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LONDON: SATURDAY, AUGUST 31, 1946

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*BENORLICH 27 Sept 27 Sept 27 Sept

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*PAUL BUNYAN ... Sept 7—Sept 12
Loading Berth—N.E. No. 2 Gladstone Dock

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*AMERICAN FORWARDER Sept 2—Sept 6
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HULL

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COAST PORTS, monthly; and to PORT SUDAN
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SWANSEA

FAR EAST AND JAVA

SHIP	CLOSING FOR CARGO	Accepts Cargo for
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SAMGARA	Aug. 27	Sept. 4 Port Swettenham Singapore Batavia Balik Papan
SAMIDWAY	Sept. 4	Sept. 18 Port Swettenham Singapore Manilla Shanghai Port Said Penang Singapore Hongkong Port Swettenham Singapore Batavia Balik Papan
GLENFINLAS	Sept. 18	Sept. 18 Port Said Penang Singapore Hongkong Port Swettenham Singapore Batavia Balik Papan
SAMCREE	Sept. 30	Sept. 30 Port Swettenham Singapore Batavia Balik Papan

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AUCKLAND	Weight	ment
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DUNEDIN		SEPT. 26
FREMANTLE		
MELBOURNE	CLAN MACDONALD	SEPT. 14
SYDNEY		SEPT. 16
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From London Montevideo & Buenos Aires (also Rosario with transhipment at Buenos Aires) Early Sept.

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OFFICIAL NOTICES

Notice to Appear in the High Court of Justice Admiralty Division

Ships: "EXMOUTH" Limitation

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

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

Dated this 29th day of July, 1946.

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

NOTICE TO MARINERS

East Coast of England RIVER THAMES LOWER HOPE LIGHTED BUOY

It is intended on or about 1st October, 1946, to move the LOWER HOPE LIGHTED BUOY about 1400 ft. in a South-Westerly direction from its present position.

The Buoy will then lie in the following position and have the characteristics stated below:—

Position: Lower Hope Beacon bearing 173 deg. distant 3.1 cables. Characteristics: Can; Black and White vertical stripes; exhibiting a red light giving one flash every 5 seconds.

Further Notice will be given when this change has been effected.

By Order, J. M. NICOLLE, Secretary.

Trinity House, London, E.C.3, 31st August, 1946.

PROPOSAL TO CHANGE A SHIP'S NAME

WE, DUFF, HERBERT & MITCHELL, LTD., of 14, Water Street, Liverpool, HEREBY GIVE NOTICE that, in consequence of change of ownership and reasons of sentiment, we have applied to the Ministry of Transport, under Sect. 47 of the Merchant Shipping Act, 1894, in respect of our ship "WARITA," of Chester, official number 137097, of gross tonnage 305 tons, of register tonnage 141 tons, heretofore owned by John Summers & Sons, Ltd., of Ashton, Plintshire, for permission to change her name to "ALFRED MASON," to be registered in the said new name at the Port of London as owned by Duff, Herbert & Mitchell, Ltd.

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

Dated at Liverpool this 29th day of August, 1946.

DUFF, HERBERT & MITCHELL, LTD., J. L. MITCHELL, Managing Director.

OFFICIAL NOTICES

PROPOSAL TO CHANGE A SHIP'S NAME

WE, DEESIDE SHIPPING COMPANY, LIMITED, of 38, West Sunnisdie, Sunderland, HEREBY GIVE NOTICE that, in consequence of change of ownership, we have applied to the Minister of Transport, under Sect. 47 of the Merchant Shipping Act, 1894, in respect of our ship "BEESTON," of Liverpool, official number 143714, of gross tonnage 466 tons, of register tonnage 192 tons, heretofore owned by Imperial Chemical Industries, Limited, of Nobel House, Buckingham Gate, London, S.W. 1, for permission to change her name to "DEENESS," to be registered in the said new name at the Port of Aberdeen as owned by Deeside Shipping Co., Ltd.

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

Dated at Sunderland this 29th day of August, 1946.

THOMAS ROSE & CO., Managers.

PROPOSAL TO CHANGE A SHIP'S NAME

I, CHARLES MOLYNEUX COHAN, of 26, Chapel Street, Liverpool, 3, 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 s.s. "EMPIRE REYNOLDS" of Newcastle-on-Tyne, official number 165838, of gross tonnage 8127.81 tons, of register tonnage 4634.48 tons, heretofore owned by The Minister of Transport, of Berkeley Square House, London, W. 1, for permission to change her name to s.s. "LUMINOUS," to be registered in the said new name at the Port of Liverpool as owned by The Aral Steamship Company, Ltd.

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

Dated at Liverpool, this 29th day of August, 1946.

CHARLES MOLYNEUX COHAN, By his Attorney, A. W. DODDS.

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 Auray, 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.

LLOYD'S LIST AND SHIPPING GAZETTE

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, Titebarn Street, Liverpool, 2 Telephone: Central 2034

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

SATURDAY, AUGUST 31, 1946

High Water, London Bridge ... 05 40 17 46 High Water, Liverpool ... 02 42 15 02 Sun Rises ... 06 08 Sun Sets ... 19 52 Moon Rises ... 11 17 Moon Sets ... 21 49 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 depression over Scotland is becoming less deep and another depression is expected to approach South-Western districts and more North-East. There will be bright intervals and showers in the North; in the South there will be bright intervals and local showers at first and more general rain later.

Further outlook for the British Isles: Occasional rain or showers.

NAVIGATING UPPER YANGTZE

Successful Use of Landing Craft

WASHINGTON, Friday

The age-old problem of transporting rice down the Yangtze River rapids between Czechwan Province and the famine belt around Hankow, has been solved by recent experiments with United States Navy landing craft (medium landing ships), the United States Navy Department has disclosed.

A spokesman said: "Despite lack of navigational aids one craft twice made the round trip between Hankow and Chungking successfully, without damage to the cargo. On the basis of these experiments the Chinese Government are now negotiating for the purchase of a number of surplus landing craft to be used on the Upper Yangtze."—Reuter.

SHIPYARD ACTIVITY

Tonnage Building Reaches High Level

Figures given in the Monthly Digest issued by the Central Statistical Office (Stationery Office, 2s. 6d.) show that tonnage of vessels, 100 tons gross and over, under construction in British shipyards at the end of July had reached a new post-war peak at 1,707,000 tons gross. This compared with 1,677,000 tons a month earlier and 1,272,000 tons a year previous. During July 76,000 tons gross of new shipping was laid down (100,000 tons in June and 79,000 tons in July, 1945), while vessels completed totalled 46,000 tons (82,000 tons in June and 46,000 tons in July, 1945).

For vessels of 1600 tons gross and over, the tonnage of non-tankers under construction rose to the peak level of 1,328,000 tons gross, and compares with 1,310,000 tons at the end of the previous month and 885,000 tons at the end of July, 1945. Non-tankers laid down totalled 48,000 tons (against 86,000 tons in June and 61,000 tons in July, 1945) and completed 30,000 tons (against 55,000 tons and 33,000 tons respectively).

Tankers, 1600 tons gross and over, under construction totalled 324,000 tons gross, a figure which while larger than the June total of 311,000 tons falls short of that recorded for this type of shipping at the end of July last year. Tankers aggregating 24,000 tons were laid down against 8000 tons in June and 13,000 tons in July, 1945, and 11,000 tons were completed, compared with 22,000 tons the previous month and 8000 tons in July, 1945.

There was only slight variation in the tonnage of vessels undergoing or awaiting repair, conversion or reconversion in United Kingdom shipyards, the total at the end of July being 2,905,000 tons gross, as against 3,082,000 tons a month earlier and 2,818,000 tons a year previous.

The following tables show the tonnage of merchant vessels, registered under the British flag, excluding foreign vessels on bareboat charter or requisition:—

Table with 3 columns: Date, U.K. or U.K. or Foreign, Total Colonial Dominion. Rows for July 31, 1946, June 30, 1946, July 31, 1945.

Table with 3 columns: Date, U.K. or U.K. or Foreign, Total Colonial Dominion. Rows for July 31, 1946, June 30, 1946, July 31, 1945.

Table with 3 columns: Date, U.K. or U.K. or Foreign, Total Colonial Dominion. Rows for July 31, 1946, June 30, 1946, July 31, 1945.

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Table with 3 columns: Date, U.K. or U.K. or Foreign, Total Colonial Dominion. Rows for July 31, 1946, June 30, 1946, July 31, 1945.

The tonnage of foreign vessels on bareboat charter or requisition, excluded from the above figures, amounted at July 31 last to 2,080,000 tons gross of non-tankers and 12,000 tons of tankers, vessels 1600 tons gross and over, and 14,000 tons of non-tankers and 20,000 tons of tankers, in the 500-1599 tons gross group. Vessels on the United Kingdom register on bareboat charter from the Dominions, which have been treated as remaining on Dominion register, amounted to 759,000 tons gross, all 1600 tons gross and over.

UNDERWATER PHOTOGRAPHY

Admiralty Experiments to Aid Salvage

In order to assist salvage operations, the Admiralty are experimenting with the underwater photography of wrecks. Object of the Admiralty experiments is to determine scientifically the practical application of this novel technique.

Lack of light in muddy waters, local tide conditions, and the depth of the wrecks are all limiting factors which will have to be carefully analysed.

The French film, "Full Fathom Five," recently shown publicly in London, has proved that underwater photographs of wrecks are possible, but it will be some time before the results of the Admiralty's more detailed experiments are known. Such researches, if successful, will save considerable time and labour in salvage undertakings.

OIL COMPANY'S NEW MARKET

First British-American Shipment to Newfoundland

ST. JOHN'S, N.F., Friday

The British American Oil Company, Ltd., extended its operations to Newfoundland with the arrival yesterday of the tanker Britambue, carrying the first cargo of the company's products for the Colony. Leading officials of the company, including the president, Mr. Whiteford, were present to welcome the ship.

Until a few years ago Imperial Oil, Ltd., held a monopoly for all petroleum products imported by Newfoundland. The British American Company has built storage tanks and other facilities in the Colony during the past few months.—Reuter.

ATLANTIC AIR SERVICE

Britain Orders Six Strato-Cruisers

The Ministries of Supply and Civil Aviation announce that as an interim measure designed to maintain a fully competitive service on the New York route during the years 1948-1950, i.e. until the new British trans-Atlantic air liners are ready, an order has been placed in the United States for six Boeing Strato-Cruisers. When the Strato-Cruisers come into operation on the New York route, the Tudor I, which is due to come in on the North Atlantic and also on the mid-Atlantic early next year, will remain on the Canadian service.

CIVIL AVIATION

Demonstrations of Radio and Radar Equipment

It is announced by the Ministry of Civil Aviation that in response to a request from the President of the Provisional International Civil Aviation Organisation, His Majesty's Government will organise a series of demonstrations of radio and radar aids to civil aviation, beginning on Sept. 10 and lasting for approximately two weeks. These demonstrations, together with a similar series of demonstrations to be given in the United States of America, beginning on Oct. 7, are intended as a prelude to the first meeting of the special radio technical division of P.I.C.A.O. to be convened in Montreal on Oct. 30, at which meeting the relative merits of different radio navigational systems will be discussed from the technical standpoint, with a view to ultimate selection of systems for international standard use.

The Secretary of State for Air and the Minister of Supply on behalf of the Minister of Civil Aviation are arranging for these demonstrations to be given at the Royal Air Force, Transport Command, Bassingbourn, and at the Telecommunications Research Establishment, Great Malvern, and the Royal Aircraft Establishment, Farnborough. Flight demonstrations of these equipments immediately available for operational use will be given by R.A.F. Transport Command; equipments which are still in the development stage will be demonstrated at the Ministry of Supply Research Establishments.

The opening plenary session of the meeting will be held at the Royal Empire Society at 10 a.m. on Sept. 9. Addresses will be given by Lord Winstone, Minister of Civil Aviation; Air Chief Marshal Sir Frederick Bowhill, Chief Aeronautical Adviser to the Ministry of Civil Aviation; Air Chief Marshal Sir Ralph Cochrane, Air Officer Commanding-in-Chief, Royal Air Force, Transport Command; and Sir Robert Watson Watt.

The demonstration programmes at Farnborough, Great Malvern and Bassingbourn establishments will run concurrently from Sept. 10 to 23 (inclusive). They will be followed by informal international discussions at the Royal Empire Society on Sept. 24 and 25. Some 250 delegates from 50 countries have so far accepted the invitations to attend. The demonstrations are primarily intended for the technical representatives of the civil air administrations of the countries concerned, though some representatives of the foreign airlines and radio industries will be included in the delegations.

OCEAN WEATHER STATIONS

PICAO Conference in London

MONTREAL, Friday

The Provisional International Civil Aviation Organisation has announced that invitations have been issued for a conference which will arrange for a network of 13 ocean weather stations in the North Atlantic. The countries invited to the conference, which will begin in London on Sept. 17, are: Belgium, Canada, Denmark, France, Iceland, Eire, the Netherlands, Norway, Portugal, Spain, Sweden, the United Kingdom and the United States.—Reuter.

SEAMAN'S EXTRA CLOTHING COUPONS

21 Days' Imprisonment

From Our Own Correspondent

LIVERPOOL, Friday

A practice among certain seamen of obtaining illegally hundreds of clothing coupons above their allowance was stated to be rife on Merseyside by Mr. Roger Lewis, prosecuting at Liverpool City Magistrates' Court to-day. He added that the authorities were unable to stop it.

James Schofield (28), marine fireman, of Davy Street, Liverpool, pleaded guilty to unlawfully using three British seamen's identity cards to obtain clothing books to which he was not entitled. He was sentenced to 21 days' imprisonment, with hard labour.

Mr. Lewis said Schofield, like every other British seaman, was entitled on the production of his identity card to a book of 109 clothing coupons every year; but, not satisfied with this, he represented that his identity card had been lost, and obtained a new identity card. He did this on three occasions and thus was able to obtain three extra clothing books, making a total of 327 clothing coupons to which he was not entitled.

JAPANESE WHALING FLEET

Permission to Convert Military Tankers

TOKYO, Friday

General MacArthur has given the Japanese Government permission to convert three 10,000-ton military tankers into factory ships to take part in whaling in the Antarctic, previously sanctioned for one season. The Japanese estimate that two of the vessels will be ready to leave in November in time for the whaling season. The factory ships will be equipped to process all the whales which the killer ships catch.—Reuter.

THE LINER "BERGENSFJORD"

OSLO, Friday

The president of the Norwegian American Line (Den Norske Amerika Linje) has confirmed rumours emanating from Britain that the liner Bergensfjord would probably pass into foreign hands. Negotiations were at present taking place with the prospective foreign buyers, he said, but denied that Egyptian interests were concerned. The Bergensfjord served as a troop transport during the war.—Reuter.

THE COAL POSITION

Problems Facing the New Board

By a Correspondent

It is always well to accept with reserve the declarations of politicians on industrial affairs, especially when, as in the case of coal, there is a "vested" interest. Successive Ministers of Fuel have tended to paint a rosy picture of prospects that have frequently been gloomy. Since 1941 the Ministers in charge of the nation's coal have struggled with inherited difficulties, chief of which has been the declining and less efficient manpower at their disposal. That prime difficulty is still with us; we are "making-do" with a supply that is barely enough to meet internal needs, much less exports, and, shorn of political optimism, we have to face disquieting facts.

On the eve of the autumn, when demand will start to show a seasonal increase, it is well to take stock. Mr. Shinwell has spoken about "the new dispensation and the new atmosphere" in the industry and expressed his belief that "as the result of the operations of the Coal Board we shall get the output we want." Why the Minister should expect the Board, with the same inherited difficulties as he and his predecessor had, to perform a miracle hitherto found impracticable is somewhat of a mystery.

The plain facts are that we are producing to-day roughly 170 million tons of deep mined coal. The Government has, however, estimated 177 million tons over the present coal-year from May last—a figure that may well prove to be over-optimistic. With open-cast and patent fuels it has been estimated that 185.9 million tons will be available over the year. Adding stocks, present and prospective, it has been calculated that we will have 194 million tons to meet a record home demand of 188 million tons, and an export trade of at least eight million tons. Stocks at the beginning of the winter are expected to be five million tons below "safety" level at 11 million tons. Actually, the deficit promises to be larger. A 72,000 figure, of course, he might say, if, as has happened, absenteeism over August proves to be higher than normal, and any interference by strikes or transport troubles, sickness among miners and other factors check output.

The only sure thing is that we are certain to live, if not from hand to mouth, certainly from pit to cellar in the matter of supplies and that it will be necessary as from next month actually to slow down exports to make supplies cover commitments. Too much must not be expected for a good while from the National Coal Board. It has a stiff task and unless, as is hoped, new labour is obtained from Eire, it will not be easy to increase present inadequate production. Moreover, it is well completely to ignore any hope that better production will come from "the new atmosphere." There is no sign of such an atmosphere, in fact absenteeism since Nationalisation has been "in the bag" has been greater than before. The suggestion that the imminence of State ownership has effected the development of a new social conscience among the mineworkers is completely illusory.

Two things are urgently needed if the Coal Board is to be helped. The miners' leaders in conjunction with the Regional Boards now about to be announced must bring about better time keeping so that we get maximum results from existing labour. Secondly, there must be economy in consumption. Two many "war" industries are using as much coal on their present reduced peacetime production as they did during the war years. The gas and electricity industries are using record quantities, and over the country as a whole 188 million tons are being consumed against 178 to 180 million tons before the war. Economies are direly needed, for the indications are crystal clear that over the winter we shall be faced with a perpetual crisis of supply.

FAR EASTERN AIR ROUTES

R.A.F.'s Help in Development

The Royal Air Force in the Far East has, since it opened the air routes after the Japanese capitulation, made a great contribution to the extensive development of civil flying. R.A.F. navigators, experienced in monsoon flying, wireless operators and meteorological forecasters give detailed briefing to civil air line crews, so that their aircraft may operate the trunk routes to and from Malaya with the maximum safety and comfort. This briefing consists of on the spot information of signals facilities, weather forecasts, emergency landing grounds, and visual and radio aids to navigation. Each day an average of four air liners, operated by B.O.A.C., Australia's Qantas Empire airways or the Dutch K.L.M., make use of R.A.F. flight facilities at Singapore.

Available to the civil air crews is the signals route book, prepared by a special branch of Air Command South East Asia, which contains frequencies, call signs and characteristics of 19 special aids to navigation installed in Malaya. Navigation route sheets are supplied and three colour aerodrome location map drawings of runway layouts. R.A.F. signals channels are organised to allow civil pilots continuous communication with the ground operated air traffic control, thus ensuring rapid diversion to emergency landing grounds should a base become weatherbound. These essential facilities planned and operated by the Royal Air Force, are a large contributing factor to civil flying in South East Asia becoming an all weather service.

TRANS-PACIFIC AIR SERVICE

"Familiarisation" Flight Planned

SYDNEY, Friday

Mr. Chifley (Commonwealth Premier) has concluded an air transport agreement with Canada, it was announced to-day. The first "Familiarisation" flight is planned for the middle of September and several more will be carried out before arrangements for a regular service are completed. Australian National Airways are operating an interim service under contract to the British Commonwealth Pacific Airlines, Ltd., which is a joint company owned by the British, Australian and New Zealand Governments. The route of the new service will be by way of Sydney, Canton Island, Honolulu, San Francisco and Vancouver. It will not be possible to take on mail or passengers in United States territory.—Reuter.

TYNE'S EXPORT TRADE

The Agitation for Direct and Larger Shipments

From Our Own Correspondent

NEWCASTLE, Friday

For years there have been endeavours to attract more cargo liners to the Tyne, and recently there has been fresh agitation for direct shipment of exports on a larger and regular scale. In furtherance of this, Newcastle Chamber of Commerce has asked members to state their requirements for direct shipping to countries other than Norway, Sweden and Denmark, to which there are direct lines in operation from the Tyne. The Chamber is now ascertaining the demand in tonnage and commodities and destination ports, and by this means it is hoped to draw up a definite statement to attract more liner space. Many new factories have been established in the Tyne area, and it is believed that they would welcome greater direct export facilities.

CONTROL OF WOOL

Further Relaxations

The Board of Trade have made two new Orders which provide further relaxations in the control of wool supplies in the United Kingdom. Both of these Orders come into force on Sept. 9. The Orders in question are the Control of Wool (No. 32) Order, 1946 (S.R. & O. 1946, No. 1455) and the Control of Wool (No. 33) (Prices) Order, 1946 (S.R. & O. 1946, No. 1456), both obtainable direct from H.M. Stationery Office, price 1d. each.

The former Order revokes the provisions contained in the Control of Wool (No. 27) Order, 1946, requiring licences to acquire raw wool and, for persons who are not processors, to dispose of such wool. Acquisition and disposal licences will still be required, however, for tops, broken tops, noils and combing laps. The Control of Wool (No. 33) (Prices) Order, 1946, revokes the maximum prices chargeable for colonial wool, except when sold against a wool ration certificate for home trade use issued in respect of a period expiring before July 1, 1946. Maximum prices chargeable for United Kingdom grown wool and for tops and noils remain in force. All inquiries concerning the Orders should be addressed to the Wool Control, Bradford.

The Board of Trade have issued an Order (the Control of Natural Resins (No. 2) Order 1946—S.R. & O. 1946, No. 1451) which removes, from Sept. 1, damar and gum damar from the provisions of the Control of Natural Resins (No. 1) Order 1942 (S.R. & O. 1942, No. 1253).

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FREIGHT MARKETS

Time Charter Activity

By Our Own Correspondent
THE BALTIC, Friday
A good demand has again been in evidence in the freight market, although for the time being business is confined to only a few trades. There has been a continuance of the inquiry for vessels on time charter, and it is understood that more fixtures have been arranged than generally reported. A vessel of 9100 tons has been taken for delivery and redelivery South Africa for one River Plate round at \$4.25, while a 9300-tonner has been taken for delivery this side for the trip out to South Africa, via Canada, at 19s. 3d., with owners paying B.N.A. insurance, and a larger steamer has been done for delivery South Africa with redelivery United Kingdom for six months at 18s. In other trades a feature has been the considerable bookings for phosphate for various destinations, although details are not available.

There are indications of a slight broadening in the inquiry for tonnage in the River Plate section, but with the present accumulation of shipping charterers should have no difficulty in satisfying their needs.

In the North American department there has been a resumption of coal chartering for South American destinations at firm rates, medium-sized tonnage securing \$12 to Rio Janeiro and \$12.50 to Montevideo. Exporters have many unfilled orders for European discharging ports. There is a sustained demand for grain carriers for various destinations, and tonnage is wanted for ore from Wabana to this country. Vessels are required on net charter terms, particularly for North France, and there is a maintenance of the demand for sulphur from the Gulf.

In other directions the feature has been the active demand for carriers for phosphate. Business is reported to have been concluded from Casablanca to Antwerp or Rotterdam for September, and it is rumoured that a batch of tonnage has been fixed from Sfax, with 26s. 3d. paid to the Adriatic and 25s. to Piraeus, but no other details have been mentioned.

MORE W.S.A. RATES
A Reuter message from Washington, dated Aug. 29, states that the War Shipping Administration has announced that, effective from Aug. 16, the freight rate for sulphur in bulk from United States coast ports is \$15.10 per long ton to London, \$15.35 to Aberdeen/Grimshy Range, and \$14.85 to other United Kingdom ports; \$15.90 to French Mediterranean ports, \$14.85 to French Atlantic ports, \$14.35 to French Morocco or Eire, \$13.40 to Holland or Belgium, \$15.45 to West Coast of Italy, and \$14.35 to Northern Ireland. The freight rate for coal in bulk from the North American Pacific Coast to French Indo-China is \$20.00.

FIXTURES
AMERICAN NORTHERN RANGE to RIO JANEIRO.—American stmr., 7000 t., 10 per cent., \$12 per ton, coal, Sept.
AMERICAN NORTHERN RANGE to MONTEVIDEO.—American stmr., 7000 t., 10 per cent., \$12.50 per ton, coal, Sept.
TIME CHARTER.—Evi Livanos, 9100 t. d.w., \$4.25 per t. d.w., delivery and redelivery South Africa, one Plate round, Sept.
TIME CHARTER.—Stmr., 9300 t. d.w. (5200 cu. ft. bale), 19s. 3d. per t. d.w., delivery U.K., redelivery South Africa, trip via Canada, with owners paying B.N.A. insurance, Sept.
TIME CHARTER.—Fort Wrigley, 10,600 t. d.w., 18s. per t. d.w., delivery South Africa, redelivery U.K., six months' trading, Sept.

PROVINCIAL REPORTS

LIVERPOOL, Friday
From Our Own Correspondents
Tonnage demand is well sustained in many home and cross-sea trades, with steady to firm market conditions owing to the limited space offers, especially for early loadings. The River Plate position remains largely nominal. North Africa phosphate shows activity, with fixtures of a steamer of 6800 tons from Casablanca to Bordeaux/Dunkirk Range at 26s. 9d. for early September, and Casablanca to Rotterdam, 10,400 tons, 27s. f.i.o., early September. Iron ore has been fixed from Bougie to Calais, 2800 tons, at 30s. f.i.o. for September.

CARDIFF, Friday
Only small foreign inquiry circulates, but, with suitable tonnage limited, the tone is firm. The home coasting trades provide little employment for smaller vessels.

SWANSEA, Friday
Chartering remains very limited in the coasting section, where small tramp steamers are amply available as stemming is difficult to arrange. Oversea trade is also restricted since the scarcity of coals is more acute.

NEWCASTLE, Friday
Near Continental and North European traders sound the market freely, but the release of cargoes is extremely difficult to secure.

GLASGOW, Friday
There are still one or two orders quoting for the South and Denmark, but coal cargoes are in no better supply. A shortage of tonnage is reported. Fixture:—
CHATHAM / PORTSMOUTH / DEVON-PORT (Idg. Methil).—Stmr., 900 t., schedule rate, coal, ppt.

MONEY MARKET

Higher Treasury Bill Average

The £150 million of three months Treasury bills offered at the Bank yesterday were allotted at an average rate of 10s. 2.83d. per cent., against 10s. 1.52d. per cent. last week. The total amount applied for was £268,285,000, and tenders at £99 17s. 5d. for the bills to be dated next week will receive about 44 per cent. and those above in full. Next Friday the maximum amount to be issued will again be £150 million, while there will be a T.D.R. call for a maximum sum of £160 million.
Easier conditions prevailed in Lombard Street, and overnight loans were arranged without difficulty at ½ per cent. There was a broadening in the demand for October and November Treasury bills. Foreign exchange rates and silver prices were steady.

STOCK EXCHANGE

Advance in the Funds

Slightly more active conditions prevailed on the Stock Exchange yesterday, and the general tone was decidedly more cheerful. A feature was the good demand for British Government stocks, on the maintenance of the Government's cheap money policy, and on balance prices were 1-16 to 3-16 higher where changed, the 3½ per cent. Conversion showing the larger movement at 11¼. A firmer tendency developed in the market for foreign bonds. Chinese 5 per cent. 1912 advancing 2 to 46½. Japanese 5 per cent. 1907 ½ to 21 and Greek 7 per cent. ½ to 15¼.

Among home railway Ordinary stocks London Transport "C" improved ½ to 61½, but Great Western reacted ½ to 55½ and Midland ½ to 27. Argentine railway junior issues were firmer, gains of ½ being recorded in Great Western to 12¼, Central to 8¼ and Entre Rios to 6¼.

Although there was a little more doing in shipping issues, the tone was dull. Clan declined 1-16 to 6¼, while falls of 6d. were shown in Furness, Withy to 32s., Elder Dempster to 43s. and Jacobs to 48s. 6d.

Shipbuilding, iron, coal and steel shares were decidedly quieter, and there were fewer changes than recently. Barrow Hematite lost ¼d. to 29s. 3d., but Shipley Collieries gained ¼d. to 37s. and J. Stone 1-16 to 5 3-16.

Although some irregularity was in evidence in the commercial and industrial section, the general tone was good. Cable and Wireless declined ½ to 110½ and the Preference ½ to 115. Associated Cement dropped 9d. to 69s., and a few other shares were the turn easier. British American Tobacco rose 1-16 to 6 13-32 and Imperials 1-32 to 7¼. Pinchin Johnson improved 9d. to 44s. 6d., while gains of 6d. were recorded in Dunlop to 74s. 6d., Marks & Spencer to 82s. 3d., and United Molasses to 55s. 3d. Movements among oils were usually small and showed no decided tendency.

COMMODITIES

GRAIN

LONDON (Baltic Exchange), Friday
WHEAT.—Offers were still withheld and largely nominal conditions prevailed. Aug. shipment from St. Lawrence 174c., from West St. John-Hallifax 175c., from Baltimore or Philadelphia 178c., from New York 179c. per bushel f.o.b. No. 2 grade 3 cents less in each case. Australian, Aug.-Sept. in bulk 71s. per 480 lb. f.o.b.
MAIZE.—Argentine quiet and easier. Nov. shipment from up River 79s. and December 78s. per 480 lb. f.o.b. From down River 1s. 6d. more in each case.

OILS AND OILSEEDS

LONDON (Baltic Exchange), Friday
OILS.—LINSEED.—Raw 66s. RAPE.—Crude 491. (COTTON.—Crude 452 2s. 6d. CASTOR.—First 482; seconds 480. GROUNDNUT and SUNFLOWER.—Crude 456 10s. per ton.
ROBIN.—American grades F to M 47s., 48s. 6d., W to 52s. 6d. per cwt.
OILSEEDS.—For shipment. CASTOR-SEED.—Bombay 44s. per ton. Other Oilseeds and Groundnuts all unquoted.
Note.—As from Sept. 1: LINSEED OIL.—135s. CASTOR.—First 1110; seconds 1108 per ton.

FOREIGN PRODUCE

LONDON (Mincing Lane), Friday
CLOVES.—Zanzibar spot 11¼d. per lb. sellers c.i.f. Aug-Sept. 10¼d. (buyers' licence) afloat 10¼d. per lb. sellers.
PIMENTO.—Spot 11s. 1¼d. per lb. sellers.
CHILLIES.—Mombasa spot 15s. 6d. per cwt. MACE.—West Indian spot pale 5s. per lb. nominal.
JUTE.—Unquoted.
SHELLAC.—Open market quotations quiet on the basis of 37s. 6d. per cwt. sellers ex-warehouse for F.O.T.N. Pure.

METALS

LONDON (Metal Exchange), Friday
TIN.—The Directorate of Non-Ferrous Metals supplies tin of 99 per cent. to under 99.75 per cent. at £300 per ton, delivered works, plus prices and charges, if any, for grades, sizes of ingots, bars or strip, granulated and small lots; export £357 per ton, f.o.b. U.K.
ZINC.—Home delivery 34s. 3d. basis I.C. 14 by 20 f.o.t. makers' works; export 38s. to 42s. basis f.o.b. South Wales.
COPPER.—Electrolytic and wire bars 484 per ton, delivered.
COPPER SULPHATE.—98-100 per cent. 433 10s. per ton (less 2 per cent.) in 2 cwt. bags (free) f.o.b.
ALUMINIUM.—Ingots and bars for home delivery £67 per ton, delivered.
ANTIMONY.—English 99 per cent. 125s. and crude 70 per cent. £105 per ton, delivered.
TUNGSTEN ORE.—Prices range from 62s. 6d. to 67s. 6d. per unit, delivered works.
PLATINUM.—Refined held at £20 15s. per Troy ounce.
NICKEL.—For home delivery £190 to £195 per ton, according to quantity.
PIG IRON.—No. 3 Cleveland 169s. 3d. per ton, delivered Middlesbrough area.

THE COAL TRADE

Special Market Reports

From Our Own Correspondents

CARDIFF
Collieries generally are fully committed for some weeks ahead and there is no sign of the supply position improving. All the best sorts are taken on home account. There is some overseas bunkering depot business, but general foreign export is restricted to small quantities of the poorest grades.

SWANSEA

Outputs are not yet showing any material expansion, so supplies of anthracite generally are only very meagrely available and totally insufficient to satisfy present needs. Inquiry from home sources is particularly good, especially for handier-sized broken coals. Washed beans are commanding relatively high figures, while duffs seem in shorter supply. Smokeless steam large are tightly held.

NEWCASTLE

The market is very strong for prompt deliveries, loading turns being well filled for early September. Production is rather better than at recent averages, and more pits are exceeding target figures, but much greater supplies are required to cope with pressing business. Best steam coals and superior bunkers are in heavy demand.

MERSEY

The bunker market continues on a steady tone. The demand has not been up to expectation, and the only quality of fuel now available for deep sea bunkers is South Wales description at 72s. per ton f.o.b. There is no change in the coastwise section.

HULL

Production is still short of requirements, and the authorities largely direct distribution. Extensive bookings for the railways, gas and electricity undertakings and many vital industrial concerns engage practically the whole output. Exports remain quiet, and few shipments are permitted. There is a satisfactory bunker trade at all the Humber docks and special provision is made for supplies.

GLASGOW

No marked change in supply and demand is observed. Bunker coals continue very tight, with direction necessary for some prompt tonnage. All classes of consumer are now pressing for better supplies with a view to stocking, and the hardening in demand for gas coke, foundry coals and anthracite is maintained.

COAL TRAINING CENTRE

From Our Own Correspondent
NEWCASTLE, Friday
A pit training centre at Ashington, Northumberland, is likely to be developed in the near future. Northumberland County Council operates a college there, and the Ashington Coal Company, which owns an important group of collieries in the district, provides a training school. A steady flow of specially instructed young men for mining is expected from this centre, and in greater numbers than hitherto, though the present number of students is very encouraging. The County College has a student membership on all subjects of about 800, and this year it is hoped to increase the number to 1200.

BRITISH AIR SERVICE TO ZURICH

BERNE, Friday
British European Airways Corporation will open a daily air service between Northolt Airport, London, and Zurich on Sept. 9, it was reported to-day. Up to now the London-Switzerland air service had been operated by Swiss airlines. The aircraft will be Dakotas with seats for 21 passengers.—Reuter.

SEAMAN FINED FOR ASSAULT

James Walter Rafferty (23), able seaman, of 8, Castle Terrace, Craigmillar, Edinburgh, was fined £5 by Sheriff Cullen, at Dundee, on a charge of assaulting Mr. Charles Henderson, chief engineer, in the captain's cabin of the *Richard Bourse*, at Stugsund, Sweden, on Aug. 10. Mr. HENDERSON, in evidence, said Rafferty came aboard after having had some drink, and used insulting language towards him. The assault took place after he had been taken to the captain's cabin to be "logged." Rafferty, who was recently demobilised after five years in the Royal Navy, alleged that the chief engineer pushed him in an alleyway.

WOODWORKING MACHINERY

The Ministry of Supply announces that as from Sept. 1, 1946, all classes of woodworking machine tools, both new and used, and other woodworking plant and machinery, with the exception of drying plant, may be acquired and disposed of without licence. Copies of the Control of Machine Tools (No. 15) Order and the Machinery Plant and Appliances (General) (No. 19) Order which give effect to these changes may be obtained from the Stationery Office, price 1d. each. Prices of new woodworking machine tools still remain subject to control.

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INCREASED DANISH IMPORTS

Britain's Big Share of Trade
COPENHAGEN, Friday
Danish foreign trade in July showed a considerable increase compared with June, according to the Danish Statistical Department. Imports were valued at 248 million kroner against 194 million in June, while exports were 135 million kroner against 126 million in June. Imports from Britain came to 119 million kroner against exports to that country of 70 million. Total imports for the first seven months of this year had a value of 1277 million kroner and exports 740 million, giving an adverse trade balance of 537 million kroner.—Reuter.

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Westcott & Laurance Line
BAJAMAR, 2767, Canary Wh., West India, F.
Dessen & Co.
BARON MURRAY, 7051, 23 Shed, Royal
Albert, Hoxarth, Sons & Co.
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Houlder Bros. & Co.
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Commercial, Cunard White Star
BEACON, 470, Blackwall Bsn., West India,
Trinity House
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Commercial, L. W. Morland & Co.
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Galbraith, Pembroke & Co.
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O Shed, South West India, Prince Line
BURMA, 7821, 5 Shed, Tilbury, P. Henderson &
Co.
CARP, 1847, 3 Shed, Royal Albert, Mac-
Andrews & Co.
CARTHAGE, 14,182, 34 Shed, Tilbury, P. & O.
S. N. Co.
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Capper, Alexander & Co.
CHARLBURY, 7069, 11 Shed, Royal Albert,
Capper, Alexander & Co.
CITY OF LONDON, 633, Shad. Bsn., Ldn. Dk.,
Brussels S.S. Co.
CLAN CAMPBELL, 9545, 33 Shed, Tilbury,
Cayzer Irvine & Co.
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Harrison
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CORMORANT, 1220, W. Dk., Ldn. Dk.,
G. S. N. 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
ELECTRO, 793, 11 Shed, Tilbury, Antwerp S.S.
Co.
EMPIRE ARUN, 5490, Union Dry, Bullard,
King & Co.
EMPIRE ATHELSTAN, 7800, N.W. Dry Dk.,
Tilbury, Killick, Martin & Co.
EMPIRE BALTIC (ex LST 3519), 3578, 26 Shed,
Tilbury
EMPIRE CLARENDON, 8777, 14 Shed, Royal
Albert, P. & O. S. N. Co.
EMPIRE COMFORT, 1333, 8 Shed, Tilbury,
G. S. N. Co. (Clement)
EMPIRE CONDOR, 998, Canal Shed, Victoria,
London & Rochester Trading Co.
EMPIRE CONSEQUENCE, 1998, H Shed,
West India, Shipping & Coal Co.
EMPIRE CONSISTENCE, 1771, D Whse.,
Millwall, United Shipping Co.
EMPIRE GAMBIA, 1023, P Whse., Mill-
wall, United Shipping Co.
EMPIRE KENT, 4769, T & T 2 Whses., Mill-
wall, T. & J. Harrison
EMPIRE RAJA, 6224, C Qy., Victoria,
P. & O. S. N. Co.
EMPIRE REST, 1327, 8 Shed, Tilbury, Cilent
EMPIRE RIDLEY, 6838, B Shed, West India,
G. A. Tom & Co.
EMPIRE SHELTER, 1536, 1 Shed, Tilbury,
N. Co. (Clement)
EMPIRE STOUR, 4696, Transit Shed E.,
Surrey Commercial, Harrisons (London)
EMPIRE TUGELA, 6181, 21 Shed, Royal
Albert, Gray, Dawes & Co.
EMPIRE WINDWARD, 1023, K Shed, South
West India, Royal Mail Lines
FALCON, 1025, 18 Shed, Tilbury, G. S. N. Co.
(Clement)
FORECREST, 537, 20 Shed, Tilbury, S. Cater
N. Co. (Clement)
FORELAND, 1331, W. Dk., Ldn. Dk., Currie
Line
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wall, E. H. Mundy & Co.
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Royal Albert, Union-Castle Mail S.S. Co.
GANNET, 1336, 19 Shed, Tilbury, Cilent
GENERAL IV., 60, Norway Floating Dry
GLAMIS, 555, Canary Wh., West India,
Dunlop, Perth & London Shipping Co.
GLENNIFFER, 9559, 9 Shed, King George V.,
Glen Line
GOLDEN EAGLE, 793, 2 Shed, Tilbury,
N. Co. (Clement)
GOTTERD, 1592, Station Yd., Surrey Commer-
cial, H. Clarkson & Co.
HIGHLAND CHIEFTAIN, 14,135,
George V. Dry Royal Mail Lines
HIGHLAND MONARCH, 14,139, Z Shed, Victo-
ria Royal Mail Lines
HIGHLAND PRINCESS, 14,133, 3 Shed, King
George V., Royal Mail Lines
ICEMAID, 1964, E Jty., Regent's Canal, Coke-
mart, Ltd.
KALEV, 1867, Albion Yd., Surrey Commercial,
British & Northern Shipping Agency
KIMBALL HARLOW, 7935, Canada Yd. N.,
Surrey Commercial, Currie Line
KING LEAR, 309, S. Lay-by, Surrey Commer-
cial, Ocean Salvage & Towage Co.
LANGTON GRANGE, 7043, E Qy., Victoria,
Houlder Bros. & Co.
LAPLAND, 2997, Station Yd., Surrey Commer-
cial, Currie Line
MAHIA, 10,014, 6 Shed, King George V.,
Shaw Savill & Albion Co.
MANCHESTER PORT, 5469, N. Atl. Inpt.
Shed, Surrey Commercial, Furness, Withy &
Co.
MANIPUR, 9233, 24 Shed, Tilbury, Mont-
gomery & Workman
MEROE, 3532, 8 Shed, Tilbury, G. S. N. Co.
MOOLTA, 20,952, 13 Shed, King George V.,
P. & O. S. N. Co.
MYTILOS, 5693, London Grayning Dk., West
India, Anglo-Saxon Petroleum Co.
NORTHUMBERLAND, 11,559, 25 & 27 Sheds,
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ORANTO, 20,026, 13 & 14 Sheds, Tilbury,
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PALACIO, 1346, 12 Shed, Tilbury, MacAndrews
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ALGARVE, Greenhithe Bys., C. Hoffmann &
Alster, for Surrey Commercial Dk.
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Milner Thomas & Co.
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AUDACITY, Jurgens's Jty., Purfleet, F. T.
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Stephenson Clarke, Ltd.
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T. Cook
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Grand Union Shipping
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Metropolitan Gas Co.
BUSHWOOD, Lower Tr., Erith, Milner
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ping Co.
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OVERSEA MOVEMENTS: Latest Reports

UNITED KINGDOM

1
GRAVESEND AR Alstern, Aug 30
Surrey Com Dock
Strategist, Aug 30
Middleboro for West
India Dock
Jupiter Rouen
Empire Trooper
Aldo Maassluis
for Horselery Wharf
Rideau Park Montreal
for Surrey Com Dock
St. Clears, Aug 30
Trinidad for SW India
Dock (in tow of tug
Empire Susan)
Trompenburgh
GRAVESEND SD
Saphir, Aug 29 Ostend
Sage Gothenburg
Warjo Malmö
Recorder Veracruz
via Liverpool
Penchateau Nantes
Oise Paris
Idomenis, Aug 30
Rotterdam
Empire Eden Genoa
Strathavener Bombay
Port Adelaide, Aug 30
Tyne
SHELL HAVEN AR
Norlys, Aug 29 Curacao
SOUTHDOWN Pd
City of Swansea, Aug 29
Aktjo
Saphir
Sage
Warjo
Recorder
New Brooklyn
Heron
Patria, Aug 30
Cara
Jans
(last three after shel-
tering)
ROCHESTER SD
Frederik, Aug 29
Groningen
Ulla
RIDHAM DOCK SD
Maria Gorthon, Aug 28
Tyne
THE DOWNS Anch
Laredo Victory, Aug 29
James W. Fanning
Olwe (Du), Aug 30
reanchored
Edwin D. Howard
Henry H. Richardson
THE DOWNS SD
James W. Fanning, Aug 29
Wabash Victory
Laredo Victory
Thomas P. Leathers
Hidun, Aug 30
Edwin D. Howard
Olive
Sunnara
Union
Delaware
Hartbridge, Aug 30
S. N. A. S.
DOVER Pd E
Eutenfell, Aug 29
Pd W
Gallium, Aug 30
Saluta
Rota
DUNGENESS Pd E
Trimble's Ford, Aug 29
Groningen for Rotterdam
Westendam, Aug 30
Irish Fir, Aug 30
Lech
DUNGENESS Pd W
Innamo, Aug 29
Andre Thome
Henry Lomb
William Bevan
Kirkenes
John F. Appleby
Roger Griswold, Aug 30
Neocordia
Siva
Penchateau
Kemphanan, Aug 30
British Supremacy
John T. Holt
BEACHY HEAD Pd E
Star, Aug 30
BEACHY HEAD Pd W
Dornoch, Aug 29
British Pride
Bialystok, Aug 30
Gouverneur Galopin
SPITHEAD Pd In
Strathmore, Aug 30
SPITHEAD Pd Out
Confid, Aug 29
Robert F. Hand
ST CATH'S P T Pd E
Nicolaos Michalos
SOUTHAMPTON AR
Peter, Aug 29 Curacao
SOUTHAMPTON SD
President Tyler, Aug 30
New York
Llangibby Castle
Port Said
Aquitania
TEIGNMOUTH SD
Silja, Aug 29 Helsinki
TOR BAY SD
Zeehoed, Aug 30
Svea
PRAWLE PT Pd E
Reinhardt, Aug 29
Actinia
Seven Pines, Aug 30
PRAWLE PT Pd W
Clarksville Victory
PLYMOUTH AR
Elisabeth, Aug 29
Torquay
Jaroslavel Hamburg
Clarence Roberts
Amsterdam
Janine Roger
PLYMOUTH SD
Kegums, Aug 27
Janine Roger, Aug 29
Dieppe
FOWEY SD
Thomas Pinckney,
Aug 29 Philadelphia
FALMOUTH AR
Hubbardton, Aug 30
Curacao for Purfleet
(put in)
Moorthy, Aug 30
Tocopilla
FALMOUTH SD
Seirstad, Aug 29
Curacao
British Virtue Bahrein
Thomas Pinckney,
Aug 30 Philadelphia
Moorthy
London

3

KIRKWALL SD
Plymouth Victory,
Aug 30 Gdansk
Fort St. Antoine
Copenhagen
Santiago Iglesias Gdansk
ABERDEEN AR
Havsbriis, Aug 30
Malmö
GRANGEMOUTH AR
Kotka, Aug 29 London
Polux
Justin Doane
Mantyluoto
Greathope, Aug 30 Susa
GRANGEMOUTH SD
Aspo, Aug 30
Sunrishamm
LEITH AR
Gaasterland, Aug 29
Rotterdam
June, Aug 30 Hamburg
LEITH SD
Gaasterland, Aug 30
Blyth
GUERNSEY SD
Svea, Aug 26 Jersey
JERSEY AR
Svea, Aug 26 Stockholm
JERSEY SD
Mimer, Aug 26 Antwerp
Svea, Aug 27 Plymouth
ST IVES BAY SD
Agiens, Aug 30
(after sheltering)
HAYLE AR
Kerlogue, Aug 28
Swansea
LUNDY IS. SD
Spero, Aug 30
(after sheltering)
FREMINGTON SD
Agiens, Aug 27 Bayonne
AVONMOUTH SD
Glenwood, Aug 29
Cardiff
Samesk, Aug 30
Vancouver
Generton Barry
Port Sydney
Cardiff
BRISTOL AR
Boston City, Aug 29
New York
BRISTOL SD
Inger, Aug 30 Preston
NEWPORT SD
Texarkana Victory
Aug 29 Bremerhaven
Port Royal Park Halifax
CARDIFF AR
Halvard Bratt, Aug 30
Kristinehamn
CARDIFF SD
Vibeke Christensen,
Aug 30 Dublin
BARRY IS Pd Down
Fort Gaspareau, Aug 29
Tempo
Masanda
Ottino
Port George
Texarkana Victory
Kegums, Aug 30
Vibeke Christensen
Pacific Exporter
Port Royal Park
Generton, Aug 30
for Barry
SWANSEA AR
Thelma, Aug 29 Lpool
Le Trait (Fr), Aug 30
Rouen
SWANSEA SD
Gloucester City,
Aug 29 Norfolk
Erica, Aug 30 Bayonne
MUMBLESD Pd Out
Gloucester City, Aug 29
Erica, Aug 30
EASTHAM SD
Starkenborgh, Aug 29
Amsterdam
Anglia, Aug 30
Gothenburg
GRIMSBY AR
Baltanic, Aug 29
London
BOSTON, Lines SD
Nijenburgh (Du),
Aug 30 Rotterdam
GT YARMOUTH RDS
Eben Haeger, Aug 29
GT YARMOUTH RDS
Eben Haeger, Aug 30
GT YARMOUTH RDS
Holland, Aug 30
Balduin, Aug 30
GT YARMOUTH RDS
Nottingham, Aug 30
GT YARMOUTH SD
Holland, Aug 30
HARWICH AR
Orange Nassau, Aug 29
Hook of Holland
BATAVIER II, Rotterdam
BRIGHTLINGSEA SD
Polaris (Sw), Aug 27
River Thames via
Soderhamn
TOLLESBURY SD
Athemere, Aug 27
River Mersey
ARCTIC SEA
TO
USHANT
CHRISTIANSAND AR
Presthuis I. (fishing),
Aug 20 Wesermunde
Minerva, Aug 22 Norfolk
Inger Lisa, Trondheim
Miss Elaine (tr),
Aug 23 Aberdeen
Neptun, Aug 25
Tromsø
CHRISTIANSAND SD
Presthuis I. (fishing),
Aug 21 Boulogne
Vesta, Aug 25 Aalesund
Neptun, Aug 25 Aalesund
Minerva, Aug 26
Aalesund
CHRISTIANSAND AR
Jetta, Aug 23 Arendal
Spinanger, Aug 24 Abo
Stavangerfjord Oslo
Nestun, Aug 20 Gdansk
Dux, Aug 27 Emden
CHRISTIANSAND SD
Jetta, Aug 24 Sauda
Spinanger Curacao
Stavangerfjord Stavangr
Nestun, Aug 27 Rouen
PORSGRUNN AR
Molla, Aug 26
Frederikstad
PORSGRUNN SD
Jan, Aug 27
Christiansand
Molla, Aug 27
Fredrikssund
OSLO AR
G. 811 (No), Aug 27
Plymouth
Santiago Iglesias
Hamstead
Heien Hull

4

Empire Alderney
Thames Haven
Bomma, Aug 28
Antwerp
Asia Copenhagen
OSLO SD
Garonne Aug 27
Copenhagen
Sevilla Portugal
Loke Christiansand
GOTHENBURG AR
Sunnanland, Aug 27
Antwerp
Zelos Ornskoldsvik
Froste Kotka
Argentina, Aug 28 Kotka
Neema Lau Norrsundby
Haga Antwerp
GOTHENBURG SD
Bothmia, Aug 27
Hamstead
Trolleholm Veracruz
Actuality Risor
HELSINGBORG AR
Sunnanland, Aug 28
Gothenburg
Alfred Clegg Stockholm
HELSINGBORG Pd N
Edouard Suensen
(cable), Aug 27
Havsbriis
Tanto
Saturnus (of Stockholm)
LANDSKRONA AR
Aralizz, Aug 28 Hoganas
HOGANAS AR
Mira, prev Aug 28
Copenhagen
Amazona Copenhagen
MALMO AR
Hanna, Aug 28 Gdynia
MALMO SD
Fidra, Aug 28
Copenhagen
Johanna Norrkoping
SIMRISHAMM AR
Edo, Aug 28 Landskrona
SIMRISHAMM SD
Uto, Aug 28 Romskaar
AHUS SD
Empire Continent,
Aug 28 Hottentau
KARLSHAMN AR
Vega (Fi), Aug 25
Mantyluoto
Svend Pii Fredricia
Henriette Oskarshamn
KARLSHAMN SD
Vega (Fi), Aug 25 Hull
Svend Pii Lulea
SLITE AR
Ingolf, Aug 24 Gdynia
SLITE SD
Ingolf, Aug 28 Lulea
OXELOUND AR
Runmaro, Aug 27
Immingham
Louis Marshall
Philadelpha
Bjorko Grimby
OXELOUND SD
Taarnborg, Aug 26
Barrow
Runmaro, Aug 27
Middlesbrough
Bjorko, Aug 28
Middlesbrough
HULL SD
Asko, Aug 29 Helsinki
Empire Tern Rotterdam
Empire Gangway
London
Empire Spearhead
Cuxhaven
Hondrug, Aug 30
Copenhagen
Nicolaou Maria (Gr)
Curacao
GOOLE AR
Jura, Aug 25 Limhamn
Nedjan Solvesborg
Nelkon Odense
Ceylon, Aug 27
Gothenburg
IMMINGHAM SD
Polaris, Aug 28
Herosand
Bernhard Ingelsson
Skutskar
SODERHAMN SD
Hugin, Aug 26 Hull
Antwerp
Nedjan
via Hudiksvall
Rafso
Jura, Aug 28
Newport News
via Hudiksvall
Polaris River Thames
HUDIKSVALL AR
Nedjan, Aug 26
Soderhamn
Dagfrid Gothenburg
HUDIKSVALL SD
Nedjan, Aug 26
Antwerp via Herno-
sand and Sundsvall
Dagfrid, Aug 27
Antwerp
STOCKA SD
Gredh, Aug 29 London
HERNOSAND AR
Wangaratta, Aug 27
Pitea
HERNOSAND SD
Polaris (Sw), Aug 27
River Thames via
Soderhamn
Valen Rouen
via Karlshamn
Rydboholm Havana
Wangaratta, Aug 28
Sydney via Ljusne &
Gefle
Nedjan Antwerp
via Sundsvall
Helfrid Ghenet
Gouwe Amsterdam
via Sundsvall
HOLSUND SD
Vesuvius, Aug 28
Ridham Dock
LULEA SD
Lignr, Aug 26
Gdansk/Gdynia
Lona Gdynia/Gdansk
Ariel Gdansk/Gdynia
Helfrid Hernosand
KALIX AR
Mauritz, Aug 24 London
KALIX SD
Tomi, Aug 23 London
Lilly, Aug 24 Gdansk
KEMI AR
Sweden, Aug 27 Pargas
KASKO AR
Aune H., Aug 26
Hango
MANTYLUOTO AR
Savonia, Aug 21
Helsinki
Ardeines, Aug 23
Kotka
Norecia Rouen
Negro Umea
Noordkaap, Aug 24
Herosand
Elakoon (aux)
Thamshavn
MANTYLUOTO SD
Fort Wellington,
Aug 23 Abo
Mudo Brussels Canal
Abo, Aug 24 Romskaar
ABO AR
William R. Lewis,
Aug 17 Newport News
Ezra Meech, Aug 18
Portland (Me)

5

Sweden Wismar
Spinanger, Aug 19
Aruba
Motto, Aug 20 Gdynia
Kastelholm, Aug 21
Stockholm
William Luckenbach,
Aug 22 Baltimore
Corona, Aug 23 Antwerp
ABO SD
Akershus, Aug 20
Porsgrunn
Will Rogers, Aug 21
Norfolk
Spinanger Curacao
William R. Lewis,
Aug 22 Helsinki
Sweden Pargas
Kastelholm Stockholm
Motto, Aug 24 Kemi
Corona Helsinki
HELSINKI AR
Maj (aux), Aug 24 Kotka
Penna Antwerp
Wanda Rouen
Wilke Leningrad
Arcturus (Fi), Aug 27
Stockholm
GDANSK AR
North Down, Aug 27
Denmark
GDANSK SD
North Down, Aug 29
Denmark
GDYNIA AR
Slask, Aug 27 London
KIEL Pd
Empire Victory
Frontenac Victory
KIEL CANAL Pd
Diana, Aug 26
Amsterdam
Ejjo (Du) for Arahem
Narocz for Gdynia
Nautic for Sundsvall
Wolanda for Vejle
Skinner for Stockholm
Mari II. for Waaja
Lanthony (yt)
Elbe (tug) for Kiel
Mercur (tug) for Kiel
Borneo for Naestved
Gullborg for Helsingborg
Fenja (aux)
Louis Marshall
for Kopmanebro
Van Gelder for Odense
Koster for Sundsvall
Magdalena, Aug 27
for Domsjo
Benjamin Sherburn
for Koping
Halvar II. for Onlu
Sao Antonio for Helsinki
COPENHAGEN AR
Concordia, Aug 28
Elsinore
Fidra, Aug 29 Malmö
Tuko Jacobstad
Alexandra London
COPENHAGEN SD
Concordia, Aug 28 Onlu
Marx Skelleftea
Texas Elsinore
Monica Malmö
Raune Faaborg
Stadion II. Oslo
Bergenhus Odense
Uspkopt, Aug 29 Kotka
ELSINORE Pd N
Raine, Aug 28
Monita
Erindring, Aug 29
Jupiter
Ulsnos, Aug 29
Sirius, Aug 29
Katholm
Akershus, Aug 30
Akselus
Stegoberg
ELSINORE Pd S
Thyra, Aug 29
Laura Dan
Beril
Norden
Sandhamn
Allan, Aug 29
Britta Christensen
Knud, Aug 30
Tunisia
KALUNDBORG SD
Flora, Aug 28
Landskrona
NAKSKOV SD
Nordkap, Aug 27
Baltimore
AARHUS AR
Taarnholm, Aug 28
Copenhagen
AARHUS SD
Farnus, Aug 28
Nykobing (F)
KOLDING SD
Phonix, Aug 27 Gdynia
RANDERS SD
Urnajao, Aug 27 Skoghall
Thyra, Aug 28 Gdansk
AALBORG AR
Laura Dan, Aug 25
Gdansk
Regeja, Aug 26 Amstdam
Hanne Skou, Aug 27
Eshjerg
E. M. Dalgas
Newport News
Ivan Kondrup Emden
Hakefjord, Aug 28
Cardiff
Thriantia Mariager
Dagny Copenhagen
SD
AALBORG SD
Gunvor Maersk, Aug 26
Gdansk
Regeja Skive
Laura Dan, Aug 28
Gdansk
Thriantia Newcastle
NORRESUNDY AR
Vega, Aug 25 Bandholm
NORRESUNDY SD
Elin S. (aux), Aug 25
Bandholm
Heemskerck, Aug 27
Lysekil
Nerna Lau Gothenburg
Alabama Porto Alegre
THISTED AR
Tora Elise, Aug 24
Gdynia
ESBJERG AR
Kronprins Frederik,
Aug 28 Harwich
Clara Clausen Antwerp
ESBJERG SD
Kronprins Frederik,
Aug 28 Harwich
Kuidland for Aberdeen
Skudsborg for Emden

6

HAMBURG AR
Belgien, Aug 27 Lulea
Nordfahrt, Aug 28
Wesermunde
Empire Cato, Aug 28
HAMBURG SD
Heimat, Aug 27 Hull
Tovell, Aug 27 Ghenet
June Leith
Kong Sigurd Oslo
Ving Amsterd
CUXHAVEN AR
Empire Outlass, Aug 28
Hull
CUXHAVEN SD
Empire Outlass, Aug 29
Hull
CUXHAVEN Pd
Hoop-op-Zegen, Aug 27
for Kiel Canal
Canopus
Widentia
Walenburgh
Creighton Victory
Frontenac Victory
Empire Connell
Alexandra
Zeemeeuw
Biervliet
Masen
Hebe (Sw)
Tovell for Ghenet
June for Leith
Kong Sigurd for Oslo
Winga for Amsterdam
EMDEN AR
Dago, Aug 26 Hamburg
P. L. Pahlsson, Aug 28
Ghenet
Elisabeth Meersk Hull
EMDEN SD
Skum, Aug 26
Sandefjord
Cyril, Aug 27 Copenhagen
Bras Odde
Fylla (gjedser)
Casablanca
CALAIS SD
Kieldiep, Aug 29
Dieppe
BOULOGNE SD
George H. Thomas,
Aug 23 New York
HAVRE AR
Carl Clausen, Aug 28
Walter Frederik Kraft,
Aug 29 Buenos Aires
Monjay Sydney
James K. Kelley Mobile
Gabian
HAVRE SD
San Mateo, Aug 29
Rouen
Oliver Westover Rouen
Hugh J. Kilpatrick
Trimble's Ford Gdynia
Prisia Donges
Carl Clausen Esbjerg
ROUEN AR
Bejos, Aug 28
Hampton Roads
Patria San Mateo, Aug 29
Hugh J. Kilpatrick
Oliver Westover Havre
ROUEN SD
Agne, Aug 28
Immingham
Muron, Aug 28
Partington
Zephyros, Aug 29
Algiers
Balduin Middlesbro
Edward S. Hough
New York
London
Jupiter
CHERBOURG AR
Joseph Blot, Aug 23
CHERBOURG SD
Tenerife, Aug 24
GIBRALTAR Pd E
India Victory, Aug 29
William Asa Carter
British Cavalier, Aug 30
Elean Prince
Joseph Lykes
Kema
Themistocles
Thomas Paine
Winoua
Arundel Castle
John Bartram
Hoggar, Aug 30
Marine Shark
Newberry Victory
Stamos
GIBRALTAR Pd W
John Quick, Aug 29
Lourenco Marques
Samaria
Empire Irving, Aug 30
Henry T. Rainey
Monte Castelo
Sobieski
Wallace M. Tyler
Iarberton, Aug 30
Mullenberg Victory
Ocean Verity
Zacapa
ALMERIA SD
Zeeland, Aug 28
Ymuiden
TORREVEJIA AR
Egholm, Aug 27 Tunis
TORREVEJIA SD
Camelia, Aug 23 Ostrand
ALICANTE SD
Manu, Aug 22 Valencia
VALENCIA AR
Rey Jaime I., Aug 20
Iviza
AR
Monte Buitre, Aug 21
Tarragona
Castillo Mombeltran
Bilbao
Aviles
Segre, Aug 22 Barcelona
Rey Jaime I., Aug 23
Palma (Maj)
Alicante
VALENCIA SD
Simancas, Aug 19
Gijon
Sac 7, Aug 20 Huelva
Rey Jaime I., Iviza
Monte Buitre, Aug 21
Alicante
Ricardo R., Aug 22
Castillo Mombeltran
Barcelona
Bravo I. Oslo
Segre, Alicante
Rey Jaime I., Aug 23
Palma (Maj)
Aviles
Ea Sagunto AR
Monte Buitre, Aug 20
Tarragona
SAGUNTO SD
Monte Buitre, Aug 20
Valencia
BARCELONA AR
Mieres, Aug 17 Aviles
Argentona, Aug 23
Palamos
Castillo Mombeltran
Valencia
Almaden Malaga
Ciudad de Sevilla,
Aug 28 Las Palmas
Turia
Ravens Point, Aug 29
Liverpool
BARCELONA SD
Monte Banderas,
Aug 23 Bilbao
Mieres
Dundee, Aug 28 London
Ciudad de Aleira
Las Palmas
Las Palmas
Darro Las Palmas

7

Andre Thome for Rouen
Marcel for Hull
Ingleton
Normandia
ANTWERP AR
Marvel, Aug 29 Rouen
Cygnum Namsos
Maifrid Sundsvall
Baudouville Nantes
Kong Sigurd Oslo
(in tow of tug
Thames)
Kaap Falga Rotterdam
ANTWERP SD
Rota, Aug 29 Lisbon
Saivo Narvik
Uden Karlstad
Mercurius Karlstad
Smar Zonguldak
City of Durban,
Aug 29 Middlesbro
Jan de Waele Ostend
Gouverneur Galopin Matadi
Henri Gaspar
Buenos Aires
Charles H. Marshall
New York
Cardiff
Jobshaven
Prins Willem van
Oranje Montreal
Gallium Rouen
Despina Rotterdam
Siva Haifa
Trevethoe, Aug 30
Port Said
Robert S. Lovett
New Orleans
Grenaa Emden
Gees Nykobing
BRUSSELS AR
Zeus, Aug 29 London
GHENT SD
Varnes, Aug 29 Hull
Luossa, Narvik
CALAIS AR
Don, Aug 24 Saffi
P.L.M., 14, Aug 26
Casablanca
CALAIS SD
P.L.M., 13, Aug 25
Dieppe
BOULOGNE SD
George H. Thomas,
Aug 23 New York
HAVRE AR
Carl Clausen, Aug 28
Walter Frederik Kraft,
Aug 29 Buenos Aires
Monjay Sydney
James K. Kelley Mobile
Gabian
HAVRE SD
San Mateo, Aug 29
Rouen
Oliver Westover Rouen
Hugh J. Kilpatrick
Trimble's Ford Gdynia
Prisia Donges
Carl Clausen Esbjerg
ROUEN AR
Bejos, Aug 28
Hampton Roads
Patria San Mateo, Aug 29
Hugh J. Kilpatrick
Oliver Westover Havre
ROUEN SD
Agne, Aug 28
Immingham
Muron, Aug 28
Partington
Zephyros, Aug 29
Algiers
Balduin Middlesbro
Edward S. Hough
New York
London
Jupiter
CHERBOURG AR
Joseph Blot, Aug 23
CHERBOURG SD
Tenerife, Aug 24
GIBRALTAR Pd E
India Victory, Aug 29
William Asa Carter
British Cavalier, Aug 30
Elean Prince
Joseph Lykes
Kema
Themistocles
Thomas Paine
Winoua
Arundel Castle
John Bartram
Hoggar, Aug 30
Marine Shark
Newberry Victory
Stamos
GIBRALTAR Pd W
John Quick, Aug 29
Lourenco Marques
Samaria
Empire Irving, Aug 30
Henry T. Rainey
Monte Castelo
Sobieski
Wallace M. Tyler
Iarberton, Aug 30
Mullenberg Victory
Ocean Verity
Zacapa
ALMERIA SD
Zeeland, Aug 28
Ymuiden
TORREVEJIA AR
Egholm, Aug 27 Tunis
TORREVEJIA SD
Camelia, Aug 23 Ostrand
ALICANTE SD
Manu, Aug 22 Valencia
VALENCIA AR
Rey Jaime I., Aug 20
Iviza
AR
Monte Buitre, Aug 21
Tarragona
Castillo Mombeltran
Bilbao
Aviles
Segre, Aug 22 Barcelona
Rey Jaime I., Aug 23
Palma (Maj)
Alicante
VALENCIA SD
Simancas, Aug 19
Gijon
Sac 7, Aug 20 Huelva
Rey Jaime I., Iviza
Monte Buitre, Aug 21
Alicante
Ricardo R., Aug 22
Castillo Mombeltran
Barcelona
Bravo I. Oslo
Segre, Alicante
Rey Jaime I., Aug 23
Palma (Maj)
Aviles
Ea Sagunto AR
Monte Buitre, Aug 20
Tarragona
SAGUNTO SD
Monte Buitre, Aug 20
Valencia
BARCELONA AR
Mieres, Aug 17 Aviles
Argentona, Aug 23
Palamos
Castillo Mombeltran
Valencia
Almaden Malaga
Ciudad de Sevilla,
Aug 28 Las Palmas
Turia
Ravens Point, Aug 29
Liverpool
BARCELONA SD
Monte Banderas,
Aug 23 Bilbao
Mieres
Dundee, Aug 28 London
Ciudad de Aleira
Las Palmas
Las Palmas
Darro Las Palmas

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Rotation Number, Vessel, Flag, Net Tonnage, Master, From, Station, Agents or Brokers

Table with columns for ship name, flag, net tonnage, master, from, station, and agents/brokers. Includes entries like 3431 EMPIRE COMFORT, 3430 EMPIRE REST, 3429 NORLAYS, etc.

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

Table with columns for ship name, flag, tonnage, master, station, and agents/brokers. Includes entries like AMSTERDAM, ANTWERP, BEIRA, etc.

CLEARED OUT
Vessel, Flag, Net Tonnage, Master, For, Station, Agents or Brokers

Table with columns for ship name, flag, net tonnage, master, for, station, and agents/brokers. Includes entries like ALGARVE, BLISWORTH, CRANE, etc.

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

Table with columns for ship name, flag, net tonnage, master, for, station, and agents/brokers. Includes entries like BOSTON, SYDNEY, CAPE RACE, ST JOHN'S, WABANA, GREENSPOND, BOTWOOD, etc.

VESSELS EXPECTED AT UNITED KINGDOM PORTS

Showing Vessel, Voyage, Probable Date, Broker and Berth

Main table listing vessels expected at UK ports. Columns include ship name, voyage, probable date, broker, and berth. Includes entries like LONDON, PORT DUNEDIN, PORT LINE, etc.

PRESTON

Table listing vessels expected at Preston. Columns include ship name, voyage, probable date, broker, and berth. Includes entries like Samuel V. Shreve, H. Tyrer & Co., etc.

LLOYD'S LIST

Table listing vessels expected at Lloyd's List. Columns include ship name, voyage, probable date, broker, and berth. Includes entries like City of Canberra, City of Exeter, etc.

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COASTWISE & HOME TRADE MOVEMENTS

Table with columns C1, C2, C3, C4, C5 listing ship names, destinations, and agents. Includes entries for LONDON, NEEDLES, HOLYHEAD, etc.

LONDON IN THE RIVER—Cont. from p. 4

Table listing ships in London in the river, including ship names, agents, and destinations.

MERSEY—IN PORT

Table listing ships in Mersey, including ship names, agents, and destinations.

C6

Table listing ships under category C6, including ship names and agents.

Table listing ships in the Southern Coast, including ship names and agents.

GARSTON—IN PORT

Table listing ships in Garston, including ship names, agents, and destinations.

MANCHESTER—IN PORT

Table listing ships in Manchester, including ship names, agents, and destinations.

C7

Table listing ships under category C7, including ship names and agents.

Table listing ships in the Southern Coast, including ship names and agents.

GARSTON—IN PORT

Table listing ships in Garston, including ship names, agents, and destinations.

MANCHESTER—IN PORT

Table listing ships in Manchester, including ship names, agents, and destinations.

C8

Table listing ships under category C8, including ship names and agents.

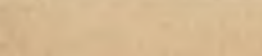
C9

Table listing ships under category C9, including ship names and agents.

C10

Table listing ships under category C10, including ship names and agents.

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MARINE CASUALTIES

AFD-28 (floating dock).—New York, Aug. 26.

Search for the derelict dry dock section and pontoon with negative results indicates that bombing sank the derelict.

New York, Aug. 26.—Search for the derelict dry dock section and pontoon with negative results indicates that bombing sank the derelict.

Extensive search for derelict reported in lat. 36 34 N., long. 74 47 W. negative. No further search to be made.

ADOLF BRATT.—Bristol, Aug. 29.—Swedish steamer Adolf Bratt, Vifstavar for Bristol, with about 1700 tons of sawn timber, was in collision with Danish steamer TOMSK on Aug. 23 in the lock at Brunsbuttel and had one stern plate indented.

ARDUITY.—Liverpool, Aug. 30.—Motor tanker Arduity reports that when off Mersey Bar light-vessel on Aug. 28, stern tube bearing became overheated and she returned to Liverpool to effect repairs.

BENJAMIN HAWKINS.—San Francisco, Aug. 29.—Steamer Benjamin Hawkins has been surveyed at San Pedro on account of damage to deep tank sustained on Aug. 13, while on voyage from Japan, in ballast. Preliminary estimate of cost of repairs exceeds \$30,000.

London, Aug. 30.—The following message was received to-day from New York, dated Aug. 29: Steamer Benjamin Hawkins has been damaged while loading and is drydocking at Wilmington, Calif., with cargo on board.

BORGHILD.—Oslo, Aug. 24.—Advices received from Langnesund state that damage to motor cutter Borghild, sustained in collision with the motor vessel RUTLAND 2 (not RUTLAND as before reported), has been estimated at 9100 kr. to the hull and 3700 kr. to machinery and lighting.—"Norges Handels og Sjøfartstidende." (See issues of Aug. 22 and 23.)

CHAPLEAU (barge).—Montreal, Aug. 29.—Barge Chapleau: Diver reports vessel holed for vertical distance of five ft. at turn of bilge and similar distance below upper deck. River Authorities requesting removal of wreck.—Salvage Association's Surveyor. (See issue of July 27.)

CHARLES S. JONES.—San Francisco, Aug. 24.—Tank steamer Charles S. Jones went ashore off Ferry Point, Richmond, Calif., but was refloated last night.—New York Maritime Association. (See issue of Aug. 26.)

COLINA.—Portland, Ore., Aug. 20.—Tank steamer Colina (from Los Angeles) went aground on a sandbar in the Columbia River, near Prescott, at 1:30 p.m. on Saturday (Aug. 17) during low tide, but refloated undamaged at about 5 p.m. and proceeded to Portland, Ore.—New York Maritime Association. (Note.—Colina left Portland, Ore., on Aug. 19 for San Francisco.)

DORSETBROOK.—Penzance, Aug. 30.—Steamer Dorsetbrook, Port Talbot for Shoreham with coal, which arrived in Mount's Bay at 2:30 p.m. to-day, reported: Cannot maintain sufficient speed. Entering Penzance this evening's tide.

EL MIRLO.—London, W., Aug. 30.—Motor tanker El Mirlo, Liverpool for Peru, in ballast, had 8 ft. of bilge keel abreast of No. 8 starboard tank torn away and rivets in No. 8 tank loosened on June 23. (See issue of Aug. 29.)

ELAKOON (aux.).—Mantyloto, Aug. 24.—Auxiliary motor vessel Elakoon arrived here to-day from Thamsbavn. (See issue of Aug. 12.)

ELNA (launch).—Wapping, Aug. 29.—At 12:30 p.m. to-day the naval patrol launch Elna was moored at Fisher's Barge Roads, Greenwich, when the lower end mooring of the barge roads broke adrift, causing all craft moored there to swing on the flood tide and fall alongside Whitehair's Barge Roads, Greenwich. Elna sustained buckled port quarter and starboard side was split. No personal injury.

EMPIRE CREST.—London, Aug. 30.—Survey was held at Brisbane on Oct. 1 and subsequent dates in respect of damage to motor tanker Empire Crest, stated to have been sustained through grounding on Sept. 11 while on voyage from Cairns for Managua. Twelve shell plates were renewed, five cracked and part renewed, one removed, faired and replaced, etc. (See issue of May 6.)

EMPIRE GALLANT.—Manchester, Aug. 28.—According to a statement by the master, steamer Empire Gallant, from Sundsvall and Norrkoping with about 2800 tons of general cargo, had tubes in starboard boiler leaking from Aug. 7 until arrival at this port on Aug. 26. (See issues of Aug. 19 and 23.)

EMPIRE PORPOISE.—London, Aug. 30.—The London agents of the managers of the steamer Empire Porpoise state that the vessel is at Port Said awaiting delivery of new crankshaft. (See issue of Apr. 17.)

EMPIRE PUNCH.—Swansea, Aug. 30.—British motor vessel Empire Punch (Swansea for Garston) put back here to-day with engine trouble.

ETHEL (s.v.).—London, Aug. 30.—In reply to inquiry, Lloyd's Agents at Whitstable write under date of Aug. 29: Sailing barge Ethel was raised a few weeks after sinking and towed to Faversham in a damaged condition. (See issue of May 2.)

FORBAN (yacht).—London, Aug. 28.—Sailing yacht Forban (not FORBARNE as published in issue of Aug. 30), bound to Falmouth from Waterford, with three adults and two children on board, had her sails carried away and was in grave danger of being blown on to the rocks near Strumble Head, Pembroke.

FORBARNE (yacht).—See Forban (yacht).
FORTH CARILLON.—London, Aug. 30.—The following message has been received to-day from Lloyd's Agent at Messina, on board British steamer Fort Carillon, via Malta Radio: Steamer Fort Carillon, about early hours of Aug. 29 and is now safely berthed at Reggio, Calabria. Arrangements for discharge of cargo proceeding. Vessel not making water. Survey to be held after discharge. (See issue of Aug. 30.)

FRANKLIN D. ROOSEVELT (warship).—See North Star.
HORIZONTE AZUL (yacht).—Gibraltar, Aug. 29.—Yacht Horizonte Azul has been examined by diver Surveyor reports outside propeller shaft coupling and key broken. In view of poor prospects of drydocking to effect repairs the owners have requested the master to proceed to Alexandria for permanent repairs. Vessel sailed to-day for Alexandria, seaworthy certificate having been issued to enable vessel to proceed on one engine.—Lloyd's Agents per Salvage Association. (Note.—Horizonte Azul, on voyage from the United States to Alexandria put into Gibraltar with machinery trouble.)

HUBBARDON.—Palmouth, Aug. 30.—Turbo-electric tanker Hubbardton, Curacao for Purfleet, put in here to-day with machinery trouble. (See issue of Aug. 30.)

HWAH LEE.—Hongkong, Aug. 30.—Steamer Hwah Lee (Alexandria and Singapore for Foochow) is drifting north-east, with serious engine-room trouble, cannot repair on board, and is seeking assistance. Last known position: lat. 11 00 N., long. 114 00 E. H.M.S. Hague now searching for her.

INGER.—Bristol, Aug. 30.—Steamer Inger left here to-day for Preston. (See issue of Aug. 27.)

KELLIA.—London, Aug. 30.—Information received from the owners of the motor tanker Kellia, dated Aug. 29 states: Kellia, at Bahrein, completed loading Aug. 26; possibly three days delay owing to engine repairs.

KRALJ ALEKSANDAR I.—London, Aug. 30.—Yugo-Slav steamer Kralj Aleksandar I. stranded near Patras at the end of September, 1943, while named RE ALESSANDRO, under the Italian flag.—Athens, Aug. 22.—The British Embassy to-night issued the following communique: In connection with the complaint reported to have been made by the Yugo-Slav Minister to the Royal Hellenic Government, concerning damage done to the steamer Kralj Aleksandar I. stranded off Anaxos several years ago, the British Embassy thinks it ought to be made known that this damage was done by aircraft of the Royal Air Force, which used the stranded vessel for practice target fire under the mistaken impression that she was a German vessel and past salvage.—Athens, Aug. 23.—Yugo-Slav steamer Kralj Aleksandar I. stranded off Anaxos several years ago, the British Embassy thinks it ought to be made known that this damage was done by aircraft of the Royal Air Force, which used the stranded vessel for practice target fire under the 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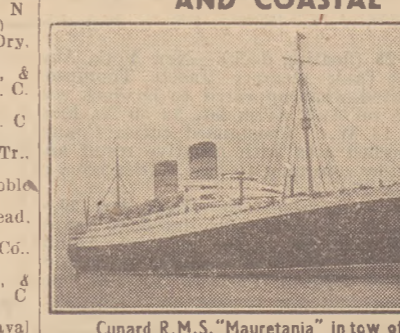
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Vessel Tons Gross Dk. or Wt. Broker AIRB, 1108, Albert, Ellerman's Wilson Line

ALBERT, 1108, Albert, Ellerman's Wilson Line ALF EBBARD, 213, Humber, Oughtred & Harrison.

LARGE FLEET OF POWERFUL TUGS Fitted with Fire-Monitors, and Powerful Pumps for Fire, Salvage, and Oil Bunkering. Steam supplied to vessels

FOR ALL PURPOSES

24 hour service including Sundays

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

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