situated amidships. The large and airy public rooms, which provide for all social occasions, include a dining saloon, lounge, cinema, smoking room, gymnasium, winter garden and children's playroom.

#### PROPELLING MACHINERY

Each of the four main engines of the *Queen Elizabeth*, all of which can be operated independently, consists of four quadruple expansion single-reduction geared turbines grouped round a main gear wheel, each turbine driving a separate pinion, which engages with the main gear wheel, which is coupled to the forward end of the propeller shafting. The turbine revolutions are reduced to the propeller speed by means of a single-reduction double helical gearing with teeth of the involute design. Each of the propeller shafts is fitted with a four-bladed manganese bronze propeller. The four main engines are contained in two engine-rooms, the forward engine-room, containing two engines which drive the two outer screws and the after engine-room containing the two engines driving the inner screws. There are 12 large water-tube boilers fitted with superheaters and large air pre-heaters, the working pressure being 425 lb. per sq. in. and the steam temperature 750 deg. F. The 12 boilers are housed in four boiler rooms. The closed stokehold system has been adopted in preference to the closed trunk system of forced draught, air being forced into the boiler rooms and flowing thence through the air pre-heaters to the funnels. The boilers are equipped for oil burning.

A full description of engines and machinery space of the *Queen Elizabeth* will appear in our Shipbuilding and Engineering Section.

#### ALLEGED UNLAWFUL POSSESSION

##### Belgian Master Charged

From Our Own Correspondent

LIVERPOOL, Wednesday. The discovery of 1450 wrist watches in a room in the Aintree district of Liverpool, where a Belgian ship's master was lodging, was disclosed at Liverpool City Magistrates' Court today. The master, Captain Joannes Schroeyens (34), in command of a motorship at present in dock at Grangemouth, was accused of being in unlawful possession of 100 wrist watches.

Mr. F. W. AUSTIN, prosecuting, said that Schroeyens was stopped in the street by detectives who told him it was believed he was in possession of a large number of watches. They opened a brief case he was carrying and found it contained 100 watches. He was arrested, and in his lodgings the detectives found a further 1450 watches.

Mr. Austin, opposing bail, said that the discovery of this large number of watches called for very extensive police inquiries.

Captain Schroeyens was remanded in custody for one day.

#### CHOICE OF MACHINERY

##### Changes in the L.M.S. Fleet

From Our Own Correspondent

GLASGOW, Wednesday. There was launched yesterday from the Leven shipyard of William Denny & Brothers, Ltd., Dumbarton, the 2300-ton motorship *Princess Victoria*. She is the fourth of that name supplied to the London Midland & Scottish Railway by Messrs. Denny. The naming ceremony was performed by Lady Burrows, wife of Sir Robert Burrows, chairman of the owning company. The new vessel is intended for the Jarne-Stranraer service and is specially designed for the transport of motor cars, passengers and livestock. At a luncheon following the launching ceremony, Sir MAURICE DENNY, chairman of the builders, who presided, spoke of the long connection between the L.M.S. and his company. The first *Princess Victoria*, built in 1890, was a paddler, the second, in 1912, a turbine steamer and the third a diesel-engined ship. The new vessel, the fourth, was a near repeat of the third and he was gratified that Lady Greig, who named the third in April, 1939, was also with them that day. The pre-war "Princess" had no more than proved her suitability for her special trade when she was requisitioned by the Admiralty and converted at Dumbarton. While returning from a minelaying trip into enemy waters she was blown up, not far from her home base, and sunk. Many of her crew were saved, but, alas, many were drowned or killed by the explosion. Among those picked up were two men with them that day. Mr. Albert Thomas, who was second engineer of the third "Princess" and had been nominated chief engineer of the new ship, and Sir Maurice's cousin, Mr. James Denny.

#### THE CRITERIA

Proceeding, Sir Maurice recalled that the first two of the four "Princesses" were steamers and the third and fourth propelled by internal-combustion machinery. The oil engine was a strong competitor, for the simple reason that, given certain conditions, it paid to install it instead of the turbine. The criteria were first cost, running cost of fuel, cost of upkeep and repairs, and finally the somewhat impalpable but still very real factor of passenger comfort. The first three factors might be stated or assessed with reasonable certainty, but the last, which involved consideration of heat, noise and vibration, could be troublesome. Had they reached finality? He was bold enough to think not. The first internal-combustion turbine was on the doorstep, and sooner or later would bring them back, he believed, to the rotary engine, and, he supposed, would also bring a fine crop of new difficulties. They were not without problems to-day in the business of shipbuilding, but one anxiety they were meantime spared was that caused by empty berths and under-employment. That production could not continue indefinitely at the present rate seemed obvious, but if it fell greatly and for long periods, then what of the shipyards and marine engine works? If we did not keep on producing merchant and naval vessels in peace, then we should not be able to produce enough of them and quickly enough in war. It was, he stated, as simple as that, and the answer was of enormous importance to the shipbuilding industry, and they might be confident that more and experienced heads were pondering it.

Captain W. L. SINCLAIR, replying to the toast of the marine department of the L.M.S. Company, gave interesting figures of fuel consumption on the Larne-Stranraer route. The *Princess Maud* had burned 344 tons of coal. After conversion to an oil-burning steamer she required seven tons of oil, also for the round trip. The third *Princess Victoria* burned three tons of oil. So, Captain Sinclair added, for a daylight service there was much to be said for the diesel engine.

#### FUTURE OF LONDONDERRY

##### Need for Trade Now War Boom Over

From Our Own Correspondent

BELFAST, Wednesday. "We must wake up to the fact that Londonderry cannot live for ever on the battle of the Atlantic," said Commander F. GILLILAND during a discussion on the future of the port at Londonderry Chamber of Commerce yesterday. He said they had enjoyed a boom period during the war, but the present naval base was a temporary measure and it would be a mistake to think that the Government was going to continue to support it. If Londonderry wanted to succeed, it must stand on its own feet and not look to the Government to spoon feed it by sending a few trawlers for repair. Commander Gilliland described the grain discharging facilities as "freakish" and comparing very unfavourably with other Irish ports.

Mr. W. McCARTER said the Harbour Commissioners were fully alive to the position and were prepared to do everything within their power to further the interests of the port. The provision of silos for discharging grain, he said, was a matter for the grain importers.

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## Considerable Increase in

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Correspondent

## Export Traffic

During the first seven months of this year, 2895 ships, of 6,280,560 tons (Belgian measurement), entered the port of Antwerp, as compared with 1984 ships, of 8,702,677 tons, in the corresponding period of 1945. It must be borne in mind, though, that last year Antwerp was being very largely used by the Allied Forces, and ships coming to the port were of much greater tonnage than the average of those ordinarily employed in purely commercial traffic. Thus, during July last arrivals from United Kingdom ports totalled 130 ships, from Scandinavian ports 112, and from Holland 80; most of them were vessels of small tonnage. In the same month, 33 vessels arrived from North Atlantic ports, but naturally these were rather larger than the vessels employed on short voyages.

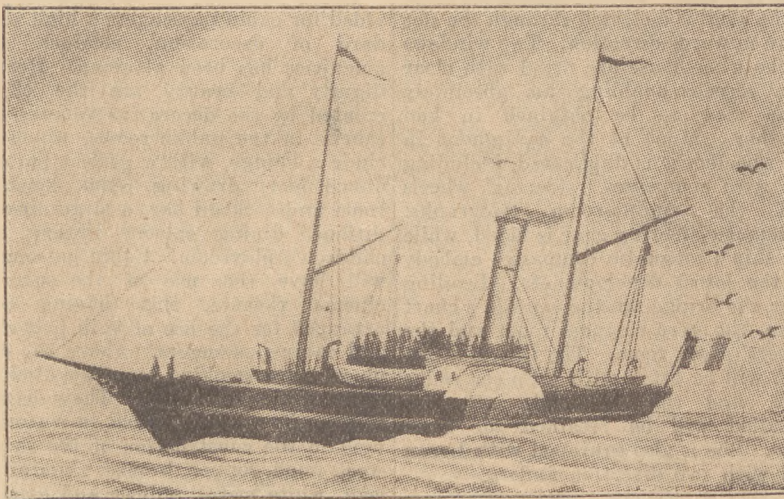
It is believed that following the new agreement between Belgium and Great Britain, trade between

Owners of many nationalities are availing themselves of the excellent facilities offered by Antwerp ship repairers, and this branch of the industry is also working to full capacity.

### Fruit Carriers

The possibility of forming a fleet of Belgian ships to carry fruit is being eagerly discussed at present. It has been suggested that a company should be formed at Antwerp to construct vessels specially equipped for the carriage of tropical fruit, especially fruit from the Congo. Talks are now proceeding and it is hoped that a decision will not be long delayed. To start the service it is anticipated that six fast motorships would be required, and the cargo carried would chiefly be bananas and citrus fruit from the Congo.

Such a service, it is thought, would put Antwerp on the map as



The "Diamant" built in 1846 at the Hoboken yard

the two countries will show an increase and that this, in turn, will increase still more the number of British ships using the port. Export and outward transit traffic is also increasing, as can be seen from the fact that during July 256 ships left the port loaded and 189 in ballast, while only a few months ago the number of ships leaving in ballast outnumbered those sailing with cargo. Outward traffic consists principally of metallurgical, chemical and pharmaceutical products, the principal imports being

a market for tropical fruits, which before the war was centred almost exclusively at Rotterdam. At the time of writing, three vessels are expected in Antwerp with bananas and citrus fruit from Brazil for Belgian consumption. If Belgium possessed a number of fruit-carrying ships, she would be able to carry fruit not only for consumption in Belgium but for the adjacent countries, notably the Rheinland and Switzerland. This would be a distinct advantage for Belgium, for she could then purchase the fruit



A pre-war view in the Canal Dock

minerals and timber. The value of exports for the first half of 1946 was approximately 13,000,000,000 Belgian francs.

### Busy Shipyards

The principal building yards on the Scheldt, those of Messrs. Cockerill, at Hoboken, and the Boel yard, at Tamise, continue to work to full capacity. The two firms have 23 ships between them at present under construction, of which 21 are for Belgian owners and two for French owners. In addition, there are five river craft being built for Belgian account. Fourteen ships are on the order books but not yet laid down, of which three are for Belgium and 11 for other countries. River craft booked for building include a tug and two 850-ton motorships for the Rhine service of a firm of Swiss owners.

During the two years following the liberation of Antwerp from the German invaders, the following ships have been launched for Belgian owners: Three cargo ships, of 11,000 tons d.w.; six ships, of 5000 tons d.w.; four ships, of 3000 tons d.w.; one tanker, of 12,600 tons d.w.; and one passenger and mail ship for the Ostend-Dover service. For foreign countries, two cargo ships, of 8300 tons d.w., have been built

with Belgian francs, and pay freight and handling charges in the same currency. It is not possible at this juncture to say that the talks now going on will bring satisfactory results, but before a regular service of fruit cargoes from the Congo could be started it would be necessary to establish adequate means of transport in the Colony, as well as cold storage facilities in the ports there.

### A Shipbuilding Centenary

This year sees the centenary of the shipbuilding yard of the Soc. Anon. John Cockerill, at Hoboken. The founder of the firm, John Cockerill, was an Englishman who went to Belgium about 1826 to start the first steel works on the Continent. In 1846, in order to make use of some of the surplus steel he was producing, he started a shipbuilding yard at Hoboken, where some of the first steel ships on the Continent were built.

The first ship built by the new yard was the paddle steamship *Diamant*, intended for the Belgian Government's packet service between Ostend and Dover. She used to make two trips each week. The *Diamant* was followed in 1847 by two more ships built by Cockerill's, and the firm is still building ships for

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# ANTWERP

this service. The Ostend-Dover service has always held a high reputation for progressive policy, and speed has always been a feature. In 1894 the service boasted the fastest paddle boats in the world, the *Leopold II.*, built by William Denny & Brothers, Ltd., Dumbarton, and the *Marie Henriette*, built by Cockerill's. Both these ships could log 22 knots.

Between 1867 and 1873 seven 16-knot clipper-bow iron paddle steamships were put into the Ostend-Dover service by the Belgian Government, and all were built by John Cockerill. In 1934 the firm built the first cross-Channel diesel-engined ship, with a speed of 25 knots, thereby gaining a world speed record for motorships. She was the *Prince Baudouin*, and she was followed in 1937 by a similar ship, the *Prins Albert*, also built by Cockerill's. Two new motorships, the *Koning Albert* and the *Prins Philippe*, will be placed on the Ostend-Dover service next year. Both vessels are being constructed by the Hoboken firm, and the former was launched last month.

It is of interest to record the difference between the *Diamant*, the first ship to be built by Cockerill's, and the firm's latest building, the *Koning Albert*. The *Diamant*, of 1846, had a gross tonnage of 340 and a speed of 14 knots; the *Koning Albert*, of 1946, has a gross tonnage of about 3375 and a speed of 25½ knots. The name *Diamant* continued to be associated with the packet services between Belgium and England, and the last to bear that name was engaged on the Ostend-Tilbury service. In 1940 she was scuttled at St. Malo to help in blocking the harbour, but she was later salvaged by the Germans, and continued to run in their service until she was wrecked off the coast of France in 1944.

After building ships for a number of years, the Soc. Anon. John Cockerill turned their attention to the shipowning side of the business. By 1877 the firm were engaging in a certain amount of tramp business on their own account, and in 1896 they inaugurated the Ostend-Tilbury service of small fast cargo ships for the carriage of Belgian perishable produce. Since the end of the war last year the building yard at Hoboken has been greatly extended by the purchase of land adjoining. The firm is now engaged in building about 15 ships, some for their own use but mostly for the Compagnie Maritime Belge's services between Antwerp and the Belgian Congo and Antwerp and New York.

### The Harwich Service

The popular Antwerp-Harwich service, which was suspended in September, 1939, was resumed on July 31 by the sailing of the steamer *Accrington* from Antwerp to the British port. At present she is the only ship engaged on the run. The steamer *Dewsbury* will soon join the *Accrington* on the service, when the sailings will be increased to two a week both from Harwich and Antwerp, on Tuesdays and Fridays.

### REPORTS AND DIVIDENDS

**STAVELEY COAL & IRON COMPANY, LTD.**—The net profit for the year to June 30, after providing for taxation, &c., was £362,193 (£302,535). It is proposed to pay a final dividend on the Ordinary shares of 7½ per cent. (4½ per cent.) actual, making 10 per cent. (7 per cent.), free of tax, for the year.

**SHEEPBRIDGE COAL & IRON COMPANY, LTD.**—A final dividend of 5 per cent., free of tax, is recommended for the year to June 30, the same as a year ago. The net profit for the year was £182,872 (£180,338).

### NEW COMPANIES

**UNITED AIRLINES, INC.**—Particulars have been filed pursuant to Sect. 344 of the Companies Act, 1929. The capital is 2,800,000 shares in 200,000 shares of £100 each, 2,600,000 shares of Common stock of \$10 each and 100,000 shares of Management stock of \$10 each. The company was incorporated in the State of Delaware, United States, on July 20, 1934, to engage in carrying and delivering mails, passengers, &c., in any part of the world outside the State of Delaware, and so far as permitted by law within the said State. The British address is 11, Waterloo Place, S.W. 1. Mr. Robert M. Eddick, of Grosvenor House, Park Lane, W. 1, is authorised to accept service of process and notices on behalf of the company.

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## MONEY MARKET

### Little Doing in Bills

Some calling in of funds was again in evidence yesterday, but borrowers of overnight loans were usually able to satisfy their requirements without much difficulty. The discount market remained quiet, although a few transactions were arranged in Treasury bills. Foreign exchange rates and silver prices remained at recent levels.

### STOCK EXCHANGE

#### Irregular Price Changes

In most departments of the Stock Exchange yesterday business was on a disappointing scale, and usually price movements were unfavourable. There was, however, a quiet demand for British Government stocks, which were 1-16 higher where changed. In the foreign bond section the Brazil 1914 Funding weakened 1 to 64 and Japanese 5 per cent. 1907 ¼ to 192 ¼. Among home railway Ordinary stocks Midland reacted ½ to 27 ½, but London Transport "C" rose ¼ to 60 ¼. Argentine railway junior issues tended against holders.

Shipping issues usually fluctuated within narrow limits. P. & O. Deferred rose 3d. to 57s. 9d., and Cunard changed hands several times at 34 ¾ to 34s. 6d., but Royal Mail were quoted 9d. lower at 27s. 9d.

Although business in shipbuilding, iron, coal and steel shares was on quite a good scale, there were fewer movements than recently. Davy & United gained 6d. to 38s. 6d., and Summers 3d. to 26s. 3d. Thornycroft changed hands at 76s. 3d. and the Preferred at the higher price of 36s., but Grayson, Rollo lost 3d. to 8s. 9d. and Lamberts 1s. to 77s. 6d.

The commercial and industrial group remained dull, due to the absence of fresh support. Dennis were again bought, and advanced another 1s. 9d. to 36s. 9d., while Pinchin Johnson at 44s. and Unilever at 55s. were each 3d. up. London Brick declined 9d. to 68s. 6d., United Molasses a like amount to 55s. 6d., Imperial Tobacco 1-32 to 7 13-16, while smaller gains were shown in Associated Cement to 69s. 9d., British Celanese to 35s. 9d., British Plaster Board to 34s., Courtaulds to 56s. 3d., Dunlop to 74s. 3d., Imperial Chemicals to 44s. 4½d., and Tilling to 54s. 3d.

Profit taking developed in the oil share market. Royal Dutch were marked down ¼ to 33 ½, Anglo-Iranian 1-16 to 4 15-16, and British Borneo a similar amount to 1 ½, while Burmah at 3 9-16, Shell at 1 15-16 and Trinidad Leaseholds at 6 were all 1-32 down.

### COMMODITIES

#### GRAIN

**LONDON (Baltic Exchange), Wednesday**  
**WHEAT.**—There were no offers of Canadian wheats to-day. Quotations: No. 1 Northern Manitobas for Aug. shipment from St. Lawrence, 174c.; from West St. John-Halifax 175 ½c.; from Baltimore or Philadelphia 178 ¾c.; and from New York 179 ¾c. 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 but quiet. Nov. shipment from up-River ports 81s., and from down-River 82s. 6d. Dec. shipment 79s. 9d. and 81s. 3d. respectively per 480 lb. f.o.b.

#### OILS AND OILSEEDS

**LONDON (Baltic Exchange), Wednesday**  
**OILS.—LINSEED.**—Raw £65. **RAPE.**—(Crude) £91. **COTTON.**—(Crude) £52 2s. 6d. **CASTOR.**—First £82; second £80. **GROUNDNUT AND SUNFLOWER.**—(Crude) £56 10s. per ton.

**ROSIN.**—American grades F to M 47s. 6d. to 52s. 6d. per cwt. **OILSEEDS.**—For shipment. **CASTOR-SEED.**—Bombay £48 per ton. Other oil-seeds and groundnuts all unquoted.

#### FOREIGN PRODUCE

**LONDON (Mincing Lane), Wednesday**  
**SPICES.**—Quiet. **CLOVES.**—Steady. Zanzibar spot 11½d. per lb. sellers c.i.f., Aug.-Sept. 10½d. (buyers' licence), afloat 10½ per lb. sellers. **PIMENTO.**—Steady, with spot 1s. 1½d. per lb. sellers. **CHILLIES.**—Quiet but steady. Mombasa spot 155s. sellers per cwt. **MAC'E.**—Steady. West Indian spot pale 5s. nominal per lb. **JUTE.**—Unquoted.

**SHELLAC.**—Open market quotations steady on the basis of 375s. sellers per cwt. ex warehouse for F.O.T.N. 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. United Kingdom.

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**TUNGSTEN ORE.**—Prices are about 62s. 6d. to 67s. 6d. per unit c.i.f.

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From Our Own Correspondent

CARDIFF, Wednesday

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## MERSEY MISSION TO SEAMEN

### Merchant Navy House Extension

In his first public appearance as president of the King George's Fund for Sailors, Viscount Mountbatten, in London yesterday, presented a cheque for £12,000 from the Fund to the Rev. G. W. Evans, of the Mersey Mission to Seamen. It will be used to extend Merchant Navy House, the residential club in Liverpool for officers of the Merchant Navy and their wives. The proposed extension, which will take about seven months to complete, will include 26 single rooms, and a billiards room.

### FOOD IMPORTS INTO HAMBURG

During the second week of this month Great Britain imported 5141 tons of foodstuffs into Hamburg, exclusively destined for the German population in the British zone. Among the imports were: 1090 tons of barley; 529 tons of tinned meat and vegetables; 22 tons of cocoa powder. In addition, large consignments of fish were discharged, including 581 tons of salted herrings and 76 tons of fresh. Norway, sent 610 tons of fresh fish, 69 tons of fish fillets and 15 tons of cod liver oil during the same period.

## THE COAL TRADE

### Special Market Reports

From Our Own Correspondents

#### CARDIFF

Trade is brisk for all classes of fuel and a strong tone is maintained, though new dealing is considerably curtailed by the difficult supply position over some while ahead. It is practically impossible to secure top qualities, while the poorer kinds, except a few of the most inferior sorts, are well engaged. Suppliers' main concern is the maintenance of regular deliveries to inland consumers.

#### SWANSEA

Home requirements continue to account for the whole of the medium-sized commodities available, and forward bookings are so heavy that there is little prospect of much fresh trade being possible this year. The larger makes are therefore benefiting from the increased attention of inland consumers, with the result that the higher-graded French nuts are more consistently taken up. Machine-made peas retain their firmer tone.

#### NEWCASTLE

The market continues to be very firm for all qualities. Production is steady, the only trouble at the moment being in respect of a small number of winding engines in Durham County desirous of forming a new union. Durham coal owners have decided not to negotiate with any winding engine-men's organisation other than the official union—the Durham County Colliery Enginemen's, Boiler-makers' and Firemen's Association. Conversations on the change regarding conversion of heavy locomotives from coal to oil burning indicated it was not considered probable that there would be any marked change over from coal to oil by big industries in the area owing to the close proximity of so many coal mines. Respecting a coke order for export, a Newcastle firm has complained of delay in the issue of a shipment permit and has urged greater promptitude.

#### HULL

The supply position prevents new business developing as outputs are earmarked for some time ahead. Inland requirements are heavy, so that directions increase and little free coal is available. Large steams are mainly absorbed by the railways and vital industries, and nuts are monopolised by the utility services. Exports are few, but the bunkering section continues busy.

#### GLASGOW

A big Lanarkshire colliery, unofficially stopped since Monday, made a restart yesterday. Winter programmes for top priorities, such as utilities, are expected shortly, and as these will probably show an increase in allocations, some curtailment of lower graded concerns' supplies are anticipated unless outputs show improvement. Strong demand is the characteristic of navigation bunkers, and some difficulty in stemming before the second half of next week is met.

# SHIPS IN PORT

## LONDON—IN DOCK

Vessel	Tons	Gross	Station	Dock	Brokers
ADVISER	6348	L. Shed	South-West	India, T. & J. Harrison	
ARABIAN PRINCE	1960	2 Shed	Victoria, Wood & Laurance	Line	
BAJAMAR	2757	Canary	Wt., West	India, F. Dessen & Co.	
BARON MURRAY	7031	23 Shed	Royal Albert, Hogarth, Sons & Co.		
BAKONESA	8653	Z Shed	Victoria, Houlder Bros. & Co.		
BAVANO	6815	Transit	Shed W., Surrey Commercial, Cunard White Star		
BEACON	470	Blackwall	Bsn., West	India, Trinity House	
BELOOSTROV	2916	Mark Lane	Bys., Surrey Commercial, L. W. Morland & Co.		
BLACK PRINCE	(ex Empire Regent)	9904	O Shed	South West India, Prince Line	
BLAIRCLOVA	5983	Co-operative	Mills, Victoria, J. A. Finzi, Layman & Co.		
BLISWORTH	738	14 Shed	Tilbury, Grand Union (Shipping)		
BURMA	7821	5 Shed	Tilbury, P. Henderson & Co.		
CARA	1760	Albion	Dk. Bys., Surrey Commercial, D. Bruce & Co.		
CARPIO	1847	Shed	Royal Albert, MacAndrews & Co.		
CARTHAGE	14182	34 Shed	Tilbury, P. & O. S. N. Co.		
CHEEN-Y-BRYN	5164	Dry Dk.	Millwall, Capper, Alexander & Co.		
CHARLEBURY	7075	11 Shed	Royal Albert, Capper, Alexander & Co.		
CITY OF SWANSEA	9959	22 Shed	Tilbury, Montgomerie & Workman		
CLAN CAMPELL	9596	35 Shed	Tilbury, Cayzer Irvine & Co.		
COMEDIAN	5122	C Shed	West India, T. & J. Harrison		
CONDISA	10367	15 Shed	Royal Albert Houlder Bros. & Co.		
CRANE	785	W. Dk.	Ldn. Dk., G. S. N. Co.		
DENBIGHSHIRE	8983	11 Shed	King George V., Glen Line		
DUNSTER	GRANGE	9494	35 Shed	Royal Albert, Houlder Bros. & Co.	
DURANGO	9806	D Qy.	Victoria, Royal Mail Lines		
EDDYSTONE	1452	W. Dk.	Ldn. Dk., Clyde Shipping Co.		
EMSHORN	199	C Qy.	Regent's Canal, Board Import		
ELECTRO	793	11 Shed	Tilbury, Antwerp S.S. Co.		
EMPIRE ARUN	5490	Union Dry	Bullard, King & Co.		
EMPIRE ATHELSTAN	7800	26 Shed	Royal Albert, Killick, Martin & Co.		
EMPIRE BALTIC	(ex LST 3519)	3578	26 Shed	Tilbury	
EMPIRE CLARENDON	8577	14 Shed	Royal Albert, P. & O. S. N. Co.		
EMPIRE COAST	299	A Shed	Canal, Victoria, Coast Lines		
EMPIRE COMFORT	1333	9 & 10 Sheds	Tilbury, G. S. N. Co. (Clemt)		
EMPIRE CONSEQUENCE	1998	H Shed	West India, Shipping & Coal Co.		
EMPIRE CONSTITUTION	1771	D Whse.	Millwall, United Shipping Co.		
EMPIRE EDEN	1923	13 Shed	Tilbury, Currie Line		
EMPIRE GALBRAITH	1923	P Whse.	Millwall, United Shipping		
EMPIRE HALLADALE	14056	9 Shed	Tilbury, Runciman (London)		
EMPIRE KENT	4769	T & T2 Whses.	Millwall, T. & J. Harrison		
EMPIRE RAJA	6224	C Qy.	Victoria, P. & O. S. N. Co.		
EMPIRE RIDLEY	6838	B Shed	West India, G. A. Tom & Co.		
EMPIRE SEABROOK	518	20 Shed	Tilbury, S. Cater & Co.		
EMPIRE SHELTER	1336	1 Shed	Tilbury, G. S. N. Co. (Clemt)		
EMPIRE TUGELA	6131	21 Shed	Royal Albert, Gray, Dawes & Co.		
EMPIRE WHARFE	3072	K Shed	South West India, Royal Mail Lines		
FALCON	1025	18 Shed	Tilbury, G. S. N. Co. (Clemt)		
FORELAND	1331	W. Dk.	Ldn. Dk., Currie Line		
FORT CARIBOU	7132	T & T2 Whses.	Millwall, B. H. Mundy & Co.		
FRANK A. VANDERLIP	7219	17 & 19 Sheds	Royal Albert, Union-Castle Mail S.S. Co.		
GANNET	1336	19 Shed	Tilbury, Clemt		
GENEVA	1242	N. Whse.	Flooding Dry		
GLENEIFFER	9559	9 Shed	King George V., Glen Line		
GOLDEN EAGLE	793	2 Shed	Tilbury, G. S. N. Co. (Clemt)		
GOTTFRIED	5212	Station Yd.	Surrey Commercial, H. Clarkson & Co.		
HIGHLAND CHIEFTAIN	14135	King George V. Dry	Royal Mail Lines		
HIGHLAND PRINCESS	14135	3 Shed	King George V. Royal Mail Lines		
IDOMENEUS	7792	F Qy.	Victoria, Glen Line		
JANS	295	W. Dk.	Ldn. Dk., Transport Exchange Co.		
KARY	1867	Albion Yd.	Surrey Commercial, British & Northern Shipping Agency		
KIMBALL HARLOW	1795	Canada Yd.	N. Surrey Commercial, Currie Line		
KING LEAR	309	S. Lay-by	Surrey Commercial, Ocean Salvage & Tug Co.		
LAUCHLAN MCKAY	2437	4 Shed	Tilbury, Clemt		
LANGTON GRANGE	7043	E. Qy.	Victoria, Houlder Bros. & Co.		
MALDENPORT	5469	N. Atl. Impt.	Shed, Surrey Commercial, Furness, Withy & Co.		
MANIPUR	9233	24 Shed	Tilbury, Montgomerie & Workman		
MERBO	3832	8 Shed	Tilbury, G. S. N. Co.		
MOULTAN	20952	13 Shed	King George V., P. & O. S. N. Co.		
MYTILUS	5693	London Graving	Dk., West India, Anglo-Northern Petroleum		
NEW BROOKLYN	6546	12 Shed	King George V., Killick, Martin & Co.		
NORTHUMBERLAND	11559	25 & 27 Sheds	Royal Albert, J. B. Westray & Co.		
OCEAN COAST	1175	W. Dk.	Ldn. Dk., Coast Lines		
OTRANTO	20026	Dry Dk.	Tilbury, Anderson, Green & Co.		
PALMIRA	1346	12 Shed	Tilbury, MacAndrews & Co. (Clemt)		
PENCHATEAU	1129	W. Dk.	Ldn. Dk., Cie Nantaise		
PERIM	9550	20 Shed	Royal Albert, P. & O. S. N. Co.		
PORT ADELAIDE	8515	Co-op. Qy.	Victoria, Port Line		
PORT ALMA	8400	Eastern Dry	Dk., Royal Albert, Port Line		
PORT HAIFA	5920	8 Shed	King George V., Port Line		
PORT PHILLIP	12,439	7 Shed	Royal Albert, 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.	
RANCHO	16,738	4 Shed	King George V., P. & O. S. N. Co.		
RANGITANA	16,937	Shops	Royal Albert, J. B. Westray & Co.		
RATHFRY	1327	W. Dk.	Ldn. Dk., Clyde Shipping Co.		
RODNEY II.	Nelson Dry	Sakara, 2743	N. Qy. Bsn., East India, G. S. N. Co.		
SARINDA	7219	K & M Whses.	Millwall, F. C. Strick & Co.		
SAMPAN	7219	13 Shed	Royal Albert, Union-Castle Mail S.S. Co.		
SAMPRIK	7219	3 Shed	Victoria, Royal Mail Lines		
SARINA	1575	Station Yd.	Surrey Commercial, D. Bruce & Co.		
SOMERSET COAST	1097	W. Dk.	Ldn. Dk., S.E. Dry	Tilbury, Tilbury Contracting & Dredging Co.	
SOUTHERN COAST	883	W. Dk.	Ldn. Dk., Coast Lines		
STORK	493	D. Qy.	Regent's Canal, G. S. N. Co.		
STRATHNAVER	22,283	32 Shed	Tilbury, P. & O. S. N. Co.		
SUECIA	4216	G Whse.	Millwall, British & Northern Shipping Agency		
SUFFOLK	11,145	33 Shed	Royal Albert, J. B. Westray & Co.		
SYDNEY STAR	11,380	29 Shed	Royal Albert, Blue Star		
SYLVIAN COAST	564	W. Dk.	Ldn. Dk., Coast Lines		
TERN	213	Shad. Bsn.	Ldn. Dk., Brussels S.S. Co.		
THEMISTON	711	F Qy.	Regent's Canal, Instone Lines		
THORNHURRY	2163	Canada Dk. Bys.	Surrey Commercial, H. Clarkson & Co.		
TORTUGUERO	5285	Brunswick Yd.	Shed, Surrey Commercial, Pacific S.S. Co.		
UMGENI	8149	N Shed	South-West India, Bullard, King & Co.		
UMTATA	7288	C & D Sheds	West India, Union-Castle Mail S.S. Co.		
URBINO	619	16 & 18 Sheds	Royal Albert, Elberman & Bucknall S.S. Co.		
WEST COASTER	361	W. Dk.	Ldn. Dk., G. S. N. Co.		
WOODLARK	1501	19 Shed	Tilbury, Clemt		

## LONDON—IN THE RIVER

Vessel	Station	Broker
ACTIVITY	Everard's Jty., Greenhithe	F. T. Everard & Sons
AFON GWILL	Tunnel Portland Cement Works, W. Thurrock	T. Cook
AGILITY	Everard's Bys., Greenhithe	F. T. Everard & Sons
AKTIO		
ALGARVE		
ASSIDUITY	Everard's Jty., Greenhithe	F. T. Everard & Sons
ATHELTARN		
BELVINA	St. Clement's Reach, Temple	Thomson & Clark
BIPER	FORCE Tunnel Portland Cement Works, W. Thurrock	T. Cook
BRIXTON	Rotherhithe Gas Works, South Metropolitan Gas Co.	
CHESSINGTON	Limehouse Reach, Wandsworth & District Gas Co.	
COLDSTREAM	Power Station, Barking	Coastwise Colliers
CORMINSTER	Lower Tr., Erith	W. Cory & Son
CORMORANT	Carron Wf., Wapping	G. S. N. Co.
CRESTED COCK	(tug)	
CROHAM	Lower Tr., Charlton, Harper, Petersen & Co.	
DESPATCH	Greenhithe Bys., Freight Express	DRAKE, Butler's Wf., Horselydown, G. S. N. Co.
EAGLESCIFFE HALL	Barking Jty., Common Bys.	
EBBRIX	Ward's Wf., Silvertown	S. Cater & Co.
EMSHORN	Greenhithe Bys., C. Hoffmann & Co.	
EMPIRE ESTUARY		
EMPIRE FABIAN	Crescent Wf., Silvertown	H. Maclaine & Co.
EMPIRE FACILITY	Everard's Jty., Greenhithe	
EMPIRE FAIRPLAY	Thames Wf., Silvertown	S. Cater & Co.
EMPIRE FANFARE	Everard's Wf., Greenhithe	F. T. Everard & Sons
EMPIRE FAVORITE	Everard's Wf., Greenhithe	F. T. Everard & Sons
EMPIRE FRIEDA	(tug)	
EMPIRE RAYMOND	(tug)	
EMPIRE SANDY	(tug)	
EMPIRE SPINNEY	Stowage Wf., Deptford Creek	G. S. N. Co.
EMPIRE WANDLE	S. S. O. C. A. Jty., Purfleet	J. Constantine & Sons
FAUVETTE	St. Katharine's Wf., Tower Bridge	G. S. N. Co.
FERRARI	Power Station, Battersea	Stephenson Clarke, Ltd.
FIRECREST	Butler's Wf., Horselydown	S. Cater & Co.
FORTY CARON	Wf., Wapping, Carron Co.	
FULHAM IV.	Power Station, Fulham	Stephenson Clarke, Ltd.
GASTON MICARD	Stephenson Clarke, Ltd.	
GIADONIA	Prince Regent's Wf., Silvertown	S. Cater & Schooley
GOLDFINCH	G. S. N. Co.	
GRONINGEN	Stowage Wf., Deptford Creek	G. S. N. Co.
HENK		
HERON	Instone's Wf., Canning Town	Freight Express
HIRONDELLE	G. S. N. Co.	
IRIS		
JACINTH	Deptford Wf.	
JOHN EVELYN	Admiralty Bys., Deptford	
JOHN HOPKINSON	Power Station, Deptford	Stephenson Clarke, Ltd.
KING'S CROSS	(tug)	
KYLEMOUNT	Kent Portland Cement Works	Stone
MACBRAE	Lower Tr., Erith	J. Hudson & Co.
MALACCA	Cargo Jty., Tilbury	Escombe, McLeod & Co.
MALLARD	Victoria Wf., Stepney	G. S. N. Co.
MONS	Bellamy's Wf., Rotherhithe	Thurley & Co.
NAVIAS	Greenhithe Swing Bys.	F. T. Everard & Sons
NORMAN QUEEN	British Channel Traders	
NORTHWOOD	Kent Portland Cement Works	Stone, Temple Thomson & Clark
OCEAN COAST	Ford's Jty., Dagenham	Coast Lines
OISE	St. George's Wf., Deptford	W. H. Muller & Co.
OLEV	Crown Wf., E. Greenwich	E. Foster & Co.
OSIAN	Royal Albert Dk. Hoists	M. A. R. Whitton & Co.
PATRI	Penning's Wf., Bermondsey	British & Foreign Maritime Agencies
PETROLEA	off Thames Haven, Anglo-American Oil Co.	
PRESTATYN	ROSE, Tunnel Portland Cement Works	W. Thurrock, T. Creelman & Co.
QUEENS CROSS	(tug)	
RECORDE	Bevan's Wf., Northfleet	T. & J. Harrison
REGIOS	Deadman's Dk., Deptford	E. Foster & Co.
RIJNSTROOM	British & Foreign Maritime Agencies	
RIVEIJN	Lovell's Wf., E. Greenwich	G. A. Tom & Co.
SAGA	British & Northern Shipping Agency	
SCHIEDT	Custom House Qy.	W. H. Muller & Co.
SEINE	Aberdeen Wf., Lanehouse	
SIR JOSEPH SWAN	Power Station, Deptford	Stephenson Clarke, Ltd.
SUFFOLKBROOK	Middleton's Wf., Wapping	Comben, Longstaff & Co.
SWIN	(tug)	
SWIFT	G. S. N. Co.	
THERMSTON	Instone's Wf., Canning Town	Instone Lines
TRENTWOOD	Wouldham's Wf., Grays	G. A. Tom & Co.
TREWIDDEN	White's Wf., Swanscombe	Hain S.S. Co.
VICTORIA PEAK	Swanscombe Tr., Lambert Bros.	
WALLID HILL	for Surrey Commercial Dk.	W. Cory & Son
WALLISRD	Upper Tr., Erith	J. Constantine & Sons
WARJO	Willson's Wf., Bermondsey	British & Northern Shipping Agency
WEARWOOD		



## OVERSEA MOVEMENTS: Latest Reports

### UNITED KINGDOM

**1 GRAVESEND AR** Manchester Port, Aug 27 Baltimore for Surrey Comm Dk  
Warjo, Aug 27  
Umtata, Helsingborg, Durban, for West India Dk  
Port Halifax Melbourne for King George V Dk  
Kaley, Haparanda, for Surrey Com Dk  
Saga, Aug 28 Gothenburg, Waldo Hill, Aug 28  
Jacobstad for Surrey Com Dk  
Rijnstroom, Aug 28 Amsterdam  
Aktjo, Maasslin  
Henk, Maasslin  
Algarve  
**GRAVESEND SD** Banaderos, Aug 27 Las Palmas  
Stefanos S.  
Samos  
Thorsholm  
Haskerland, Aug 27 Express Rotterdam  
Corsica  
Att S.  
Oranjepolder, Aug 28 Rotterdam  
Baltannic, Aug 28 Grimby  
**THAMES HAVEN AR** Ptoles, Aug 28 Copenhagen  
**SOUTHEAST Pd Up** Iris, Aug 28  
**SOUTHEAST Pd Down** Kotka, Aug 27 Haskerland  
Corsica  
Theams  
Att S.  
Express  
Stefanos S.  
Zeus  
Samos for Hamburg  
Oranjepolder, Aug 28  
**RIDHAM DOCK CLD** Graculus, Aug 27 Tommy's Arm  
**THE DOWNS Anch** Herakles, Aug 27 Alexander White  
Ruth Lykes  
Pacine  
Juliette Low, Aug 28  
Olwe, Aug 28  
Hopepeak  
**THE DOWNS SD** Pacific, Aug 27  
Libelle  
Zwijderburgh  
Auzad  
Henry Gibbins  
Durango Victory  
Alexander White  
Umtata  
Herakles  
Ruth Lykes  
Juliette Low, Aug 28  
Hopepeak  
**DOVER AR** Manihen (trlr), Aug 27 Boulogne  
Amstelkerk, Aug 28  
**DOVER SD** Manihen (trlr), Aug 27 Boulogne  
**DOVER Pd E** Dagmar Bratt, Aug 27 Greathope, Aug 28 British Valour  
**DOVER Pd W** Kempphaan, Aug 28 Oakley Wood  
**DUNGENESS Pd E** Yser, Aug 27 Gironde  
**DUNGENESS Pd W** Zeehoed, Aug 27 Marietta (ex Empire Daring) W. R. Lundgren Banaderos Arabistan, Aug 28 Westplein (pres) Mexican Angeja Thorsholm Fort la Cloche  
**BEACHY HEAD Pd E** Fredman (pres), Aug 27 Baudonville (in tow of Thames (tug))  
**BEACHY HEAD Pd W** San Velino, Aug 27 Empire Gavel  
**NEWHAVEN SD** N. J. Ohlsen, Aug 26 Emden  
**SPITHEAD Pd Out** Arundel Castle, Aug 27  
**ST CATH'S Pt Pd E** Alfred E. Smith, Aug 28  
**ST CATH'S Pt Pd W** Queen Mary, Aug 27  
**TEIGNMOUTH SD** Sumatra, Aug 27  
**TOR BAY Sheltering** Empire Garland, Aug 28 Svea  
**PRAWLE POINT Pd E** James H. Price, Aug 28 Lena Brodin Empire Stour  
**PRAWLE POINT Pd W** Actina, Aug 27  
**FALMOUTH BAY Sheltering** Thetis, Aug 28  
**FALMOUTH AR** Reizer, Aug 28 Blyth for Gweek  
**FALMOUTH SD** Starstone, Aug 27 St John (NB) Mewata Park, Aug 27 Starstone  
**LIZARD Pd W** John A. Donald for New York  
Tankland for Aruba  
**PORTRHLEVEN AR** Presto, Aug 23 Blyth  
**PORTRHLEVEN SD** Presto, Aug 26 Porthoustock  
**JERSEY AR** Mimer, Aug 26 Stockholm  
**ST IVES BAY Sheltering** Agiena (Du), Aug 27 Kerlogue, Aug 28  
**FREMINGTON AR** Agiena, Aug 26 Par  
**AVONMOUTH SD** Empire Ayr Trieste  
Port George, Aug 28 Barry  
**BRISTOL AR** Adolf Bratt, Aug 28

**2 NEWPORT SD** Inishowen Head, Aug 28 Norfolk  
**CARDIFF SD** Star, Aug 27 Emden  
Clay Bakke Elsinore  
Irish Fir Bilbao  
Spero Bilbao  
**BARRY AR** Kegums, Aug 27 Plymouth  
Fort George, Aug 28 Avonmouth  
**BARRY IS Pd Down** Rigel, Aug 27 Baron Geddes  
Olav Bakke Moss  
Irish Fir Star  
**SWANSEA AR** Avonmouth  
Masso 21 (fishing) Vigo  
Masso 23 (fishing) Vigo  
**MANNSHA SD** Annik, Aug 27 Matadi  
**MUMBLES Pd Out** Annik, Aug 27  
**MILFORD HAVEN AR** Hudson (tug), Aug 27 Rotterdam  
Schelde (tug), Aug 28 Peniche  
**EASTHAM SD** Voco, Aug 27 New York  
**ELLESMERE Pt SD** Baltara, Aug 27 Manchester  
**STANLOW AR** Kongsdal, Aug 27 Aruba  
**STANLOW SD** Molino Del Rey, Aug 28  
**WESTON POINT AR** Delphinus, Aug 28 Mostyn  
**IRLAM AR** Empire Wily, Aug 26-27  
**MANCHESTER AR** Roy James Cole, Aug 27  
Ellesmere Port  
Baltara Ellesmere Port  
**GARSTON AR** Empire Taff, Aug 28  
**LIVERPOOL AR** Dercasia, Aug 28  
Belcor, (put back)  
American Forwarder, Aug 28 New York via Dublin  
Tweed (put back)  
Arduity, Aug 28  
**LIVERPOOL SD** Tweed, Aug 27  
Buenos Aires  
Henry George New York  
Cape Sable, Aug 28 Clyde  
Empire Helmsdale, Aug 28 New York  
**MOSTYN SD** Delphinus, Aug 27  
**ARDROSSAN AR** Corstar, Aug 27 Huelva  
**CLYDE ANCHORAGE AR** Cape Wrath, Aug 28  
**CLYDE ANCHORAGE SD** Wave King, Aug 28  
Port Covington  
**GREENOCK AR** Luxor, Aug 27  
**GLASGOW AR** Samidway, Aug 27 Melbourne  
**GLASGOW SD** Wave King, Aug 27 Abadan  
**FORT COVINGTON SD** Esso Saranac, Aug 27 Trinidad  
**BELFAST AR** Esso Cheyenne, Aug 26 Hamburg  
**DUBLIN SD** American Forwarder, Aug 27 Liverpool  
**OBAN AR** T R V 5 (59), Aug 14 Glasgow  
T R V 5 (59), Aug 25 Bergen  
**DUNNET HEAD Pd E** Cassiopeia, Aug 27 Reykjafoess  
Lisita, Aug 28  
**DUNNET HEAD Pd W** Bremnes, Aug 28 Thomas Condon  
Oswin  
Cairnavon  
**INVERGORDON SD** British Hope, Aug 26 Rosyth  
**METHIL Pd Out** Harald, Aug 27 Aalborg  
**METHIL SD** Samuel V. Sheve, Aug 27 Liverpool  
Harald, Aug 28 Manchester  
**GRANGEMOUTH SD** Scotia, Aug 27  
Göteborg  
Inger (aux), Aug 24 Wismar  
Ceylon Sandarne  
Birkaland Oslo  
Gripsholm New York  
Gripsholm Stockholm  
Uden Antwerp  
Skogaland Lisbon  
Visten Middlebrough  
Uddeholm, Aug 25 Great Yarmouth  
Alstern London  
Selma Thorden Stockholm  
Axel Rostock  
Sirius Dieppe  
Bievrliet Aug 26 Hamburg  
**GOTA AR** Uden, Aug 23 Lake Vener  
**SKOGHALL AR** Uden, Aug 19 Rotterdam  
**SKOGHALL AR** Uddeholm, Aug 24 Great Yarmouth  
Alstern, Aug 17  
**KRISTINEHAMN AR** Visten, Aug 23 Middlebrough  
Alstern London  
**HELSINGBORG AR** Uranienborg, Aug 24 Landskrona  
Ingeborg Hamburg  
Vestia, Aug 25 Fowey

**3 FLAMBORO HD Pd N** Kmicic, Aug 27  
Photinia, Aug 28  
Seaman (tug)  
**FLAMBORO HD Pd S** Trondhjem, Aug 27 Alstern  
Veenenburgh Strategist, Aug 28  
**SPURN HEAD Pd In** Suley  
**SPURN HEAD Pd Out** Empire Cutlass, Aug 27  
Leuille  
Glanton Rota  
Dornoch  
Sirehei (in tow of tug Seaman)  
Brinda, Aug 28  
**SALT END SD** Red Bank, Aug 27 Trinidad  
**HULL AR** Carelia, Aug 27 Helsinki  
Tubo Goole  
William Brewster Gothenburg  
Lublin Reykjavik  
Empire Lance, Aug 28 Cuxhaven  
**HULL SD** Kutno, Aug 27  
**MILFORD HAVEN AR** Kutno Bremerhaven  
Nieuwaal, Aug 28 Reykjavik  
**GOOLE SD** Tulo, Aug 27 Hull  
Brinda Svendborg  
**IMMINGHAM AR** William Howland, Aug 27 Kristinesdahl  
Delaware Frederikshavn  
Calvin Coggin Topplia  
**IMMINGHAM SD** Osbur, Aug 26 Topplia  
William Howland, Aug 27 Barry  
**BOSTON, Lincs AR** Nijenburgh, Aug 27 Rotterdam via King's Lynn  
**KING'S LYNN SD** Raghib Leningrad  
Vestjylland Gdansk  
Frykjen, Aug 24 Antwerp  
**KALMAR AR** Leuehaven, Aug 21 Ronne  
Marta (Pi), Aug 23 Ahus  
**KALMAR SD** Leuehaven, Aug 23 Dordrecht  
Marta (Pi) Abo via Riga  
**OSKARSHAMN AR** Johan Jeansson, Aug 19 London  
**OLAND IS Pd** Scandinavia, Aug 24  
**SLITE AR** Nord, Aug 17 Gdansk  
**BUNGENAS AR** Saxon, Aug 21 Koping  
**OXELOUND SD** Scandinavia, Aug 24 Norfolk  
Strong (No), Aug 25  
Taarnborg, Aug 26  
**OXELOUND SD** Sixten, Aug 23 Lulea  
Bifrost, Stockholm  
Jamaica Westervik  
Aslog, Aug 24 Stockholm  
Strong (No), Aug 26 North Sea  
River Swift Ronneby  
Avance Vejle  
**ELSNORE Pd N** Froste, Aug 27 Nordost  
Ubar  
Park Victory  
**ELSNORE Pd S** Kong Trygve, Aug 26 Gallia  
Froeman Hatch, Aug 27  
Silkeborg  
Radmanso  
Westerbis  
Gunvor Mærsk  
Wilh. Colding  
**KALUNDBORG AR** Flora, Aug 25 Fineidst  
**SVENDBORG SD** Orion (Du), Aug 20 Landskrona  
**ELSNORE Pd N** Bore III, Aug 25 Koge  
**VEJLE AR** Mogens S., Aug 25  
Niina Lau Bandholm  
Helm (aux) Veitslino  
**VEJLE SD** Johanne (aux), Aug 25 Kragero  
Mogens S., Aug 26 Sakskobing  
**HORSENS SD** Ida, Aug 25 Assens  
**AARHUS SD** Banana, Aug 25 Gdynia  
Sweden  
**RANDERS AR** Urmajo, Aug 25 Kolding  
Thyra, Aug 26 Emden  
**RANDERS SD** Thriantha, Aug 24 Mariager  
**HOBRO SD** Banana, Aug 18 Gdynia  
**FREDERIKSHAVN SD** Delaware, Aug 24 South America (not on Aug 23 as before reported)  
**ESBJERG SD** Katja Lau, Aug 24 Emden  
Hanne Skou, Aug 25 Aalborg  
Carl Clausen Havre  
Parkeston, Aug 26 Harwich  
**HAMBURG AR** Vinga, Aug 25 Lulea  
Hamburg (aux) Brahestad  
Elkanah (trowl)  
Porta Bremerhaven  
Quo Vadis, Aug 26 Harlingen  
Sigrid Matthiessen Gothenburg  
Bele Gefe  
Borgis (aux) Lisbon  
Paul de Rousiers Tunis  
Magdapur Glasgow  
Kyska New York  
Torfinn Jarl Genoa  
Lady Rodney, Aug 28 Southampton  
**GHENT AR** Varnes, Aug 27 Lausanne  
Luossa Narvik  
**GHENT SD** P. L. Pahlsson, Aug 26 Emden  
Oakley Wood, Aug 27 Boston  
**HAVRE AR** St. Yves, Aug 27 William Thornton Galveston  
James Jackson Los Angeles  
Floyd Bennett Philadelphia  
Wendell L. Willie Buenos Aires

**4 HELSINGBORG SD** Gella, Aug 24 Ghent  
Othem Gdynia  
Westbris Malmo  
**HELSINGBORG Pd N** Aug 24  
Tris (of Stockholm)  
Opion (of Stockholm)  
Wm. Th. Mulling  
Amazona (Du)  
**HELSINGBORG Pd S** Aug 24  
Bifrost (of Gothenburg)  
Verna (of Gothenburg)  
Dalanas  
Gribojedov, Aug 25  
Trio (of Copenhagen)  
Rummaro  
Henna Gorthon  
Ceylon  
Japos  
Gotland (of Gothenburg)  
**LANDSKRONA AR** Edo, Aug 25 Rounskar  
Fraus Gorthon, Aug 26 Casablanca  
**MALMO AR** Fida, Aug 26 Amsterdam  
**MALMO SD** Uddesholm, Aug 26 Norrköping  
**LIMHAMN SD** Vagus, Aug 17 Rostock  
**AHUS AR** Oja, Aug 23 Gdansk  
Empire Continent, Aug 25 Malmo  
Menstad  
**Finn AR** Marta, Aug 22 Kalmar  
Oja, Aug 23 Gdansk  
**SOLVESBORG AR** Torfild, Aug 17  
**KARLSHAMN AR** Karen Toft, Aug 22 Copenhagen  
Ragnhild Reykjavik  
Vestjylland Bandholm  
Frykjen, Aug 24 Kemi  
Anna Greta Gdynia  
**KARLSHAMN SD** Karen Toft, Aug 22 Lulea  
Ragnhild Leningrad  
Vestjylland Gdansk  
Frykjen, Aug 24 Antwerp  
**KALMAR AR** Leuehaven, Aug 21 Ronne  
Marta (Pi), Aug 23 Ahus  
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Borgis (aux) Lisbon  
Paul de Rousiers Tunis  
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Lady Rodney, Aug 28 Southampton  
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Luossa Narvik  
**GHENT SD** P. L. Pahlsson, Aug 26 Emden  
Oakley Wood, Aug 27 Boston  
**HAVRE AR** St. Yves, Aug 27 William Thornton Galveston  
James Jackson Los Angeles  
Floyd Bennett Philadelphia  
Wendell L. Willie Buenos Aires

**5 KIEL AR** Schwabenland, Aug 23 (in tow of tugs Atlas, Aegir and Stein II.)  
**KIEL SD** Brunhilde (1923 gross), Aug 26 Hull  
**KIEL CANAL AR** Trude (Du), Aug 22 Stockholm  
**KIEL CANAL Pd** Akademik Karpinsky, Aug 22 for Szczecin  
Twee Gebroeders, Askeladden, Aug 25 Middlebrough  
Orneborg Hamburg  
Jeannette, Norresundby  
Fylla, Aug 26 Ghent  
Thor Aabenraa  
Katja Lau Esbjerg  
**EMDEN SD** Silkeborg, Aug 24 Copenhagen  
Knoll Christiansand  
Gudrun (No) Horten  
Allan Hundested  
Dux, Aug 25 Christiansand (f.o.)  
Ivan Kondrup Aalborg  
**TERSCHELLING SD** Vecht, Aug 28 (stress of weather)  
**TERSCHELLING SD** Vecht, Aug 28 Zaandam  
**HARLINGEN SD** Quo Vadis, Aug 24 Hamburg  
**YMUIDEN AR** Prinses Juliana, Aug 27 Union  
Themis Aldebaran Rotterdam  
Hermes, Aug 28 Cristobal  
Jamaica Stockholm  
Zaan Heronsand  
**YMUIDEN SD** Vermeer, Aug 27 Rotterdam  
Brattfors Immingham  
Rijnstroom London  
Rota Antwerp  
Vliestroom Leith  
Gapern Gothenburg  
Ardennia, Aug 28 Gothenburg  
**HOOK OF HOLLAND SD** Orange Nassau, Aug 26 Harwich  
**MAASLUIS SD** Akko, Aug 27 London  
**PERNIS SD** Kuwi, Aug 27 Amsterdam  
Ellinor Las Piedras  
Coryda Las Piedras  
Marathon Las Piedras  
Athelqueen Curacao  
**ROTTERDAM AR** Kaap Falga, Aug 26 Nakskov  
Phila (Du) (ex Ge) Hermes, Aug 27 Pto Plata & Antwerp  
Algarve Lisbon  
Nassuhaven Kotka  
Robert E. Clarkson Baltimore  
London  
Rapid Rotterdam  
Theodora, Aug 26 Newcastle  
Walenburgh Abo  
Sandhamn Gothenburg  
Phoenix, Aug 27 Antwerp  
Anna Odland Antwerp  
and Shanghai  
Frank E. Spencer Charleston  
**DORDRECHT AR** Ali, Aug 26 Kalmar  
Leuehaven, Aug 27 Kalmar  
Samev Kragero  
Linge Kalix  
**DORDRECHT SD** Samev Kragero  
Linge Kalix  
**FLUSHING Pd** Jelo, Aug 24 for Oslo  
Harniet Tubman for New York  
Rauha for Narvik  
Vingaren for Dakar  
Koster  
Gullborg  
Taxiarchis for Alexandria  
Borneo for Denmark  
Coxwood for Lisbon  
Fylla, Aug 25 for Emden  
Laponia for Narvik  
Sunnanland  
San Antonio for Helsinki  
Bonma for Oslo  
Stanton H. King for Bremerhaven  
Villa Franca, Aug 25 for Antwerp  
**ANTWERP AR** Sanderry, Aug 27 London  
Falkvik, Aug 27 Sundsvall  
Uden  
Fryken Stromfors  
Mercurius Karlstad  
Belgian Loyalty Philadelphia  
Astrida Philadelphia  
Charles H. Marshall Philadelphia  
Virgo Oslo  
Anna Odland Rotterdam  
Paoenix  
Prins Willem van Oranje Milwaukee  
**ANTWERP SD** Westplein, Aug 27 Veracruz  
Luzon  
Amstelkerk Bordeaux  
Oporto  
Svange Stockholm  
Ferroland Narvik  
Juliane Emden  
Sigrid Matthiessen Gothenburg  
Bele Gefe  
Borgis (aux) Lisbon  
Paul de Rousiers Tunis  
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**HAVRE AR** St. Yves, Aug 27 William Thornton Galveston  
James Jackson Los Angeles  
Floyd Bennett Philadelphia  
Wendell L. Willie Buenos Aires

**BREMEN AR** Chagres, Aug 25 New York  
**BREMEN SD** Buhara, Aug 25 Archangel  
**BRAKE SD** William Asa Carter, Aug 24 Guam  
Eleanor Lord  
**NORDEHAM AR** Aug 25  
Navarcho  
Koundouriotis London  
**EMDEN AR** Cimbria, Aug 24 Hamburg  
Skandia, Aug 25 Caen  
Askeladden, Aug 25 Middlebrough  
Orneborg Hamburg  
Jeannette, Norresundby  
Fylla, Aug 26 Ghent  
Thor Aabenraa  
Katja Lau Esbjerg  
**EMDEN SD** Silkeborg, Aug 24 Copenhagen  
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Fryken Stromfors  
Mercurius Karlstad  
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Charles H. Marshall Philadelphia  
Virgo Oslo  
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Luzon  
Amstelkerk Bordeaux  
Oporto  
Svange Stockholm  
Ferroland Narvik  
Juliane Emden  
Sigrid Matthiessen Gothenburg  
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Oakley Wood, Aug 27 Boston  
**HAVRE AR** St. Yves, Aug 27 William Thornton Galveston  
James Jackson Los Angeles  
Floyd Bennett Philadelphia  
Wendell L. Willie Buenos Aires

**BREST TO CARAMINAL POINT**  
**BLAYE AR** James J. Corbett, Aug 23 Newport  
**BLAYE SD** John Einig, Aug 22 Bordeaux  
**BORDEAUX AR** John Einig, Aug 22 Blaye  
Barnard Victory Rdam  
**BILBAO AR** Torines, Aug 22 Gijon  
Caruso, Aug 23 Aviles  
Marques de Urquijo San Esteban  
Abrego (trlr) Pasajes  
El Caudal San Esteban  
**BILBAO SD** Castillo Figueras, Aug 23 Aviles  
Monte Corona Pasajes  
Monte Alanzon, Aug 27 Cuba  
**SANTANDER AR** Willodale, Aug 24 Glasgow  
**SANTANDER SD** Cabo Creux, Aug 24 Gijon  
**FERROL SD** Abrego (trlr), Aug 21 Bilbao  
**CORUNNA AR** Albatross (yacht), Aug 19 Jersey  
Monte Espadan, Aug 23 Villagarcia  
Cabo Tres Forcas Vigo  
Romeu Vigo  
George Prior Vigo  
**CORUNNA SD** Laroc (yacht), Aug 20 Vigo  
Albatross (yacht), Aug 22 Lisbon  
Sac 8 Gijon  
Romeu Gijon  
Serantes, Aug 26 Hampton Roads  
**LISBON AR** Palermo, Aug 24 Churrucua, Aug 27 Marine Marlin, Aug 28 Buenos Aires  
**LISBON SD** Esperanza  
Eastern Guide, Aug 28 Philadelphia  
Cumeo (tug) New York  
**HUELVA AR** Sac 8, Aug 14 Cadiz  
Urumea, Aug 16 Ceuta  
Castillo Daroca, Aug 17 Sevilla  
Lolita Artaza, Aug 22 Melilla  
**HUELVA In Port** The report that the Castillo Daroca was in port on Aug 23 was erroneous  
**HUELVA SD** Sac 8, Aug 16 Corunna  
Castillo Daroca, Aug 19 Pasajes  
Urumea, Aug 21 Ghent  
**SEVILLE AR** Cementos Rezola No. 1 (Sp), Aug 21 Pasajes  
Cabo Roche (Sp), Aug 22 Malaga  
Ciudad de Melilla Cadiz  
**SEVILLE SD** Zoroza, Aug 22 Trinidad  
Cemento Rezola No. 1 San Esteban  
**CADIZ AR** Cabo Menor, Aug 29 Ceuta  
Sagoland, Aug 22 Ceuta  
Monte Contes, Aug 22 Ceuta  
Isla de Tenerife Vigo  
**CADIZ SD** Ebro, Aug 21 Canary Is  
Urola, Aug 23 Ceuta  
Cabo Menor Sevilla  
**MEDITERRANEAN SEA**  
Including Black Sea and Sea of Azov  
**GIBRALTAR AR** Spartan Victory, Aug 27 Houston  
Albert S. Burleson  
Kathariotis Barcelona  
Runo Sfax  
Norland (yt), Aug 27 Sea Valour (Cardiff)  
Scythia, Aug 27 Bombay  
Fort Hudsons Hope Galveston  
William Windom Pensacola  
Baku, Aug 28 Buenos Aires  
Llandovery Castle Madras  
James H. Couper Bona  
**GIBRALTAR SD** Englyn (yt), Aug 26 Australia  
Albert S. Burleson, Aug 27 Casablanca  
Kathariotis Delfzyl  
Spartan Victory Hampton Roads  
Runo Immingham  
Robert Mærsk, Aug 27 Dublin  
Vasco Galveston  
Battle Creek Victoria Lisbon  
Vyacheslav Molotov Odessa

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About 100 Tons gross  
Built 1925. Triple engines, about 400 I.H.P. and one boiler. Speed about 10 knots. Draft about 10 ft. aft by 9 ft. forward. Dimensions about 78 ft. by 20 ft. by 10 ft. 6 in.  
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69 ft. 6 in. x 15 ft. 6 in. x 3 ft. 0 in., draught M.O.T. STEEL 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, bar 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.

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**DOVER'S MARINE INSURANCE HAND-BOOK, 1936**—Box 816, Lloyd's List & SHIPPING GAZETTE, Lloyd's, London, E.C.3.

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**S**HIPBOARD COMPANY REQUIRES YOUNG MAN, age about 20-22, with good bookkeeping knowledge, with view to training for secretarial duties.—Address written application, stating qualifications and salary required, to Box 232, Deacon's Advertising, 36, Leadenhall Street, E.C.3.  
**S**HIPBOARD MANAGER required to take charge of office Far East. Thorough knowledge of Chartering, Liner business Agency, Crew and all shipping matters essential. Good prospects for one with real executive ability. Full details of duties of past experience to Secretary, Moller Line (U.K.), Ltd., 3/4, Lime Street, London, E.C.3.  
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WILLIAM GRAY & CO., LTD. HULL AND MACHINERY REPAIRS & CONVERSIONS WEST HARTLEPOOL

Table with columns for ship names, destinations, and dates. Includes entries for Alexandria, Table Bay, and East London.

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WEST INDIES Gulf Ports, &c

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LONDON CUSTOM HOUSE

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BUILDERS OF MARINE Steam Reboiling, Turbine, Wallend-Sulzer and Duxford Opposed Piston Oil Engines

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NORTH AFRICA ANGLO-ALGERIAN COALING CO.

ALGIERS - TUNIS - Sfax

MARINE CASUALTIES

ADDIE BAGLEY DANIELS. — Buenos Aires, Aug. 23.—Steamer Addie Bagley Daniels was surveyed afloat here on Aug. 9 and subsequent dates to ascertain damage started to have been sustained through striking a submerged object at Genoa on July 17.

EMPIRE MACALPINE.—See Beaverton. EMPIRE RIVAL.—Haifa, Aug. 28.—Steamer Empire Rival left here yesterday for Alexandria. (See issue of Aug. 24.)

MOMBA.—Sydney, July 11.—Repairs to fire damage to motor vessel Momba amounted to £2014 10s. 2d. Australian. It was found that woodwork, which it was at first thought would only require scraping, planing and repainting, was badly damaged and required removal and replacing.

PLEASURE CRAFT ASHORE OFF BROODICK, ARRAN ISLAND. Ardrossan, Aug. 28.—Sub-Agent at Broodick reports: Small auxiliary pleasure craft went ashore at low tide this morning; four of crew landed. Vessel now pounding, strong easterly wind. Probably severe damage.

coal stevedores refused to discharge the vessel in solidarity with the Gas Company's labourers. Vessel was shifted to a Government-controlled berth to be discharged with Government labour, which, however, also refused to discharge the vessel and she was again shifted last week and discharge commenced with Army and Navy personnel.

THE WAR

BOURGES.—Paris, Aug. 22.—According to advices from St. Louis, Rhone, the steamer Bourges, belonging to the Armement Delmas-Vieljeux, which was sunk at the east quay by the Germans in August, 1944, has just been refloated.

NON-MARINE

THE SITUATION AT CALCUTTA London, Aug. 28.—The following cable has been received from Lloyd's Agents at Calcutta, dated Aug. 22. All European staff, godowns and property unscathed.

CASUALTIES TO AIRCRAFT

CRASH AT GILZE, HOLLAND The Hague, Aug. 27.—A pupil, P. Soderland, of The Hague, was burnt to death when the training plane, which he was attempting to land, crashed at the State flying school at Gilze, in North Brabant, to-day.—Reuter.

WIRELESS REPORTS

Andes.—36 00 N, 15 18 E, Aug 27, 6 p.m. Athelregent.—42 36 N, 39 54 W, Aug 27, 6 p.m. Bassano.—56 24 N, 40 00 W, Aug 27, 6 p.m.

MISCELLANEOUS

THE LABOUR TROUBLE IN BRISTOL CHANNEL REPAIRING YARDS London, Aug. 27.—No boilermakers arrived for work at Newport or Bristol docks to-day and it is understood that the same position applied in all the Bristol Channel ports from Avonmouth to Swansea.

EMPIRE GALLOP.—Copenhagen, Aug. 28.—British steamer Empire Gallop, London for Copenhagen, cargo general, has gone ashore near Drager. A Switzer's salvage steamer is at standing place.

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# COASTWISE & HOME TRADE MOVEMENTS

C 1	C 2	C 3	C 4	C 5
<b>LONDON</b> Entered Cars, Aug 28 Macrae Olev Prestatyn Rose Suffolkbrook Trentwood Mytongate Java (tug) <b>LONDON</b> Somerset Coast, Aug 27 Remerie Ebrix Empire Fairplay Kylesmount Jacinth Cornishbrook Suffolkbrook Helmond <b>GRAVESEND</b> Jacinth, Aug 27 Empire Sandy (tug), Aug 27 Athelstan Mallard Cars for Surrey Con Dk Yewarch Mytongate Macrae Tyne Fulham IV, Tyne Brixton Prestatyn Rose, Aug 28 Gladonia Trentwood Chessington, Aug 28 Firecrest for Butler's Wf Drake for Butler's Wf Stork Crested Cock (tug) Norman Queen Goldfinch Westwood Empire Estuary King's Cross (tug), Aug 28 Middlebrough (with tow) <b>GRAVESEND</b> Empire Fabric, Aug 27 Lochee Arbroath Theems Rowanfield Apity Frigate Balmoral Queen Corfield Robix Ramava Lambtonian, Aug 27 Cedarwood Cormist Cameo Marsworth, Aug 28 Kentwood Eastwick Ortolan John Charrington Capitol Corcrest Corfield Sir Alexander Kennedy Empire Daffodil, Aug 28 Boulogne Olna Firth, Aug 28 Rieme Avonwood Rogate Empire Coast Miznagate, Aug 28 Culridge Petertown Koolga Aberdeen Springwave <b>SOUTHEND</b> Pd Up Queen's Cross (tug), Aug 28 (with tow) <b>SOUTHEND</b> Pd Down Eastwood, Aug 27 Edenwood Empire Fane Balmoral Queen Robix Ramava Cormist, Aug 28 Capitol Corcrest Sir Alexander Kennedy Empire Daffodil, Aug 28 Cofin John Charrington Otolan Bedale H. Kentwood Arbroath Acclivity Marsworth Avonwood Astoria <b>STROOD</b> AR The report of the arrival of the Lynn Trader on Aug 27 was erroneous <b>STROOD</b> SD Lynn Trader, Aug 27 Goole <b>THE DOWNS</b> SD Carita, Aug 27 Algol, Aug 28 <b>DOVER</b> SD Empire Martha (tug), Aug 27 (with tow) <b>DOVER</b> Pd E Robert Dundas, Aug 27 <b>DOVER</b> Pd W Channel Queen, Aug 28 Norfolkbrook <b>DUNGENESS</b> Pd E Yewmount, Aug 27 Empire Factor, Aug 28 Surreybrook <b>DUNGENESS</b> Pd W Java (tug), Aug 27 Amenity, Aug 28 Imber Parknasilla Tynemouth	<b>BEACHY HEAD</b> Pd E Empire Convoy, Aug 27 Tamworth Kembrook <b>SHOREHAM</b> AR Elizabeth Lysaght, Aug 26 Seaham Pass of Melfort Hamble Durhambrook, Aug 27 Sunderland <b>SHOREHAM</b> SD Gorwie, Aug 26 Blyth Chartsman, Aug 27 Hamble Sylvia Beale, Aug 27 Sunderland <b>SPITHEAD</b> Pd In Chartsman, Aug 27 John L. Manson, Aug 28 Eldon <b>SPITHEAD</b> Pd Out Lincolnhead, Aug 27 <b>PORTSMOUTH</b> AR Pulborough, Aug 23 Seaham Saintfield, Aug 24 Goole Eminence Tyne Highwood Hartlepool Lincolnbrook, Aug 25 Goole Empire Conderton, Aug 26 Grimby Yewpark Goole Yethouse Tyne Torquay, Aug 27 Goole <b>PORTSMOUTH</b> SD Pulborough, Aug 25 Tyne Eminence, Aug 26 Tyne Easton Grimby Saintfield, Aug 27 Grimby Lincolnbrook, Aug 27 Goole Robert Dundas Highwood Chatham Tyne <b>ST CATH'S PT</b> Pd W The Baron, Aug 27 Medway Coast (pres) Kittiwake, Aug 28 <b>NEEDLES</b> Pd E Bannthorn, Aug 27 <b>NEEDLES</b> Pd W Ben Johnson, Aug 27 <b>HAMBLE</b> AR British Youth, Aug 27 Newport (IOW) Energie Portsmouth Caldergate Portsmouth <b>HAMBLE</b> SD Chartsman, Aug 26 Portslade Attendant Plymouth Caldergate Portsmouth Southgate <b>CARDIFF</b> AR Britannia, Aug 27 Steersman, Aug 27 Avonmouth Democrat (aux), Aug 28 Porlock <b>CARDIFF</b> SD Parret, Aug 27 Bridgewater John L. Manson Hayre Dalegarth Force Newport Tamworth, Aug 27 Tyne Kembrook Blyth <b>POOLE</b> AR The Baron, Aug 27 Blyth Foch Rose Tyne Ben Oliver Soton <b>POOLE</b> SD Carrick Coast, Aug 26 Southampton Rudderman, Aug 27 Southampton <b>TOR BAY</b> Sheltering Fulham VI, Aug 27 <b>PRAWLE POINT</b> Pd E Fulham II, Aug 27 Colonel Crompton <b>PRAWLE POINT</b> Pd W Quaysider, Aug 27 Fred Everard Empire John (tug) <b>PLYMOUTH</b> AR Attendant, Aug 26 Hamble Goole <b>PLYMOUTH</b> SD Ino, Aug 26 Bristol <b>FALMOUTH BAY</b> Sheltering Yewvalley, Aug 28 <b>FALMOUTH</b> AR Biarritz, Aug 27 Dover <b>LIZARD</b> Pd E Vapellus, Aug 28 Yewvalley <b>LIZARD</b> Pd W Polgen, Aug 27 <b>NEWLYN</b> SD Yewmount, Aug 26 Ipswich <b>GUERNSEY</b> AR Perdita, Aug 24 Belfast <b>GUERNSEY</b> SD St. Angus, Aug 24 Belfast <b>JERSEY</b> SD Polgen, Aug 24 Caen Perdita Guernsey <b>ST IVES BAY</b> Sheltering Empire Farringay Aug 28 for Swansea <b>ST IVES BAY</b> SD Dorsetbrook, Aug 27 Hayle (after sheltering) <b>HAYLE</b> SD Empire Nickleby, Aug 27 Swansea <b>CLOVELLY</b> Sheltering Holderness, Aug 28 <b>CLOVELLY</b> SD Ford Fisher, Aug 28 (after sheltering) <b>BIDEFORD</b> AR Cornel, Aug 27 Partington	<b>BIDEFORD</b> SD Roma, Aug 26 <b>FREMINGTON</b> AR Radstock, Aug 26 Partington <b>FREMINGTON</b> SD Calorie, Aug 26 Avonmouth Clara May (aux), Aug 26 Torpoint <b>BARNSTAPLE</b> AR Garlandstone (aux), Aug 25 Barry Agnes (aux), Aug 26 Barry <b>BARNSTAPLE</b> SD Garlandstone (aux), Aug 26 Barry <b>AVONMOUTH</b> AR Anna II, Aug 27 Liverpool Shell Mex 5, Aug 28 Cardiff <b>AVONMOUTH</b> SD Steersman, Aug 27 Cardiff Empire Contour Barry Empire Conoley Swansea Brookside, Aug 28 London <b>BRISTOL</b> AR Suffolk Coast, Aug 27 London Annan Glasgow Cranborne Antwerp British Coast Liverpool Ino Antwerp <b>BRISTOL</b> SD Cato, Aug 27 Dublin Beaulieu Glasgow <b>SHARPNESS</b> SD T. P. Tilling, Aug 27 Swansea <b>GLOUCESTER</b> AR Kyles, Aug 28 Pt Talbot <b>GLOUCESTER</b> SD Empire Farjeon, Aug 28 Newport <b>NEWPORT</b> AR Opepe, Aug 26 St. Austell (aux), Aug 28 Watchet Avonmouth Torpoint, Apr 27 Fremington <b>NEWPORT</b> SD Morion, Aug 26 SD Kyle Queen Liverpool Empire Reaper Mersey Opepe, Aug 27 Warrenpoint Oak Belfast Aspen Belfast Ulster Coast, Aug 28 Belfast Whin, Aug 28 Bangor (CD) Duke of Lancaster, Aug 24 Heysham Ulster Coast, Aug 28 Liverpool Duke of Argyll Heysham Eastern Coast, Aug 26 Dundee Tammamore Whitehaven St. Angus Guernsey Carriackmoss Ayr Whin Maryport Aspen anchorage Jargon Ayr Creehill Ayr <b>BELFAST</b> SD Duke of Lancaster, Aug 24 Heysham Ulster Coast, Aug 28 Liverpool Duke of Argyll Heysham Eastern Coast, Aug 26 Dundee Tammamore Whitehaven St. Angus Guernsey Carriackmoss Ayr Whin Maryport Aspen anchorage Jargon Ayr Creehill Ayr <b>BELFAST</b> SD Duke of Lancaster, Aug 24 Heysham Ulster Coast, Aug 28 Liverpool Duke of Argyll Heysham Eastern 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VESSELS EXPECTED AT UNITED KINGDOM PORTS

Showing Vessel, Voyage, Probable Date, Broker and Berth

Table listing vessels expected at United Kingdom ports, including columns for ship name, origin, arrival date, and agent.

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SHIPS IN PORT

Table listing ships currently in port, including ship name, type, and agent.

SUNDERLAND IN PORT

Table listing ships currently in port at Sunderland, including ship name, type, and agent.

HULL IN PORT

Table listing ships currently in port at Hull, including ship name, type, and agent.

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Table listing shipping news and arrivals from various ports including Penang, Singapore, and others.

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E. JOHNSTON & CO., LTD (Founded 1842) LINER & GENERAL SHIPPING AGENTS SANTOS, RIO DE JANEIRO

SHIPS IN PORT SOUTHAMPTON IN PORT-Cont. from p. 11

DEAL, 698, Berth 2, Outer, Southern Railway DILWARA, 11,080, Berth 41, Test Qy., Escombe, McGrath & Co. EL NIL, 775, Dry Dk. 7, Royal Mail Lines

BRITISH SIGNAL LETTERS

The allotment of the following International Code Signals has been reported by the Registrar-General of Shipping and Seamen.

Table with columns: Signal Letters & Official Number, Name of Vessel, Port of Registry, Owner & Address, Tons Net, Signal Letters & Official Number, Name of Vessel, Port of Registry, Owner & Address, Tons Net

The following International Code Signals have been cancelled.

Table with columns: Signal Letters, Name of Vessel and Port of Registry, Official Number

BRISTOL-IN PORT (Including Avonmouth & Portishead)

Fessel Tons Gross Dk. or Wt. Broker ADOLF BRATT, 1498, City, Whitwill, Cole & Co. ANNAN, 955, City, Mark Whitwill & Son

NEWPORT-IN PORT

Fessel Tons Gross Dk. or Wt. Broker AUSTRALIA STAR, 11,124, South, C. Shaw, Lovell & Sons CATRINE, 5218, Mount Stuart Dry 2, Dunn & Co.

BARRY

BELTOS, 1544, Commercial Dry, Lambert Bros. BORYSLAW, 6977, No. 2, J. Bovey & Co. BRITANNIA, 623, No. 1, T. Whitney, Ltd.

PORT TALBOT-IN PORT

Vessel Tons Gross Berth Broker BLACKWATER, 707, Hoist 10, Burgess & Co. CASTLE COMBE, 454, Hoist 1, Gibb, McEwan & Co.

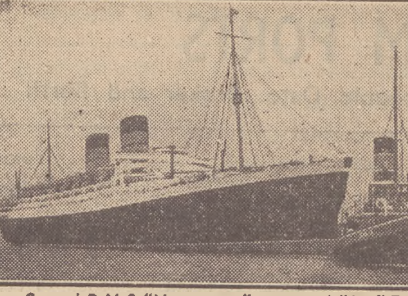
SWANSEA-IN PORT

Vessel Tons Gross Dk. or Wt. Broker AXINITE, 724, King's, Burgess & Co. BEN ROBINSON, 290, Queen's, Burgess & Co.

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Vessel Tons Gross Dk. or Wt. Broker ALICANTARA, 6470, Queen Alexandra, Wilson, Sons & Co. ALBERTA, 3085, Mount Stuart Dry ANNA T, 2728, Bute E., Constants (South Wales)

PENARTH

ARC LIGHT, 2949, Tip 5, J. Tyrrell, Ltd. CHARLES PARSONS, 1554, Berth 5, Stephen son Clarke, Ltd. EMPIRE GALLERY, 1925, Berth 1, Watts & Co.

PORT TALBOT

Vessel Tons Gross Berth Broker BLACKWATER, 707, Hoist 10, Burgess & Co. CASTLE COMBE, 454, Hoist 1, Gibb, McEwan & Co.

SWANSEA

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