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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

OFFICIAL NOTICES PRIZE COURTS

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

Take notice that WRITS have Take notice that WHITS 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 and CARGO specified below.

August 22nd, 1946

Freighter "ANGELN" Ship only	219
Tanker "FRIEDA" Ship and	
Cargo ex	219
Tanker "BELT" Ship only S.S. "KONIGSAU" Ship only M.S. "FREDENHAGEN" Ship only	220
SS "KONIGSAU" Ship only	220
S.S. KUNIGRAU Ship only	220
M.S. "FREDENHAGEN" Ship only	
S.S. "SONNENFELDE" Ship only	220
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M.S. "BIRKENAU" Ship only	220
S.S. "SUDSEE" Ship only	221
S.S "MOWE" Ship only	221
M S. " PROBSTEI " Ship only	221
S.S. " REINHART	
L. M. RUSS" Ship only	221
S.S. "FRANCISKA	220
HENDRIK FISSER " Ship only	
S.S. " DIANA " Ship only	221
August 23rd, 1946	
SS. "MARIANNE" Ship only	220
S.S. " MALAGA" Ship only	220
S.S. "SUD I." Ship only	221
August 24th, 1946	
and the state of t	001

Appearances to the above Writs should e entered in 30 days from the dates

specified. Registry of the Prize Court,
Royal Courts of Justice.

PROPOSAL TO CHANGE A SHIP'S NAME

RICHARD GEORGE MEREDITH STREET, Public Officer of The St. Quentin Shipping Company, Limited, of Powell Duffryn House, Bute Street, in the City of Snipping Company, Elimited, of Yowan Duffryn House, Bute Street, in the City of Cardiff, HEREBY GIVE NOTICE that, in consequence of the change of ownership, I have applied to the Ministry of Transport, under Section 47 of the Merchant Shipping Act, 1894, in respect of my ship, "EMPIRE SHEARWATER," of London, "Fixed number, 1876;32 of gross tonnage "EMPIRE SHEARWATER," of London, official number 167632, of gross tonnage 4970.16 tons, of register tonnage 3046.24 tons, heretofore owned by his Majesty represented by the Minister of Transport, of London, for permission to change her name to "ST. JESSICA," to be registered in the said new name at the Port of London, as owned by The St. Quentin Shipping ('ompany, Limited.

Any objections to the proposed change

Any objections to the proposed change of name must be sent to the Registrar-General of Shipping and Seamen, Llantri-sant Road, Cardiff, within seven days from e appearance of this advertisement. Dated at Cardiff this 29th day of August,

R. G. M. STREET,
Public Officer of The St. Quentin Shipping
Company, Limited.

London Office 54 VICTORIA ST., S.W.1

OFFICIAL NOTICES

PROPOSAL TO CHANGE SHIPS' NAMES

WE, METCALF MOTOR COASTERS. LTD., of 4, New London Street, London, E.C. 3, HEREBY GIVE NOTICE that, in consequence of a desire for uniformity enclature, we have applied to ster of Transport, under Sect. 47 Merchant Shipping Act, 1894, espect of our ships

(a) "EMPIRE FARNHAM," of Goole, official number 180124, of gross ton-nage 410 tons, of register tonnage 190 tons, heretofore owned by the Minister of Transport, of London, for permission to change her name to "JIM M."

(b) "EMPIRE BANK," of London, official number 167107, of gross tonnage 402 tons, of register tonnage 183 tons, heretofore owned by the Minister of Transport, of London, for permission to change her name to "ROSE-JULIE M.":

(c) "NGAKOA," of London, official number 166780, of gross tonnage 507 tons, of register tonnage 251 tons, heretofore owned by Mr. William H. Wilson, of Southamp-

tons, heretofore owned by T. E. Evans & Co., Ltd., of London, for permission to change her name to "ELLEN M.";

EXCESS OF FEVENUE BY £05.550. This still had been carried to the debit of revenue reserve account. There had been a surplus last year of £40.041.

to be registered in the said new names at the Port of London as owned by Metcalf Motor Coasters, Ltd.

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

Dated at London this third day of September, 1946.

METCALF MOTOR COASTERS, LTD., (Signed) T. J. METCALF, Director.

PROPOSAL TO CHANGE A SHIP'S NAME

ERNEST FRANK COE, of 81. church Street, London, E.C. 3, HEREBY GIVE NOTICE that, in consequence of my have applied to the Ministry of Trans-ort under Section 47 of the Merchant "EMPIRE FACTOR," of Goole, official number 180118, of gross tonnage 410 tons, of register tonnage 178 tons, heretofore of register tonnage 178 tons, neretolore owned by Minister of Transport, of London, for permission to change her name to "COE JEAN," to be registered in the said new name at the Port of Goole, as owned by Ernest Frank ('oe.

Any objections to the proposed change of name must be sent to the Registrar.

of name must be sent to the Registrar-General of Shipping and Seamen, Llan-trisant Road, Cardiff, within seven days from the appearance of this advertisement. Dated at London, this 3rd day of September, 1946.

E. F. COE.

LLOYD'S LIST

SHIPPING GAZETTE (Established 1734)

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

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

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

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

WEDNESDAY, SEPTEMBER 4, 1946 High Water, London Bridge ... 07 53 20 15 High Water, Liverpool 05 2 Sun Rises ... 06 15 Sun Sets Moon Rises ... 15 52 Moon Sets The above times are B.S.T.

TO-DAY'S WEATHER Meteorological Office Forecast Advance forecast for the 18 hour.

ending midnight to-night :-General Interence: An intense de pression off Southern Ireland is moving slowly North-East. There will be rain at times in all districts, but also some bright intervals. It will be cool.

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

Obituary

MR. T. K. C. MONK

We regret to record the death, which took place on Monday at Wimbledon. of Mr. Theodore Kaltenbach Cuthbert Monk, a former director of C. E. Heath & Co., Ltd., and an underwriting member of Lloyd's since 1918. Mr Monk, who was 73 years of age, joined Messrs. C. E. Heath in 1889, and retired from the firm in 1923. He leaves

L.C.C. MEMBERS VISIT PORT OF LONDON

The chairman and members of the London County Council made an inspection of the Port of London yesterday as guests of the Port Authority. They were received by Sir John Anderson, the chairman, and embarked in the steam yacht St. Katharine at Tower Pier. After proceeding down river and through the Royal Docks the wet docks party ultimately disembarked at the Tilbury passenger landing stage.

R. & W. HAWTHORN, LESLIE & CO.

PASSENGER AND CARGO VESSELS TURBINE AND DIESEL MACHINERY WATERTUBE BOILERS DRY DOCK 502 Ft. by 68 Ft.

NEWCASTLE-ON-TYNE

Last Year's Debit Balance

POSSIBILITY OF INCREASED CHARGES

From Our Own Correspondent

GLASGOW, Tuesday For the third time in its history, the Clyde Navigation Trust has had to draw upon its revenue reserves. This was disclosed in the annual accounts submitted to the Trustees to-day. which showed that expenditure for the year ended June 30, 1946, had exceeded revenue by £68.550.

Mr. J. A. RALSTON MITCHELL, convener of the Finance Committee, subthat the revenue for the year ended insurance business, even if they trans-June 30 last was £1.180.124. This, act no insurance business of any other while larger than in any of the pre-war class, are required to furnish returns years, was a drop on the preceding year to the Board of Trade in the same way ton, for permission to change her of £159,675. Expenditure at £1.248,674, as companies transacting other classes name to "THOMAS M."; although a saving of £51,084, was in of business, such as fire, accident, (d) "BENGUELA," of London, official excess of revenue by £68.550. This sum employers' liability, &c.

that the tonnage of vessels using this port is close on 5,000,000 tons less than last year. That is largely attributable we received, owing to our geographical situation, a large number of ships which in normal times would have gone to other ports.

Mr. Ralston Mitchell pointed out that a comparison with pre-war figures revealed that for the year ended June 30, 1939, the tonnage of vessels using the port amounted to 15,758,478, compared with 11,353,516 in the year under review, while the tonnage of goods imported and exported in 1939 was 6.189.184, as against the present year's 6,226,630. The revenue in 1939 was £955.031 and the expenditure £898,194, showing a surplus of £57,737. The fall in revenue from ships and goods alone compared with last year amounted to almost £108,000, ancillary services of cranes, hoists, &c. were down by £65,700 and the graving docks were affected to the extent of £4883. The granary showed an increase of £11,368 as 27,560 tons more grain, &c., had been handled. Iron ore imports continued to expand. This year they handled 568,482 tons against 329,434 tons last year, an increase of 239.048 tons, but export of coal showed

decrease of 194,800 tons. Dues had been increased 25 per cent. above schedule on Feb. 1 last, in place of the previous 10 and 15 per cent. increase. Dredging maintenance had dredging and diver plant and sundry other credits. Last year they £8,793,668.

Mr. James Leggar, who presided, commenting on the deficit of £68,550 said the trustees had not often had a deficiency in their accounts. Indeed it was only in the slump years of 1932-1933 that they had to draw on revenue reserves to the extent of £6286 in 1932 and £18,251 in 1933. The position would have the careful attenmight be found, however, that this low

level could not be continued. The tonnage figures since July 1, year, only began to show an improvement a week ago," he added, "preriously they had been lower than in 1945. There is other information of improved cargoes ahead. One case where, unfortunately, there seems to be little hope of improvement is coal which used to bulk so largely in our export

AIR MINISTRY'S RESTRICTIONS OPPOSED

Shieldhall and Renfrew lands. This decision was made when a minute of the Joint General Purposes, Law, Harbour and Traffic Committees was approved.

A study of the plan submitted with the minute showed that the Ministry's proposals restricted heights to 100 ft. at King George V. Dock, where vessels with masts 170 ft. high are frequent visitors, and to 60 ft. and 80 ft. in the area where the Trustees contemplate the construction of a new graving and

In addition to opposing height restrictions of any kind on the King George V. Dock and the new dock area, the Trustees decided to call the Ministry's attention to the advanced tion in the event of Renfrew Aerotions on the industrial area and so pre-

ACT

Submission of Returns to Board of Trade

The Board of Trade has issued the following statement:

The attention of insurance companies is drawn to two matters arising from the passing of the Assurance Companies Act, 1946.

(1) Marine, Aviation and Transit Insurance **Business**

This business is now a class of insurance business within the meaning of and consequently all companies transmitting the annual accounts, showed acting any marine, aviation or transit

A revenue account will have to be revenue reserve account. There had furnished in a three-year form as set showed there was an additional volume out in the First Schedule to the 1946

Companies which are already subject "It will be observed." he said, to the 1909 Act, because they transact them. Merchandise exports to foreign to the fact that during the war years any marine, aviation or transit insur- was the increase in shipments of sulance business which they transact,

(2) Reinsurance Business

Reinsurance business is insurance business within the meaning of the Assurance Companies Act, 1909. Consequently, all companies transacting only reinsurance business of any class within the Act, as amended, must furnish returns to the Board of Trade in the same way as direct writing com-panies. This applies as much to companies transacting only marine reinsurance business as it does to companies transacting any other class of insurance or reinsurance business. Inquiries should be addressed to the Assistant Secretary, Insurance and Companies Department, Board of Trade, Romney House East, Tufton Street, London,

A SMUGGLING CHARGE

£2000 Fine or Nine Months' Imprisonment for Master

From Our Own Correspondent

LIVERPOOL, Tuesday A Belgian shipmaster was alleged at Liverpool City Magistrate's Court tocost the Trust £143.722 this year but day to have been working in conjuncthey had received £24.208 from the hire tion with a London syndicate of professional smugglers. He was Joannes Schroeyens (34), master of the Rene received £115.594 for dredging, hire, Paul, and he pleaded guilty to knowingly The total indebtedness of the harbouring uncustomed goods, namely Trust on mortgage bonds, funded debt 1562 watches, with intent to defraud and superannuation fund amounted to the customs duty and to evade purchase tax. He was fined £2000, with an alternative of nine months' imprisonment, and was allowed six months in which to pay.

Mr. O. F. BAERLINE, prosecuting, said this was a case of great magnitude, Captain Schroeyens having admitted smuggling watches on behalf of a syndicate operating from London on a big scale. Two days after his ship as possible, and the great trade of tion of all committees. It was so im- docked, he was stopped by two detec- supplying world-wide coaling stations portant that they would have it very tives in a Liverpool street and was was disappearing. The attractions to much before them to see what could be found to have 100 watches in a brief an owner to change over to oil were done. One factor of importance to Glasgow and district was that they had endeavoured to keep the level of rates as low as possible and at 25 per cent.

The detectives proceeded to a house in Evered Avenue, Walton. Liverpool, which was the home of the parents of his English wife, and there as low as possible and at 25 per cent.

The detectives proceeded to a house in Evered Avenue, Walton. Liverpool, which was the home of the parents of his English wife, and there are not parents of his Engl above schedule they were much lower found a further 1462 watches. He than those of the other large ports. It admitted having taken them there, and said they were given to him by a man in Antwerp who said a man from London would call for them. While the start of the Trust's new financial police officers were keeping watch on the house for this man, they later ascertained he had telephoned the house, and when informed Captain Schroeyens had been arrested, he rang off. Mr. Baerline said the watches were bought on the Continent for £2597, and could have been sold in this country for between £7000 and £8000.

Mr. Robertson, on behalf of defendant, said Captain Schroevens had never previously been involved in such The Trustees also decided to-day to traffic and in this case he was just a oppose height restrictions proposed by mere cog in the wheel. He was a the Ministry of Civil Aviation in the member of the crew which assisted in vicinity of Reufrew Aerodrome because the saving of a large number of lives of the adverse effect they are likely to when the Uswarth foundered, and he have on the development of their received Lloyd's Bronze Medal and from New York the Carnegie Medal, and he was also presented with the Board of Trade Life-Saving Medal. During the war his ship was torpedoed in 1943 and prior to that he assisted in the landings at Algiers and Italy.

AUSTRALIAN COAL DIFFICULTY

Shipping Affected SYDNEY, Tuesday

gross), held up at Adelaide since Aug. 22 because of difficulty in obtaining coal, has now left with her cargo of wheat for South Africa. She will be negotiations for new industrial enter-obliged to put into Fremantle for orises with J. Bibby & Sons, Ltd., and bunkers. The Empire Aden (7308 tons). the Scottish Co-operative Wholesale which should have loaded 8000 tons of Society, Ltd., and to claim compensa- flour for Malaya, is now coaling at a New South Wales port, and drome requirements placing restric- instead load a mixed cargo for Britain. Another vessel will lift the flour at venting the contemplated development. Fremantle later this month.-Reuter.

SERVICES

Chamber's Investigation From Our Own Correspondent

NEWCASTLE, Tuesday The Newcastle Chamber of Commerce decided at a meeting to-day to take a census among members and other industrialists on the question of potential liner trade from the Tyne, with a view to securing increased regular liner services to all parts of the world. It was contended that with the exception of those to Scandinavia and the Conthe Assurance Companies Act, 1909, tinent, there was a lack of such serrices and as a result of inquiries the Chamber had received on the subject, was agreed that investigation

with a view to possible further action

being taken was very desirable.

Mr. W. A. SOUTER, chairman of the Tyne Improvement Commission, said the Commission would gladly give what assistance it could in securing such services for the river, if investigation of merchandise sufficient to induce liners to come to the Tyne. were adequate facilities to deal with a class of business within that Act, will ports had shown an increase over the also be required to furnish a revenue 1938 total, due partly to the shipment account in the new form in respect of of war material, but the main cause phate of ammonia, a new trade established during the war. This had already induced liners to come to the Type for certain destinations, but it was insufficient to induce liners to use the Tyne generally.

What was required, he said, was a large quantity of heavy cargo as a foundation for liner traffic, and he thought probably the best way this trade could be provided was through the development of the local iron and burden on him. steel industry and its subsidiary industries. New industries were being established locally, but these would provide employment chiefly for women. What was wanted was more of the heavier industries, giving more work for men. so that local industry should be provided with adequate and cheap transthat liner services from the Tyne should be developed. He hoped that members would respond to the proposed investigations and that the result would be satisfactory.

COAL TO OIL CHANGE-OVER FEARS

Sir ARTHUR SUTHERLAND, who presided. said that Northumberland and Durham were facing one of the most serious economic crises which they had ever experienced. The trade on which all their past prosperity had been built was in a perilous condition. Coal output was falling, prices had risen to a level which one would have thought impossible, while young men seemed reluctant to go into the pits. That was one side of the picture.

On the other hand they saw industries which had relied on cheap and plentiful coal looking round desperately for an alternative. railways were going to fire their locomotives with oil. Factories were changing their plant to oil burning. Shipowners were turning over to diesel engines or oil-fired boilers as rapidly similar specification. The nation, he feared, did not realise the serious fact

badly hit owing to there being practically no export coal cargoes, and the prospects for the coal trade and the port were very gloomy. Coal had been the main raw material export from Britain, and on it depended to a great extent our imports of timber, food and other necessaries.

INTERNATIONAL AIRPORTS IN CARIBBEAN AREA WASHINGTON, Tuesday

Eleven British airports in the Carib-

bean area are among 108 recommended for international use at the 21-Nation Conference on Air Navigation in the Caribbean area meeting in Washington, it is learned here. The British airports are located in Nassau (Baha-The British mas), Barbados, British Guiana, British Honduras, Antigua, Jamaica, Leeward Islands, Trinidad and Windward Islands. A Conference statement said the airports listed were those considered necessary in international civil air operations as terminal or alternative fields. Landing privileges were. of course, subject to negotiation among the nations concerned; where leased The Baron Stranger (3668 tons military air bases were listed agreement between the lessee and lessor Governments was required. Reuter. Salvador in London.

CLYDE PORT FINANCES ASSURANCE COMPANIES TYNE'S NEED FOR LINER ATTENDANCE MONEY Docker Awarded 6s. in Claim

Against Corporation The National Dock Labour Corporation, Trinity House Section Office, Surrey Commercial Dock, appeared at Tower Bridge Court before Miss Sybil Campbell yesterday, on an adjourned summons issued at the instance of Albert Aylward, dock labourer, 77, Lewisham Road, Lewisham, for 6s. earned on July 13. The previous proceedings were reported in LLOYD's LIST of Aug. 17.

In answer to Miss Campbell, Mr. FREDERICK WILLIAM HOGGER, port manager, National Dock Labour Corporation, said this was the only occasion on which a man had been given an excuse stamp when he had presented himself for work and was willing to work. Mr. Barrett had said that it was necessary to give the men an excuse stamp to enable them to attend the meeting, otherwise they would attend and so be at breach with the scheme. The agreement was made at the Port of London Executive Committee meeting on July 11. result of this, the work on 21 ships was stopped on the Saturday morning.

Mr. FREDERICK WISHART, for the Corporation, said the Corporation was approached by Mr. Barrett for an excuse stamp for the members of his union, and this request was granted. Mr. Barrett was the recognised representative of the men in his union, and he submitted that in view of all the facts, the evidence did not support the claim. This case destroyed the union's authority to contract for the men, as, in fact, this man said he would recognise contracts made by the union which benefited him, but would not recognise contracts which threw some small

Announcing her decision, Miss Campbell said: "Having examined all the facts I am satisfied that the secretary of the union and the Port Officer had come to an agreement that all the members of the N.A.S.U. who were on the Reserve Pool on the Friday should receive an excuse stamp for July 13 port and place it in a favourable and not an attendance stamp. I find competitive position. It was desirable that Aylward complied with the proviions of the Scheme and was given an excuse stamp and not an attendance stamp. I hold that in so far as the agreement between Mr. Barrett and Mr. Hogger was an agreement to give excuse stamps it was a proper agreenent within the Scheme. In so far as it was an agreement to deprive those wailable for work of attendance money t was ultra vires. In my opinion the Scheme does not empower the Corporation to take this action, since payment of attendance money is one of the con-ditions contained in the Scheme.

It has been submitted that Aylward's claim to attendance money must fail because he did not obtain an attendance stamp as required by the Scheme. I hold that the stamp was unlawfully withheld from Aylward, and under the very wide powers given to me under the Employers and Workmens Act, 1875, I award him 6s."

Miss Campbell said she thought that Aylward had conducted his case with bility and restraint.

AYLWARD asked for costs and Miss CAMPBELL said she had no power to award costs, but if the Corporation appealed she would see what she could do to give him legal aid.

The tanker Auricula arrived at that, once any section of industry had Curacao at midnight on Saturday after made the change over to oil, it was un- a successful maiden voyage from the likely ever to revert back to coal, as Tyne. Her average speed for the trip they would find the handling of oil fuel was 12.77 knots, and this figure makes was so much more easy and convenient. no allowance for 30 hours' slow run-The River Tyne was already being ning in the fog she encountered on her second day out. During the last four days before making port the Auricula averaged 13.36 knots. These speeds indicate that the marine superintendent of the Anglo-Saxon Petroleum Company, Ltd., Mr. John Lamb, is making no attempt to "nurse" the new vessel for the sake of performance data. She arrived at Curacao, Mr. LAMB said yesterday, "in good form." with operating conditions (injection pressure, maximum pressure, &c.) inchanged, and with her exhaust still showing clear.

Owing to heavy weather it has not vet been possible to secure an accurate ecord of the Auricula's fuel consumption, but there is no doubt that the igure ultimately accepted as true will show an improvement on the consumption recorded during the original experiments on shore (0.374 lb. per .h.p. per hour), and create for the boiler fuel at present in use an advanage in consumption over normal diesel fuel. Mr. Lamb is confident that lowgrade oils must soon become the nornally accepted fuel for diesel engines.

Senor Alfredo R. Bustamante has been appointed Vice-Consul of El

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FREIGHT MARKETS

Demand Maintained

By Our Own Correspondent

THE BALTIC, Tuesday There is a sustained demand for onnage in most sections of the charterng market, but business in many direcions is slow in developing, due partly to the continuation of permit difficulties and partly to the shortage of suitable free tonnage. An active demand continues to be dealt with on time charter, and a large oil burner has been fixed for spot delivery Amsterdam for one South African round at 25s., while another two handy sized British ships have been taken for 12 months' trading at 22s. 6d. Other orders are quoting, and for early delivery this side full figures are obtainable. In the outward department there is no increase in the quantity of coal available for export. but a medium sized ship has been taken on lump sum basis for generals from London/Avonmouth/Barry to Odessa.

In the River Plate section tonnage continues to move off fairly freely for maize to South Africa, returning with coal, but otherwise business remains quiet. Orders are quoting for Eire and certain Continental discharging ports. but export licences are not readily granted. Space is required for miscellaneous cargoes from Brazil, and there is a moderate inquiry from Chile.

Conditions in the North American market show no material change. A grain carrier of about 8500 tons 10 per cent, is required for Sept. 23 from Albany to Bremen, the rate indicated being \$12.70, while vessels of any size for Sept. 16/18 are wanted from New Orleans or Galveston to Rotterdam, Amsterdam at \$13.70. There is a keen inquiry for coal carriers from the Northern Range for various discharging ports on the basis of recent values. A vessel of about 500,000 cu. ft. bale is wanted for lumber from six places British Columbia to two ports Cape Town/Lourenco Marques Range for the being \$45 per mille f.i.o. and stowed.

Philippines charterers are showing a fair interest, and a handy-sized ship is required for grain from Australia to Madagascar and Reunion. A vessel af about 8000 tons is reported to have been fixed for ore from Vizagapatam to the American Northern Range at 1949. \$12.75, which is a decline of 25 cents compared with the last fixture concluded, while Calcutta coal shippers are prepared to entertain offers. Salt and phosphate cargoes are offering from the Red Sea ports, and handysized ships are required for barley and rye from Turkey. There is a good demand for phosphate from Casablanca or Saffi to Australia, and charterers are prepared to pay full rates for early loading. Spanish Mediterranean salt exporters have many unfilled orders. and further tonnage might be worked for pyrites from Huelva.

FIXTURES

VIZAGAPATAM to AMERICAN NORTHERN RANGE .- Stmr., 8000 t., 10 per cent., \$12.75 per ton, ore. TIME CHARTER .- Dubrovnik, 9150 t. d.w., 25s. per t. d.w., delivery Amsterdam, one South African round, spot.
TIME CHARTER.—Two British stmrs., each 4400 t. d.w., 22s. 6d. per t. d.w., 12 months' trading, Sept.

LONDON / AVONMOUTH / BARRY to ODESSA.-Sreca, 350,000 cu. ft. bale, £24,000 lump sum basis, f.i.o., generals,

PROVINCIAL REPORTS

From Our Own Correspondents

LIVERPOOL, Tuesday Numerous orders are held in the market, but chartering progress remains limited owing to the scarcity of tonnage offers. North American grain moves freely to this side under official arrangements, and good interest is maintained in coal shipments at steady rates. River Plate grain rules quiet. while some Brazil timber and rice business offers. Fixtures:-

KOSSEIR to DURBAN .- Stmr., 9000 t., 40s., phosphate, Sept.-Oct. DURBAN to BUENOS AIRES.—Stmr.,

10.000 t., 57s., coal, Sept.-Oct. BONA to U.K.—Stmr., 9300 t., 32s. 6d., iron ore, Sept.

HUELVA to PHILADELPHIA -6800 t.,

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CARDIFF, Tuesday In the deep sea foreign trades there is limited demand, and the tone is

ORAN/ALGIERS (ldg. Grangemouth). 2500 t., 22s. 6d., Sept. 5. EMDEN to DENMARK —1400 t., 19s.6d.,

SWANSEA, Tuesday Inquiry for the short coasting trades s still very limited, and chartering reable to expand as coal is more scarce.

NEWCASTLE, Tuesday Continental inquiries are numerous, British and Netherlands territory. but shippers are unable to secure carports are idle.

tion, and rates are almost impossible to ascertain in the absence of business. The Control Commission Shipping routes traversing Netherlands terri-Bureau report the following fixtures: EMDEN to DENMARK.-4000 t., at 15s., and 1450 t. at 19s. 6d. ROTTERDAM/EMDEN to

SHIPYARD WORK

Norwegian Order for Warrenpoint

Company, Ltd., the keel of which is Sondenfields Norske Dampskibs-selskab. Oslo. This is the vessel On the British side, the into cargo vessels to the order of irst half of October, the rate quoted L.C.T.'s will be taken in hand on com-

Norwegian Coaster

The Innherred Dampskibsselskab, heim, for delivery in the first half of

MERSEYSIDE DOCKERS

Urged to Break Away from Transport Workers' Union

From Our Own Correspondent LIVERPOOL. Tuesday

side Dockers' Welfare Committee, and party for the purpose of operating the were a sequel to a strike of 200 dock agreed services. labourers on coasting steamers trading to Liverpool. These men returned to work to-day in order to allow negotiations between their representatives and the employers to settle grievances regarding conditions of employment and methods of transferring them from ne dock to another.

Mr. Frank Campbell, the chairman of the Dockers' Welfare Committee, addressing one of the meetings, said that the Transport Union would never be a democratic body, and he urged the men to break away and form a dockers' fight against this.

BELFAST HARBOUR BOARD

From Our Own Correspondent BELFAST, Tuesday

The Belfast Harbour Commissioners to-day appointed a sub-committee, consisting of the chairman (Mr. John McCaughey), Sir Milne Barbour, Sir George Clark, Mr. R. P. C. Gotto and

Mr. K. D. L. Sinclair, to advise on a suitable manner of commemorating the Board as a public body responsible for the administration of the port, which falls in 1947. Mr. M. Agar, of Sheffield, was appointed to the position of assistant engineer in the service of the

LONG SERVICE ON QUAYSIDE

From Our Own Correspondent NEWCASTLE, Tuesday

Mr. H. P. Everett, senior partner in the firm of Witherington & Everett, shipowners. Newcastle, celebrated his 84th birthday to-day, and is still actively engaged in business. March of this year he completed 68 years on Newcastle Quayside. Everett was elected a member of the Type Improvement Commission in 1912, was chairman of the Board from 1930 to 1935, and was a representative of the Ministry of War Transport until November, 1944.

reports, together with Reports and Dividends, will be found on

usually firm. Home coasting employment is very restricted. Fixtures. BRITISH AND DUTCH AIR SERVICES

A Two-Nation Agreement A White Paper (Cmd. 6893) issued yesterday gives details of ah agreement mains slow, since stems are difficult to entered into between the Governments fit in. Business oversea is also not of the United Kingdom and Northern Ireland and the Netherlands for the purpose of establishing certain air services as soon as possible to, in and over

The routes covered by the agreement

goes for early shipment. Home and are listed under four schedules, as oreign tonnage is scarce, with rates follows: No. 1, British routes terminat-The home coast has ing in Netherlands territory: (1) Loua good general inquiry. Prompt vessels don-Amsterdam; (2) London-Rotterare difficult to place, but mid-month dam-Amsterdam; (3) Prestwick-Amstems are available, while forward ton- sterdam; (4) Trinidad-Curacao. No. 2. nage offers sparingly. The coaling Netherlands routes terminating in British territory: (1) Amsterdam-London; (2) Amsterdam-Rotterdam-Lon-GLASGOW, Tuesday don; (3) Amsterdam-Manchester-Liverpool; (4) Amsterdam-Prestwick; (5) Beek (Limburg)-Eindhoven-London; (6) Curacao-Bermuda. No. 3, British (1) Poole-Biscarosse-Augusta-Cairo - Habbaniya - Bahrein - Karachi-Calcutta-Rangoon-Singapore - Batavia-ITALY.—British stmr., 25s.
ROTTERDAM/EMDEN to ITALY.—Italian stmr., 22s.
GOOD DANISH PORT (ldg. Grangemouth).—Motorship, 500 t., 18s. 6d., coal, ppt.

WEST Sourabaya-Koepang-Darwin - Brisbane-Sydney: (2) London - Rome - Cairo - Bahrein - Karachi - Calcutta-Rangoon - Singapore-Sourabaya-Darwin-Brisbane-Sydney - Auckland - Wellington; (3) WEST Sourabaya-Koepang-Darwin - Brisbane-Trinidad-Grenada-St. Martin-Miami: (4) Trinidad-Georgetown-Paramaribo-Cayenne. No. 4, Netherlands routes traversing British territory: (1) Am-sterdam - Prestwick or Rineanna -Gander-New York, or Amsterdam-The Azores-Bermuda-New York; (2) Curacao-St. Kitts-St. Martin; (3) Curacao-The order for a cargo vessel of 1800 Trinidad-Georgetown-Paramaribo; (4) tons from the Warrenpoint Shipyard Amsterdam-Batavia (probably by way of Naples-Cairo-Shaibah or Basraabout to be laid, has been placed by the Karachi-Jodhpur - Calcutta - Bangkok-

On the British side, the airlines previously referred to as being ordered designated for the operation of the from Sweden. The Warrenpoint Ship- services are British Overseas Airways yard Company is also engaged on the Corporation and British West Indian conversion of two Mark VIII. L.C.T.'s Airways, while on the Dutch side the lines are the Koninklijke Luchtvaart Mr. Nils Magnus, Oslo. Two further L.C.T.'s will be taken in hand on completion of this contract.

Maatschappij voor Nederland en Kolenien N.V. (K.L.M.) and the Koninklijke Nederlandsch - Indische Luchtvaart Maatschappii (K.N.I.L.M.).

Each Government agrees that the Steinkjer, has ordered a coaster from other shall be accorded territorial Trondhjems mek. Verksted, Trond-rights of transit and of non-traffic rights of transit and of non-traffic stops, as well as the right to pick up and discharge international traffic in passengers, cargo and mail, and the use on the routes of aerodromes and ancillary facilities designated for international traffic. Provision is made for the various air lines to consult with each other concerning the frequencies of the services to be operated and in the tariffs to be charged. Both parties agree that the services provided shall retain as their primary objective the provision of capacity adequate to the Three meetings of dockers at Liver-pool to-day, attended by a total of 1500 traffic demands, and certificates of airthe Transport and General ers' Union. The meetings were worthiness, certificates of competency and licences issued or rendered valid by one of the parties and still in the standard of the s men, voted in favour of a breakaway worthiness, certificates of competency Workers' Union. The meetings were by one of the parties and still in force held under the auspices of the Mersey-

THE COAL TRADE

Special Market Reports

From Our Own Correspondents CARDIFF

Active inquiry is encountered, but transactions are limited by the difficult union democratically operated by heavy standing commitments, and only dockers for the benefit of dockers. He small quantities are free for disposal. eavy standing commitments, and only shipowners, shipowners, Stevedores mall quantities are free for disposal.

Chartering and Korwarding Agents said the Transport and General Inland needs keep almost all descrip-Workers' Union had started a vicious tions fully engaged; there is ready war on small unions, and they must foreign demand, but operators are unable to entertain much of this.

SWANSEA

Trading in authracites is proceeding along restricted lines as most qualities are offering very sparingly in response to quite keen request. Extensive home to quite keen requiest. Extensive none requirements ensure the prompt clearance of the whole of the popular household sizes over a considerable Bhipownera, Brokers, Colliecy and Forwarding Agents Head Offices-LAND of GREEN GINGER, HULL Tela,—"Clearance" Phone—Central 16191 And at GOLE, GRIMSBY and IMMINGHAM BUNKER COALS ALWAYS IN STOCK household sizes over a considerable time ahead. Washed peas continue to receive better support from inland traders, and shippers are seeking centenary of the appointment of the quantities to make up ('anadian

NEWCASTLE

Output from Northumberland and Durham collieries is coming forward more steadily with the return to work of men concerned in local disputes and the virtual completion of the annual staggered holiday. The tone of the market remains extremely strong, with consumers pressing keenly for early

HULL

Trading in all sections proceeds along restricted lines as collieries are hard pressed to maintain deliveries to home essential consumers. Little can be done for oversea customers, and, apart from official orders, only a few special cargoes are permitted. Coastwise and bunkering traffic is about normal,

GLASGOW

The demand for bunker coals for this week continues strongly, and vessels unstemmed are meeting diffi-The Money and Stock Exchange culty in making arrangements. Good quality drosses are moving off well and principally under direction to make up the deficiency of sized fuels. Allocations for utilities are maintained.

LLOYD'S LIST Wednesday, September 4, 1946 Page 3

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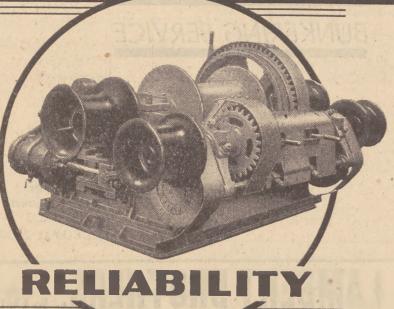
Shipbuilding and Engineering Section

Page 4 LLOYD'S LIST Wednesday, September 4, 1946

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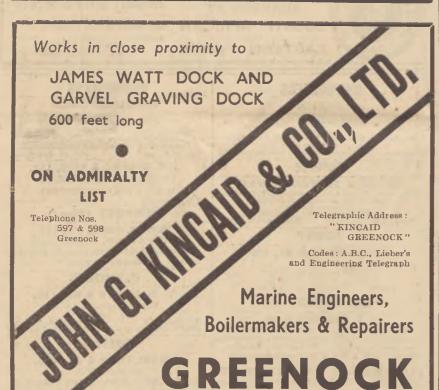
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Queen Elizabeth is of 160,000 s.h.p. in stores and bunkers, embark pasand consists of four sets of sengers and sail after only 12 hours in quadruple-expansion steam turbines port. connected to four shafts through singlereduction gearing. As the design of the Queen Elizabeth developed it was extensive electrical requirements is found that to supply the propelling generated in two plants situated on machinery with the necessary amount of steam an installation of 12 large water-tube boilers would be needed. These boilers have superheaters and large air preheaters, the working pressure being 425 lb. per sq. in. and the steam temperature 750 deg. F. The arrangement of the machinery and boilers in the vessel was greatly influenced by the requirements of the watertight sub-division of the hull. The four main engines are contained in two engine-rooms: one forward, containing the two sets which drive the two outer screws, and one aft, containing the two sets which drive the inner The 12 boilers are contained in four boiler-rooms.

The closed-stokehold system has been adopted in preference to the closedtrunk system of forced draught, air being forced into the boiler-rooms and flowing thence through the air preneaters to the furnaces; besides eliminating complicated and cumbersome air ducts in the boiler-rooms this system facilitates an efficient arrangement of steam mains and other pipes. bustion conditions, with consequent economies in fuel consumption.

Pleasant Stokehold Conditions

Owing to the circulation of such arge quantities of air through the boiler-rooms, the working conditions of the stokehold crew are unusually pleasant, the boiler-rooms being cool even in the hottest weather. The surrounding parts of the structure are also kept cooler, to the better comfort of the passengers. Twelve electricallydriven fans supply the air for combustion purposes to the boilers.

As is the practice in all the large North Atlantic liners of recent years, the boilers are fired by oil fuel. The waste gases from the furnaces are exhausted through two funnels at a height sufficient to direct them well clear of the ship. In order to ensure is deposited on the lecks, wet dust collectors are fitted in the uptakes from the boilers. Over 600 tons of water per hour is used in the washing of the exhaust gases before they are discharged into the air. Smoke observation windows and carbondioxide indicators are fitted to enable combustion conditions to be regulated to give the highest efficiency.

The Main Engines

The four main engines, which can be operated independently, each consist of four turbines (high-pressure, two intermediate-pressure and lowpressure) and a condenser, grouped about a main gear wheel. Each turbine drives a pinion engaging with the main gear wheel, which is coupled to the forward end of the propeller shafting. Double helical gearing is employed, the teeth being of the involute design. Great care has been taken to achieve accuracy in the hobbing of the teeth, in order to eliminate noise and vibration. The four-bladed propellers are of solid manganese bronze, and weigh about 32 tons each. Each set of machinery can be used in manoeuvring, and for going astern, astern turbines are incorporated in each of the second intermediate-pressure and low-pressure turbine casings. The main condensers, of the double-flow pattern, are of great size, the tubes being of cupro-nickel throughout.

The oil fuel is carried in side bunkers and double-bottom tanks below the turbo-generator rooms. The air and overflow-pipe system is so arranged that oil-fuel vapour with its distinctive odour cannot escape in any part of the ship. Five intake points, sited in convenient positions, enable bunkering to be completed in eight hours, no manual labour being required, except for coupling up the hoses. Bunkering can be carried out without interfering in any way with the storing of the ship or the embarkation of passengers. It will be possible for the Queen Elizabeth to

The propelling machinery of the make port, disembark passengers, take

The power for the Queen Elizabeth's rooms. The output from the two plants is 8800 kw. Both plants are similar in arrangement, each supplying power for the hotel services and auxiliary machinery; they can be run independently or be coupled to run as one unit, so that in the almost inconceivable exigency of a breakdown occurring in one, the other can, to a limited extent, take over its load.

Each plant comprises two generator units, each of 2200-kw, capacity. Although it may be necessary under certain unusual circumstances to run all four generators at the same time, under normal conditions there will always be one idle. Each generator consists of two dynamos of 1100-kw. capacity driven in tandem by a steam turbine through single-reduction gearing. The turbines rotate at 4500 r.p.m., this rate being reduced by the gearing to 600 r.p.m. at the dynamo. Each turbine is provided with a separate condenser incorporated in the design of the set; thus, with indepen-The control of the air supply is also dent vacuum-maintaining pumps, simplified, thereby giving better comgenerator is practically an independent unit. It was found desirable to provide two condenser circulating pumps in each plant, each being capable of circulating one condenser but suitably cross-connected.

Distribution System

East plant is housed in a compartment 42 ft. long, 38 ft. wide and 28 ft. high, and the switchboard rooms, forward from the generator rooms, are in such a position as to provide a view of the machinery. The switchboards, each 23 ft. long, are mounted athwartships, the feeder boards, each 24 ft. long, being mounted fore and aft. From the feeder boards the cables are led to the port and starboard of "A" deck for distribution to the hotel services and to "E" deck for distribution to the hull and deck machinery. The cables are led to 56 auxiliary switchboards and can be so connected as to form several ring mains enabling the port and starboard boards to be fed from either the port or starboard generator room. The auxiliary boards are disposed so that each watertight or fireproof section of the ship has its own board; this system avoids as far as possible the piercing of bulkheads for the passing of cables from one section to another.

The main cables forming the ring mains are of copper, and are one sq. in. in cross-sectional area. The nature of the insulation material was decided after extensive tests on different combinations had been carried out. Sixty cables are required to feed the ring main for hotel services, and 126 to feed the ring main for hull and deck machi-The choice of cable for the branch lines was as carefully considered as that of the main lines.

A Low-Voltage Circuit

Current for lighting, heating, ventilation and catering apparatus is supplied at 220 v. D.C. For many purposes current of a lower voltage is desirable, however, and a low-pressure electrical circuit is therefore provided through a motor generator taking current at 220 v. and delivering it at 25 v. State-room call bells, indicators, loud-speaking and inter-communication telephones, fire-alarm bells, electric clocks, &c., take their current from this circuit.

An emergency electric generating plant is installed in a compartment on 'B' deck, remote from the main power plants, and comprises two dieseldriven sets, each of 75 kw. capacity.

Steering Gear

The Queen Elizabeth's steering gear is of the electro-hydraulic type. The rudder is operated by four cylinders with single-acting rams, supplied with

(Continued on page 5, column 3)



Just a glass tube open at the lower end and coated with chromate of silver. It is attached to a sinker. Increased pressure at the bottom forces the sea water up the tube which discolours the lining. You simply read off the depth by laying the tube against a boxwood fathom scale. And so another simple but very sound navigational aid was conceived by Kelvin soon to be installed on almost every ship affoat. The sounding apparatus he discussed with Helmholtz on board the Lalla Rookh in 1372 is still manufactured today. The tubes still register the same

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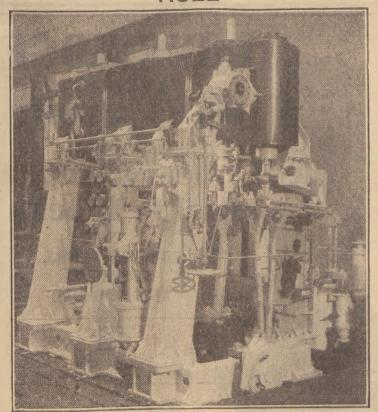
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Orders Reported in "Lloyd's List" during the Week Ended September 3, 1946

	Yard	Number & Type	Size	Engines & Builders	Owners	
	Harland & Wolff Ltd., Belfast	Twscrew Pass. & cargo liner	gr.	Steam turbines Harland & Wolff, Ltd.	Royal Mail Lines, Ltd., London	
	John Readhead & Sons, 1.td., South Shields	Steamer	8000 d.w.	Fredriksstad steam motor John Readhead & Sons, Ltd.	Belships Co., Ltd., Skibs-A/S, Oslo,	
	Cantieri Riuniti dell' Adriatico, Moufal- cone	Matorship	3000 d.w.	Fiat diesel	Rederi-a.b. Svenska Lloyd, Gothenburg	
	*Gotaverken, Gothen- burg	Motor tanker	23,000 d.w.	Diesel	Onstad Shipping	
	Kockums mek. Verk- stad, Malmo			M.A.N. diesel Kockums		
	Lidingö Nya Warv och Werkstader, Stockholm	Cargo motor- ship	. 1100 d.w.	Atlas diesel Atlas Diesel Co., Stockholm	Jorgensens Rederi A/S., Grimstad	
	William Hamilton & Co., Ltd., Port Glasgow	Tanker	13,500	= 17	Mr. Th. Brovig. Farsund	
l	* Additional details of order previously reported.					

THE "QUEEN ELIZABETH'S" MACHINERY

(Continued from page 4, column 4)

oil under pressure from variable delivery pumps. Of the three power units, one, two or all three can operate the gear, and any one or two can be removed and allow the remaining one to function. An instantaneous change can be made from hydraulic to mechanical control. 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.

The deck machinery is electrically driven. The three anchors, each of which weighs about 16 tons, are attached to 165-fathom chain cables. The links of the cables are 2 ft. in length, and the total weight of the cables is about 225 tons. Each link is electrically welded.

THE TWO "QUEENS" COMPARED

Both in type and lay-out, the Queen Elizabeth's main engines are similar to the Queen Mary's, the shaft horsepower of each being identical (160,000). For the Queen Elizabeth's steamraising plant, however, comprising 12 water-tube boilers, having a working pressure of 425 lb. per sq. in. and a steam temperature of 750 deg. F., a change of plan has been adopted, the Queen Mary having 24 water-tube boilers working at 400 lb. per sq. in. at a temperature of 700 deg. F. In both vessels superheaters and air-preheaters are employed, and in both forced draught is effected by the closed-stokehold system.

Highest and Vesterday's rm of Business 74/19 Allied Irnfndrs 59/6, 59/3 1/10 1/0 Amalg Anthracite Ord Ord 7/1 50/0 Baldwins(Hold ings) Ord 7/1 5/0 Baldwins(Hold ings) Ord

Notable differences appear when the 6/3 20/1 Barrow Hema. 29/3 turbo-generating plants of the two "Queens" are compared. In the Queen Mary, the forward turbo-generator room, containing three turbo-generators developing 1300 kw. each, normally supplies power for the hotel services, the four turbo-generators in 26/3 21/6 Colvilles Ord 25/9 26/12 25/10 surbo-generating plants of the two the after room, also developing 10/0 7/6 Consett Iron 9/5¹4, 9/6¹4, 9/4¹2 Ord 10/0 Ord services, the four turbo-generators in 1300 kw. each, being normally the source of power for all hull and deck source of power for all hull and deck 29/3 22/6 Dorman, Long 27/6, 27/3, Ord machinery. The two installations are machinery. The two installations are prefered to the top stall the prefered to the power for the power fo

rom this plan in the Queen Elizabeth in that both her generating plants supply current for hull and deck machinery and the hotel services. The machinery and the hotel services. The machinery and the hotel services. The total output of the Queen Elizabeth's plants (8800 kw.), produced by two 2200-kw. generators in each, is 300 kw. less than the Queen Mary's, and the Queen Elizabeth's generator-rooms, instead of being forward and aft respectively of Nos. 3 and 4 boilerrooms, are aligned on either side of a centre-line watertight bulkhead between Nos. 2 and 3 boiler-rooms. The two plants are cross-connected, as in the Queen Mary.

IRON AND STEEL

A Buoyant Market

A Middlesbrough correspondent telegraphed yesterday regarding the Tees iron and steel market:

The market continues buoyant. Producers of many descriptions have more total output of the Queen Elizabeth's

ducers of many descriptions have more work than they can satisfactorily handle; and these contracts extend over periods far ahead. Buyers are keen to place orders to cover forward transport of livestock. requirements. Demand for high phosphorous pig iron is much in excess of quantities obtainable; local production continues meagre and unlikely to expand, but hope is expressed of some early increase in the supplies of Midland brands at present regularly reaching North-East Coast foundries. The low and medium phosphorous grades are in expanding request, and the output of the basic blast furnaces is moving steadily into use at steelworks in the Tees-side zone. Adequate parcels of East Coast hematite are reaching home consumers, and accumulations at makers' yards are reported fairly large, but merchants are still unable to secure export licences. Refined iron

(Continued in next column).

THE SHARE MARKET Reactionary Tendency

Although business in shipbuilding. ron, coal and steel shares yesterday was decidedly quieter, during the week transactions have been on quite a good scale. The tendency has been rather uncertain, and on balance the majority of the movements have been in the downward direction. Beardmore Preference weakened 3d. to 24s. 9d. and the Ordinary were finally no better than 30s. 9d. John Brown were barely steady, and declines of 3d. were shown in Cammell Laird to 12s. 101d., Grayson, Rollo to 8s. 9d., Harland & Wolff to 28s., Vickers to 27s. 11d. and Thos. Ward to 43s. 6d. Thornycroft issues have been a little more prominent during the period under review, the last recorded business in the Ordinary having been at 78s. 11d., while yesterday the Preferred were dealt in at 35s. and the Preference at 30s. 71d. Swan, Hunter were firmer inclined, the Ordinary changing hands at 63s, 6d. and 64s., and the Preference rose 6d. to 30s., while Hawthorn, Leslie improved 71d. to 39s. 41d. J. Stone were quoted 1-16 higher at 5 3-16, while Colvilles put on 6d, to 26s. Allied Ironfounders Preference advanced 1s. to 36s. 6d. but the Ordinary lost 6d. to 59s. 6d. and Lambert Brothers Is. to 77s. 6d. Movements otherwise were nnimportart.

Below will be found a table showing the highest and lowest prices recorded during 1945, together with a selection of the business arranged yesterday:

cross-connected, so that current is still available for both services in the event of trouble in either generating plant.

An important departure is made from this plan in the Gueen, Elizabeth.

An important departure is made from this plan in the Gueen, Elizabeth.

Co. Ord 4/0 2/10 Ocean Coal ... 4/214 4/212, 4/112, 4/134

The steamer Mette Skon, of Copenhagen, has arrived at the Svendborg Skibsværft for repairs and alterations pressing for maximum supplies and are to enable her to be employed in the

> (Continued from preceding column) manufacturers are also dealing satis-

actorily with buyers' requirements. Supplies of semi-finished steel are still insufficient, and pressure for finished commodities continues intense. Bookings for black and galvanised sheet prohibit the acceptance of new business except for remote delivery dates, and plate producers are fully sold for months ahead. Joist and section makers are busily occupied on extensive contracts. Manufacturers of railway requisites are operating at high pressure, and large outputs of props, arches, roofings and all types of colliery equipment are promptly taken up.

LLOYD'S LIST Wednesday, September 4 1946 Page 5

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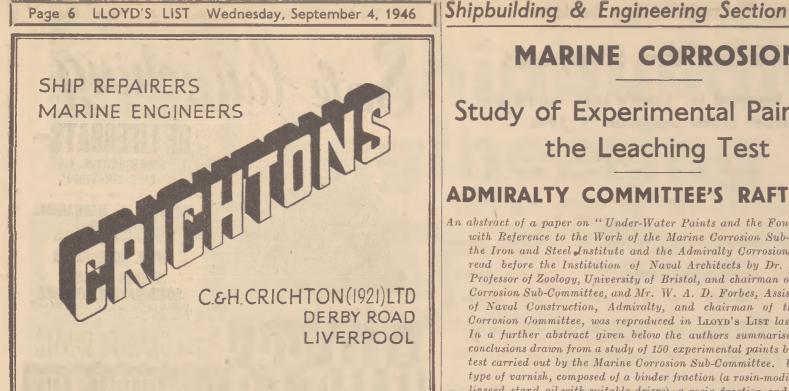
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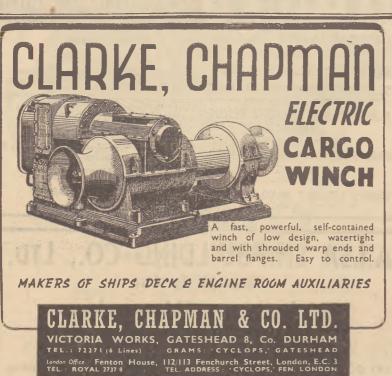


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MARINE CORROSION

Study of Experimental Paints by the Leaching Test

ADMIRALTY COMMITTEE'S RAFT TRIALS

An abstract of a paper on "Under-Water Paints and the Fouling of Ships, with Reference to the Work of the Marine Corrosion Sub-Committee of the Iron and Steel Institute and the Admiralty Corrosion Committee," read before the Institution of Naval Architects by Dr. J. E. Harris, Professor of Zoology, University of Bristol, and chairman of the Marine Corrosion Sub-Committee, and Mr. W. A. D. Forbes, Assistant Director of Naval Construction, Admiralty, and chairman of the Admiralty Corrosion Committee, was reproduced in Lloyd's List last Wednesday. In a further abstract given below the authors summarise the general conclusions drawn from a study of 150 experimental paints by the leaching test carried out by the Marine Corrosion Sub-Committee. Using a single type of varnish, composed of a binder fraction (a rosin-modified phenolic; linseed stand oil with suitable driers), a rosin fraction and naphtha, the Sub-Committee observed the effect on the leaching curve on varying: (1) The grinding time. (2) The total pigment/rosin/binder ratios (with a constant content of cuprous oxide). (3) The cuprous oxide and mercuric oxide contents of a composition in which the total pigment/rosin/binder ratio was held constant. (4) The secondary (non-toxic) pigment fraction. (5) The varnish, by varying the thinner and by the use of a selection of different plasticisers. The authors subsequently deal with trials carried out by the Admiralty Corrosion Committee on test rafts. The abstract is concluded with the discussion which followed the paper.

The results of the tests will be | products are definitely known to exist described in detail in a joint paper by one of the present authors (J. E. H.) and Mr. F. Fancutt, but the general conclusions drawn may be summarised as follows:-

(1) Above a minimum grinding time, there was no appreciable effect on the leaching curve of a paint containing cuprous oxide alone, or cuprous oxide with mercuric oxide as the toxic pigment.

(2) The ratio of rosin to binder was critically important in determining the ultimate steady leaching rate of copper from a cuprous oxide composition. Increasing the proportion of free rosin increased the copper leaching rate; increasing the proportion of binder decreased the leaching rate.

Varying the total pigment content changed the shape of the leachingtime curve without very marked effects on its ultimate level. High pigment content led to high initial leaching rates and a heavy initial wastage of poison; low pigment content produced a rising leaching curve which may indicate fouling in the early stages after immersion. (It should be pointed out that the cuprous oxide content was constant in all these experiments; the pigment content was varied by varying the amount of secondary pigment, in this case a red iron oxide.)

(3) With all other factors held constant, an increase in cuprous oxide content produced an approximately linear increase in the leaching rate of copper. An increase in mercuric oxide content (up to 6 per cent. by weight of the wet paint), on the other hand, produced very little change in the mercury leaching rate. With paints containing cuprous and mercuric oxides, an increase in the mercuric oxide content reduced the leaching rate of copper, apparently by a combination of mercuric oxide with the free rosin, this in effect altering the rosin/binder ratio.

(4) Changing the type of secondary pigment (as also changing its amount-see (2) above) altered the shape of the copper leaching curve without greatly changing its final level. Basic pigments such as zinc oxide appreciably increased the mercury leaching rate, presumably by a preferential combination of the zinc oxide with the free rosin.

6) Changing the thinner had no very marked effect; very high boilingpoint thinners, grading into plasticisers, reduced the copper leaching rate by behaving as part of the binder fraction and thus reducing the rosin/binder ratio.

this type is of great use in establish number of proprietary outer bottom ing the general principles which should be applied in the formulation of a successful anti-fouling composition with an adequate leaching rate permitting the longest possible anti-fouling life. Experimental paints formulated wth the aid of such techniques have equalled and even exceeded the performance of many standard compositions with a similar poison content.

Wet Sandblasting

It is perhaps desirable to dispose of a popular misconception regarding the use of wet sandblasting. It has been found it is widely believed it is the intention that the apparatus should be used each time a ship is repainted. It cannot be too strongly emphasised that this is not the case, and that the wet suppliers asked specifically for tests to sandblasting equipment should only be used when it is essential to clean down to bare steel, either because the paint is in bad condition, or because corrosion is prevalent and the corrosion products must be eliminated. Protective paint, if it appears to be in good order, should never be disturbed unless it is essential to do so because corrosion

beneath it.

In general it will not be practicable to use wet sandblasting to clean the hulls of ships while on the building slip prior to launching, as the blocks and supporting shores will make the job a difficult operation. This is unforwhich is very short compared with tunate, as the most beneficial results the general commercial practice, would follow if the work could be done would follow if the work could be done at this stage, since it is during the first few months of the fitting-out period after launching that corrosion troubles caused by electro-chemical action first begin to show up, if there is any tendency for them to arise. It is, therefore, during this period that the maintenance of an intact protective paint coating is all-important. Since, however, wet sandblasting can be most conveniently carried out while a ship is in dry dock, it is considered that for new construction the wet sandblasting would be carried out most advantageously during the first docking after launching, and that prior to this docking the application of an antifouling coat is unnecessary.

Testing Raft Trials

In 1940, the Admiralty Corrosion Committee, in collaboration with the Marine Corrosion Sub-Committee, carried out their first comprehensive series of panel trials of outer bottom compositions from a raft moored in Plymouth Sound. These tests terminated in October, 1940, when, owing to emergency conditions, it became impracticable to continue at this site. A second raft was then purchased by the Marine Corrosion Sub-Committee and moored in the Menai Strait off Caernarvon, and on this raft, from 1941 onwards, the Admiralty Corrosion Committee collaborated in several series of trials of proprietary and formulated outer bottom compositions. At the same time, two smaller rafts at Millport were in use by the Marine Corrosion Sub-Committee.

From 1943, certain panel trials have rosion Committee on a steel framework in the Emsworth Sailing Club's swimming pool. Trials at this site, however, proved more of a test of the protective value of the compositions than of the value of the anti-fouling paints, since the incidence of fouling was found to be relatively low. Nevertheless, tests under these conditions have been very valuable for investigating protective compositions, since such studies can be pursued unhampered by a heavy growth of fouling.

In 1945, a new raft was completed for the Admiralty Corrosion Committee, and this was moored in Chichester Harbour at a site where a large variety of fouling organisms (including all the common ones found on ships) had previously been proved to be abundant.

The first series of trials on this raft It is clear that an investigation of were commenced in April, 1945, on a composition systems, as a preliminary to full-scale ships' trials which it is hoped to conduct at a later date. Twenty-eight manufacturers, together with the Marine Corrosion Sub-Committee, were specially invited to participate in these trials, each supplier being asked to submit up to three systems, one of which it was stipulated should embody a non-mercurial anti-fouling composition. The firms were further advised, in view of the difficulty of applying to relatively small panels a thickness of paint similar to that which would be applied to a ship, that three coats of anti-corrosive and two coats of anti-fouling would be applied unless otherwise specified. Accordingly, with a small number of exceptions, where be carried out with fewer coats (i.e. two or three coats of anti-corrosive and only one coat of anti-fouling), this series of trials is being made on fivecoat systems. The assessment of fouling in this

series of trials is being made not only

(Continued on page 7, column 3)



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MARINE CORROSION (Continued from page 6, column 4)

on the quantity of fouling, but on the relative sensitivity of the various organisms. Such a scheme makes it possible to ascertain much more accurately the life of an anti-fouling paint, especially at times of the year when the incidence of fouling is low Thus, if one of the most sensitive organisms (e.g. membranipora) is present on a paint, even in traces, this from the paint must be low; consequently, rapid and extensive fouling would ensue if suitable conditions were encountered. For assessing paint condition, much the same method is being used as in previous work.

After six months' exposure the fol-

lowing were the chief points to emerge: (a) On the whole, the non-mercurial anti-fouling compositions submitted on this occasion have given poorer results from the mercurial compositions, but some have given good results. (b) Approximately half the systems may be considered as poor, either from a fouling point of view or as regards paint condition or for both reasons. wenty-two systems can be regarded as having failed by fouling and 20 by paint deterioration. (c) Nineteen systems showed negligible deterioration y fouling, and 25 systems negligible deterioration of paint condition. Seven systems exhibited negligible deterioration to both characteristics.

At the conclusion of six months' exposure the following procedures were adopted: —(a) Duplicate panels of each paint system were brushed down lightly o remove loose paint and rust, given a touch-up of one full coat of protective composition and one of antifouling, and then re-immersed. (b) The other duplicate panels, in the case of the better half of the systems, were allowed to remain on the raft, and in the case of the poorer half of the systems were scrapped. (c) The better half of the systems were reapplied to fresh standard panels in exactly the same way as in the initial exposure.

By this means it will be possible to provide a further check on the systems which proved poor in the first six months of the trials; secondly, the value of the systems can be ascertained after weathering through the winter months before coming into contact with the spring fouling; thirdly, the resistance of the better composition to a second season of fouling can be

THE DISCUSSION

Dr. G. S. BAKER said that he was impressed by the very considerable advance that had been made during the last three years in regard to anti-fouling and anti-corrosion. Half the problem in tackling fouling was to know how the fouling occurred; in the paper the authors had written with such assurance and so obviously correctly of how fouling occurred that they carried confidence. There seemed little doubt that paints which allowed copper oxide to leach out at a certain rate would prevent young life attaching itself to the paint. The authors had spoken of a leaching rate of 10 micrograms per sq. cm. per day as the necessary rate, and as constitut-ing a reliable standard. Considering whether such a standard could be used in a paint specification, whether it was a stable standard, Dr. Baker quoted test results published in America, In those tests, he said, it was found that the leach rate varied from 0.29 to 0.16 milligrams as the bubbling varied from rigorous to two bubbles per second. Therefore it seemed that some control should be exercised in washing away the copper when it had got outside the paint, otherwise there would be odd cuprous oxide paint, temperatures had when the temperature increased from explore that field in the future.

10 deg. C. to 26 deg. C.
Mr. J. M. Murray congratulated the authors on having presented a progress report on the work of the Marine

SHIPMENT OF NEWSPRINT FROM Corrosion Sub-committee and the Admiralty Corrosion Sub-committee, showing that a new stage had been reached in combating corrosion and The "Baskerville" Now in Service fouling, and that the past labours of the committees were bearing fruit. It could be concluded from the paper community a process which had great winches. possibilities.

Effect on Form

that the Institution in recent years heating and ventilation is fitted. had been paying such attention to foul-

the best compositions from the points of view of anti-corrosion and antifouling. The trials were interrupted by the war; but even if there were no war it would have been a long time before results were obtained; and always it was possible to pour cold water on such results because the conditions under which the various ships would be serving would vitiate them. The Marine Corrosion Sub-Committee was hastening results. It was perhaps is evidence that the output of toxins a little hard to pour cold water on the leaching tests and to say that they were so rapid. The question was whether they were giving good results. As stated in the paper, the ultimate effectiveness of an anti-fouling paint must continue to be assessed from the results of full-scale trials on ships in service. But those results would be slow in coming and he felt that the Subcommittee was doing great service to shipowners by introducing the accele-

PROFESSOR HARRIS, replying to the discussion, expressed agreement with Dr. Baker that the leaching test must be very carefully standardised, and said that they carried out all tests, as far as possible, within a temperature range of plus or minus 2°, and even less in the case of the Admiralty tests. The rate of bubbling must be very carefully adjusted; they used a bank of standardised filter pumps run from a constant water head. With regard to arsenic, he said that in the earlier paper the authors had acknowledged that inorganic arsenic, as arsenites and *arsenates, were ineffective; but in the present paper they had referred to ' DM," which was an arsenical smoke, and was undoubtedly effective. It was an organic compound and was more effective than the inorganic arsenites and arsenates.

Mr. W. A. D. Forbes, who also replied, recalled Sir Stanley Goodall's reference to the importance of ship form. It had always seemed, he said, that very large sums of money were spent in the endeavour to reduce resistance to the lowest possible figure by getting the shape right, but we were rather apt to quibble about spending a few thousand pounds on the experimental work necessary to produce the paints which would keep the ship clean. It is important to keep the ship clean; it even affected the design of ships.

If we could bank on having a clean ship's surface when six months out of dock, then we could start with a smaller h.p. than would be necessary otherwise, if the criterion were that the ship should maintain a given speed when six months out of dock Again, the saving of fuel was tremendous. In the United States Navy whose hot plastic paint had reached very high standard, it was found that as the period out of dock increased, the increase in the number of revolutions per minute of the propulsive machinery was practically negligible, whereas in the British Navy, with the paints used, there was quite a large increase in the number of revolutions required to maintain a given speed.

Emphasising the importance of surface preparation, Mr. Forbes said the paint manufacturers were very conscious that what was required was not so much improved paints, but improved so much improved paints, but improved surfaces on which to apply the paints. They found themselves in a quandary. If they told a shipowner that to get the best out of their paints he must spend a lot of money in surface preparation, they were afraid he would turn down the paint. He urged that a code of good practice for the pretreatment of ships' surfaces before painting was required; that could be drawn up only by a committee in association with the paint manufacturers paint, otherwise there would be odd results. Further, and equally import-British Shipping interests. The ant, in some tests with a cold plastic ciation was joining up with the Marine Corrosion Sub-committee, and he hoped had a very considerable effect on leach- that the composition manufacturers ing rate, which had practically doubled would also join them; they hoped to

CANADA

The single-screw steamer Baskerville, recently taken into service by the that the various lines of research on Barberrys Steamship Company. Ltd. those cognate problems were being (Runciman (London), Ltd., managers) narrowed down, and that progress in is designed for the carriage of newsthe future should be rapid. The print from Canada to this country, but results attained by wet sandblasting can also carry general cargo. Built at might well be investigated by ship- South Shields by John Readhead & owners, as well as by shipbuilders, for Sons, Ltd., she is 447 ft. 6 in. in length it appeared that if a merchant ship over all, 57 ft. in breadth. and were treated in that way at the first 38 ft. 6 in. in depth to upper deck. and drydocking and then when the ship has a carrying capacity of 9000 tons was, say, from 12 to 15 years old, great | d.w. She has an open shelter deck, foreimprovements would result. The castle, raked stem and cruiser stern. Admiralty Corrosion Committee, of She has large holds with sliding webs which Mr. Forbes was chairman, had on the upper and second decks, and has placed at the disposal of the shipping 14 5-ton derricks served by steam

The crew are accommodated in twoberth cabins situated in the 'tween decks aft. A large recreation room is Sir STANLEY GOODALL (director of provided. There are baths and showers Naval Construction) said he was glad in the washplaces, and mechanical

The propelling machinery, supplied ing and corrosion, because a bad sur- by the builders, consists of tripleface might altogether rule out the expansion steam engines having cylineffect of a good form. Shortly after he ders 25\(^3\) in., 42\(^1\) in. and 72 in. in had become Director of Naval Condiameter and of 48 in. stroke. The struction a scheme was started for steam is afterwards directed to a making full-scale trials to ascertain Bauer-Wach exhaust steam turbine.

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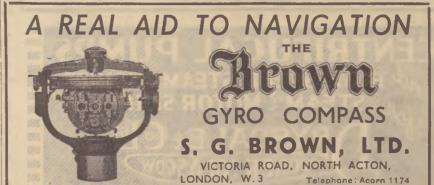
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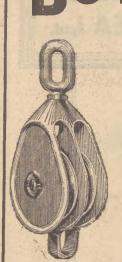
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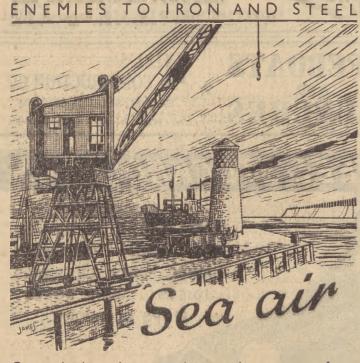
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Motor Ships & Engines

Shipbuilding & Engineering Section

Advantages of Oil Engine

By Our Special Correspondent

One of the most significant conrecent years is that which the London & North Eastern Railway Company gave to John Brown & Co., Ltd., for a twin-screw diesel ferry. Sulzer single-acting 2-cycle airless have probably had as much injection engines driving their own experience as any other nation in the scavenge pumps will be fitted. They will be coupled direct to the screws and it is believed that each engine will drive in front of a rudder, thus is required, combined with low headensuring a considerable measure of manoeuvrability. The fact that this employ some of the more advanced ferry is to run alongside a ship types of light weight "V" type which was formerly coal burning engines geared in pairs or in fours and which is now being recondi- to the screw or screws? That four tioned, is significant.

Many people think that steam for ferry propulsion died with the three that the Svenska Lloyd passenger ships built shortly before the war and mail liner Saga has been in for the Southern Railway Company's Dover-Dunkirk service, though whether there is any advan-These ships were highly successful tage in the claim that the engineer in operation, rapid in bunkering on watch can cut out any one or two and were able to use local Kent coal. engines when he wishes merely by Is even that, they ask, sufficient to satisfy modern conditions?

What, briefly, are the advantages of the oil engine for driving ferries? It would be unfair to express low headroom as one of the foremost, for that, indeed, depends upon the particular type of engine employed. A short stroke, fast running, singleacting, trunk type engine seems Sea-Going Ferries inevitable, but this in itself may not fit in with the requirements of the propeller and the hull.

Height is governed, not only by the moulded depth of the ship but driving a hull which is built up by the space available above the forward into the shape of a normal cylinder tops and underneath the ship, though simplicity is the keydeck overhead for the lifting of cylinder covers, pistons, &c. On the other hand, the single-acting trunk engine has the supreme advantage that the space on the main deck required for uptakes is at a minimum. One recently designed point of view of the ferry of the ship used, in fact, a short narrow trunkway for the exhaust pipes from the main and auxiliary engines, and the silencers were on the deck overhead, where space was at a smaller premium than on the deck which took the trains or motor cars with which the ship is normally loaded.

Manoeuvrability

To-day, we may say that one of the advantages of the oil engine in which have recently been ordered, and since they built their first ferry case it is clear that there is ample sion than the diesel engine, using solutions will be found. trunk piston units invariably and discarding the 4-cycle airless injection version of it.

It must be admitted that continual manoeuvring in and out of ferry slipways makes a heavy call on manoeuvring air; this means that the manoeuvring air compressors must be almost constantly in operation. If they are run by electric motors, they may well add slightly to the auxiliary load. In a ship of this kind one extra generator means one more exhaust manifold and one more silencer to be accommodated, either underneath the deck or in the superstructure.

Data have never been given about the wear of the cylinder liners of a Metals Research Association and the ferry engaged in a service which calls for manoeuvring into slips every third hour or so. It is suggested by some that for the future direct reversible engines will not be employed in ferries whose total service from slip to slip is under three hours, and that the ordinary screw will be replaced by a reversible blade screw. Electric enthusiasts point to the fact that two diesel-electric ferries operated for many years successfully across the tion, setting up, manipulation, and Strait of Messina, and that this is the inevitable and ultimate type of propulsion. In spite of this, however, it is interesting to note that diesel-electric drive for ferries has gained little, if any, favour-one of the largest ships in which it is used the alloy on welding behaviour, notes will be the big vessel with twin- on the welding flame, the flux and screws at each end now building at welding rods. Of special interest are Quebec for the Prince Edward references to weld defects and inspec-Island service.

As an alternative there is, of course, the interposition of an Welding of Magnesium Alloys' may pointed out, particularly in waters 29, Park Crescent, W. 1.

PROPULSION OF FERRIES where ice is likely to be encountered and where the engine can be kept running at nearly full revolutions with the screw "slipping" to such an extent that it cannot damage itself by striking any submerged object. These gadgets, nevertheless, do not seem to tracts for a motorship placed in evoke the enthusiasm of those engineers whose cry is always for simplicity.

> If, rightly or wrongly, it is admitted that Sweden and Denmark operation of the train ferry types, there is every reason for supporting the direct-coupled unit. If flexibility room for ease of overhaul, why not geared engines operate successfully has been proved by the short time service on the North Sea route, means of a switch seems open to doubt. For a ferry, say, of motor car type, side loading and developing about 3000 h.p. on a single screw, a replica in miniature of the Saga's machinery space would appear to be quite acceptable, for slow speed runs with two engines cut out might be needed on certain schedules.

The sea-going ferry has all the problems of the smooth water type, but to them are added the need for note in this connection. On the other hand, it has been argued that the wealth of thought put into the design of the L.S.T. has never yet been exploited sufficiently from the future. Here the machinery was placed aft, well below decks, and the exhausts were taken out through the ship's side. Problems of trim and draught, much more detailed than any ever associated with peacetime ferry design, were faced and solved. The L.S.T. is able to operate from hards and does not require the elaborate slipways associated with normal ferry practice.

In the meantime, those ferries this type of ship is its ability for like all other types of ships which rapid manoeuvring. Fifteen years are needed in a hurry, have to be ago this would not have been fitted with those engines which are admitted. It remained for the most readily available. In other Danish State Railways to see what cases, of course, well-known and could be done in this connection, well-tried makes are used. In any over 20 years ago they have never scope for designers of ferries and employed any other type of propul- that some interesting diesel-engine

WELDING OF MAGNESIUM ALLOYS

Research Association's Handbook

With the growing importance of the applications of light alloys to the engineering industries special interest attaches to a report "Technique for the Gas Welding of Magnesium Alloys," issued by the British Welding Research Association. Magnesium alloys proved their worth during the war and further developments are now current. The publication just issued is a memorandum prepared by a joint committee of the British Non-Ferrous British Welding Research Association on Fusion Welding of Magnesiumrich Alloys.

It is pointed out that the readiness and ease with which magnesium-1.5%-manganese alloy may be welded renders possible the construction of complicated assemblies, but to achieve that most advantageously the designer must make adequate use of all available forms of the metal. that is to say, tubes, extrusions, sheet, &c. Particulars are given of design, edge preparafinishing and protective treatment. including removal of fluxes, hammering, chemical cleaning, chromating, painting and temporary protection. An outline is given of the properties of magnesium affecting welding technique, the effect of the composition of tion and testing. The appendix gives details of chromating treatment.

Copies of "Technique for the Gas hydraulic coupling between the be obtained (2s. post free) by applicaengine and the propeller. The tion to the Director of Research, advantages of this have been British Welding Research Association,

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TARROW WELDING

Survey of Work and Prospects WELDING FOR BOILER & SHIP REPAIRS

By Our Own Correspondents

Shipbuilding & Engineering Section

THE CLYDE

Work in Hand for Foreign Account

GLASGOW. Tuesday The reconstruction of foreign fleets is providing useful employment for Scottish yards. A review of order books shows that some 50 craft are in hand for foreign owners. Of this work more than 30 vessels, including 17 trawlers, are on order from yards in Aberdeen, Dundee and the Forth, but the Clyde's

share is an important one. Harland & Wolff, Ltd., will launch the first of three cargo motorships under construction for the French Government on Sept. 12. The vessel will be named La Hague, and, like her sister ships, she will be handed over to private owners. Including these three there are 15 vessels building for foreign account on the river. Two passenger liners, each of 12,500 tons gross. are on order for Lisbon owners from John Brown & Co., Ltd., and on one of these a start has been made. The Ardrossan Dockyard, Ltd., has a small craft in hand for Portuguese owners. Cargo vessels for Norway and Holland are being built at Port Glasgow, and a smaller vessel is under construction at Greenock for Copenhagen owners.

The cargo and passenger motorship Dumra, building for the British India Steam Navigation Company, Ltd., will be launched by Barclay, Curle & Co. Ltd., on Sept. 12. She is intended for the Company's Bombay-Persian Gulf service. She will have accommodation for a limited number of berth passengers, and also for Indian deck pas sengers. The first of the eight vessels in hand by Barclay, Curle & Co., Ltd. for these owners, the Landaura, is near-

ing completion.

Trials have been completed by the turbine tanker Wave Chief, built by Harland & Wolff, Ltd., Govan, for the Admiralty. This vessel, launched in April last as the Empire Edgehill, is 465 ft, in length, and has a carrying capacity of 11.900 tons d.w. Her propelling machinery consists of one set of Parsons turbines driving a single propeller through double reduction gearng, and developing 6800 h.p. at about 116 r.p.m.

The number of vessels under repair last week was smaller than recently. but most of the contracts are for longterm reconversions, and there has been no lessening of activity.

Alexander Stephen & Sons, Ltd. have made a start on the reconversion of the P. & O. liner Canton, the work on which will take nearly a year. The effort to complete the reconditioning of the whale-oil refinery Empire Victory early in September was successful. Reconditioning is in hand on the Monte Rosa, the Ocean Volga, and the Maihar; work which will last three to four weeks is being started on the Magdapur; repairs were carried out on the Mount Revelstoke Park, and the new H.M.S. Dunkirk was in dry dock.

The Greenock Dockyard Company, Ltd., had the Clan Brodie in the Garvel no dock for reconversion, the be renamed Luxor for maintenance and damage repairs, and the tanker Scottish Musician for machinery renewals and damage re-

Barclay, Curle & Co., Itd., had 14 vessels in hand for hull and machinery repairs, five being drydocked, D. & W. Henderson, Ltd., were working on 13 vessels for overhaul, reconversion or repair, with three in dry dock.

THE TYNE

Minor Labour Disputes

JARROW, Tuesday It is a long time since a major stop-

page occurred in local shipyards, but from time to time minor disputes do break out and then subside. Two occurred in the last few days, one affecting the South Shields establishment of Brigham & Cowan, Ltd., where platers and helpers walked out for a few hours in protest against the dismissal of a shop steward. They returned, however, and now await a decision from their union. Swan, Hunter, & Wigham Richard

son, Ltd., face a threat of "go slow" from the welders, and a threat to refuse overtime from welders, platers, caulkers and others. The welders' grievance is founded on a number of discharges which are alleged to have taken place after a deputation had been seen by the yard management about piece rates for tacking work. These labour troubles are small, but are nevertheless a distraction to yard administrative staffs, whose difficulties are already sufficiently numerous.

The number of foreign orders coming to the Tyne continues to increase, and a glance at order books would indicate a high percentage of export orders, the

value of which in establishing foreign credits does not need to be emphasised John Readhead & Sons, Ltd., South Shields, with an order to build an 8000-ton vessel for Belships Company. Ltd., A/S., Oslo, are now assured, like other yards on the river, of work until 1948, and the number of vessels for foreign owners is just about half of the number they will build.

One by one the unfinished destroyers of which there were nine, are leaving the Tyne and passing into the Admiralty's unfinished reserve. Two aircraft carriers went a few weeks ago, and it is to be assumed that a similar fate awaits the carrier now building on the river and which has yet to be launched.

Mr. James Milne, works engineer at the Hebburn yard of R. & W. Haw-thorn, Leslie & Co., Ltd., retired on Aug. 31 at the age of 78, after 64 yars in marine engineering. He was presented with a pipe and notes on behalf of the officials and staff by Mr. H. B. Robin Rowell, chairman of the company, who was accompanied by Mr. C. Stephenson, general manager of the shipbuilding and ship-repairing department. Mr. Rowell said Mr. Milne began his apprenticeship in 1882 and held the Queen's Prize not only for engineering but also for navigation which at that time was linked with marine engineering. After sea service Mr. Milne returned to the North Eastern Marine Engineering Company in 1896 as works and supervising engineer. He was appointed works engineer by Messrs. Hawthorn, Leslie in 1903.

BELFAST

Liner Construction at Harland & Wolff's

BELFAST, Tuesday The announcement of the order placed by Royal Mail Lines, Ltd., last veek has confirmed recent reports from Belfast that Harland & Wolff, Ltd. were about to lay down another large passenger liner. The new ship, which will be named Magdalena, will be of 18,000 tons and have twin-screw turbine machinery. She will have accommodation for 478 passengers in two classes and large refrigerated cargo space. The keelplate has already been laid in the Musgrave Yard.

It is evident from the official descrip tion of the vessel that she will be of advanced design, and one which should enhance the builders' reputation for iner construction. There are now on the stocks in the port four passenger iners of large tonnage, the 27,000-ton Union-Castle liners Pretoria Castle and Edinburgh Castle, and the passenger and cargo vessel of 13,700 tons ordered by Cunard White Star, Ltd., being the others. It is interesting to note that all of these will be steamers.

The Magdalena continues the long association between the Royal Mail Lines and their predecessors and Harland & Wolff, Ltd., who are at present building the cargo liners Loch Garth and Loch Aron at Belfast as well as the cargo motorships Salinas and Sala-manca for the Pacific Steam Navigation Company. The last liner completed at Belfast before the war was the Andes, which has not yet entered the Clan South American trade for which she Buchanan) in the James Watt Dock was intended. The Magdalena, howalso for reconversion, the tanker ever, bears more comparison with the "Highland" class motorships built for the Nelson Line, now incorporated in the Royal Mail Lines, by Harland & Wolff, Ltd., between 1928 and 1931. These were passenger and cargo vessels of about 14,130 tons gross, which have operated with great success. Four of these vessels are afloat, the Highland Hope having been lost soon after de-livery and the Highland Patriot during the war. The Highland Monarch and Highland Chieftain are being reconditioned, and the Highland Princess and Highland Brigade are still in Government service

Sir Frederick Rebbeck's words on the shipbuilding outlook, at the launch of the cargo motorship Calchas (8250 tons gross) last week, have been the subject of some comment. Although the need for keeping down the cost of new ships is recognised, there is support for the view which he expressed that workers in the industry will not realise the fact until they are faced with a number of idle slips and some unemployment. The approach of that stage is, of course, a matter of anxiety. So far Belfast has been fortunate in the continuation of the flow of post-war orders, of which 12 have been announced since the start of the year but the output has been considerable and without more work gaps will soon begin to appear.

At present five keels are still to be laid down, but as they are vessels of medium size it is possible that none will be laid in the Musgrave Yard berth vacated by the Calchas, which is designed to take ships of large tonuage. This decision will depend on the current outlook.

One of the handsomest ships to have left Belfast is the Port Hobart (11,000 tons gross), which was delivered to the

(Continued on page 10, column 3)

Round the Shipyards A Century of Progress NBADGER **ENCINEER SINCE 1848**

LLOYD'S LIST Wednesday, September 4, 1946 Page 9



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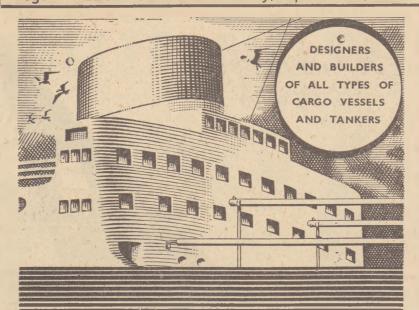
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ROUND THE SHIPYARDS

(Continued from page 9, column 4)

refrigerated motorships ordered by the version, which is expected to take six Ministry of War Transport towards the | months. end of the war and sold after launching. She has accommodation for 36 of skilled labour. Advertisements for saloon and 92 tourist class passengers, and 667,000 cubic ft. of refrigerated cargo space, of which 503,000 cubic ft.

Press every day. The shortage has been

A Steamer for the Baltic Trade

LEITH, Tuesday Robb have in hand for these owners, and will be employed on the Wilson Line's Baltic service. The Tinto, which d.w. At the present time Messrs. Robb have sufficient work in hand to ensure active conditions for some considerable time.

Work in the ship-repairing section

THE MERSEY

Concern at Shortage of

BIRKENHEAD, Tuesday With the end of the holiday season extension in their activity.

There is much concern at the shortage wrights and joiners, appear in the local Press every day. The shortage has been partly caused by the return of some skilled workers to their pre-war occu-pations. Another cause is that others have been directed to the house-build-ing industry. The latter movement affected carpenters and joiners, and plumbers.

During the summer months not much overtime has been worked, but the amount is now gradually increasing. Unless more skilled workers can be obtained overtime will become general in the repairing section, where rapid work is in demand.

THE TEES

type, with four cargo hatches, and has Shortage of Craftsmen and **Apprentices**

MIDDLESBROUGH, Tuesday The tempo of shipbuilding and ship repairing operations in the local yards continues to accelerate. There is still a shortage of craftsmen in some departments, but that is a condition which is by no means peculiar to Teesside shipyards or indeed to the ship building industry in general. Fortunately there is no labour. unrest such as is apparent elsewhere. The men are working well and since their last advance in wages seem reasonably

Thus the shipyard executives are able to maintain their reputation for a faithful adherence to their time schedules. Promises of delivery here are not made to be broken. More than 12 months have elapsed since the keel of the whale-oil refinery Southern Harvester was laid down by the Furness Shipbuilding Company, Ltd., Haverton Hill. In her design are incorporated many improvements on her two predecessors, the Southern Venturer and Norhval, completed a year ago. She is a mass of complex machinery and equipment, but she was completed and handed over to the owners, Messrs. Chr. Salvesen & Co., of Leith, in good time for the whaling season which is about to open.

Some of the shipyard executives still complain of the scarcity of young apprentices. To boys with ambition apprentices. To boys with ambition every encouragement is offered. Edu-cational facilities which their forbears never enjoyed are now available, and the lads are offered time off and financial inducements deligently to pursue their studies as they learn also the practical side of their vocation. No boy who desires to "get on" need complain of lack of opportunity. The pity is that so many prefer the "easy money" which is offered in more or less blind-alley jobs.

SOUTH WALES

Steel-Work Repairs at a Standstill

CARDIFF, Tuesday Activity in the South Wales shipchecked by the stoppage of work by the boilermakers. The amount of shortterm repairs held up is not large, however, since many yards, anticipating trouble, did not accept work they thought they could not complete, but progress on some half-a-dozen vessels requiring extensive steel work is at a standstill.

The past week has seen no improvement in the situation, and negotiations between men and employers are temporarily at a deadlock. The men have had meetings, but it is reported that their attitude is unchanged, and the next development will be from London, when the men's national executive take up the matter. In the yards there was still a certain amount of engine work and general repairs going on, but when this is finished there will be little to take its place, and the effect of the boilermakers' action will be widely felt among other classes of labour.

BARROW

Advance of Big Ship Construction

BARROW, Tuesday Good progress is being made at the naval construction works of Vickers-Armstrongs, Ltd., with the Orient liner Orcades, but it will be next year before she is launched. On the stocks adjacent is the 29,000-ton P. & O. liner which is to bear the name Himalaya. The 24,000-ton P. & O. liner destined for the China trade is to be named Chusan. The Himalaya will have accommodation for nearly 1200 passengers and space for 200,000 cu. ft. of SUNDERLAND • ENGINEERS general cargo as well as 235,000 cu. ft. of refrigerated cargo. Her angines of refrigerated cargo. Her engines will be of 42,500 h.p. The Chusan will have a speed of over 23 knots, and

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Shipbuilding & Engineering Section

Port Line, Ltd., at the end of last and some two or three thousand men week. She is the first of the two 17-knot will be employed on the work of recon-

THE FORTH

Last week Henry Robb, Ltd., launched the steamer Tinto for Ellerman's Wilson Line, Ltd. She is the first of a number of vessels Messrs. is 280 ft. long, is of the shelter-deck carrying capacity of about 2050 tons

of the industry last week continued actively, both in dry dock and afloat, with a fair number of long-term contracts in hand as well as a large number of conversion and reconversion contracts on merchant vessels, special craft and trawlers. Henry Robb, Ltd., had 15 vessels in hand and Menzies & Co., Ltd., 17 vessels. Geo. Brown & Sons (Leith), Ltd., were well employed last week with the reconversion of a number of trawlers and with general repairs on merchant vessels and small

Skilled Labour

ship-repairing firms on Merseyside are getting ready for their autumn and winter programmes. Several large contracts are coming to the port, and Harland & Wolff, Ltd., Grayson, Rollo & Clover Docks, Ltd., Charles Howson & Co., I.td., and other firms will be very busy during this coming period. There are a number of reconversions to be carried out, and a number of smaller vessels will be received for overhaul after their wartime service. Cammell Laird & Co., Ltd., are already well committed on the shipbuilding side, and the arrival of the Mauretania for reconversion entails a considerable Mauretania is in the Gladstone Dock,

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SHIPBUILDERS

(Continued on page 11, column 3)

s.s. Rheinfels

Discussions with German shipping experts on Hansa ship types form the subject of F.I.A.T. Final Report No. 563, by Mr. W. P. Spofford and Mr. N. Oresko, who have visited Germany under the auspices of the Combined Intelligence Objectives Sub-Committee. The German officials interviewed included Herr Schneider, technical director of the Norddeutscher Lloyd; Herr Godecken, director of shipbuilding, Hamburg-Amerika Linie; Herr Sassenhagen, marine superintendent of the Hamburg-Amerika Linie; and Herr Bunte, managing director of the Flenderwerke yard. Extracts from the report (H.M. Stationery Office, price 6d.) are quoted below:

The steamer Rheinfels is built to the largest "Hansa" designs and is a very useful size and type. Length b.p., 148 metres; beam, 19 metres; depth at side to main deck, 12.05 metres; the tools to deal with any phase of the draught, 8.084 metres; displacement, 16,820 tons; deadweight, 10,200 tons high precision work necessary, we can give you complete satisfaction. We are gross tonnage, 8084 tons; i.h.p., 6000; speed, 14.5 knots. ready to earn your business through

She is a shelter deck ship, with tonnage opening aft and two 'tween decks in all, except the after hold, which has 38 vessels, of 154,470 tons, against 29 The construction, lines, deck-Telephone: EALing 6061 (3 lines) houses, &c., are conventional and work and orders in hand was 69 vessels, differ little from much older ships, of 299,680 tons, against 48 vessels, of even including three sets of wooden 216,370 tons. CATHERINE WHEEL ROAD. decks. However, there are a few unusual features. BRENTFORD, MIDDX.

The double bottoms increase in depth toward both forward and after ends, presumably for strength and added protection in event of grounding. This does add trimming and oil capacity at the expense of a very little poor cargo space. Holds have a minimum number of pillars, and the strength is maintained by heavy longitudinal box girders, particularly in the way of the long No. 2 hold. As to construction, all the general plans have been obtained, including propeller and model basin tests.

An Outstanding Ship

It is as a cargo ship that the vessel is outstanding and unusual. There appears to be only four cargo holds, five sets of twin decks and six hatches. No. 2 hold is 126 ft. long and has two hatches - the forward one being 72 ft. long by 21.4 ft. wide. The afterhold is 94 ft. long and has two hatches -the forward one being 36.75 ft. long by 19.7 ft. wide.

Herr Schneider, of the Norddentscher Lloyd, when being questioned on this point, agreed that he liked the months included 23 new vessels, of arrangement but that Lloyd's Register 17.394 tons; of these, 21 vessels, of the like the months included 23 new vessels, of the like the months included 23 new vessels, of the like the months included 23 new vessels, of the like the months included 23 new vessels, of the like the months included 23 new vessels, of the like the months included 23 new vessels, of the like the months included 23 new vessels, of the like the months included 23 new vessels, of the like the months included 23 new vessels, of the like the months included 23 new vessels, of the like the months included 24 new vessels, of the like the months included 25 new vessels, of the like the months included 25 new vessels, of the like the like the months included 25 new vessels, of the like did not, hence he had not used the 10,450 tons, were built in Norway, and idea on any of his own ships. The intimation was that pressure by the German Government had carried this Britain). The Swedish merchant fleet point. Nevertheless, this arrangement of holds could be very useful, 1117 vessels, of 1.545,932 tons gross, particularly in wartime.

and 23 booms. The machinery installa- and 101,200 tons. The 36 vessels, of tion is an attempt to extract the last 118,923 tons; added to the Swedish ounce of efficiency from the old Scotch | fleet during the six months included 20 boiler-reciprocating engine combina- motorships, of 94.717 tons, and five tion by adding air heaters, economisers, steamers, of 9804 tons, built in Sweden, water wall tubes and superheaters to and one steamer, of 2757 tons, built the boilers, and by adding a Lentz abroad. The Danish merchant fleet at H.P. cylinder, steam reheater, Bauer- the beginning of this year comprised Wach turbine and attached generator to the engine. It is not considered during the first half of the year there as a suitable or practical machinery was a net increase of six vessels and

NEW GREENLAND TRADER

Diesel-Electric Propulsion

Such good progress is being made with the construction of the wooden vessel which is being built at the Frederikssund Skibsværft for the Greenland Trading Administration that she is expected to be ready for service in the summer of 1947. She will 2000 trees have been needed to provide the timber. A notable feature about the vessel will be her propelling machinery, of diesel-electric type. This, it is stated, will be of great value when the vessel is navigating in ice; provithe propeller if it is caught in the ice.

ROUND THE SHIPYARDS

(Continued from page 10, column 4)

when completed will be the largest vessel yet designed for the Straits and China service. It is anticipated that she will be ready for service in May,

The Hinemon, in hand for the Union Steam Ship Company of New Zealand, Ltd., is rapidly completing at the fitting out wharf in Devonshire Dock. In the Buccleuch Dock the Orient liner Orion and the P. & O. liner Stratheden are being refitted for regular service. Another P. & O. liner, the Strathaird, is expected shortly for

Other orders well in hand are the two passenger and cargo steamers building for the Elder Dempster Lines,

Increased Tonnage in Hand and on Order

Statistics just issued by Det Norske Veritas show that there was an increase in the total tonnage under construction and on order in Norway, Sweden and Denmark during the first half of this year. In Norway, 58 vessels, of about 70,210 tons gross, were under construction at July 1, compared with 55 vessels, of 62,500 tons, at Jan. 1 last; orders were in hand (but keels not laid) for a further 96 vessels, of 136,730 tons, against 86 vessels, of 127,390 tons; the total of work and orders was therefore 154 vessels, of 206,940 tons, against 141 vessels, of 189,890 tons. In Sweden, 55 vessels, of 194,840 tons, were under construction at July 1, compared with 54 vessels, of 198,640 tons, at Jan. 1 last; orders were in hand for a further 137 vessels, of 783,580 tons, against 125 vessels, of 654,670 tons; the total of work and orders in hand was 192 vessels, of 978,420 tons, against 179 vessels, of 853,310 tons. In Denmark, 31 vessels, of 145,210 tons, were under construction at July 1, compared with 19 vessels, of 52,380 tons, at Jan 1. last; orders were in hand for a further vessels, of 163,990 tons; the total of of 299,680 tons, against 48 vessels, of

The following table shows the numbers and gross tonnage of the vessels under construction and on order in each of the three countries at July 1

and Jan, I last:				
		uly 1		
	IN O	. Tons g.	140.	I Olla R.
Norway-				
Under construction-			110	00 750
Steel motorships	28	34,980	20	28,350
Wood & composite				4 - 1-
m/s	13	2.030	13	3,010
Steel steamers	17	33,200	17	31,140
On order—				
Steel motorships .	53	70,410	46	61,350
Wood & comp. m/s.	3	540	2	330
Steel steamers	40	65.780	38	65,710
		,		
Sweden-				
Under construction-	48	183,810	43	180,370
Steel motorships .	70	100,010	10	230

The Norwegian merchant fleet at the beginning of this year comprised 1464 vessels, of 2,979.853 tons gross, and during the first half of the year there was a net increase of 59 vessels and 31,000 tons. The 90 vessels, of 85,448 tons, added to the fleet during the six two vessels (both steamers) were built abroad (one in Sweden and one in at the beginning of this year comprised and during the first half of the year There are a total of 23 deck winches there was a net increase of 22 vessels 550 vessels, of 807,072 tons gross, and rrangement for American practice. | 8200 tons. The 11 vessels, of 11.824 tons, added to the fleet during the six months included four new vessels—three steamers, of 8131 tons, and a motor vessel of 198 tons. all built in

SEA CARRIAGE OF ROLLING STOCK

The Steamer "Margay" in Service

The steamer Margay, designed for be 53.7 metres in length, 11.6 metres the carriage of rolling stock between in breadth, and 7.4 metres in depth. the United Kingdom and South She is being built of oak, and about America, is now in service for Kaye, Son & Co., Ltd., London. Built by Bartram & Sons, Ltd., Sunderland, she has a length of 438 ft., a breadth of 57 ft. and a depth of 37 ft. to shelter deck, and has a carrying capacity of sion is made for the fitting of a safety 9150 tons d.w. She has an open switch which will automatically stop shelter deck, a raked stem and cruiser

The vessel's large holds, with sliding hatch webs, are specially designed for the shipment of heavy rolling stock, and can also take grain. The cargohandling appliances, consisting of 14 derricks, include one 25-ton and one 50-ton derrick, the former having an alternative position at the fore end of the vessel. The shelter deck has also been planned to have clear space for the carriage of rolling stock on deck.

The engines and boilers were constructed by the North Eastern Marine Engineering Company (1938). Itd., Wallsend. The propelling machinery consists of a triple-expansion steam engine, embodying a reheater between the high-pressure and medium-pressure cylinders, and developing 4000 i.h.p. (maximum). Superheated steam is supplied by three cylindrical boilers, working at a pressure of 220 lb. per sq. in. and fired by oil fuel. A speed of 15.6 knots was attained with the vessel on light draft during trials.

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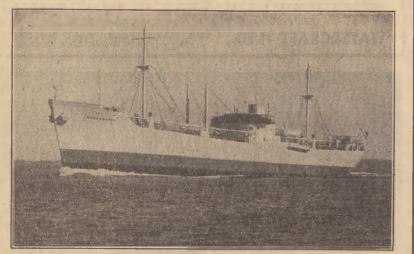
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STEAM PROPULSION

Shipbuilding & Engineering Section

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By OUR SPECIAL CORRESPONDENT

which emerged as a result of the whether, for example, a low figure recent interrogation of technical was attained such as that claimed directors of the principal German shipping companies is the extent to which the coal firing of vessels has been developed in that country. It is safe to say that if in the Norddeutscher Lloyd, favoured coal years before the recent war the British coal industry had devoted space did not interfere too seriously itself as enthusiastically and whole- with cargo capacity. It is known heartedly to the development of that highly successful coal burning special devices, oil would not now have been making such inroads, and the whole fate of steam propulsion might well have been altered.

In spite of this apparently gloomy picture of our industry, however, there were not wanting burg firm of Steinmuller. shipowners who had the good of marine coal at heart. It was with some interest, therefore, that I noticed in the July issue of the Powell Duffryn Review" an article dealing with centralised boiler plant control at sea, and, describing a rather unusual application of boiler control equipment to a mechanically fired coal-burning geared turbine British steamer.

The application was unique in that the controls affecting the supply of coal and air to the boiler furnaces were grouped together in the engine-room and operated by the engineer on watch. From this central point he could increase or decrease the quantity of fuel fed to the furnaces and also adjust the quantity of air intake. Adjustments to the coal supply were made by varying the speed of the electric motors driving the stoker coal-feeding mechanism and the rate of movement of the grates.

Steam-Driven Fans

The fans supplying forced draught to the boilers, as well as those dealing with the funnel gases, were steam driven, and the necessary hand controls for these were placed at a convenient point near the instrument panel. The rate at which air was supplied was indicated by dial, draught gauges showing the pressure in the forced draught system. Dial gauges also showed the intensity of draught in the boiler uptakes and over the fire in each boiler. The character of the air supplied in relation to the quantity of coal burnt was indicated and recorded by means of a CO2 recorder which continuously analysed the waste gases. The efficient CO, percentage for operating (usually 12 to 14 per cent.) was obtained by adjustment of the coal in ships of other nations some time or air supplied.

On a separate panel a multipoint distance thermometer instrument was employed on relatively short important temperatures could be and 5000 h.p., or even higher. They obtained, such as waste gas at the preferred to do their mechanical funnel, boiler feed or superheated stoking with Lamont boilers, owing steam. This equipment, together with the pressure gauges, enabled when employed in conjunction with the engineer not only to control the geared turbines. Here, too, no fuel rate of steam production to obtain the required speed but also to adjust boiler-room conditions in order to develop the best efficiency. Firemen on watch at the boilers were thus relieved of the major part of control of combustion, though a few were still required to exercise final touches through a sub-control -such as adjustment of individual grate speed and draught pressure. At the back of the control

panel were starters and controls for the grate, also thermo U.S. VISITORS TO N.E. COAST YARDS indicators for uptake gas temperatures and for the temperature of steam, &c. In the front of the panel was the stoker starter,

draught gauges, CO, analyser, &c. Such equipment, according to the "Powell Duffryn Review," goes a long way towards eliminating the guess-work which formerly existed in boiler plant operation, the continuance of which, it might be added, ultimately contributed to the end of coal as a marine fuel in many ships. It might well be asked, if a genuine attempt to mechanise coal and to bring its combustion into close resemblance with that of oil.

Among the many important facts | pounds per shaft h.p. per hour and for certain Swedish ships having reciprocating machinery with turbo compressors.

> The Germans, or rather one section of their technical opinion in the for short runs where the bunker was employed in ships of short sea type trading across the North Sea. The Norddeutscher Lloyd also strongly favoured coal burning high pressure ships with automatic feed of coal to the stoker, using a very reliable stoker made by the Ham-

> Apparently a period of some eight years was employed in developing this stoker, the shipowning company working in conjunction with the stoker manufacturers. The final result, it is claimed, was simple and extremely efficient, resulting in a fine clean ash which was sluiced overboard by a pump. It worked by chain operating a sloping shoe which slowly carried the bed of the coal aft to the ash dump and then quickly returned, acting like a slice bar, and then repeated the pro-

Adjustable Speeds

Working speeds were slow, with consequent long wear, and were adjustable to the desired firing rate. The depth of fire bed apparently was also adjustable and the whole system was readily connected to automatic combustion controls. In other words, it was obviously an arrangement resembling that employed in the British ship described above, and seems to constitute a really logical way of burning coal in almost any kind of boiler. The motive power in this case was hydraulic and operated by a simple ram.

In a steamer there is no reason why hydraulic power should not be employed in preference to electric power, since this cuts down the load on the auxiliary generator and hence tends to reduce the overall fuel consumption. It appears that the Norddeutscher Lloyd were not only content to experiment with mechanical stokers. They tried pulverised coal but decided finally that the apparatus was too cumbersome and complicated, and that in any case the furnace volumes could not be made large enough to yield good results. This was experienced ago.

The Norddeutscher Lloyd ship was situated, and from this runs, the power being between 2000 to their ideal furnace size and shape consumption figures are available, but there is no doubt that with every care given to the burning of the fuel and the use of control panels such as outlined above, a figure of about 0.85 to 0.86 lb. per s.h.p. per hour should be obtainable with a good non-ashing coal. It is to be hoped that time, energy and enthusiasm will still be found for further experiments in this very important

From Our Own Correspondent

JARROW, Tuesday Two American civil servants, Mr. S. H. Van Piper and Mr. A. R. Rice, members of the United States Maritime Commission, during their tour of North-East shipyards and repair establishments, paid a visit to-day to the yard of B. & W. Hawthorn, Leslie & Co., Ltd., Hebburn, where they were received by Mr. H. B. Robin Rowell (chairman). (chairman). Their purpose is to study shipbuilding conditions in this country, and, as Mr. Van Piper said, they this equipment was a success in the were out to gather as much informa-ship in question, why was it not tion as possible. They were interested applied to more ships? It represents to compare the methods of the two countries, with particular reference to our older established methods. After being shown around the yard they were entertained at lunch. Their visit It would be interesting, if figures yesterday was to Tees-side yards, and were available, to know what the this afternoon to the Wearside shipfuel consumption amounted to in yard of William Doxford & Sons, Ltd.



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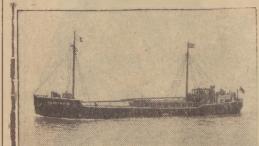
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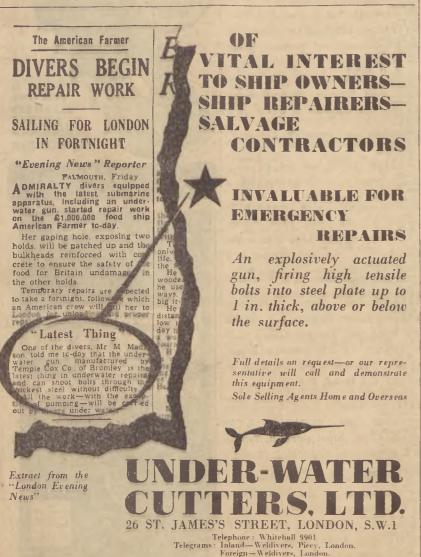
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TEES COMMISSIONERS' WIDER ACTIVITIES

Three New Appointments

From Our Own Correspondent MIDDLESBROUGH, Tuesday

At a meeting of the Tees Conservancy Commissioners yesterday the chairman, October maturities. Foreign exchange Mr. G. West Byng, announced that, following the passing of the Tees Conservancy Bill, a number of new appointments had been made in view of the increased responsibilities and greater opportunities open to the Commissioners in their now wider sphere of activities. Mr. J. S. B. Gentry, of the Port of London Authority, has been appointed general manager of the Tees Conservancy Commission, Mr. Horace James, Clerk to active buying of British Government the Commissioners, is also made stocks. The old Consols jumped 5-16 secretary, and Mr. P. A. R. Leith has to 97 3-16 and the rest of the list were been promoted to chief engineer.

tion of commercial superintendent. During the recent war he discharged many responsibilities connected with 26%. shipping and docks in different parts of the world. In 1939-40 he was quieter. Cunard 5 per cent. and 6 per assistant director of docks in France. After the evacuation from France he was loaned to the Ministry of War Transport to assist in the development of the Clyde Anchorages emergency port. From 1941 until early 1944 he was deputy director of movements (shipping and docks) in the Middle East, where he was responsible for the organisation, development and opera-ting of all Mediterranean and Egyptian ports, as well as a number of others in the Red Sea. In April, 1944, he was loaned to the Government- of for Calcutta during the period that this to 5 31-32 and Ultramar to 3 21-32. port was so vital as a base for the operations in the Far East. Mr. Gentry will take up his duties in

Middlesbrough in the near future. Mr. James, who joined the Commission in 1933, and succeeded Mr. F. T. Nattrass in 1942 as Clerk to the Comnissioners, has been given the added status of secretary in view of the widened powers conferred upon the Commissioners under the Tees Conservancy Act. 1946, which includes powers to trade. His experience first with Messrs. Peat, Marwick & Mitchell, and then with the Commissioners, has qualified him for the increased responsibilities which he will henceforth carry. Mr. Leith, the new chief engineer, has served the Tees Conservancy Commissioners as engineer for the past 20 years, prior to which he was the chief civil and mechanical engineer to Smith's Dock Company.

PORT TRAFFIC RECOVERING

A report presented to the meeting showed that over the past nine months 1701 vessels had entered the Tees, compared with 1186 in the corresponding period of last year, and 3153 in the same period of 1938-39. Imports for the nine months totalled 1.577.000 tons, and for the nine months immediately preceding the war 2,252,000 tons. Exports were 848.000 tons, compared with 1.421,500 tons.

WEST BYNG commented that, while the movement was in the right direction, there was some distance to go to attain pre-war levels, not to mention their target of 75 per cent.

REPORTS AND DIVIDENDS

CAMMELL LAIRD & CO., LTD. It is proposed to pay an interim dividend on the Ordinary stock of 4 per cent. actual, less tax. Similar payments have been made for several years

BANK OF INDIA, LTD. - The transactions for the six months ended June 30 resulted in a profit, subject to taxation, of Rs. 35,44,914. To this has been added Rs. 12.03,472 brought forward from the last account, making a total of Rs. 47.48.386. The directors recommend an interim dividend at the rate of 11 per cent. per annum (Rs. 2 12 per share), free of tax, for the half year, which absorbs Rs. 8.18,965 and carried forward to the next half-year Rs. 39,29,421, subject to

LLOYDS BANK APPOINTMENTS

Lloyds Bank Limited announce the following board appointments:—Mr. H. R. Harraway, assistant general manager, will be retiring at the end of October after 43 years' service, and Mr. F. O. Faull, who has hitherto been in charge of administration, is to be an assistant general manager on the banking side. Mr. R. F. E. Whittaker, at present deputy staff secretary, has been appointed assistant general manager (administration) to succeed Mr. Faull Mr. R. H. Wilson, who has been staff secretary since January, 1936, will also be retiring at the end of October after 46 years' service, and will be succeeded Mr. G. Dodd, staff controller, Northern area; Mr. R. J. Blanch, manager of Horley branch, to be assistant staff secretary on the approaching retirement of Mr. J. A. Parish after 44 years' service; Mr. T. W. Boss, of head office, to be staff controller, London area. Mr. L. G. Mills, hitherto assistant treasurer, to be treasurer in succession to Mr. D. R. ('olville, who has resigned to take up another appointment; Mr. F. E. Crang, manager of Beckenham branch, to be assistant treasurer,

MONEY MARKET

yesterday, although usually borrowers were able to satisfy their needs without difficulty at ½ per cent. In the discount market there was a fair inquiry for short-dated Treasury bills, mainly rates and silver prices were unaltered.

Fair Inquiry for Bills Owing to T.D.R. payments there

was a contraction in credit supplies

STOCK EXCHANGE

Advance in the Funds

Quiet conditions characterised most lepartments of the Stock Exchange vesterday, and much irregularity was in evidence. The feature was the 1-16 to 3-16 higher where changed, the Mr. Gentry entered the service of 3 per cent. Funding showing the larger the Port of London Authority nearly movement at 1061. Home railway 30 years ago, and now holds the position of commercial superintendent.

Ordinary stocks were easier. Southern Preferred declined ½ to 71. Great Western 1 to 551 and Midland 1 to

> Shipping issues were decidedly cent. Preferences were marked up 2 and 1 to 1271 and 1281 respectively. P. & O. Deferred gained 3d. to 58s. but falls of 6d. were shown in Britain to 32s. 6d. and Coast 6 per cent. Preference to 24s. 6d.

Little interest was shown in commercial and industrial issues, and usually prices fluctuated within narrow limits. Pinchin Johnson reacted 1s. 3d. to 44s. 9d., and losses of 6d. were shown in Associated Cement to 68s. 6d. and Turner & Newall to 89s. Oils were easier, the principal changes being India, and became deputy port director declines of 1-16 in Trinidad Leaseholds

COMMODITIES

LONDON (Baltic Exchange), Tuesday WHEAT.—Inactive conditions prevail and no offers of Canadian Manitobas were made to the Ministry to-day. Quotations: No. 1, Northern Manitobas for Sept. shipment from St. Lawrence, 174c.; from West St. John or Halifax, 175%c; from Baltimore or Philadelphia 178%c; from Rew York, 179%c, per bushel fo.b. No. 2 grade 3 cents less in each case. Australian, Sept./Oct. shipment in bulk, 71s. per 480 lb. f.o.b.

MAIZE.—Argentine firm but quiet. Dec. shipment from up-River ports 78s. 6d.; and from down-River 80s. per 480 lb. f.o.b.

OILS AND OILSEEDS

LONDON (Baltic Exchange), Tuesday OILS.—LINSEED.—Raw £135, RAPE.
— (rude £91, COTTON, — (rude £52 2s. 6d. CASTOR.—Firsts £110; seconds £108, GROUNDNUT and SUNFLOWER.—Crude £56 10s. per ton.

ROSIN.—American grades F to M, 47s.; WG, 48s. 6d.; WW, 52s. 6d. per cwt.
OILSEEDS.—For shipment. (ASTORSEED.—Bombay, £48 per ton. Other oilseeds and groundnuts âll unquoted.

FOREIGN PRODUCE

CLOVES.—Zanzibar spot 11½d. per lb. sellers; c.i.f. Aug./Sept. 10¼d. (buyers' licence); afloat 10½d. per lb. sellers. PIMENTO.—Spot 1s. 1½d. per lb. sellers. CHILLIES.—Mombasa spot 155s. sellers per cwt. MACE.—West Indian pale spot 5s. nominal per lb.

JUTE.—Unquoted.
SHELLAC.—Market quiet on the basis of 375s. sellers per cwt. ex warehouse for F.O.T.N. Pure.

METALS

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

ton, f.o.b. U.K.
TINPLATES,—Home delivery 34s. 3d.
basis I.C. 14 by 20 f.o.t. makers' works:
export 38s, to 42s, basis f.o.b, South Wales.
COPPER.—Electrolytic and wire bars

COPPER.—Electrolytic and wire bars £84 per ton, delivered.
COPPER SULPHATE.—98-100 per cent. £33 10s. per ton (less 2 per cent.) in 2 cwt. bags (free), fo.b.
ALUMINIUM.—Ingots and bars for home delivery £67 per ton, delivered.
ANTIMONY.—English 99 per cent. £125, and crude 70 per cent. £105 per ton, delivered.

TUNGSTEN ORE.—Prices range from 65s. to 67s, 6d. per unit, delivered works.
PLATINUM.—Refined maintained at £20 15s. per troy ounce
NICKEL.—For home delivery £190 to

£195 per ton, according to quantity. PIG IRON.—No. 3 Cleveland 169s. 3d. per ton, delivered Middlesbrough area.

LLOYD'S LIST Wednesday, September 4, 1946 Page 13



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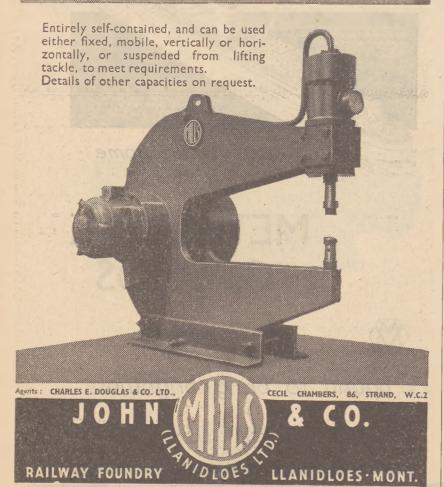
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Page 14 LLOYD'S LIST Wednesday, September 4, 1946

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Lines BAJAMAR, 2757, Canary Wf., West India, F.
Dessen & Co.
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Albert, Hogarth, Sons & Co.
BARONESA, 8663, 5 Shed, Royal Albert,
Houlder Bros. & Co.
BAYANO, 6815, Transit Shed W., Surrey
Commercial, Cunard White Star
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Trinity House
BENVORLICH, 9768, 14 Shed, King George V.,
Galbraith, Pembroke & Co.
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O Shed, South West India, Prince Line
BOTHNIA, 755, Brunswick Yd. Shed, Surrey
Commercial, British & Northern Shipping
Agency
BRITANNIA, 4216, G Whse., Millwall, British

GREEN'S NO. 2.—Queen's Channel (hopper barge).
KING GEORGE V.—Highland Chieftain.
NELSON.—Rhone. Rodney II.
TILBURY—Prince's Channel (hopper barge).
WEST INDIA.—Mytilus.

WEST INDIA.—Mytilus.

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Feverard & Sons
ADAPTITY, Everard's Wf., Greenhithe, F. T.
Everard & Sons
ALGARVE, Tunnel Portland Cement Works. Commercial, British & Nothern Shipping Agency
BRITANNIA, 4216, G Whse., Millwall, British & Northern Shipping Agency
BULLFINCH, 433, E. Qv., Regent's Canal, G. S. N. Co. CALUMET, 7268, 12 Shed, King George V., Killick, Martin & Co. CAMBRIAN COAST, 763, W. Dk., Ldn. Dk., Coat Lines Coast Lines CARPIO, 1847, 3 Shed, Royal Albert, Mac-Andrews & Co. CARTHAGE, 14,182, 34 Shed, Tilbury, P. & O. CEFN-Y-BRYN, 5164, Dry Dk., Millwall, Capper, Alexander & Co.
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Cayzer Irvine & Co.
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Harrison COMEDIAN, 5122, C Shed, West India, T. & J.
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V. Glen Line
DUNSTER GRANGE, 9494, 35 Shed, Royal
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Surrey Commercial, Mitre Shipping Co.
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West India, Shipping & Coal Co.
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EMPIRE GANGWAY, 1942, E Whse., Millwall,
United Shipping Co. 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, 1 Shed, Tilbury, Clemt
EMPIRE RIDLEY, 6838, B Shed, West India,
G. A. Tom & Co.
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EMPIRE SHELTER, 1336, 8 Shed, Tilbury.
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W. Watkins
EMPIRE TUGELA, 6181, 26 Shed, Royal
Albert, Gray, Dawes & Co.
EMPIRE WHARFE, 3072, K Shed, South
West India, Royal Mail Lines
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Line Line
FORT CARIBOU 7132, T & T2 Whses., Millwall, E. H. Mundy & Co.
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George V. Dry, Royal Mail Lines
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Shed, Surrey Commercial, Furness, Withy
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Westray & Co.
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LAMBTONIAN, Upper Tr., Erith
LYNN TRADER, Gravesend Reach, C. Rowbotham & Sons
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PORT PHILLIP, 12,439, 7 Shed, Edyard Albert, Port Line

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 & Every No. 2, Ti

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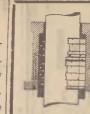
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TEMPLO Highway's Wf., Wandsworth.

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ALRESFORD, 2472, for Manchester
ANGLIA, 1300, Queen's 2, Bahr, Behrend & ANGLIA, 1300, Queen's 2, Bahr, Behrend & 'Co.
ANNA II. 478, Carriers', Ross. Ryan & Co.
ANNAGHMORE, 583, Canada 2, J. Kelly, Ltd.
ANTENOR, 11,174, W. Float Dry 3,† A. Holt
& Co.
APPLIANCE, 200, W. Float,† W. A. Savage
ARTISAN, 7037, Hornby, T. & J. Harrison
ASCANIA, 14,013, Gladstone, Cunard White
Star
ASHFIELD, 425, Alexandra 3, W. A. Savage
ATHELMERE, 5566, Cammell Laird & Co.'s
Dry 4,† Athel Line
ATHELPRINCE, 8782, Bromborough, Athel
Line Line
AUSTRALIA STAR, 11,124, Vittoria Wf.,†
Blue Star Line
AUTHORITY, 616. Queen's 1, Caleb, Brett Certain death to steam flies, beetles, BANKVILLE, 339, Wallasey, † J. S. Monks BELNOR, 2871, Gladstone, Sivewright, Bacon cockroaches, flies, bugs, fleas, lice, moths, BEN VOOAR, 274, Harrington, H. Tyrer & grubs and general infestation. Once any Co.
BETANCURIA, 2696, King's 1, Yeoward Line
BONIFACE, 4928, Langton, Booth S.S. Co.
BORE, 1221, Queen's 2, Bahr, Behrend & Co.
BRITISH COAST, 889, Nelson, Coast Lines
BUSIRIS, 943, Lpool, Moss Hutchison Line
CHANT 58, 401, Clarence Dry 2, Houlder Bros. CHANT 58, 401, Clarence Dry 2, Roulder Bros.
& Co.

CHULMLEIGH, 5349, Huskisson 3, W. H.
Stott & Co.

CITY OF CAPE TOWN, 8046, Huskisson 3,
Hall Line

CITY OF CHESTER, 8520, E. Float,† Hall
Line

TRADE PRICES.

Dusting Powder: 2 lb. tins, 4-; 7 lb. tins, 13/All Purpose Powder: 2 lb. tins, 5/- each;
7 lb. tins, 17/- each;
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Wall Wash Powder: (Mix with Water Paints.)
Bulk, 7/6 lb. CITY OF CAPE TOWN, 8046, Husxisson 3, Hall Line
CITY OF CHESTER, 8520, E. Float,† Hall
Line
CITY OF HONGKONG, 9606, Herculaneum
Dry 4, Hall Line
CITY OF KEELUNG, 5186, W. Float,† Hall
Line
CITY OF MALINES, 373, Grayson, Rollo &
Clovers Dry 5,† E. W. Turner & Son
CLARA MONKS, 577, Clarence Dry 2, J. S.
Monks
CLAN MACNAIR, 6096, Vittoria,† Cayzer,
Irvine & Co.
CLYDE COAST, 511, Trafalgar, Coast Lines
COLON, 1803, Langton Branch, MacAndrews
& CO. & Co.

OLORADO SPRINGS VICTORY, 7607,
Langton, Atlantic Transport Co.

COMLIBBANK, 5149, Alexandra 3, Bahr, Behrend & Co.

CONISTER, 411, Queen's, T. Orford & Son
CORINTHIAN, 3151, Alexandra 1, Ellerman
& Pappayanni Lines
ORINTHIC, 15,000, Cammell Laird & Co.'s
Wet Bsn., Gracie Beazley & Co.

CORBIENTES, 7058, Lpool, Donaldson Bros.
& Black

CORRIENTES, 1006, 1,000.
& Black
& Black
CRISTO, 140, Carriers, Straits S.S. Co.
DALEGARTH FORCE, 825, Coburg, W. S.
Kennaugh & Co.
DESTRIAN (ex Destro), 3527, Queen's 2.
Cunard White Star
DIPLODON, 8149, Bromborough, H. Tyrer & DURHAM COAST, 785, Nelson, Coast Lines EASTERN COAST, 469, Trafalgar, Coast Lines EGRET, 1391, Wellington, Wilson, Son & Co. EL GALLO, 8032, Bidston, † C. T. Bowring EL MIRLO, 8092, Bidston, † C. T. Bowring &

EMPIRE BATTLEAXE, 7177, Canada Dry.
Cunard White Star
EMPIRE CONRAD. 7009, Lpool, Elder
Dempster Lines
EMPIRE GRENADIER, 9811, Cammell Laird
& Co.'s Wet Bsn.†
EMPIRE MACCALLUM, 8252, Alexandra 2,
J. Dowie & Co.
EMPIRE NILE, 6318, Grayson, Rollo &
Clover's Dry 6,† J. Dowie & Co.
EMPIRE PLOVER, 6109, Langton, T. & J.
Harrison Harrison EMPIRE POLLY (tug), 232, Morpeth,† EMPIRE RAZORBILL, 5118, Langton Dry 1, Pollexfen & Co.

EMPIRE RUBY, 667, Cammell Laird & Co.'s
Dry 2,† Elder Dempster Lines

EMPIRE SALISBURY, 8199, Grayson, Rollo &
Clovers' Dry 1,† E. H. Mundy & Co.

EMPIRE SHEARWATER, 4970, Alexandra,

Pollexien & Co.
EMPIRE SYBIL (tug), 276, Birkenhead.
Mersey Docks Harbour Board
EMPIRE SWORDSMAN, 7067, Toxteth, Elder Dempster Lines

2MPIRE TEGAMBIA (ex Herman Andersen).

1171. Victoria, Houlder Bros. & Co.

2MPIRE ENTURE, 12,639, W. Float,† H Tyrer & Co.
EMPIRE WAVENEY, 12.844, Canada Tongue.
Cunard White Star
6MPIRE WISDOM, 9208, Bidston,† Blue Star

EMPIRE WYE, 6446, Toxteth, Elder Dempster HACKSAW EMPIRE YUKON, 7651, Huskisson 1, Cunard White Star
EMPRESS OF AUSTRALIA, 21,883, Gladstone 1, Canadian Pacific S.S.
ENID VICTORY, 7607, Canada, C. G. Dunn

ESSO DAKOTAH, 784, for Manchester FER, 151, Bramley-Moore, R. & D. Jones FLORISTAN, 7368, E. Float,† Hall Line FORT ACTON, 7133, Alexandra, E. W. Turner & Son FORT BEDFORD, 7127, E. Float, † H. Tyrer FORT BRUNSWICK, 7142, W. Float, † R. & D. Jones FORT MUSQUARRO, 7150, Huskisson, Cunard Co.
MIRRALDIS. Lower Tr., Charlton
MOORBY, Tilbury Cargo Jty., Sir R. Ropner

FORT MUNQUARRO, 1150, HIRKISSON, Condition
White Star
FORT RICHELIEU, 7150, W. Float Dry 1,+ NATICINA, off Thames Haven, Davies & FORT TICONDEROGA, 7138, Lpool, Cunard NATICINA, off Thames Haven, Davies & Newman
NATO, Ordnance Wf., E. Greenwich, J. A. Billmeir & Co.
NAUTILLS, Payne's Wf., Deptford
NORTHWOOD, Kent Portland Cement Works, Stone, Temple Thomson & Clark
OCEAN VULCAN, for Victoria Dk., F. H.
Bovey & Co.
OMLANDIA. Everard's By., Greenhithe, International Shiphrokers
ORANJEPOLDER, Custom House Qy., W. H.
Muller & Co.

J. Harrison HORORATA, 13 945. Sandon, J. Dowie & Co. IMBER, 1899, Brocklebank, J. T. Fletcher &

JOSIAH A. MITCHELL, 1926, Harrington, H. Tyrer & Co.
KAITUNA, 4914, Sandon, J. Dowie & Co.
KANA. 2783, Hornby. Furness, Withy & Co.
KENTISH COAST. 459, Prince's, Coast Lines
KHETI, 2734, Langton Dry 2, Moss Hutchison Line

KITTIWAKE. 2016, Brocklebank, J. T. Fletcher & Co. KUMASIAN, 7221, Bromborough, H. Tyrer & KYLE QUEEN, 616, Trafalgar, J. J. Mack & Sons LAKELAND, 1543, for Manchester LANCASHIRE, 9557, Bidston, † Bibby Bros. & LANCASHIRE COAST, 1104, Prince's, Coast

ford Lines
TORNI, for Surrey Commercial Dk.
VALERIAN COAST, Free Trade Wf., Ratcliff, Tyne-Tees Steam Shipping Co.
VICTORIA PEAK, Swanscombe Tr., Lambert

Lines
LAPWING, 921, Queen's 2, Ellerman & Papayanni Lines
LARCHFIELD, 493, Canning Dry 2, W. A.
Savage

(Continued on page 18)

Us one insect said to his worst enemy ! D. D.T. to you!

New discovery ends all insect pests. SUPER

CONTAINING D.D.T./GEIGY. THE MIRACLE INSECT PEST DESTROYER

insect has contacted Super SECTO D.D.T .- that's the end.



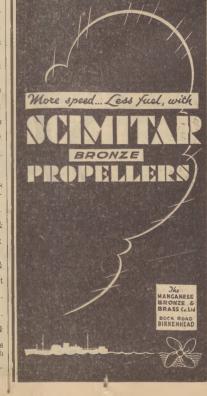
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SHEFFIELD. II.



OVERSEA MOVEMENTS: Latest Reports

UNITED KINGDOM

GRAVESEND AR HAYLE Libra, Sep 1 Maryport Gdynia HARTLAND PT Pd In Delfzyl Lisbon Elkanah Crowell, Sep 3 for London Dock
Voorwaarts, Sep 3
Sundby for Wandswth
Sambalt, Sep 3 Hamburg
for Tilbury Dock
Samakron Jamaica
for King George V.
Dock
Torni, Sep 3 Kalix
for Surrey Com Dock
Kirsta Kotka
for Greenhithe
Margrethe Copenhagen

Margrethe Copenhagen

AVONMOUTH
South Oran
New Zealand Houston
British Scout Oran
New Zealand Houston
British Scout Oran
New Zealand Houston
British Scout Oran
New Zealand Houston
Spurk HEAD Pd In
Ophir (No) Fre
Spurk HEAD Pd In
Ophir (No) Fre
Spurk Head British Gratitude
Laban Howes, Sep 2
British Gratitude
Laban Howes, Sep 3
Trondhjem
Orion (Sw)

Spurk HEAD Pd Out
Laban Howes, Sep 3
Spurk Aug 24
Dione, Aug 26
Knoll, Aug 27 (Lovaas, Aug 29

KOPERVIK
Brategg, Aug 25
Knoll, Aug 27 (Lovaas, Aug 29

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KOPERVIK
Brategg, Aug 25
Knoll, Aug 27 (Lovaas, Aug 29

KOPERVIK Margrethe Copenhagen for Hay's Wharf Ocean Vulcan Galveston

Manchester

Aert van der Neer,

Sep 3 Amsterdam Orion, Sep 2 Imminghm Jupiter Paris Geo. W. McKnight Jupiter Trondhjem Copenhagen PORT TALBOT Aliaballa, Sep 3

Aliaballa, Sep 3

Kimball Harlow Fort Norman, Sep 3 Gottfrid Grangemouth Tyne SWANSEA New York MUMBLES Pd Out Empire Consistence, Sep 3 Oslo Eben Haezer Grangemth Redstart, Sep 2 PARTINGTON Muron, Sep 3 THAMES HAVEN AR MANCHESTER Comanchee, Sep 2

Baytown THAMES HAVEN CLD LIVERPOOL Betancuria, Sep 2 SOUTHEND Esso Appalachee, Sep 2 ordered Shell Haven SOUTHEND Pd Down Trondhjem Despatch, Sep 3 Empire Galbraith

Gudrun, Sep 3 Canopus, Sep 3 (reanchored) Dunkery Beacon, Sep 2 Tel Aviv

Wearwood Gudrun, Sep 3 Fort Erie, Sep 3 George E. Pickett Canopus Bengkalis DOVER Camelia, Sep 2 Gerassimos Vergottis Sep 2 (in tow of tugs Ebro and Tyne) Marine Marlin Polkerris S N A 8, Sep 2 Chukotka Stanton H. King, Sep 3 Michael Pupin

Empire Athelstan

THE DOWNS

Wearwood, Sep 2 Fort Erie

George E. Pickett

THE DOWNS

Wisla, Sep 2

Canopus Robert W. Hart

dward Bruce, Sep 3 DUNGENESS Starkenborgh Fredman, Sep 2

BEACHY HEAD Pd E Virgo (pres), Sep 3 Gorncrake, Sep 3

Kajsa Christensen, Sep 2 Samarinda John J. Crittenden Grants Pass SHOREHAM

Gruno

SPITHEAD

Rotterdam

Pd Out

Thistlemuir, Sep 3

New York Reiger, Sep 2
PORTSMOUTH SD CLD KILPATRICK AR
War Pindari, Sep 2
War Pindari, Sep 2

SD BARRY IS Pd Down

Redstart, Sep 2 Oporto SD Rouen SD American Forwarder, Sep 3 New York AR

Vasco, Sep 3 Alexandria Staffordshire, Sep 3 Rangoon Heron's Bridge Abadan Sea Perch Naples Empire Conrad Lagos Comliebank, Sep 3

Antwerp Fort Ticonderoga, Sep 3
Albany (NY)
Alresford Mont Louis for Manchester Corrientes Buenos Aires Bordeaux SD

Sibley Park, Sep 3 New York via Belfast SD PRESTON Oksywie, Aug 31 Faroes and Iceland BARROW AR Pd E Sea Fisher, Aug 31

CLYDE ANCHORAGE Richmond Castle, Sep 3

CLYDE ANCHORAGE British Fusilier, Sep 2 Wave Chief Thistlemuir, Sep 3 British Fusilier, Sep 2

GLASGOW British Fusilier, Sep 2

Empire Bascobel (tug),
Aug 24 Lisbon
ST CATH'S PT Pd W
Sep 2
Frank A. Vanderlip
SOUTHAMPTON AR
Masen, Sep 2
Immingham
SOUTHAMPTON SD
Reiger, Sep 2
Southampton & Havre

MIDDLESBRO Gulholm, Sep 3
Haugesund

Valewood, Sep 3
Southampton
British Scout
Oran
The Flamboro HD Pd S
Inger Lise, Sep 3

KOPERVIK
Brategg, Aug

Rotterdam Empire Halberd Cuxhaven EIDEHAVN Marieborg, Sep 2 Grangemouth

IRVINE AR Empire W. Salt Enter Verna Othem Hebe (Fi)

RVINE SD Rota, Sep 1 Esbjerg KING'S LYNN SD Hebe (Fi)

Goonawarr Tomisia

TAIL OF BANK Pd Out GT YARMOUTH AR

USHANT

BERGEN Utklippan II., Aug 27 abroad Mitra Sweden UMEA

HULL
Empire Galena, Sep 1
Kotka
Kora, Aug 28 Hoyanger
Sfax
CHRISTIANSUND AR
Theory Aug 28 Trapani

Nelkon Aug 30 Grimsby

Ceylon, Aug 29 Skutskar

Joseph Blot Karin Thorden, Aug 31 Norden (Sw) RREMEN Oliver Hazard Perry, Aug 24 Archangel SD HORNEFORS DELFZYL Parramatta, Aug 29 Holmsund AR Aldo, Sep 2 Noordkaap

Alaban Howes, Sep 3
Trondhjem
Orion (Sw)

SPURN HEAD Pd Out
Empire Spearhead, Sep 2
Marieborg
Myllykoski
Bohus
Shuna (pres)
Alabama, Sep 3
Kimball Harlow
Fort Norman, Sep 3
Fort Norman, Sep 3
Fort Norman, Sep 3

Knon, Aug 29
Cornskoldsvik
SKELLEFTEA SD
Lestris, Aug 26
Pitea
Aun, Aug 27
Lestris, Aug 26
Pitea
Aun, Aug 27
Lestris, Aug 26
Pitea
Aun, Aug 27
Lestris, Aug 26
Aus
Lestris, Aug 27
Are Gebroeders, Sep 3
Gothenburg
Nederland
Lovaas, Aug 29
Kimball Harlow
Fort Norman, Sep 3

Fort Norman, Sep 3

Knoll, Aug 27
Odda
Lovaas, Aug 29
Rostock
Mauritz
Polcirkeln, Aug 29
Stockholm

Stockholm

Stockholm

Nezo, Aug 31
Vertrouwen, Sep 2
Amsterdam
Twee Gebroeders, Sep 3
Gothenburg
(last two after sheltering)
Vertrouwen, Sep 3

Firishory, Aug 4

Friksbory, Sep 1
Hampburg
Charles N. Cole, Sep
Llangibby Castle
Samconstant
Sea Snipe
Willa de Madrid
Winga, Aug 31
Pusto
Grangemouth
Briksbory, Sep 1
Hampburg
Charles N. Cole, Sep
Mullen
Winga, Aug 31
Pusto
Grangemouth
Briksbory, Sep 1
Hampburg
Charles N. Cole, Sep
Mullen
Winga, Aug 31
Pusto
Grangemouth
Briksbory, Sep 3

Charles N. Cole, Sep
Mullen
Winga, Aug 31
Pusto
Grangemouth
Briksbory, Sep 1
Friesbory

Geffon, Aug 31
Pusto
Wertrouwen, Sep 3

Trondheim
Sport, Aug 28
Sundsvall
Helsinki
(last two after sheltering)
Vinga, Aug 31
Pusto
Wertrouwen, Sep 3

Trondheim
Sport, Aug 28

Wertrouwen, Sep 3

Trondeim
Sport, Aug 28

Wertrouwen, Sep 3

Trond deim
Herikshory, Sep 3

Trondheim
Sport, Aug 28

Wertrouwen, Sep 3

Trond deim
Herikshory

Grangemouth
British Virtue
Marshfeld Victory
Marine Raven
Mar

AR Hans Mærsk, Aug 26
Aalborg
SD MANTYLUOTO SD Heinz Horn, Sep 3
Svenborg (aux), Aug 26
Uddevalla
YMUIDEN S
Sphemis Aug 31 Emde

Sevilla, Aug 28
Fort Brule, Sep 2
Casablanca
Essex Trader Churchill
Aylesbury, Sep 3
Middlesbro
Empire Cutlass
Cuxhaven
Empire Rapier, Sep 1
Cuxhaven
Merna, Aug 30
Sep 2 Cuxhaven
Merna, Aug 31
Sonderborg
Merna, Aug 30
Sevilla, Aug 28
Vesta (Du), Aug 27
Copenhagen
Marlelamn
M

Gulholm, Sep 3
Haugesund
Zijpe Antwerp
Heerengracht,
(ex Ansyma) (Du)
Sep 2 Rotterdan
Sep 2 Rotterdan
Man Reed, Aug 31
Oslo
Neptain Rotterdan
ALVIK
Sp
Pd In
Sep 3
Visten, Sep 2 Blyth
Agylesbury Hull
FLAMBORO HD Pd N
Nandi, Sep 3
Inger Lise, Sep 3
Inger Lise, Sep 3
Inger Lise, Sep 2
SpURN HEAD
Houston
Sp
Sp
Rotterdan
Mado Brussels
FlamBORO HD Pd N
Nandi, Sep 3
Inger Lise, Sep 3
Inger Lise

Kora, Aug 28
Haugesund
Varegg
Stockholm
Varegg
Stockholm
Kora, Aug 28 Hambrg
Kora, Aug 28 Hoyanger
CHRISTIANSUND AR
Kaprino, Aug 28 Trapani
Tatra, Aug 31 Aalesund
CHRISTIANSUND SD
Inger Lise, Aug 27 Italy
EIDEHAVN
Sevilla, Aug 28
Sevilla, Aug 28
MANTYLUOTO
SD
Hamburg
Antwerp
Theodora, Sep 1
Marshfield Victory
Tyne (tug)
Antwerp
"Houston"
Tor Antwerp
Theodora, Sep 1
Marshfield Victory
Marshfield Victory
Marshfield Victory
Marshfield Victory
Marshfield Victory
Tyne (tug)
Antwerp
"Houston"
Tolombie, Sep 1
Sevres Bremerhaven
A. J. Cermak
Baltimore
Ebro (tug)
British Virtue
Marshfield Victory
Marshfield Victory
Marshfield Victory
Marshfield Victory
Marshall Elliott
Sevres Bremerhaven
A. J. Cermak
Baltimore
Ebro (tug)
Bertram G. Goodhue
Savannah
Robuste (tug)
British Virtue
Marshfield Victory
Tyne (tug)
Antwerp
"Houston"
Colombie, Sep 1
Sevres Bremerhaven
A. J. Cermak
Baltimore
Ebro (tug)
Bertram G. Goodhue
Savannah
Robuste (tug)
Bidassoa, Sep 2
Souliotis
Souliotis
Casablanca
HAVRE
Souliotis
Casablanca
HAVRE
British Virtue
Marshfield Victory
Marshfield Victory
Tyne (tug)
Antwerp
Tor Antwerp
Tor Antwerp
Tor Buerto la Cruz
Tyne (tug)
Antwerp
Colombie, Sep 1
Sevres Bremerhaven
A. J. Cermak
Beltimore
Ebro (tug)
Bidassoa, Sep 2
Souliotis
Casablanca
British Virtue
Marshfield Victory
Marshfield Victory
Marshfield Victory
Marshfield Victory
Marshfield Victory
Marshfield Victory
Tor Antwerp
Tor Hemburg
Tor Antwerp
Tor Antwerp
Tor Antw

Oksywie, Aug 31 Faroes and Iceland BARROW AR Sea Fisher, Aug 31 Liebang Lisbon Carslogie Indian Bay (NF) Taarnborg, Sep 2 Casebang BARROW SD Karesuando, Sep 2 Naryik Mr. Harm Smeenge, Aug 24 Weston Point INVINE AR CRIMING AR Role And 24 Weston Point Aug 24 Weston Point Role And Aug 31 Lesbierg Mr. Harm Smeenge, Aug 24 Weston Point Role And Aug 31 Lesbierg Mr. Harm Smeenge, Aug 24 Weston Point Role And Aug 31 Lesbierg Mr. Harm Smeenge, Aug 25 Role And SD Copenhagen And SD Copenhagen Aug 28 Hamburg Sarbandor Aug 28 Hamburg Sarbandor Aug 28 Hamburg Sarbandor Aug 30 Cpnhagen (Sw) School Malta Sarbandor Aug 30 Cpnhagen Sprucebranch Aug 31 Thames Casablanca Aug 31 Tha

Verna Ystad Othem Gdynia Hebe (Fi) Naestved Goonawarra Gothenburg Tunisia Gothenburg Sunnanland Helsingborg Sunnanland Helsingborg Bungenas, Aug 31

Baron Douglas Aug 31

Puerto la Cruz So New York Siwa Malta Kyle V. Johnson New York John M. Morehead New York John M. Morehead New York Sidi Aissa, Aug 30

Coryda Curacao Republika, Aug 29

Stockholm St Kitts (f.o.) St Kitts (f.o.) Coryda Curacao Republika Aug 31

Coryda Curacao New York Nivernais, Sep 2

Rota, Sep 1
King's Lynn
Express, Sep 2
Rotterdam
GT YARMOUTH RDS
AGE
SD
GOORNWARTA
Gothenburg
Goonawarra
Gothenburg
Baron Douglas, Aug 31
Gornal Aug 29
Gornal Curacao
New York
Watto, Aug 20
Gornal Aug 29
Gornal Curacao
New York
ROTTERDAM
So Dordrecht, Aug 31
Rotterdam
So Dordrecht, Aug 31
Gornal Stuckholm
Tunisia, Aug 30
Dablia, Aug 29
Gornal Aug 31
Gornal Stuckholm
Tunisia, Aug 30
Dablia, Aug 30
Dablia,

Norden Malmo
Norden Malmo
Helvetia Copenhagen
Nijenburgh, Sep 1
Boston (Lincs)
West Linn Victory
Roelf, Sep 2
Zeehond (tug)

New York

N

(last three vessels no Tor for Amsterdam
Crichtoun
Durango Victory
for Rotterdam
ANTWERP
AR

(last three vessels not on Aug 28 as before reported)
Daniel Huger, Sep 2
Stephen F. Austin
Ancona AR

AR

Noah Brown, Sep 2
Philadelphia
Eloy Alfaro Los Angeles
George L. Farley
New York

AR

Arlie Clark, Sep 2
Santos
Charles L. McNary,
Sep 2 Piraeus
Greece Victory
Black Sea AR
London

SD

Kordun
Egee

Lorient
Narvik
Rouen

Rogn
Frank Adair Monroe
Philadelphia
Dubrovnik
Lorient
Narvik
Rouen

Rogn
Fort Yukon
Port
Frederick W. Woo

for Copenhagen for Amsterdam

Sfax Charles N. Cole, Sep 2
SD Llangibby Castle Robuste (tug)
Bidassoa, Sep 2
Souliotis Casablanca
HAVRE SD
Lucia II., Aug 31
Lisbon
Courseign Veryttii

Castillo Montjuich

AR Gallium Antwerp Hilversum De Pauw Victory, Sep Wendell L. WHIRIE
Buenos Aires
Gaston Micard, Sep 1
London
Helsinki Arosa (ex Sherbrooke)
Huelva
Red Bank, Sep 3
Curacao
Curacao
Cuxhaven
GCOLE
Rother, Sep 2
Copenhagen
Bernard V.
Caen
Bernard V.
Caen
Bernard V.
Caen
AR
Rother, Sep 2
Finse, Aug 25

Finse, Aug 26

Helsinki
Vasa

Mercator, Aug 27

Antwerp
Riga
Hektos, Aug 30 Helsinki
Ragne (Sw)
Stockholm
ABO
SD
Keizersgracht, Aug 26
Helsinki
Vasa

Helsinki
Vasa

Mercator, Aug 27

Finse
Rother, Sep 2
Hektos, Aug 30 Helsinki
Ragne (Sw)
Stockholm
ABO
SD
Keizersgracht, Aug 26
Helsinki
Vasa

Helsinki
Vasa

New York

Finse, Aug 25

Finse, Aug 25

Rother, Sep 3
Helsinki
Norwich
Hawre

Barosund, Aug 28
Helsinki
Vasa

New York

Finse, Aug 31 Thames

New York

Cabian Aug 31 Thames

New York

Port Vendres

Firbranch, Aug 30

SETE
Nanceen, Aug 30 Oran

Algieri

Wed., Sept. 4, 1946

VESSELS FOR SALE

STEEL SCREW TUG

Built 1908 by Messrs. Warren, New Holland. Dimensions: 58 ft. by 15 ft. 1 in. by 7 ft. 9 in. Draft about 7 ft. Bunkers 7 tons. Compound Engines, 11 in. and 22 in. by 16 in. stroke. Boiler, new 1927, 8ft. 6 in. by 7 ft. 6 in., 120 lbs. working pressure, 21 N.H.P. 125 f.H.P. Fitted with Fire & Salvage Pump.

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FOR PRIVATE SALE Under Instructions from Owner The STEEL COASTING STEAMER "ZILLAH"

Built of steel in 1901. 100 A1. About 420 tons d.w. on 12 ft. 3 in. mean. Comp. engines and 1 S.E. boiler, 130 lbs. w.p. About 8 knots on 8 tons. Two hatches and one hold. DIMENSIONS About 143 ft. by 24 ft. 1 in. by 11 ft. 5 in.

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Steam Drifter

"YORKSHIRE LASS"

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FOR SALE

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LLOYD'S LIST Page Wed., Sept. 4, 1946 16 9 Mers-el-Kebir, Aug 23 San Ubaldo, Sep 1 VENICE
Miseno, Aug 29
Manfredonia
Sveti Duje, Aug 29
Split
Split
Cabo Paez, Aug 15
Villa Sanjurjo Russell Sage, Aug 30
Port Arthur
Stamos, Aug 31
Ymuiden Durban Castle, Sep 1

Fort St. Paul, Sep 1
Durban
Du Port Said p 1 Cap Falcon, Aug 24 Augusta Citta di Tunisi, Aug 31 Naples Citta di Tunisi (Aug Liverpool
Marvia Brindisi
Longtow (tug)
MaLTA
SD
Tore Jarl, Aug 31 Naples
Becky
Piraeus
Piraeus
Piraeus
Rottendam
Fort Swettendam
Fort Swetten Becky Piraeus Dunnottar Castle, Sep 1
Toulon Po, Sep 2 Augusta TARANTO SD John M. Harlan, Aug 27
Hampton Roads AR Bienville, Aug 28 Trieste Louis D. Brandeis.
Aug 29 Venice Aug 29 Venice Aug 29
Hampton Roads VENICE Arg Sunshine Algiers Aug 29
Hampton Roads VENICE ARG SD Cabusto Texas City Ancona Roads VENICE Arg 29
Hampton Roads VENICE Arg SD Cabusto Arg 29
Miseno, Aug 31
Manfredonia Stamos, Aug 31

Sampler, Sep 2
Port Elizabeth DURBAN AR Bombay AR Indore, Aug 31 Montreal Badarpur Abadan Pieter de Hoogh Bombay Repadana, Sep 1 Busseh Toughai, Sep 2 Bombay Caduccus Colombo Rembrandt Sep 3
Mayor Mombasa Fort Fork Rosario Levernbank Buenos Aires Royal Emblem Casablanca Fort Louisbourg, Sep 2
Manfredonia Stamos, Aug 31

Malaga
Manfredonia Stamos, Aug 31

Malaga Dunnottar Castle, Sep 1
Toulon
Po, Sep 2
Augusta
TARANTO
SD
John M. Harlan, Aug 27
Hampton Roads
ANCONA
AR

ARZEW
AR
Sampler, Sep 2
Port Elizabeth
Sumbler, Sep 2
Sumbler, Sep 3
Sumbler, Split Russell Sage, Aug 30
Port Arthur VENICE Sunder Hampton Roads
Wellesley Victory, Aug 27
Hampton Roads
Wellesley Victory, Aug 28 Hampton Roads
Louis D Brandeis

MELILLA SD
Cabo Paez, Aug 15
Chao Paez, Aug 15
Sharon Victory, Aug 31
Calcutta
Calcutta
Buenos Aires
Calcutta
Vana Dar-es-Salaam
Empire Faun Singapore
Pieter de Hoogh
Roads
Want South & Fact

Manly
Roads
William Nott, Aug 10
Tacloban
William Nott, Aug 13
Calcutta
Vana Dar-es-Salaam
Empire Faun Singapore
Pieter de Hoogh
Star Knot, Aug 10
Tacloban
William Nott, Aug 13
Calcutta
Vana Dar-es-Salaam
Empire Faun Singapore
Vancouver
Pieter de Hoogh
Tacloban
William Nott, Aug 13
Calcutta
Vana Dar-es-Salaam
Empire Faun Singapore
Vancouver
Poort Townsend St. Merriel, Sep 1
California, Aug 26
Calcutta
Calcutt Glimmaren, Sep 2
Sao Thome
FREETOWN
SD

MASSOWAH
Empire Scott, Sep 1
Durban
SANDH FREETOWN SD Fort Rupert, Sep 1 Hull FORT SUDAN AR Ocean Gallant, Sep 2 Suez CALCUTTA Tamara, Aug

ep 1 Durban AR Empire Pride, Sep 3 Batavia

SD Juvenal, Aug 31
Curação Straat Malakka Santos Fort Brandon London Montreal City Philadelphia

DEMERARA Rotterdam Rio Janeiro

16 SD PERNAMBUCO AR CARDENAS Gibara, Aug 31 Singapore ND AR Wellington, Sep 3 Talara Lyttelton ND SD 3 Suva Sydney AR Riogrande, Jly 19 Durban (not on Aug 19 as before re. a. Sep 1

Singapore Mar del Plata San Eliseo, Sep 1

Curacao Castillo Ampudia, Aug 31 New York Curacao Castillo Ampudia, Aug 31 New York Coastal Conquerer, Sep 1 Havana Castallo Ampudia, Aug 31 New York Coastal Conquerer, Sep 1 Havana Castallo Ampudia, Aug 31 New York Coastal Conquerer, Sep 1 Havana Castallo Ampudia, Aug 31 New York Coastal Conquerer, Sep 1 Havana Castallo Ampudia, Aug 31 New York Coastal Conquerer, Sep 1 Havana Castallo Ampudia, Aug 31 New York Coastal Conquerer, Sep 1 Havana Castallo Ampudia, Aug 31 New York Coastal Conquerer, Sep 1 Havana Coastal Coastallo Ampudia, Aug 31 New York Coastal Conquerer, Sep 1 Havana Coastal Coastallo Ampudia, Aug 31 New York Coastal Conquerer, Sep 1 Havana Coastal Coastallo Ampudia, Aug 31 New York Coastal Conquerer, Sep 1 Havana Coastal Coastallo Ampudia, Aug 31 New York Coastal Conquerer, Sep 1 Havana Coastal Coastallo Ampudia, Aug 31 New York Coastal Conquerer, Sep 1 Havana Coastal Coastallo Ampudia, Aug 31 New York Coastal Conquerer, Sep 1 Havana Coastal Coastallo Ampudia, Aug 31 New York Coastal Conquerer, Sep 1 Havana Coastal Coastallo Ampudia, Aug 31 New York Coastal Conquerer, Sep 1 Havana Coastal Coastallo Ampudia, Aug 31 New York Coastal Conquerer, Sep 1 Havana Coastal Coastallo Ampudia, Aug 31 New York Coastal Coastallo Ampudia, Aug 31 New York Coastal Coastallo Ampudia, Aug 31 New York Coastal Coast Paraguay, Aug 31
New York
MANATI 19 as before red Minasloide. Sep 1 Norse King, Aug 22 Flush Del Valle, Aug 31
New Orleans
Signeborg
Bahia
Signeborg
Signeborg Akademik Krischen Leningrad Leningrad Maria G. Botwood Whittier Victory, Sep 1 Uffington Court. Sep 1 for Ceara for Ceara MOENGO SD Land's End Alcoa Voyager, Aug 31 Aruba Lines Mormacstar E Whittier Victory, Sep 1
Philadelphia
Ferncourt Curacao
Rioloide Rio Janeiro
Ringar Christiansand
Tower Hill Rosario
Rio Blanco, Sep 2
Rio Chubut New York
Annie Johnson
San Cipriano Curacao
BUENOS AIRES SD

WOENGO SD
Loop Knot, Aug 28
Trinidad
AR
Cartier Park, Aug 31
Alcoa Voyager, Aug 31
Alcoa Voyager, Aug 31
San Adolfo Buenos Aires
Castillo Almenara
Spain
Joseph Story Greece
Trader, Sep 1
Alcoa Pilgrim Trinidad
Seacliff Park Trinidad
Port au Prince
Oceanus Sweden
San Amado Cumarebo
Simcoe Park, Sep 1
British Guiana
Gulfking Port Arthur Sceanus Sweden
San Amado Cumarebo
Basilea Puerto la Cruz
Allatoona France
ARUBA Port Alfred SD Milton J. Foreman, Sep 1 Trinidad Pernis Esso Augusta New York Roanoke | Part | Vincenzia New York Gervais, Aug 30 **WEST INDIES** Baron Maclay, Sep 1
Cuddalore
VIZAGAPATAM SD
Baron Maclay, Aug 29
Calcutta
Makalla
Mak rewellard Yamaska Park ('uba Grenada William Foster Cowhan Mobile Wallace E. Pratt | Part |

18 N.AMERICA

SD Virginian, Sep 2
Hampton Roads la Cruz Gulfking Port France R. P. Smith, Sep

Antigua Wisteria, Aug 25
Yokohama
Zaranidad Mobile Bay Montreal Messenger, Sep 1
Table Bay
Montevideo Buens Aires

Jetblack
Islandmagee, Sep 3
Stronsay LOWESTOFT
M Sep 2 HARTLEPOOL Sherwood, Sep 2 London AR Otterhound, Sep 2
Grangemouth SDElysian Coast Sunderland MIDDLESBRO SDQueens Cross (tug Cornishbrook Silloth Charles M., Sep Suntrap 1 Empire Fane, Sep 3 Firedog Barra Head Faxfleet Ayr Edenwood Pass of Ballater, Sep 2 Dominence, Sep 3 King's Cross (tug) Fulham Warren Court, Sep 3 Summity, Sep 3 Norrix Pass of Leny, Sep 3 Hull SPURN HEAD Pd Ou Empire Fanal WICK
Cyprian Coast, Sep 3
Cuxhaven
Grangetoft, Sep 1
Sunderland SD Constant H. Polurrian, Aug 31 Leith Kimball Harlow London AR Blyth Rotterdan ABERDEEN st. Magnus, Sep 3 Leith Prowess Leith Prowess Mary Birch, Sep 2 Inverness Kirkwall Fairy, Sep 3 King's Lynn SD Grangetoft, Sep. Prowess, Sep 3 Selby ARGOOLE AR Yewmount David M. Queenborough Lincolnbrook Poole Leith Empire Fanal Kingswear Northern Pioneer,
Aug 31 Hamburg
Cromarty Firth, Sep 2
Hamburg AR Belford, Sep 2 BOSTON, Lines Methil KING'S LYNN Barry Assurity, Sep 2 Hull Empire Fane Dunston ST ABB'S HEAD Pd N GT YARMOUTH RDS AR Aridity Eleanor Brooke, Sep 3 Edenwood Novian Coast SDNorwich Norfolkbrook

Stork Blyth, Aug 31 FLUSHING Rivelin, Aug 31 London GT YARMOUTH AR John L. Manson Southampton London London London London London London London London London Haric (s.v.), Sep 1 London Bedale E C.W.S. Progress,
Sep | Liverpool
Bedale H., Sep 3
Middlesbrough horeham ep 3 Annuity Exeter Charles M., Sep 2 Blyth Dundee Ability Blyth Swallow, Sep 2 London SD Samzona.—Land's End, Sep 3, 12 3 a.m., 700 m distant San Vulfrano.—38 24 N, 30 48 W, Sep 2, 6 p.m. Sarmiento.—46 48 N, 25 48 W, Sep 2, 6 p.m.
Slesvig.—Land's End, Sep 3, 1 4 a.m., bd
Hull, 40 37 N, 9 27 W
Sreca.—Land's End, Sep 2, 1 40 p.m., 300
m SW

SD LOWESTOFT

AR

Ann M., Sep 2

IPSWICH

Barra Head

Lady Sheila

Shelbrit 5, Sep 1

Absalon.-Cullercoats, Sep 3, 6 24 a.m. bd Middlesbrough Aert van der Neer.—Land's End, Sep 2 2 8 p.m., 7 m S AR Alca.—Land's End. Sep 2, 8 52 p.m., 1060 miles SW Aquitania.-46 12 N, 40 24 W, Sep midnight 270 m SW Banan.-Bd Glasgow, passed Glas Island Baron Ramsay.-Bd Hartlepool, Varuna (s.v.), Aug 31 NE of Flannan Island Sep 2, 1 50 p.m. Baron Ramsay.—Sep 3, 8 44 a.m., due London Barrington Court.—Bd United Kingdom 52 00 N, 40 00 W, Sep 3 Essex Ferry, Sep 1
Zeebrugge
Antwerp Hk of Holland

Essex Ferry, Sep 1
Zeebrugge
Antwerp Hk of Holland

Barrington Court.—Bd United Ki
52 00 N, 40 00 W, Sep 3
Beaverdell.—Bd Hamburg, 48 Antwerp Hk of Hone.

Duke of Rothesay
Hook, of Holland
Prague Hk of Holland
Doria (tug) Wivenhoe
Wansbeck,
Hand

Hussar.

Hussar. Beaverford.-56 36 N, 24 30 W, Sep British Hussar.-Humber, Sep 3, a.m., bd Copenhagen, about 120 m dis Hook of Holland Caxton.—Cullercoats, bd Hartlepool, Sep 2, 8 12 a.m., 100 m N Chagres.—Humber, Sep 3, 10 28 a.m., bd Charles Dickens.-Bd Hull, 53 00 N, 46 50 Hook of Holland W. Sep 3
Clan Lamont.—Portishead Radio, London, 90 m NE

King's Lynn | Cydonia.—Cullercoats, Sep 3, bd London, 100 m SE Cyrus W. Field.—Bd Brem N., 14 39 W, Sep 2, noon HAMBURG AR Harrogate, Aug 30 Hull Woodlark London N., 14 39 W, Sep 2, noon Dalcross.—Bd Avonmouth, 53 55 N, 17 45 W, Sep 2, 4 56 n.m a.m., bd Glasgow, 50 m NE mpire Cougar.—Bd Falmouth 43 20 N, 11 12 W, Sep 2, 9 13 p. Empire Elgar.—Passed Buchanness Sep 3. 12 37 p.m. Empire Macandrew.—Bd Liverpool, 52 48 Empire Magpie.—Bd Montreal, off Wrath Sep 3, 8, 40 cm

Wrath Sep 3, 8 40 a.m.
Empire Magpie.—Bd Hongkong via Montreal, off Wick Sep 2, 8 46 p.m.
Empire Mary (tug).—16 52 N, 21 50 W. AR Empire Roden.-Land's End. Sep 2. p.m., bd Granton, 130 m SSW Empire Shepherd.—Land's End, 4 44 p.m., bd Workington, 15 m W Aberdeen, Sep 2, 12 7 p.m.

Covington.—Awaiting orders in 47 16 Fort Erie.—Humber, Sep 3, 12 2 p.m., bd

Newcastle p 1 Lndn rry Dublin London London London Teres of the London London Research London Research London Research R Halfax County.—39 38 S, 90 18 E, 8 Hermiston.—Valentia, Sep 2, 7 48

300 m W
Horsa.—60 00 N, 11 06 W, Sep 2, noon
Irish Poplar.—240 m W of Inishtrahull
Sep 3, 10 11 a.m.
J. C. Jacobsen.—Cullercoats, Sep 2, 9 45
p.m., bd Tyne, 200 m distant
John Hanson.—("nhercoats, Sep 3, 10 5
a.m., bd Leith, 50 m NE
John Wanamaker.—Wick, Sep 2, 1 42 p.m.,
bd Okinawa via Fort Said.
Kalix.—58 19 N, 01 20 W, Sep 3, 1 20 p.m.
Kassos (Gr).—Valentia, Sep 2, 1 13 p.m.,
180 m distant 180 m distant ora.—Bd Manchester, passing

Kora.—Bd Manchester, passing Cape
Wrath, Sep 2, 6 40 p.m.
Llandaff.—12 24 N, 46 20 E, Sep 3
Llangollen.—Valentia, Sep 3, 12 30 a.m.,
950 m W

p.m. Merton.—Bd UK, 13 37 S, 36 24 W, Sep 3 Monarch of Bermuda.—43 18 N, 09 18 W,

Sep 3, 5 41 a.m.

Mount Orford Park—Bd Hamburg,
49 47 N, 11 W, Sep 3, 1 27 a.m.

Navarchos Koundouriotis.—Humber, Sep Navarchos Koundouriotis.—Humber, Sep 3, 9 12 a.m. Nemiskam Park.—Bd Montreal, 46 45 N. 56 35 W, Sep 3 New Zealand.—5 m N of Lundy Is, Sep 3.

New Zealand.—5 m N of Lundy Is, Sep 3.

1 a.m.
Norse (trlr).—65 48 N, 03 12 E, Sep 2,
6 p.m.
Ocean Liberty.—Land's End, Sep 2, 9 52
p.m., bd Tyne, 400 m S
Ocean Vagrant.—Valentia, Sep 2, 4 54 p.m.,
bd Cardiff, 100 m distant p.m., bd Tyne, 400 m S Ocean Vagrant.—Valentia, Sep 2, 4 54 p.m., bd Cardiff, 100 m distant Ocean Verity.—Land's End, Sep 2, 5 25 Ocean Verity.—Land's End, Sep 2, p.m., about 500 m distant Orbita.—12 35 N, 48 26 E, Sep 3 Ormonde.—16 30 N, 41 00 E, Sep 3

Ormonde.—16 30 N, 41 00 E, Sep 3 Pan Aruba.—Land's End, Sep 2, 1 47 p.m., 30 m distant Peebles.—Bd UK (f.o.), 45 30 N, 36 25 W, Sep 3, 1 42 a.m. Perthshire.—12 20 N, 47 14 E, Sep 3 Polaris (SFTA).—Humber, Sep 3, 8 40 a.m., bd London, 100 m E Queen of Bermuda.—Bd Liverpool, passed Finisterre Sep 2, 1 p.m. Queen of Bermuda.—44 12 N, 09 06 W, Sep 2, 6 p.m.

Sep 2, 6 p.m. Ragnhildsholm.—70 m W ½ N of Lindesnaes, Aug 29, noon Robert F. Hand.—45 30 N, 23 30 W

Sep 2, 6 p.m. Robert Watchorn.—Bermuda, Sep 2 Rookley.—Bd Aden, 46 00 N, 47 54 W

Sambrian.--Portishead Radio, 4 33 p.m.,

(Continued at foot of preceding col.)

Wed., Sept. 4, 1946

LLOYD'S LIST

LONDON CUSTOM HOUSE

Page

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

480 C. E. KRARUP (cable), Da, woolwich

78 COMANGE Haven, Good Hope, Thames Haven, American Oil Co. 473 EMPIRE SEABROOK, Br. 293, Catend Butler's Wf., S. Cater

Newman, 76 PATRIA, Du. 169, Fekkes, Amster dam Rennings Wf., British & Poreig

190 ALI, Du, 93, Havinga, Delízyl Blake's Wf., Board Import. 194 AVON COAST, Br, 462, Beckett Dublin via Liverpool, London Dk., Coas Liver

Antwerp, Lovell's Wf., G. A. Tom & C. 7 JAMAICA PRODUCER, Br. 288 Allen, Montego Bay, West India Dk Kaye Son & Co.

K. J. KNUDSEN, No. 6816, Bringe-Port Arthur, Purfleet, Howard dder & Partners.

93 SAMAKRON, Br. 4380, Sang, Savannah-la-Mar, Victoria Dk., Royal Mail Lines. 91 SIRIUS, Sw. 1150, Albecker, Holm-

burg, Tilbury Dk., Clemt. 195 TEVIOT, Br. 4732, Lowe, Puer Deseado, Victoria Dk., Royal Mail Line

FOREIGN VESSEL ENTERED COASTWISE Vessel, Flag, Net Tonnage, Master, From, Station, Agents or Brokers

Sept. 3 AASTERLAND, Du. 179, Zeeders, Blyth Barking Jetty, Shipping & Coal Co

ENTERED OUT

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

REYKJAVIK, Lech, Ph. 790, Lehr, Greenhithe, McGregor, Gow & Holland,

BRUSSELS, Zeus, Du. 95, Waker, Lon

don Dk., Brussels Steamship Co.
HELSINKI & KOTKA, Empire Gaffer, Br.
963, Sinclair, Cotton's Wf., United Baltic
Corporation.
ROTTERDAM, Bullfinch, Br. 195, Mace, Regent's Canal Dk., G. S. N. Co. ROTTERDAM, Oranjepolder, Du. 44 Witte, Custom House Qy., Wm. I

ROTTERDAM, Presto, Du. 89. Oosting Tunnel Cement Wf., International Ship

JERSEY & GUERNSEY, Channel Quee

ROTTERDAM, Omlandia, Du. 257 Tunnel Cement Wf., International Ship

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

W, Sep 2, 6 p.m.

Manchester Trader.—54 06 N, 45 42 W,
Sep 3
Marwarri.—40 24 N, 19 24 W, Sep 2,
6 p.m.
Mathura.—45 27 N, 07 44 W, Sep 2, 1 38
p.m.
Merton.—Bd UK, 13 37 S, 36 24 W, Sep 3
BULLFINCH, Br, 195, Mace, Rotterdam,
Regent's Canal Dk., G, S, N, Co.
CHANNEL QUEEN, Br, 275, Dames,
Jersey & Guernsey, Free Trade Wf.,
British Channel Islands Shipping Co.
EMPIRE GAFFER, Br, 963, Sinclair,
Helsinki & Kotka, Cotton's Wf., United
Baltic Corporation.

Merton.—Bd UK, 13 37 S, 36 24 W, Sep 3
Monarch of Bermuda.—43 18 N, 69 18 W,
Sep 2, 6 p.m.

Moreton Bay.—450 m from Land's End,
Sep 3, 5 41 a.m.

Mount. Orford Park.—Bd Hamburg.

Tunnel Cement Wf. International Ship-

CLEARED IN BALLAST Vessel, Flag. Net Tonnage, Master. For, Station, Agents or Brokers. Sept. 2

COMANCHEE, Br, 3966, Pugsley, Bay-town, Thames Haven, Anglo-American Oil Co.

BARON MURRAY, Br. 4777, Anderson, Montreal, Royal Albert Dk., Hogarth, Sons & Co. EMPIRE TROOPER, Br. 8294, Edmondson, Cuxhaven, Tilbury Dk., Gray Dowes & Co.

Son, Cuxhaven, Tilbury Dk., Cray Dawes & Co. K. J. KNUDSEN, No, 6816, Bringeda, Gothenburg, Purfleet, Howard, Houlder & Partners. MALLARD, Br, 166, Clayton, Boulogne, Victoria Wf., G. S. N. Co. MAVIS, Br, 170, Sinclair, Havre, Dagen-ham, G. S. N. Co.

ham, G. S. N. Co.
STAR HAVEN, Br. 67. Bennett, Ru.
Janeiro, Hampton Launch Works,
British South American Airways.
WEGA, Ph. 155. Roeman, Gdynia,
Billingsgate Wf., A. E. Martin & Co.

COAST LINES BRITISH COAST LINES ORGANISATION

Burns & Laird Lines Ltd.

Tyne-Tees Steam Shipping Co., Ltd.
Packet Co., Ltd.
Aberdeen Steam Navigation Co., Ltd.

Regular Services between all important Ports

SUNDERLAND SD Avonwood, Aug 31 Lndn (not as before re-ported)

Elysian Coast, Sep 2 Dorrien Rose London Dorian Coast Hamburg Lizzie & Annie, Sep 3 Hull Winsor London AR SEAHAM Icemaid, Sep 2 London Stream Fisher, Sep 3

Glasgow

m SW Stalowa Wola.—Humber, Sep 3, 11 1 a.m., bd Santos via Southampton Stanlodge.—Bd Antwerp, 18 8 S, 34 00 W, Stanton H. King.—Cullercoats, Sep 2, 7 28 Stirling Castle.—38 48 N, 09 36 W, Sep 2, Strathnaver.—40 06 N, 09 42 W, Sep 2, 6 p.m. Tarkwa.—44 12 N, 09 36 W, Sep 2, 6 p.m. Thamesfield.—36 12 N, 06 36 W, Sep 2, 6 p.m.

Titanian.—41 46 N. 13 25 W. Aug 31, 11 45 a.m., bd Stavanger

Tresillian.—43 06 N. 25 48 W. Sep 2, Trolleholm.—37 m NNW of Butt of Lewes,

Aug 29, noon Tweed.—40 48 N, 13 00 W, Sep 2, noon Vasaholm.—118 m N of Rockall, Aug 28, virginia (SIHA).—Cullercoats, Sep 3, 9 8 a.m., bd Hartlepool, 60 m distant Wave King.—Bd Abadan, 37 08 N, 05 35 E, Sep 3

Wearwood.—Humber, Sep 2, 9 56 p.m., 100 m NW William Hawkins.—Bd Downs, 49 17 N, 11 50 W, Sep 2, 9 10 p.m.

Humber, Sep 2, 9 56 p.m.,

Doria (tug), Sep 1 Duke of Rothesay BRIGHTLINGSEA SD Clan Murray —Bd India, 16 35 N, 41 00 E Empire Coast, Aug 31. Sep 3 Sheerness Cydonia.—Humber, Sep 2, The Countess Southampton Northern Pride (trlr), Aug 31 Grimsby CUXHAVEN Aug 31 Northern Pride (trlr) YMUIDEN Alt, Aug 31 Drake, Sep 2 YMUIDEN HOOK OF HOLLAND Harwich Empire Wansbeck,
Sep 1 Harwich
Duke of York Harwich
Antwerp, Sep 2 Harwich
Duke of Rothesay
Harwich HOOK OF HOLLAND Antwerp, Aug 31 Harwich : Hull Empire Seabright, Sep 1 London Bucklaw Grangemouth Firecrest, Sep 2 Ostend Kora

Salaverry.-49 36 N, 21 00 W. Sep 2.

Samcrest.—Off Lisbon, Sep 2, 9 23 p.m.

VESSELS EXPECTED AT UNITED

KINGDOM PORTS						
		bable Date, Broker and B	erth			
LONDON		Athlone Castle, Singapore,	Sep	10		
E. Lleyd (Ridham Dock).	Sep 5	Union-Castle Mail S.S. Co. Carnaryon Castle, Table Bay Union-Castle Mail S.S. Co.	Sep			
G. S. N. Co. (West India)	Sep 9	Empire Fowey, Port Said & Malta Escombe, McGrath & Co. Llandovery Castle, Madras	Sep	6		
Baltraffic, Lyttelton and Montevideo, S. J. B. Westray & Co.	Sep 15	via W.C. Afric Union-Castle Mail S.S. Co. Orontes, Bombay,	a. Sep : Sep			
Canadian Pacific S.S. (Victoria).	Sep 13	Escombe, McGrath & Co.		- 1		
Galbraith, Pembroke & Co.	d Sep ep 28	Queen Mary, New York, Cunard White Star (Berth 44 Oc Washington, New York via Queenstown	nean) now du	ie		
Furness, Withy & Co.	Sep 12	Benj. Ackerley & Son. Winchester Castle, Durban. Union-Castle Mail S.S. Co.	Sep 1	14		
Castor, Trondheim, nov E. Lloyd (Ridham Dk.) and S. L. A., Ltd. (Regent's Canal Dk.)	v due	PLYMOUTH American Clipper, New York,	Sep	5		
Cid. Leixoes, Coverley, Westray, Waulbaum & Tosetti.	Sep 10	Weekes, Phillips & Co. DEVONPORT British Honour, Trinidad.	Sep	5		
City of Hereford, Calcutta, Montgomerie & Workman.	Oct 13 Sep 14	The Admiralty AVONMOUTH				
Westcott & Laurance (West India).	ep 18	Ariguani, Jamaica, Elders & Fyffes. Avristan, Abadan.	Sep 2 abt Sep 2			
City of Norwich, Philippines and Hongkong C)ct 18	Avristan, Abadan. F. C. Strick & Co. Dalcross, Churchill, Empire Kangaroo, Montreal, Cunard White Star. Fort Ticonderoga, New York via	Sep 4- Sep 1	5		
Montgomerie & Workman	ep 14	Cunard White Star. Fort Ticonderoga, New York via Liverpool	mid Se	n		
Cavzer Irvine & Co	oct 11 ep 17	Cupard White Star		-		
	11-12	Holdernore, Hull, A. L. Duggan & Co. (Royal Edward). Raphael Semmes, New Orleans, James & Hodder, Parathy, Trivided	Sep -	-		
West Hartlepool Steam Nav. Co.	ер 11	James & Hodder.	nep .	5		
Dring, River Plate, S Royal Mail Lines	ep 17	Bethell, Gwyn & Co. Samderwell, Mauritius,	Sep 1	3		
MacAndrews & Co.	ep 4	Samavon, Syoney, Bethell, Gwyn & Co. Samderwent. Mauritius. Bethell, Gwyn & Co. Samingoy, Melbourne via Genoa, Bethell, Gwyn & Co. Vesthav. New Orleans, Mark Whitwill & Son (Oil Bsn.).	end Sep	p		
Empire Indus, Calcutta, S. T. & J. Harrison (West India).	ep 30 ep 4	Mark Whitwill Son (Oil Bsn.). BRISTOL	Sep 7	7 ,		
Hain S.S. ('o. (Victoria)	ep —	Agnete Christensen, Rotterdam, James & Hodder- Emstroom, Amsterdam, Turner, Edwards & Co.	Sep -			
Fendris, Oporto, Coverley, Westray, Walbaum & Tosetti (London Dk.).	ep 4	Turner, Edwards & Co. Hedda Lau, Kotka,	Sep 12			
Montgomerie & Workman.	et. 24	Hedda Lau, Kotka, Whitwill, Cole & Co. Hervor Bratt, Gothenburg via Limerick,	abt Sep 12	2 8		
Fresno Star, La Plata, Se Blue Star Line. Gascony, Kingston (Ja), Se	p 18	Whitwill, Cole & Co. Hoken, Gothenburg, James & Hodder, Marianne Bratt, Kristinehamn,	Sep -	1 2		
Glen Line.	р 11	Whitwill, Cole & Co. SHARPNESS	Sep 11	1 1		
Greth, Stocka. S.L.A., Ltd. (Surrey Com.) Gurna, Calcutta. Se	ep 4	Araton, Sweden,	early Sep	I		
Gray, Dawes & Co. Hazelbank, Apia, end	Sep	James & Hodder.	early Sen			
A. Well & Co. Highland Brigade, W.C. Africa. Se Royal Mail Lines. Hubbardton, Curacao. Davies & Newman (B.P. Wf., Purfleet) Hugin, Stockholm via Hull, British & Northern	p 20	Kajsa Christensen, Sweden, James & Hodder.	Sep —	E		
Davies & Newman (B.P. Wf., Purfleet) Hugin Stockholm via Hull	Son	PORTISHEAD Slemish, Hamburg, James & Hodder.	now due	- 1		
Shipping Agency.		NEWPORT	now due	F		
C. Gee & Co. Ivan Gorthon, Newfoundland, E. Lloyd (Ridham). James Bennett Moore, New York, United States Lines.	ep 4	Aldebaran, Antwerp, Mordey, Son & Co. (Alexandra) Boston City, New York via Bristol, C. Hill & Sons. Manchester Port, Baltimore via	early Sep	I		
James Bennett Moore, New York, Se United States Lines. Joseph Augustin Chevalier, New	P MY	London	C CISE			
	Oct	Houlder Bros. & Co. New York City, Norfolk via Bristol, Houlder Bros. & Co.	early Sep	(
American S.S. Lines Agency. (Surrey Commercial).	p 15	Agnete Christensen, Rotterdam via Bristol,	Sep —	F		
Lake Cowichan, Vancouver, October Simpson, Spence & Young, Lake Lillooet, New Westminster, early	Oct	via Bristol, C. P. Bell & Co. Fort Nakasiey, Melilla, Martyn, Martyn & Co. (Roath D Fort Poplar, Halifax.	now due	S		
Tatham, Bromage & Co. Llangollen, Pictou, Sel	p 12	Martyn, Martyn & Co. (Roath D Fort Poplar, Halifax.	k.). Sep 24	V		
Lochmonar, Buenos Aires, Se Royal Mail Lines (Victoria).	р 5	Martyn, Martyn & Co. (Roath D Fort Poplar, Halifax. F. C. Strick & Co. (South Wales). Ocean Vagrant. Battle Harbour, C. P. Bell & Co. Senboard Queen, Vancouver, Aadnesen & Dahl	Sep 4	S		
Lake Cowichan, Vancouver, Simpson, Spence & Young, Lake Lillooet, New Westminster, Tatham, Bromage & Co. Liangollen, Pictou, R. S. Dalgleish, Ltd. Lochmonar, Buenos Aires, Royal Mail Lines (Victoria). Malancha, New York, &c. Cunard White Star. Mandasor, Calcutta, A Howden & Co. (Tilbury)	ep 7	Azdnesen & Dahl	Sep 24			
THE	p 28	Empire Garland, London via Avonmouth	early Sep	E		
Martaban, Vizagapatam. P. Henderson & Co. Masirah, Bombay via Liverpool, Havre & Antworp, end Anchor Chine.	Sep		Sep 15-17	0		
Anchor Line. Mathura, Calcutta, A. Howden & Co. (Tilbury). Moreton Bay, Wellington. G. Thompson & Co. (King George V.). Naboland, Candia, Prince Line Nerma Lan Holland	ер 4 ер 7	MERSEY Alca, Las Palmas, Yeoward Bros.	Sep 7	Į.		
(King George V.). Naboland, Candia. abt Se	p 25	Arakaka, Demerara, Booker Bros., McConnell & Co. Bactria, Alexandria,	Sep 4 mid Sep	C		
Treath I I I I I I I I I I I I I I I I I I I	ch al	Ellerman & Papayanni Lines. Baron Fairlie, Bona, R. & D. Jones (Birkenhead).	Sep 11	C		
Wainwright Bros. & Co. (Royal Albert). New Texas, W.C. Africa, Se; Killick, Martin & Co. Nicholas Biddle, New Orleans, American S.S. Lines Agency (Surrey Com.). Ocean Courier, Malabar Coast via	p 12	Castalia, Bombay, Anchor Line. Cisneros, Valencia,	Sep 20 Sep 9	C E		
Nicholas Biddle, New Orleans, end American S.S. Lines Agency (Surrey Com.).	Sep	MacAndrews & Co. City of Bristol, Beira via London and Antwer		E		
	19 (Hall Line City of Canberra, Kure, Hall Line.	Oct 2	F		
Cayzer, Irvine & Co. Orontes, Bombay via Southampton. Anderson, Green & Co. Papanul, Sydney, Sep		Oity of Exeter, Karachi & Bombay, Hall Line	Sep 15	I		
J. B. Westray & Co.	14	City of Norwich, Philippines and Hongkong via London Hall Line		N		
Gray, Dawes & Co. Philosopher, West Indies. T. & J. Harrison (West India). Port Duncellin, Auckland, Ser	20	Clan Angus, Mombasa, Cayzer, Irvine & Co. Custodian, Las Piedras, T. & J. Harrison	Sep 10-15	N R		
Port Dunedin, Auckland, Ser Port Line Port Macquarie, Sydney, Ser	30 1	T. & J. Harrison Demodocus, Batavia, A. Holt & Co.	early Oct	St		
Queda, Calcutta, Gray, Dawes & Co. (Royal Albert).	p 5	Devis, Buenos Aires, Lamport & Holt Line. Empire Beaconsfield, Pugwash,	Sep 12 Sep 6	T		
J. B. Westray & Co. River Raisin, Houston.	21 11	A. Coker & Co. Empire Capulet, Sydney, A. Holt & Co.	Oct 4	T		
Roslin Castle, Montreal, Canadian Pacific S.S.	p 9 F	Empire Dirk, Hampton Roads, Empire Macandrew, Montreal, J. Dowie & Co.	Sep 6 Sep 7-8	Ir		
(Surrey Com.). Ruahine, Auckland, J. B. Westray & Co. (Royal Albert)	10	Empire Merganser, Buenos Aires, Houlder Bros. & Co. Empire Prowess, Sydney via Durber.	Sep 9	M		
Sagoland, Candia Prince Line (Butler's Wl) Sambay, Singapore,	5-6 F	J. Dowie & Co. Empire Salmonpool, Melilla, R. & D. Jones (Birkenbeed)	Sep 8	pr		
P. & O. S. N. Co. Samconon, Santos via Liverpool, Sep Howard Tenens Ltd	10 E	Empire Talisman, Vancouver, Blue Star Line	Sep 16			
Sameveron, Calcutta, Oct Montgomerie & Workman.	16 E	A: Coker & Co. Empress of Scotland, Singapore,	Sep 19	Po		
Cayzer, Irvine & Co. Samgaudie, Colombo. Oct	24 F	Anglo-American Oil Co.	Sep 11	G M		
Samlyth, Auckland. J. B. Westray & Co.	t 7 F	Fanad Head, Montreal via Dublin, a G. & Forwood Heyn.	bt Sep 4	Sa		
Montgomerie & Workman Samsylvan, Wellington via Antwerp. Sep	15 F	Plamenco, Yarmouth (N.S.) & Weymouth (N.S. A. Coker & Co.) Sep 7	Sa		
Shaw Savill & Albion Co. Samtyne, N. Pacific, Royal Mail Lines (Surrey Com.).	28 F	Fort Augustus, Calcutta, Bibby Line. Fort Brunswick, Takoradi.	Sep 19	Sa		
Saxon Star General Uriburu, Sep Blue Star Line Seaboard Ranger, Vancouver, Sep	10 F	R. & D. Jones (Birkenhead) ort Chambly, Melbourne, Blue Star Line.	Oct 23	W		
Eggar, Forrester & Verner Selandia, Bangkok, Sep Escombe, McGrath & Co	23 F	Fort Sturgeon, W.C. Africa, H. Tyrer & Co.	mid Sep			
(Tilbury Cargo Jty.). Sysla, Marcus Hook. Sep Howard Houlder & Partners	6 F	Hall Line Cullerton Hills. Curacao. Furness With: 2 Co.	now due	Bi		
(Thames Haven). Tahsinia, Calcutta, aht Sep	16 G	Gromborough).	Sep 5-6	Li		
Tekoa, Sydney, end N Birt, Potter & Hughes. Tridale, Three Birare	ov G	itano, New York & Norfolk, Cunard White Star.	Sep 14	Ve		
E. Bigland & Co. Umtali, Beira via Hull. Rullard King & Co.	Oct G	A. Holt & Co. Green Mountain, Wilmington (N.C.)	Sep 25	Er		
Urlana, Zanzibar, early (Gray, Dawes & Co.	Oct	A. Coker & Co. Hermiston. Tampa.	Sep 13			
Vega, Helsinki via Hull, now (C. Geo & Co. Vesuvius, Holmsund,	iue F	tuhert Howe Bancroft, Savannah & Wilmington, e	arly Sep	As		
E. Lloyd (Ridham). Waimana, New Plymouth. Shaw Savill & Albion Co.	13 J	aarstroom, Hongkong, e A. Holt & Co.	arly Nov	Ar		
Waiwera, Cairns, Oct Shaw Savill & Albion Co.	16 L	P. S. N. Co. anarkshire, Fremantle,	Sep 12	D		
PORTSMOUTH Esturia, Curacao, abt. Sep	6 L	obos, Valparaiso, P. S. N. Co. (Canada)	Sep 12	D)		
Gray, Dawes & Co. Philosopher, West Indies. T. & J. Harrison (West India). Port Dunedin, Auckland, Port Line. Queda, Calcutta, Gray, Dawes & Co. (Royal Albert). Rogitiki, Wellington, J. B. Westray & Co. River Raisin, Houston. Angle-American Oil Co. (Purfleet) Roslin Castle, Montreal, Canadian Pacific S.S. (Surrey Com.). Ruahine, Auckland, J. B. Westray & Co. (Royal Albert) Sagoland, Candia. Prince Line (Butler's Wf) Sambay. Singapore, P. & O. S. N. Co. Samconon, Santos via Liverpool, Howard Tenens, Ltd. Sameveron. Calcutta. Montgomerie & Workman. Samfield, Calcutta. Samfield, Calcutta. Montgomerie & Workman. Samsmeld, Calcutta. Samphire. Madras, Montgomerie & Workman Samsylvan, Wellington via Antwerp. Shaw Savill & Albion Co. Samtyne, N. Pacific, Royal Mail Lines (Surrey Com.). Saxon Star General Uriburu, Blue Star Line Seaboard Ranger, Vancouver, Eggar, Forrester & Verner Selandia, Bangkok, Escombe, McGrath & Co. (Tilhury Cargo Jty.). Sysla, Marcus Hook. Howard Houlder & Partners (Thames Haven). Talsnia, Calcutta, Anchor Line. Tekoa. Sydney. Birt. Potter & Hughes. Tridale. Three Rivers. E. Bigland & Co. Umtali. Beira via Hull, Bullard. King & Co. (West India) Urlans, Zanzibar. Gray, Dawes & Co. Vesu Helsinki via Hull, Bullard. King & Co. (West India) Urlans, Zanzibar. Gray, Dawes & Co. Vesu Helsinki via Hull, Shaw Savill & Albion Co. Waiwera, Cairns, Shaw Savill & Albion Co. PORTSMOUTH Estaria, Curacao, SOUTHAMPTON Anchor Lines, Aquitania, Helifax, Cunard White Star.	9 1	A. Coker & Co. origa, Antofagasta,	Sep 13	[6]		
Aquitania. Halifax. Sep Cunard White Star.	13 M	fargalau. Buenos Aires. R. P. Honston & Co.	Sep 25	Fa		
The state of the s	-		4			

	Masirah, Bombay, mid Se	ep.
_	Anchor Line. Memling, Buenos Aires. Sep 2	21
	Lamport & Holt Line. Menelaus, Hongkong, A. Holt & Co. Monarch of Bermuda, Singapore, Sep	et
	Monarch of Bermuda, Singapore, Sep	4
	Marwood & Robertson (Prince's Landing Stage) Neleus, Hongkong via Amsterdam, mid Od	e fi
	Neleus, Hongkong via Amsterdam, mid Oc A. Holt & Co. Nestor, Newcastle (N.S.W.), Sep 1	
	A. Holt & Co. Nestor, Newcastle (N.S.W.), A. Holt & Co. Nuculana. New York, E. H. Mundy & Co. Ocean Verity, Singapore, A. Holt & Co. Othits Sydney	
_	E. H. Mundy & Co. Ocean Verity, Singapore, Sep	
1	A. Holt & Co. Orbita, Sydney, Sep 1	19
	Orbita, Sydney, Sep 1 P. S. N. Co. Othello, Inlea, R. & D. Jones (Birkenhead). Palestinian Prince, Haifa. Sep 1	p
) (R. & D. Jones (Birkenhead). Palestinian Prince, Haifa, Sep 1	7
1:	Parima Ruanca Airea	4
,	Paul Bunyan, New York, now du	e
10	United States Lines Perthshire, Brisbane, Sep 1 Cayzer, Irvine & Co. Prospector, Durban, end Sep T. & J. Harrison. Queen of Bermuda, Bombay, Sep Ellerman Lines	8
	Prospector, Durban, end Sel	p
116	Queen of Bermuda, Bombay, Sep	4
14	(Deinag's Landing Stage)	4
5	P. S. N. Co.	
	A. Holt & Co. Richmond Hill. Calcutta, Sep 1	
9 5	Hall Line Rustenburg Castle, Durban, Sep 1 Union-Castle Mail S.S. Co.	
	Samcree, Naples, Sep	4
23	Samderwent, Mauritius	4
24	Samhale, Brisbane. mid Oct	t
1-5 12	A. Holt & Co. Samite, Melbourne, mid Oct	t
	Samite, Melbourne, mid Oct A. Holt & Co. Samshire, Naples, Sep	4
ap	Ellerman & Papayanni Lines.	,
1-5	Samsmola, Naples, J. Glynn & Son. Samteviot, Newcastle (N.S.W.), J. Dowie & Co. Samtusty, W. C. Africa, H. Tyrer & Co. Samtusky, Beira via Antwerp, Elder Dempster Lines Samzona, Vancouver, P. S. N. Co. Sarmiento, Talcahuano. P. S. N. Co. (Canada). Teucer, Hongkong, A. Holt & Co. Valacia, Montreal, Cunard White Star. Verna, Sweden, Sen 10)
	Samtrusty, W.C. Africa, mid-end Sep	
5	Samtucky, Beira via Antwerp, abt Sep 30	
ct	Samzona, Vancouver, Sep 6	; }
13	Sarmiento, Talcahuano. Sep 5	;
p	Teucer, Hongkong, Sep 20	
7	Valacia, Montreal, Cunard White Star.	
	Verna, Sweden, Sep 10 Vogt & Maguire	1
_	Voit & Magnire Waipawa, Sydney, Gracie Beazley & Co.	1
4		1
2	Gullpool, Halifax. Sep 10 Bahr Behrend & Co. Storfors, Skoghall. Sep 4 Sivewright, Bacon & Co.	
2	Sivewright, Bacon & Co.	
-	MANCHESTER	1
1	Afghanistan, Busreh. early Oct. F. C. Strick & Co. Alresford, Canada, Sep 4	
_	Sivewright, Bacon & Co. (Salford) Antar, Galveston. H. Watson & Co. (Salford).	
p	Regittfors Skochall Sep 20	
p	Dania, Lulea, Sep 8 Co. (Salford) Sep 8	1
_	Sivewright, Bacon & Co. (Salford) Dania, Lulea, H. Watson & Co. (Salford). Delius, New York, Lamport & Holt Line. Empire Stalwart, Buenos Aires, Geologist, Mobile & New Orleans via Liverpool, T. & J. Harrison (Salford). Sep 17	
	Empire Stalwart, Buenos Aires, end Sep Geologist, Mobile & New Orleans	
e	T. & J. Harrison (Salford). Sep 17	
	H. Watson & Co	
0	Kora, West Norway, Sep 4 Sivewright, Bacon & Co. Lakeland, Hamburg, now due	1
p	H. Watson & Co. (Salford).	
5	Manchester Trader, Montreal, Sep 10 Manchester Liners (Salford).	
p	Manchester Liners (Salford). Nuculana, New York via Liverpool abt Sep 14 E. H. Mundy & Co.	
	Ocean Messenger, Sydney via Antwerp, mid Nov Clan Line Agencies, Ltd.	
	Clea Line Agencies, Ltd. Rita, Lulea, now due H. Watson & Co. (Irlam). Stanhill, St. John (N.B.), early Sep Sivewright, Bacon & Co. (Salford) Vest. Antwerp, now due	ľ
в	Stanhill, St. John (N.B.). early Sep	1
0	Vest, Antwerp, now due William H. Daniels, Newport, early Sep	
4	Vest, Antwerp, William H. Daniels, Newport, Sivewright, Bacon & Co. (Ellesmere Port)	
4	Samuel V Shrave Karlshore via	
4	H. Tyrer & Co.	1
	WORKINGTON	1
p	Empire Shepherd, Bilbao, Sep 4	
7	Cape Douglas, Naples. Sep 7 City Line	
7		1
4	Anchor Line. Celtic Star, Buenos Aires, J. S. Nowery & Co. City of Exeter, Karachi & Bombay via Liverpool Sep 23	Ľ
,	City Line via Liverpool Sep 24	ľ
	City Line. Clan Angus, Mombasa via Liverpool. Oct 3 Cayzer Irvine & Co.	1
	Clan Chattan, Newcastle (NSW), Sep 11 Cayzer, Irvine & Co.	1
	Cayzer, Ivine & Co. Eastern Prince, Lagos via Naples, Furness, Withy & Co. Egidia, Albany (N.Y.), Sep 9	1
	Egidia, Albany (N.Y.), Sep 9 Anchor Line.]
3	Anchor Line. Empire Ken, W.C. Africa, Royal Mail Lines. Fort Wallace, Wabana, J. B. Couper, Ltd. (Rothesay Dk.). India Victory. Naples, Furness, Withy & Co. Nestor, Newcastle (N.S.W.) via]
	Fort Wallace, Wabana, Sep 5 J. B. Couper, Ltd. (Rothesay Dk.).	1
1	India Victory, Naples, Sep 10 Furness, Withy & Co.]
1]
5	Aitken, Lilburn & Co.	8
	Donaldson Line. Rhexenor, Port Pirie via Liverpool, end Sep	62
	Donaldson Line. Rhexenor, Port Pirie via Liverpool, Aiken Lilburn & Co. Stamford Victory, Naples, Furness, Withy & Co. Starf Colorton via Liverpool, Aiken Colorton via Liverpool, Furness, Withy & Co.	0707070
	Tansinia, Calculla via London	0.00
	& Boulogne early Oct	07.07
1	Anchor Line Tusculam Victory, Naples, Furness, Withy & Co.	
	DUBLIN Irish Poplar, Montreal, Sep 9 Limerick S.S. Co.	2010/2010/2010/
	Limerick S.S. Co. QUEENSTOWN	107.07
1	Washington, New York, now due	8

Vashington. New York, Cork S.S. Agency LIMERICK ervor Bratt, Gothenburg, Edmund Ludlow, Dry 6,† Furness, Withy & Co.
STORMONT, 1031, Trafalgar, J. J. Mack & Sons
STRATUM, 287, Morpeth.†
T. P. TILLING, 461, E. Float,† J. S. Monks
TACTICIAN, 5996, King's 1, T. & J. Harrison
TAMELE, 7172, Toxteth, Elder Dempster & Co.
TAOS VICTORY, 7607, Alfred,† Atlantic
THAMES COAST, 1045, Nelson, Coast, Lines
THE EARL, 926, Canada 3, E. W. Turner & Son
TID 28 (tng), 50, Lpool, T. Phelan & Co.
TID 115 (tng), 50, Wallasey,† T. Phelan & Co.
TID 116 (tng), 50, Wallasey,† T. Phelan & Co.
TID 143 (tng), 50, Lpool, T. Phelan & Co.
TID 143 (tng), 50, Lpool, T. Phelan & Co.
TID 143 (tng), 50, Lpool, T. Phelan & Co.
TID 149 (tng), 50, Wallasey,† T. Phelan & Co.
TID 150 (tng), 50, Morpeth,† E. H. Mundy & Co.
TID 150 (tng), 50, Morpeth,† E. H. Mundy & Co.
TID 150 (tng), 50, Lpool, T. Phelan & Co.
TID 150 (tng), 50, Lpool, T. Phelan & Co.
TID 150 (tng), 50, Lpool, T. Phelan & Co.
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TID 150 (tng), 50, Lpool, T. Phelan & Co.
TID 150 (tng), 50, Lpool, T. Phelan & Co.
TORR HEAD, 5021, Alexandra 1, G. & Forwood Heyn
Stage, Belfast S.S. Co.
ULSTER CASTLE, 1217 Canning, Coast Lines
ULSTER MONARCH, 3791, Prince's Landing
Stage, Belfast S.S. Co.
WICKLOW, 1032, Trafalgar Branch, British & Irish S. P. Co.
WICKLOW, 2032, Trafalgar Branch, British & Irish S. P. Co.
WICKLOW, 2032, Trafalgar Branch, British & Irish S. P. Co.
WICKLOW, 2032, Trafalgar Branch, British & Irish S. P. Co.
WICKLOW, 1032, Trafalgar Branch, British & Irish S. P. Co.
WICKLOW, 1032, Trafalgar Branch, British & Irish S. P. Co.
WICKLOW, 2032, Trafalgar Branch, British & Irish S. P. Co.
WICKLOW, 2032, Trafalgar Branch, British & Irish S. P. Co.
WICKLOW, 2032, Tr ABERDEEN DUNDEE bundee
turna, Calcutta via London.
Morison, Pollexten & Blair.
fandasor, Calcutta via London,
T. & J. Brocklebank.
ameveron, Calcutta via London.
C. Barrie & Sons.
amfield. Calcutta via London,
B. L. Nairn & Co.
amgandie. Colombo via London,
W. Kinnear & Co.
amphire. Madras via London,
C. Barrie & Sons. early Oct Sep 15 Oct 26 Nov 4 BURNTISLAND arwood, Takoradi Dewar & Lawson now due GRANGEMOUTH tish Ambassador, Abadan, Hopkin, Paton & Co. Sep 8 ra. Koweit. Hopkin Paton & Co. GRANTON pire Roden, Susa, Chr. Salvesen & Co. (Leith). TYNE
gios Georgios, Archangel,
Antonaropulo Bros.
(Commissioners' Staiths).
nglo African. Bona,
F. Carrick & Co.
strea. Bergen.
P. H. Matthiessen & Co.
(Tyne Commission Qy.).
arra Head, Ipswich,
Hargreaves (Newcastle), Ltd.
(Pelaw Main Staiths)

(Felaw Math. Status)
stagne. Oslo.
P. H. Matthiessen & Co.
(Tyne Commission Qy.)
xfieet, Ipswich.
Hargreaves (Newcastle), Ltd.
(Howdon Staths)

Jupiter, Bergen. P. H. Matthiessen & Co. (Tyne Commission Qy.). (Tyne Commission C.)
Nassa, Aruba,
Mann, George & Co. (Jarrow)
Ocean Liberty, Freetown,
Mungo Campbell & Co.
Picotee, Leith,
Runciman Shipping Co.
(South Shields). HARTLEPOOL Empire Clarion, New Westminster, Sep 18-19 MIDDLESBROUGH MIDDLESBROUGH
Biervliet. Rotterdam,
J. G. Peckston, Ltd.
Empire Colne, Hamburg,
McGregor, Gow & Holland
(Dent's Wf.).
Empire Cougar, Rio Janeiro,
T. H. Donkin & Sons.
Sreca, Bona,
Waltons (Middlesbrough), Ltd.
Thriantha, Tyne,
J. G. Peckston, Ltd.

Waltons (Middleshrough). Ltd.

Waltons (Middleshrough). Ltd.

HULL

Ammla, Sydney
G.S.N. Co.

Armadale, Sydney via Antwerp,
G.S.N. Co.

Benledi, Hongkong via London,
Porter & Henderson.

British Confidence, Aruba,
W. Moran & Co.

British Gratitude, Trinidad,
W. Moran & Co.

Ekornes, Immingham,
Ellerman's Wilson Line
(Alexandra).

Empire Contyne, Oslo,
Ellerman's Wilson Line
(Albert).

Empire Haldane, Three Rivers,
W. Brown, Akinson & Co.

Empire Success, Momhasa,
McGregor, Gow & Holland
fort Rupert, W.C. Africa,
J. H. Whitaker, Ltd.
Frigga, Denmark,
Ellerman's Wilson Line
(Alexandra).

Highwear, Kotka,
Stanhope S.S. Co. (Victoria)
J. C. Jacobsen, Newcastle,
Ellerman's Wilson Line
(Wm. Wright).

Kaimata, Newcastle (N.S.W.),
G. S. N. Co.

Kong Magnus,
Blerman's Wilson Line (Alexandra),
Lossiebank, Sydney,
McGregor, Gow & Holland
(King George)

Macclesfield, Goole,
Ellerman's Wilson Line
(Wm. Wright).

Olavus, Skelleftea,
Ohlson & Co.

Queda, Calcutta via London &
Ellerman's Wilson Line
(Wm. Wright).

Olavus, Skelleftea,
Ohlson & Co.

Queda, Calcutta via London &
Ellerman's Wilson Line
(Wm. Wright)
Skely, Hamburg,
Ellerman's Wilson Line
(Wm. Wright)
Skeyig, Sfax.
Houlder Bros, & Co.
Umtali, Beira,
McGregor, Gow & Holland
(King George),
IMMINGHAM
Runo, Sfax,
No

mid-Sep now due Docks are at Glasgow unless otherwise stated Vessel Tons Gross Dk. or WJ. Broker ANNAN, 955, Windmillcroft Qy.. W. Sloan & now due Sep

IMMINGHAM Runo, Sfax,

SHIPS IN PORT

MERSEY IN PORT-Cont. from p. 14

LORD GLENTORAN, 5667, Huskisson 1, G. & Forwood Heyn
LOSADA, 6520, Canada 1, P. S. N. Co.
MACGREGOR LAIRD, 4992, Herculaneum
Dry 3, Elder Dempster Lines
MALAKAND, 8030, Vittoria Wf., t T. & J.
Brocklebank Brocklebank
MALAYAN PRINCE, 8593, Canada 1, Furness,
Withy & Co.
MARCITA, 150, Morpeth Branch, † T. Phelan MARSHALL, 7311, Alexandra 3, R. P. Houston MARTAND, 7967, E. Float, + Cunard White Star MAURETANIA, 35,677, Gladstone, Cunard White Star MEDWAY (COAST, 1014, Bramley-Moore, Coast Lines
MERCHANT PRINCE, 5229, Langton Dry 1,
Sivewright, Bacon & Co.
MERSEY COAST, 509, Sandon, Coast Lines
MONMOUTHBROOK, 1879, Coburg, Coast
Lines MONAGOTH SIGON. 1879, County, Lines MORAY COAST, 667, Alexandra 3, Coast Lines NEW NORTHLAND, 3445, Langton Dry 2, Elder Dempster Lines NOVELIST, 6153 Toxteth, T. & J. Harrison NYROCA, 794, for Manchester OCEAN COAST, 1173, Wellington, Coast Lines OCEAN WANDERER, 7178, Brunswick, Donaldson Bros, & Black OVINGPEAN GRANGE, 7046, Alexandra 3, Houlder Bros, & Co.

PAPAROA, 10,005, Gladstone 2, A. Holt & Co. & Co.
COMBER, 513, Rothesay Dk., Clydebank,
J. B. Couper
CORTEEN, 530, Rothesay Dk., Clydebank,
J. B. Couper
DENBIGH COAST, 484, Springfield Qy., Coast PILAR DE LARRINAGA, 7086, E. Float, † Larrinaga S.S. Co.
PILCOMAYO, 5567, Alexandra 3, P. S. N. Co.
PINZON, 1365, Harrington, MacAndrews & Co.
PROCRIS, 1060, Grayson, Rollo & Clover's
Dry 3,† J. Dowie & Co.
RADWINTER, 5613, Herculaneum Dry 2, S. C.
Chambers & Co.
RECORDER, 5982, Brunswick, T. & J. Harrison Chambers & Co.
RECORDER, 5982, Brunswick, T. & J. Harrison & Co.
RIVER LOYNE, 153, E. Float, t. W. Glynne, Thomas & Co.
ROBERT L. HOLT, 4000, Cammell Laird & Co.
SALACIA, 5495, Huskisson 1, Donaldson Bros.
SAM RIA, 19,597, Gladstone 2, Cunard White Star
SAMCONON, 7216, King's 2, Canada S.S. Lines SAMCONON, 7216, King's 2, Canada S.S. Lines SAMCONON, 7216, King's 2, Canada S.S. Lines SAMCONON, 7216, Huskisson 3, Marshall, Little & Co.
SAMINDORO, 7210, Huskisson 3, Marshall, Little & Co.
SAMINDORO, 7210, Huskisson 3, Marshall, Samcond Co.
SAMONTHRACE, 7219, Hornby, P. S. N. Co.
SAMOTHRACE, 7219, Hornby, P. S. N. Co.

GARSTON—IN PORT

now due Vessel Tons Gross Dock Brakers BARRGROVE, 5222, Stalbridge, E. W. Turner early Sep & Son
BEN AIN. 266. Old, J. Darlington
BEN ELLAN, 270. Old, J. Darlington
BLACKSOD. 500, Stalbridge, J. Darlington
BLAIRESK, 3300, Stalbridge, E. W. Turner & Son
CROSSBILL 369, North, J. Darlington
E. HAYWARD, 444, North
EMPIRE FARAWAY, 411, North
EMPIRE LUNE, 2837, Stalbridge, R. & D.

Bys. D. Macbrayne
LOCHGORM, 635, Broomielaw, D. MacBrayne
LUXOR, 6554, Prince's Pier, Greenock, J. & J.
Denholm
MAGDAPUR, 9142, Prince's, P. Henderson & EMPIRE TAFF, 2296, Stalbridge, MacAndrews

Sep 9 | ENID MARY, 582, Stalbridge, Ross, Ryan & | Sep 5 HEROS, 1594, North, T. Phelan & Co.
M. E. JOHNSON, 81, Old, Ross, Ryan & Co.
OAK. 318. Stalbridge, J. Darlington
ST. CONAN, 483, Stalbridge, Ross, Ryan & Co.
SILVERFIELD, 426. Old, W. G. Morey & Co.
8IR JOHN R. WRIGHT (tug), 95, North

MANCHESTER IN PORT

Sep 9 Vessel Tons Gross Dk. or Wf. Broker ANTRIM COAST, 646, Shed 3, Dk. 3, Coast Sep 11 Lines
BRITA THORDEN, 1899, Shed 1B, Riverside
Qy., A. E. Bowen
CARRICKMACROSS, 754, Irlam Ore WI., H.
Watsun & Co. now due COLWITH FORCE, 805, Ellesmere Port, Coast Nov 15-20
Oct 20
early Oct

Clines

Oct 20
early Oct

Oct 20
early Oct 20
early Oct Sep 10 EMPIRE WILY, 6343, Irlam Ore Wf., J. W. now due FEDOR LITKE, 2216, Dry Dk. 2, H. Watson Sep 4 & Co. 4897. Sheds 5/7. Dk. 7. H. Watson & Co. GUIDESMAN. 233. Stanlow Lay-bye. H. Watson & Co. GUINESS. 1151. Shed 1, Riverside Qy., A. Guiness, Son & Co. HALFDAN, 1448, Shed 9, Dk. 8, A. Knudsen & Co. Sep — HARVEST KING, 119, Weston Point, G. Millington
JOLLY DAYS, 352, Weston Marsh Lock.
1, C. I. Sep 9 LESTRIS, 2025. Shed 2, Dk. 6, Wilson, Son & Sep 5
Sep 4-5
Sep 4-5
Sep 4-5
Sep 25
Sep 25
Sep 26
now due
now due
now dae
now dae
now dae
end Sep end Sep
end Sep

CLYDE IN PORT

Co.
APPLELEAF, 5892, Faslane Dk., Port Glasgow
ASHBURTON, 5000, Great Harbour, Greenock,
W. Denny & Bros.
ASTERIA, 649, Queen's, W. Robertson
AYRSHIRE COAST, 773, Lancefield Qy., Coast AYRSHIRE CUASI. 773, Lanceneid Qv., Coast Lines
BAHARISTAN, 5479, King George V., Shieldhall, F. C., Strick & Co.
BARON RUTHYEN, 3178, River Kelvin, H.
Hogarth & Sons
BEAVERCOVE, 9809, Fairfield Shipbuilding &
Engineering Co.'s Bsn., Govan, Canadian
Pacific S.S.,
BEAVERLAKE, 10,000, Kingston Bsc.,
Port Glasgow, Canadian Pacific S.S.
BRITISH COMMODORE, 6865, Prince's, Gow,
Harrison & Co. Harrison & Co.

BRITISH DRAGOON, 9909, Stobcross Qy.,
Gow, Harrison & Co.

BRITISH FORTITUDE, 8482, Stobcross Qy.,
Gow, Harrison & Co.

BRITISH HOPE, 6951, Stobcross, Gow, Harrison BRITISH HOPE, 6951, Stobcross, Gow, Harrison & Co.
BRITISH KNIGHT, 7300, Harland & Wolft's Bsn., Govan, Gow, Harrison & Co.
BRITISH RENOWN, 6997, Elderslie Wf., Scotstoun West, Gow, Harrison & Co.
CAITHNESS, 4970
CANTON, 15,784, King George V., Shieldhall, G. S. N. Co.
CAPE SABLE, 4398, Kelvin, Lyle Shipping Co.
CAPE WRATH, 4512, Meadowside Qy., Partick T. L. Duff & Co.
CHALLENGER, 160, Prince's, MacAllum Orme & Co.
CHESHIRE, 10,552, Govan, Roxburgh, Colin Scott & Co.
CLILICIA, 11,136, Fairfield Bsn., Govan, Anchor Line Line CLAN ALLAN, 7043, Queen's, Cayzer, Irvine & Co.

CLAN BRODIE, 9913, Garvel Dry, Greenock.

Cayzer, Irvine & Co.

CLAN BUCHANAN (ex Engadine), 9050,

James Watt Dk., Greenock, Greenock Dockyard Co. CLAN MACAULAY, 10,492, Merklands Qy., Partick, Cayzer, Irvine & Co. CLANDEBOYE, 648, Rothesay Dk., Clydebank, J. B. Couper CLUMBERHALL, 5198, Queen's, T. L. Duff

DORELIAN, 6431, Govan Dry Dk. 2, Donaldson

LAIRDSCRIEN, 1216. Broomelaw. Burns & Laird Lines
LAIRDSGROVE, 1227, Broomielaw. Burns & Laird Lines
LANDAURA, 7250, Diesel Wf., Whiteinch. G. S. N. Co.
LANDEMER (tug), 533, James Watt Dk...
Greenock. J. & J. Denholm
LLANSTEPHAN CASTLE, 11,343, Fairfield Shipbuilding Bsn., Govan, Union-Castle Mail S.S. Co.
LOCHDUNVEGAN, 411, General Terminus Bys., D. Macbrayne
LOCHGORM, 635, Broomielaw. D. MacBrayne
LUCOR, 6564, Prince's Pier, Greenock, J. & J. Denholm

(Continued on page 20)

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ARARY. — Bahia, Aug. 24.—Brazilian steamer Arary left here on Aug. 15 for Pernambuco and other northern ports. but had to return after a few hours owing to having lost one of her pro-pellers. It was understood that vessel also had broken shaft, but this is not so. She is at present in port waiting for necessary repairs to be effected. (See issue of Aug. 19.)

Classon Sent. 3

issue of Aug. 19.)

ATHELING (warship).—Glasgow, Sept. 3.

—When going down the Clyde from Glasgow yesterday, the escort aircraft-carrier H.M.S. Atheling went aground near Renfrew Ferry. Steamer OCEAN RIDER (from Grand Vallee), with a full cargo of timber and grain for King George V. Dock, was proceeding up-river when the mishap occurred and one of her tugs, the FLYING BUZZARD, had her mast damaged by coming into conher mast damaged by coming into con-tact with the overhang of the Atheling. The aircraft-carrier was quickly refloated without damage, and proceeded down-river.—"The Glasgow Herald."

ATLANTIC CITY VICTORY. - See President Jefferson

RERN.-See Wilhelmina.

BIDDEFORD VICTORY .- Santos, 25. — American steamer Biddefor Victory was surveyed here on July Victory was surveyed here on July 20 in consequence of having dragged anchors when struck by a squall on July 15 and stern touching a sand bank. Tug Emperor is stated to have towed the vessel to a safer anchorage. Soundings and examination by diver revealed no damage and a certificate of seaworthiness was issued.

BRIKA. — Gibraltar, Sept. 3. — Steamer Brika, Malta for Takoradi, in ballast, arrived here on Aug. 30 with boiler trouble. Her destination has now been trouble. Her destination has now becchanged to Benisaf to load for United Kingdom. She expects to complete repairs and sail about Sept. 5.

BROOMFIELD.—Liverpool, Sept. 3.— Steamer Broomfield left Garston to-day for Belfast. (See issue of Sept. 2.)

CARRETA.—Dakar, July 31.—Steamer Carreta was surveyed in dry dock here to ascertain damage stated to have been sustained through striking the end of the floating gate of the dry dock. Two indentations in fifth strake on port side were repaired with electric welding to correspond to the contraction. surveyor's satisfaction.

cumco.—Horta, Sept. 2.—Tug Cumco left here to-day for Bermuda. (See issue of Sept. 3.)

DONBASS. — London, Sept. 3. — The machinery in the stern section of the turbo-electric tanker Donbass, lying at Seattle, was offered for sale by the United States Maritime Commission on Aug. 28; no use of the hull or contents is to be made for marine transportation. (See issue of June 1.) (See issue of June 1.)

DOORMAN. - Casablanca, Durch tank steamer Doorman, from Dakar with a cargo of edible oil, reports having experienced heavy weather on the voyage, during which forepart of the vessel sustained damage. She was surveyed on Aug. 27 and found to have hawsepipes and hull rivets on frames in foregoing stone-good leaking. As Surgayout forward store-room leaking, &c. Surveyor considers temporary repairs by cement box could be effected to enable vessel to proceed to another port for permanent repairs and the master is now in communication with the owners to decide whether temporary or permanent repairs whether temporary or permanent repairs

DUNKERY BEACON. — Liverpool, Sept 3.—British steamer Dunkery Beacon left here yesterday for Tel Aviv. (See issue

ECLIPSE. — Gibraltar, Sept. 3. — Tank steamer Eclipse, Hull for Abadan, in ballast, arrived here on Aug. 31 with boiler defects. Repairs were effected and vessel left on Sept. 2.

ELISABETH (aux.).—Copenhagen, Sept. 3.—Danish motor galeas Elisabeth, Gdynia for Randers with coal, is ashore at Lysegrund, near Hesselo, and filled with preton.

EMPIRE BASCOBEL, - London, Sept, 3.—Tug Empire Bascobel, Portsmouth for Lisbon, with ex naval trawler RUSKHOLM in tow, was in collision with the RUSKHOLM on Aug. 25 in the English Channel and had port belting

EMPIRE HELMSDALE.—Liverpool, Sept 3.—Motor vessel Empire Helmsdale reports that while in dock at Liverpool on Aug. 19 a short circuit in navigation box in wheel house caused a slight fire which was extinguished by ship's personnel. Cable and wiring to be partly renewed. (Note.—Empire Helmsdale left Liverpool on Aug. 28.)

EMPIRE PUNCH.—Swansea, Sept. 3.— Motor vessel Empire Punch left here to-day for Garston. (See issue of Aug. 31.)

Aug. 31.)

EMPIRE RIVAL,—Haifa, Aug. 28.—

Steamer Empire Rival was surveyed here on Aug. 22 and subsequent dates in consequence of having been holed by limpet mine explosion while at anchor in Haifa Bay. Temporary repairs to bulkhead between Nos. 5 and 6 holds, &c., were effected and a certificate of seaworthiness was issued to enable vessel to proceed to a nort in Ecopyt to vessel to proceed to a port in Egypt to drydock for permanent repairs. (See issue of Aug. 29.)

FELIPI DE BASTROP. -- Marseilles, Aug. 31.—Coal cargo of American steamer Felipi de Bastrop is still on fire and the fire has spread to No. 5 hold but is being kept well under control with ship's pumps. Discharge of all out is being kept with ship's pumps. hatches continues normally. (See issue of Aug. 30.)

FLYING BUZZARD .-- See Atheling.

FORT COLVILLE.—Adelaide, Sept. 3. Steamer Fort Colville left here to-day for Sydney. (See issue of Aug. 16.)

FORT PASKOYAC.—Sydney, Aug. 28.— Fire broke out on Aug. 24 on steamer Fort Paskoyac, berthed at No. 7 wharf, Glebe Island, Sydney. No. 4 starboard lifeboat was damaged and wood sheath-ing on boat deck in way, &c., burnt. Repairs and replacements have been effected.

effected.

FRIEND (aux.).—London, Sept. 3.—Information received from St. John's, NF., states: According to her master's protest auxiliary schooner Friend, Bonne Bay for Daniel's Harbour or Portland Creek, in ballast, struck Harbour Rock. off Cow Head, on July 4, and was subsequently towed to shallow water in Cow Head Harbour and grounded. Vessel was surveyed shortly afterwards and surveyor was of the opinion that refloating was impracticable owing to the damage sustained, but that the engines could be salved. (See issue of July 13.)

July 13.)
GENERAL A. W. GREELY.—San Francisco, Aug. 29.—Steamer General A. W. Greely, which left San Francisco on Aug. 25 for Manila and Okinawa, radioed to-day that she had developed engine trouble 970 miles off San Francisco and had stopped for boiler repairs. An Army tug has been sent to assist.—New York Maritime Association.

GERASSIMOS VERGOTTIS. -Sept. 2.— Greek steamer Gerassimos Vergottis left here yesterday for Rotter (See issue of Aug. 19.)

Sept. 2.—Steamer Gerassimos Vergottis, in tow of tugs Ebro and Tyne, passed here at 4 30 p.m. to-day bound east-

HARRIET TUBMAN .--- Antwerp, Aug Signs of heating having been observed in coal cargo in holds Nos. 4 and 5 of the American steamer Harriet Tubman American steamer Harriet Tubmar (from Hampton Roads), water and steam were used by the crew as a pre-cautionary measure. "Lloyd Anver-

sols."

IBERNIA. — London, W., Sept. 3. —
Steamer Hibernia, Holyhead for Kingstown, Eire, had how rudder bracket bush of locking pin defective when five miles west of South Stack Lighthouse, Holy-HIBERNIA.

ILHEOS. See Ilheus.

LHEOS.—See Ilheus.

LHEUS. — Bahia, Aug. 13. — Brazilian steamer Ilheus (not ILHEOS as published in issue of Aug. 14) is reported to be lying at Porto Seguro, damaged, but details at present unobtainable locally.

Bahia, Aug. 19.—Steamer Ilheus (not PT 13 as published in issue of Aug. 21) dragged anchors owing to bad weather and drove ashore, damaging hows. Vessel is making water and part of cargo is damaged. Repairs are in hand.

Bahia, Aug. 24.—While at ILHEUS.

Bahia, Aug. 24 - While at anchor in Porto Seguro with both anchors down, Brazilian steamer Ilheus was driven ashore, bows on, owing to bad weather. According to the owners, the vessel sustained damage to forepart the vessel sustained damage to forepart under the waterline and water penetrated into No. 1 hold, damaging some of the cargo. It was found necessary to jettison some of the cargo which was not otherwise damaged in order to lighten the vessel. Temporary repairs are being effected at Porto Seguro, after which vessel will be dry-docked at this port for permanent repairs.

IRISH SPRUCE. - Valentia Radio Sept. 3.—Following received from steamer Irish Spruce at 3 30 p.m., G.M.T.: Stopped in position lat. 43 29 N., long. 09 47 W., existing repair to pump lever executed at Algiers shows signs of parting; endeavouring to effect repairs. If unsuccessful will be in need of immediate assistance. Weather NW. gale, slowly moderating. (See issue of Aug. 30.)

JOHN HANSON - ('ullercoats Radio, Sept. 3.—Following received from American steamer John Hanson at 10 5 a.m., G.M.T.: Property position 50 miles NE. of Cullercoarbound Leith. (See

ONN.—Gibraltar, Sept. 3.—Norwegian motor tanker Lonn, Algiers for Dakar, in ballast, arrived here to-day with engine trouble; repairs in hand.

LORD COCHRANE.—Cape Town, Sept. 2
—British steamer Lord ('ochrane lef here yesterday. (See issue of Aug. 31.) -Jeddah, Sept. 2.-Motor wagda (aux.).—Jeddah, Sept. 2.—Motor schooner Magda has been surveyed by master of steamer Ocean Gallant. Dam-age consists of hole 12 by four inches in forepart (at) stempost caused by striking Uqban Reef. Recommend tem-porary repairs by plugging with oakum lead and canvas patch, then proceed to Suez for further repairs. Cost of tempo-rary repairs very small.—Lloyd's Agents per Salvage Association. (See issue of Aug. 23.)

MERCY WARREN. - Genoa, Aug. 29. When leaving Cagliari on Aug. 28 for Hampton Roads, steamer Mercy Warren

Hampton Roads, steamer anercy water, struck-the wharf (not wire as reported in issue of Aug. 30) with her stern and sustained damage to her propeller.

MOBILIGHT.—New York, Sept. 3.—Tank steamer Mobilight (Beaumont for Providence) is aground Hill Cove off Newport, R.I., in position lat. 41 27 N., long. 71 23 W; no damage entipinetal

MODWENA (yacht).—See "The Yachts in Distress off ('anvey Island." MONTIVIDEO (yacht). — See "7 Yachts in Distress off Canvey Island.

NELKON. — London, W., Sept. 3.— Steamer Nelkon, Grimsby for Imming-ham, in ballast, fouled a mooring buoy at Immingham Dock on Aug. 16 and had about 20 inches of propeller blade

Sept. 2.—Following received from British steamer Ogmore Castle (Campbellton, N.B., for Preston), timed 1 20 p.m.: Hove to, stern on, with steering gear trouble 660 miles west of Fastnet.

trouble 660 miles west of Fastnet.

OLNA.—London, Sept. 3.—The following message has been received from the master of the turbo-electric tanker Olna dated Abadan, Aug. 31: Examination of cargo tanks and hull at Abadan by Lloyd's surveyor shows no damage. Telemotor examined and found efficient; steering engine governor carrier found slack on shaft, resecured and governor setting adjusted. Certificate of seaworthiness issued. (See issue of Sept. 2.)

PT 13.—See Ilheus.

PT 13.—See Ilheus.

PETTER, — Arendal, Aug. 28.—Motor tanker Petter (Curacao for Stockholm), owned by P. Jensen, Arendal, sustained damage to machinery a couple of days ago in the English Channel and is proceeding to Gothenburg on one engine. The owner states the starboard engine is out of order and cannot be repaired before vessel reaches port.—"Norges Handels og Sjofartstidende." (Note.—Petter arrived at Southampton on Aug 29.) PT 13.—See Ilheus.

PICT.—London, W., Sept. 3.—Trawler Pict, Bear Island for Hull, in ballast, had boiler tubes leaking on July 26 when in the North Sea. Vessel put into Lerwick for renairs and one tube was found to be split. (See issue of July 27.)

PRESIDENT JEFFERSON San Fran PRESIDENT JEFFERSON.—San Francisco, Aug. 28.—While docking at Loug Beach on Aug. 25, steamer President Jefferson scraped against steamer ATLANTIC CTTY VICTORY, Surveyor estimates that damage to rails, ventilator pipes, &c., will not exceed \$200. So far as can be ascertained at present the steamer ATLANTIC CITY VICTORY sustained no damage. the steamer ATLANTIC VICTORY sustained no damage.

RED BANK.—Hull, Sept. 3.—Turbo-electric tanker Red Bank left here to-day for Curacao. (See issue of Aug. 30.)
RUSKHOLM.—See Empire Bascobel.

St. MATTHEW.—London, W., Sept. 3.— Trawler St. Matthew, which struck quay wall in the River Humber on Aug. 27, had stem set over slightly to starboard. (See issue of Sept. 3.)

ST. MERRIEL.—Buenos Aires, Sept. 2.— British motor vessel St. Merriel left here yesterday for London. (See issue of

SAMUEL F. B. MORSE.—New York, Aug. 30.—A Moran tug is proceeding to assist steamer Samuel F. B. Morse, but may have to fuel at the Azores. The tug's position is lat. 41 50 N., long, 60 W.

SANDPIPER (yacht).—See "The Yachts in Distress of Canvey Island."

SHEFA.—London, Sept. 3.—In reply to inquiry, Lloyd's Agent at Jaffa writes enclosing a letter from the Marine Trust, Ltd., of Tel-Aviv, dated Aug. 7, which states that efforts to locate travler Shefa were unsuccessful, (See issue of Feb. 13.) issue of Feb. 13.)

SIETE HERMANOS.—London, Sept. 3.— In reply to inquiry, Lloyd's Agents at Gibraltar write under date of Aug. 20: Sub-agents at Melilla report that motor fishing vessel Siete Hermanos is lying at the place of the collision. She has not been salved, nor is she considered a total loss. The owner has not abandoned the vessel, and proceedings by the Naval Authorities are pending. (See issue of

SUMURU.—Hull, Aug. 29.—Fishing vessel Sumuru, not NELLEN as published in issue of Sept 3, of Grimsby, GY 237, was buffeted against dock wall in the River Humber, near King George Dock, on Aug. 28 and sank.

TRIMBLE'S FORD.—Hamburg, Sept. 3.
—Turbo-electric tanker Trimble's Ford,
Aruba for Gdynia with 10,000 tons gas
and diesel oil, struck submerged obstacle
off southern Swedish coast at 4 p.m. on
Swedish Coast at 4 p.m. on Sunday (Sept. 1) and returned to Kiel at 6 30 p.m. Monday (Sept. 2). Fore-peak, forward cofferdam, Nos. 1, 2, 3, 4 peak, forward cofferdam, Nos. 1, 2, 3, 4 and 7 port tanks and after pump-room leaking. Diver's examination to-day; hoped able to drydock on Wednesday (Sept. 4), noon, provided it is possible to discharge 5000 tons from damaged tanks, War Shipping Administration at Hamburg and Bremen have been informed and their superintendent is proceeding Kiel to-day. (See issue of Sept. 3.)

WILHELMINA .- Gothenburg, Aug. 28. According to protest made at the Swedish Consulate at Gdansk, the Swedish motor tanker BERN was in collision with Dutch motor vessel Wilhelmina in the night of Aug. 8-9, east of Romso, in lat. 55 31 05 N., long. 10 52 03 E., while on voyage from Aruba for Gdynia. The BERN had a slight indent on port side while the Wilhelmina sustained damage to steering gear. The Wilhelmina intended to go to Aarhus for repairs, but owing to overheating of motor had to be towed by the BERN to Korsor roads where they arrived the to Korsor roads where they arrived the next morning.—"Goteborgs Handels och Sjofarts-Tidning." (See issue of Aug. 13.)

THE YACHTS IN DISTRESS OFF CANVEY ISLAND

London, Aug. 28.—The Southend life-oat was out for five hours to-night and towed to the pierhead two yachts in danger of being driven aground on Canvey Island. Three people were rescued, one from the SANDPIPER, which had been sailed round the coast from Christchurch, near Bournementh, and the form the sailed round the coast from Christchurch, near Bournemouth, and two from a seven ton yacht, the MODWENA, of Burnham-onrouch (not MONTIVIDEO as reported in issue of Aug. 30.)
Southend, Aug. 30.—Yacht MODWENA

left Southend at 11 55 a.m. to-day, bound inward. The yacht SANDPIPER is still at Southend.

WEATHER AND NAVIGATION

DERELICTS AND WRECKAGE

Wick Radio, Sept. 3.—Following received from Swedish steamer Kalix at 2 6 p.m., G.M.T.: At 1 20 p.m., G.M.T., passed big cylinder drifting in position lat, 58 19 N., long, 01 20 W., dangerous to navigation. Bermuda, Sept. 2.—Following received from American steamer Robert Watchorn, WRRY: Sighted large section of heavy cribwork, constructed of 12 by 12, protruding about 10 ft. above the surface.

WRECKAGE RECOVERED

Weymouth, Sept. 2 .- A small piece of wreckage, with a copper plate, 4½ in, by 2½ in., marked "MOUNTSTEWART Boat No. 7," has been washed ashore at Chesilton and is now lying at H.M. ('oastguard Station, Wasmouth.

MINES REPORTED

North Foreland Radio, Aug. 31.-Motor tanker Dordrecht reports having passed a mine at 5 39 p.m., G.M.T., to-day in position lat. 51 49 N., long. 02 54 E.

Niton Radio, Sept. 1.—Following received from Dieppe Radio at 3 48 p.m., G.M.T.: Following received from French motor vessel Nantes: Passed floating mine in lat. 50 18 30 N., long. 00 33 30 E., at 3 15 p.m., G.M.T.

Land's End Radio, Sept. 1.—Following PEACOCK, wl received from steamer Fort Musquarro at with ammuniti 5 a.m., G.M.T.: Passed drifting mine in sition bearing 106 deg. 13 miles from lat. 47 55 N., long. 08 30 W. position bearing . Eddystone Lighthouse.

THE PORT OF MARSEILLES

Marseilles, Aug. 29. — Marseilles dry docks, which were damaged by the Germans and have been under repair since the liberation, were officially flooded to-day. The filling of the dry dock area, which is being done gradually, is expected to take three to four days. The wrecks of two small steamers, two tugs and several barges remain to be cleared from the dock basin.—Lloyd's Agents.

Prev Ano 3 Scotian (ferry) Aug 17 Herdis (motor)

Flag Gross

Aug 3 Scotian (ferry) Br — Ferguson Industries, Ltd.
Aug 17 Herdis (motor) Da — Odense Stanlskibsværft ved
A. P. Moller
Oskurshamms Varv. A/B

ATLANTIC WEATHER REPORTS ATLANTIC WEATHER REPORTS

We have received from the Meteorological Office the following wireless reports, dated Sept. 2, from vessels in the North Atlantic. The times given are G.M.T.:—AQUITANIA.—Noon, 46 12 N., 40 24 W.; W. mod.; overcast, bar. 30 21.

ARABISTAN.—Midnight, 36 30 N., 07 00 W.; W., light; cloudless; bar. 30 09.

ATHELREGENT.—6 a.m., 48 36 N., 10 30 W.; S., light air; overcast; bar. 29 88.

BEAVERFORD.—Noon, 56 42 N., 22 24 W.; SW., light; overcast; bar. 29 50.

W.; SW., light: overcast: bar, 29 50, 6 p.m., 56 36 N., 24 30 W.; NW., mod.; partly cloudy; bar, 29 38.
EMPIRE MACCABE.—Noon, 39 48 N.

EMPIRE MACCABE.—Noou, 39 48 N., 40 00 W.; W., light; partly cloudy; bar. 30 45. 6 p.m., 40 36 N., 38 24 W.; W., light; partly cloudy; bar. 30 48. I.I.ANGIBBY CASTLE.—6 a.m., 36 48 N., 08 36 W.; calm; fog in distance; bar. 30 06. Noon, 36 18 N., 06 54 W.; calm; partly cloudy; bar. 30 09. LOCHMONAR.—Noon, 44 24 N., 08 42 W. WSW light air: partly cloudy;

W.; WSW., light air; partly cloudy; bar. 30 03. 6 p.m., 45 30 N., 07 48 W.; SW., mod.; overcast; bar. 29 88.

MANCHESTER COMMERCE.— Noon, 56 30 N., 28 48 W.; NW. by W., fresh; cloudy; bar. 29 65. 6 p.m., 56 30 N., 30 42 W.; NW by W., strong; overcast; bar. 29 68.

MARWARRI.—Noon, 39 54 N., 17 42 W. WNW., gentle; cloudy; bar. 30 12 6 p.m., 40 24 N., 19 24 W.; WNW.

mod.; cloudy; bar, 30 06. MONARCH OF BERMUDA.—Noon, 41 4: N., 09 36 W.; NW., light air; partly cloudy; bar. 30 18. 6 p.m., 43 18 N., 09 18 W.; W., light air; partly cloudy;

09 18 W.; W. light air; partly cloudy; bar. 29 94.
QUEEN OF BERMUDA.—Noon, 42 24 N., 09 24 W.; NNW, light; cloudless; bar. 30 33. 6 p.m., 44 12 N., 09 06 W.; WSW, fresh; cloudy; bar. 29 94.
ROBERT F. HAND.—Noon, 45 54 N., 22 36 W.; SW., fresh; overcast; bar. 29 91. 6 p.m., 45 30 N., 23 30 W.; NW. by W., mod. gale; cloudy; bar. 29 91.
SALAVERRY.—Noon, 50 18 N., 19 00 W.; SSW., mod. gale; overcast; bar. 29 44. 6 p.m., 49 36 N., 21 00 W.; NW. by W., mod. gale; slight rain; bar. 29 18.
SAN VULFRANO.—Noon, 37 36 N., 31 54 W.; NE., light air; partly cloudy; bar. 30 42. 6 p.m., 38 24 N., 30 48 W.; NNE.; cloudy; bar, 30 36.
SARMIENTO.—Noon, 46 12 N., 27 24 W.; NW. by W., mod.; drizzle and fog; bar. 30 00. 6 p.m., 46 48 N., 25 48 W.; NW. by W., mod. gale; cloudy; bar. 29 94.
STAFFORDSHIRE.—Noon, 51 06 N., 06 06 W.; SSW., gentle; thick; bar. 29 83. 6 p.m., 52 06 N., 05 30 W.; SSW., mod.; thick; bar. 29 71.
STIRLING CASTLE.—6 p.m., 38 48 N., 09 36 W.; WNW., light air; partly cloudy; bar. 30 09.
STRATHNAVER.—6 p.m., 40 06 N., 09 42

cloudy; bar. 30 09.
STRATHNAVER.—6 p.m., 40 06 N., 09 42 W.; calm; partly cloudy; bar. 30 06.
TARKWA.—Noon, 45 12 N., 09 00 W.;

TARKWA.—Noon, 45 12 N., 09 00 W.; SSW., mod.; overcast; bar. 30 03. 6 p.m., 44 12 N., 09 36 W.; SW. mod.; partly cloudy; bar. 29 97.

THAMESFIELD.—Noon, 36 36 N., 08 06 W.; W., light; partly cloudy; bar. 30 12. 6 p.m., 36 12 N., 06 36 W.; WNW., light; partly cloudy; bar. 30 06.

TRESILIJAN.—6 p.m., 43 06 N., 25 48 W.; W., strong; overcast; bar. 29 83.

TWEED.—6 a.m., 42 00 N., 12 30 W.; NNW., light; cloudy; bar, 30 09. Noon, 40 48 N., 13 00 W.; NNW., light; cloudy; bar, 30 09. NNW., light; cloudy; bar, 30 09. cloudy; bar. 30 09.

MISCELLANEOUS

THE STRIKE OF DOCKERS AT LIVERPOOL

London, Sept. 3.—The 200 Liverpool coastal dockers who went on strike yesterday agreed to return to work to-day to allow negotiations to take place between the representatives and the employers to settle grievances regarding conditions of employment and methods of transferring them from one job to another.

THE STRIKE OF DOCK LABOURERS AT ANTWERP

Antwerp, Aug. 31.—Negotiations are proceeding in the dockers' strike here, which was due to a union decision to withdraw books from men who have not worked a minimum number of hours over a stipulated period. Included among these men are many young men who have only become dockers since the liberation and a number of men over 55 years of age. It is impossible to say at this stage what prospects there are of an early settlement of the strike.—Lloyd's Agents.

STRIKE OF DOCKERS AT TUNIS Tthis, Aug. 28.—A strike was declared on Sunday morning, Aug. 25, and on Monday and Tuesday work was stopped in the harbour and only a few German prisoners of war were employed by French authorities to vendera declarate on statics. The ties to replace dockers on strike. The strike, which had a political origin, came to an end this morning and work is now going on as usual.—Lloyd's Agent.

London, Sept. 3.—Steamer EMPIRE, PEACOCK, which left Barry on Aug. 22. a, was scuttled at 8 44 a.m.,

LAUNCHES

The following details of vessels launched have been received. All are constructed of steel unless otherwise stated.

Shipyard

Builders

BERNACHE. — Pari, Aug. 29. — The channel to La Rochelle, off Pointe des Minimes, has been cleared of the wreck of the trawler Bernache.— Journal de la Marine Marchande. (Note.— Bernache struck mine aud sank in

April, 1941.)

ERLING BROVIG.—London, Sept. 3.—
The following cable has been received dated Sept. 3.—Motor tanker Erling Brovig: Position at 8 a.m. vesterday lat, 26 53 N., long. 34 33 E. Tug Merchantman connected at 7 30 a.m. yesterday (Sept. 2). Weather fine, adverse wind. (See issue of Sept. 3.)
GNEISENAU (warship).—See

(See ISSUE OF SCP), 3.)

GNEISENAU (Warship).—See "German Vessels Sunk at (Idynia and Gdansk."

JOHANNA.—London, Sept. 3.—In reply to inquiry. A. P. Moller writes from Copenhagen under date of Aug. 26:
Steamer Johanna, ex JOHANNES MÆRSK, was lost in the Black Sea. She left Istanbul on Aug. 10, 1944, for the Black Sea, where she is believed to have been torpedoed shortly afterwards, but we have no definite knowledge of the date or place of her loss.
JOHANNES MÆRSK.—See Johanna.
MAGGIO.—See Ville de Tipaza.
MARY.—Gothenburg, Aug. 27.—A Nyborg salvage vessel has brought into Skagen the Swedish motor cutter Mary, GG 200, of Gothenburg, which was mined near

the Swedish motor cutter Mary, GG 200, of Gothenburg, which was mined near Trindel light-vessel in the autumn. The vessel, which was salved with difficulty, has been sold to Denmark and will now be repaired.—"Goteborgs Handels och Sjofarts-Tidning." (See issue of Oct. 23.)

ST. BLAISE.—Paris, Aug. 15.—According to advices from ('asablanca, tenders are being invited for the removal of the wreck of the steamer St. Blaise, which is lying sunk in the port.—"Journal de la Marine Marchande." (Note.—St. Blaise was sunk during the bombardment at

was sunk during the bombardment at Casablanca in November, 1942.) SCHLESWIG-HOLSTEIN (warship).

See "German Vessels Sunk at Gdynia and Gdansk." THOMAS HEYWARD.—London, Sept.

THOMAS HEYWARD.—London, Sept. 3.
—In reply to inquiry, Lloyd's Agents at Antwerp write under date of Aug. 30 enclosing protest made by the master of American steamer Thomas Heyward, according to which a heavy explosion about amidships was heard on May 5 when in position lat. 51 21 50 N., long. 03 02 30 E., and a large wave swept over the vessel, damaging the bridge deck and staving in No. 2 lifeboat.

VALENCIA. — Bergen, Aug. 29.—Norsk Bjergnings Kompagni A/S, state that the steamer Valencia arrived at Bergen yesterday in tow of two salvage

the steamer Valencia arrived at Bergen yesterday in tow of two salvage steamers. The vessel is under the control of the Department for Enemy Property. (See issue of Aug. 21.)

VILLE DE TIPAZĂ.—Paris, Aug. 29—According to advices from Algiers, the motor vessel Ville de Tipaza was seized by the Italians during the campaign in Tunis. She was set on fire and sunk by bombs at Susa, but was afterwards raised and taken to Algiers, where she has been entirely refitted and will has been entirely refitted and shortly be ready to proceed to sea. was recently sold by the So was recently sold by the Society Algerienne de Navigation pour l'Afrique du Nord to a shipowner at St. Malo.—
"Journal de la Marine Marchande,"
(Note.—Ville de Tipaza was sunk at
Susa by aircraft in March, 1943, under
the name of MAGGIO.)

WARTHE.—See "German Vessels Sunk nia and Gdansk. ZAHRINGEN (warship).—See "Geri Vessels Sunk at Gdynia and Gdansk

GERMAN VESSELS SUNK AT GDYNIA AND GDANSK

Oslo, Sept. 1. — The Russian Navy is salving the battleship GNFISENAU is Gdynia, where she was scutted by the Germans, and is raising and reconditioning division for division Germans, and is raising and reconditioning other sunken German ships for division hetween the Soviet and Polish Fleets. The scene of the greatest activity at present is Gdynia, where sunken German shipping of every kind is being salved by the Russians. In addition to the work on the GNEISENAU and smaller warships, the Russians are lifting the big German transports. These include the motor vessel WARTHE, steamer AFRICANA (at Gdansk), the old battle cruiser SCHLESWIG-HOLSTEIN, and the 12,000-ton target ship ZAHRINGEN. German naval experts are employed wherever possible.—"The Daily Telegraph and Morning Post" (Correspondent. Morning Post " Correspondent,

NON-MARINE

CASUALTIES TO AIRCRAFT

THE ACCIDENT NEAR
ABERYSTWYTH, CARDIGANSHIRE
London, Sept. 3.—The Ministry of Civil
Aviation state that De Havilland 89 Rapide
Aircraft G-AGWP, owned by Morton Airlines, Croydon, was damaged in a forced landing on Sept. 1 near Aberystwyth during had weather. Three or four persons were injured. There were eight persons including the pilot, Mr. Kimpton, on board at the time of the accident.

THE WAR

AFRICANA.—See "German Vessels Sunk at Gdynig and Gdansk."

AGHIOS GEORGIOS.—Piraeus, Sept. 2.—

Motor vessel Aghios Georgios, Volo Register No. 32, 200 tons, Crete for Volo, loaded, reported struck mine on Sept. 2 and sunk near Sifnos Island. Seven men killed, two wounded.

ACCIDENT AT CALCUTTA, INDIA Calcutta, Sept. 3.—A China National Aviation Corporation air liner bound for Shanghai was badly damaged wher taking of from Calcutta this afternoon after striking a cow which had strayed on to the airfield. The 'plane rose but the pilot was smashed. Of the 20 passengers and crew of three none received more than bruises and scratches.—Exchange Telegraph Company. ACCIDENT AT CALCUTTA, INDIA

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