

LLOYD'S LIST

AND SHIPPING GAZETTE

ESTABLISHED 1734

41,105

LONDON: WEDNESDAY, SEPTEMBER 4, 1946

PRICE TWOPENCE

SPECIFY

WRIGHT'S TIPTON ANCHORS & CABLES

Phone: Tipton 1881 & 1882

London Office:
5, Fenchurch St., E.C.3
Phone: Man. Hse. 6476

P & O AND BRITISH INDIA FREIGHT & PASSENGER SERVICES

P. & O. SAILINGS

FAR EAST

TREAVELOR Closing M'bro Sept 14 (K.G.V.)
For Singapore, Hongkong and Shanghai

AUSTRALIA

PERIM ... Sept. 24 (K.G.V. Berth 8)
Fremantle, Adelaide, Melbourne, Sydney

P. & O. AND B.I. JOINT SERVICE TO COLOMBO, MADRAS, CALCUTTA, BOMBAY & KARACHI

BRITISH INDIA SAILINGS

PORT SUDAN, ADEN and EAST AFRICAN PORTS

NOTE—Cargo for shipment to India and East Africa must be registered with the appropriate conference.

P. & O. SAILINGS APPLY:

122, Leadenhall Street, E.C.3 (AVENUE 8000);
or ESCOMBE, McGRATH & CO.,
4, Lloyds Avenue, E.C.3 (ROYAL 8211)

B.I. SAILINGS APPLY:

GRAY, DAWES & CO. (Agents),
122, Leadenhall Street, E.C.3 (AVENUE 4680)
or GELLATLY, HANKEY & CO., LTD.,
Dixon House, 1, Lloyds Av., E.C.3 (ROYAL 7364)

PASSENGER OFFICES:

14, Cockspur Street, S.W.1 (Whitehall 4444)
122, Leadenhall Street, E.C.3 (AVENUE 8000)

NEW ZEALAND LINE

Closing for cargo
in London 25 Shed, E.A.Dk.
NORTHUMBERLAND ... Aug. 30
for Wellington and Auckland.
All vessels may call at any ports on or off the route,
and all sailings are subject to change, deviation or
cancellation with or without notice.

Agents:

J. B. WESTRAY & CO., LTD.
122, Leadenhall St., LONDON, E.C.3
Telephone No.—Avenue 5220

THE BANK LINE, LTD.

AMERICAN & INDIAN LINE

To and from India,
Brazil, West Indies, U.S.A. & Canada.

AMERICAN & ORIENTAL LINE

To and from East
and West Indies.

CAICOPTA TO RIVER PLATE PORTS

To River Plate ports, calling at Rio de Janeiro when required.

INDIAN CHILIAN LINE

To Chilean and Peruvian
Ports.

U.S. GULF TO AUSTRALIA

Regular service from
all U.S. Gulf ports to all ports in Australia & New
Zealand calling at Trinidad en route when sufficient
inducement offers.

INDIAN AFRICAN LINE

Carrying passengers and
cargo to and from India and South Africa.
(Vessels of India Natal Line calling
at Madagascari when opportunity offers.)

ORIENTAL AFRICAN LINE

Carrying passengers
and cargo between East, Mauritius, Reunion and
South African Ports.

PERSIAN GULF

General Merchants Export and Import.

For Freight and Particulars apply to—
ANDREW WEIR & CO.
BALTIC EXCHANGE BUILDINGS,
19-21, BURY STREET, LONDON, E.C.3.

AUSTRALIA

By **ABERDEEN & COMMONWEALTH LINE**
TO FRENCH FRIGATE, ADELAIDE,
MELBOURNE, SYDNEY and HOBART.
Also sailings direct to GEELONG, GLADSTONE,
TOWNSVILLE and CAIRNS.
Head Office:
65, Leadenhall St., LONDON, E.C.3. Ave 4232 (15 lines)

SHAW SAVILL LINE

SOUTH AFRICA · AUSTRALIA NEW ZEALAND

All enquiries to—
68, Leadenhall St., LONDON, E.C.3
Telephone—Avenue 4232 (15 lines)

HARRISON LINE

CAPTOWN, PORT ELIZABETH, EAST LONDON,
DURBAN, LOURENCO MARQUES & BEIRA
STEAMER ... London
For freight apply to THOS. & JAS. HARRISON, Liverpool
or London, or to JOHN T. RENNIE, SON & CO.,
1, Bury Court, St. Mary Axe, London, E.C.3. Middle-
bro' JOHN M. LENNARD & SONS, Ltd., Yokohama &
N.E. Counter: R. THOMAS & CO., Bradford & Sheffield.
Glasgow: PRINCE, SERVICE & HENDERSON.

CLAN LINE

CARGO SERVICES

Between the
UNITED KINGDOM
AND
SOUTH & EAST AFRICA
CEYLON & INDIA

For all information apply to—
CAYZER IRVINE & CO., LTD.
The Managers of The Clan Line Steamers Ltd.
LONDON: 2, St. Mary Axe, E.C.3.
LIVERPOOL: Royal Liver Building.
GLASGOW: 109, Hope Street. Or to—
CLAN LINE (AGENCIES) LTD., MANCHESTER
BIRMINGHAM

ELLERMAN

CARGO & PASSENGER SERVICES

INDIA

HALL LINE: CITY LINE

SOUTH WALES, GLASGOW & BIRKENHEAD TO
BOMBAY & KARACHI
MARGAO & MALABAR COAST
PORT OKHA & BEDI BUNDER
(other Kathiawar Ports if inducement)
CALCUTTA (Via Nagasaki if inducement)
Marmagoa Service in conjunction with
F. C. STRICK & Co., Ltd.
Loading Berths: Princes Dock, Glasgow;
Alexandra Dock, Newport; King's Dock, Swansea;
East and West Docks, Birkenhead.

PORTUGAL & MEDITERRANEAN

ELLERMAN LINE

Glasgow, Liverpool and South Wales to
GIBRALTAR, MALTA, EGYPT, PALESTINE,
SYRIA, CYPRUS, ITALY, ADRIATIC,
GREECE, LEVANT, TURKISH AND
BLACK SEA PORTS
Liverpool and South Wales to LISBON & OPORTO
London to OPORTO.
*Brokers: Coverley, Westray, Walburn & Tosetti,
Walsingham House, London, E.C.3.

PAPAYANNI LINE

From Glasgow, Liverpool and South Wales to—
GIBRALTAR, MALTA, EGYPT, PALESTINE,
SYRIA, CYPRUS, GREECE, LEVANT, TURKISH
AND BLACK SEA PORTS.
Liverpool Loading Berth
No. 1 Branch—Alexandra Dock.

WESTCOTT & LAURANCE LINE

From LONDON and EAST COAST PORTS of UNITED
KINGDOM also ANWERP to GIBRALTAR,
MALTA, EGYPT, CYPRUS, PALESTINE, SYRIA and
GREECE, TURKISH, BULGARIAN, ROMANIAN
and RUSSIAN BLACK SEA PORTS.
London Loading Berth: West India Dock.

SOUTH & EAST AFRICA

ELLERMAN & BUCKNALL LINE

From MIDDLESBROUGH & LONDON to
CAPE TOWN, MOSSEL BAY, PORT ELIZABETH,
EAST LONDON, DURBAN, LOURENCO MARQUES,
BEIRA & MAURITIUS.
London Loading Berth: Royal Albert Dock.

MALAYA, PHILIPPINES, CHINA

ELLERMAN & BUCKNALL LINE

From MIDDLESBROUGH & LONDON to
FAR EAST PORTS as opportunity offers.
Brokers: Killick, Martin & Co., Fenton House,
Fenchurch St., London, E.C.3.

JOHNSTON LINE

LONDON TO BOSTON

For Freight or other particulars apply to—
JOHNSTON WARREN LINES, LIMITED
Furness House, Leadenhall St., London, E.C.3
53, King Street, Manchester; Royal Liver
Building, Liverpool.

BEN LINE STEAMERS

TO LTD.

FAR EAST

Steamer P'ham M'bro A'werp London
*TREWOLAS ... 11 Sept 27 Sept 21 Sept
*BENVOORLICH ... 11 Sept 27 Sept 21 Sept
*Calling Port Said, Suez, Port Swettenham, Singapore,
Hongkong and Manila. (Calling Port Said, Suez,
Penang, Singapore, Port Swettenham, Hongkong and
Shanghai. (Special arrangement, optional delivery Cebu,
Port Said and Suez cargo only accepted when taken
off the respective registers.
London Loading Berth: No. 9/11, King George V. Dock.
Cargo should not be despatched to Docks without refer-
ence to Brokers.

KILLICK MARTIN & CO. (Brokers),

112/114, Fenchurch Street, London, E.C.3
Royal 8121 (8 lines). Kilmart Fen, London.
MIDDLESBROUGH: A. BULMER & CO., LTD.
WM. THOMSON & CO., EDINBURGH & LEITH
(Managers).

YEOWARD LINE

REGULAR SERVICE FROM LIVERPOOL TO LISBON, MADEIRA & CANARY ISLANDS

For further particulars and rates of freight, apply to—
YEOWARD BROTHERS,
335, Victoria Street, LIVERPOOL, 1.

FURNESS LINE

LONDON TO NEW YORK
LONDON TO HALIFAX and MONTREAL
LIVERPOOL TO ST. JOHN'S, N.F., HALIFAX, N.S.
and BOSTON
LIVERPOOL TO BOSTON
GLASGOW TO BOSTON
MANCHESTER TO LOS ANGELES,
SAN FRANCISCO, VICTORIA, B.C.
VANCOUVER, B.C., NEW WESTMINSTER
and SEATTLE

JOHNSTON LINE

From LIVERPOOL

Closing Swansea Closing L'pool
STEAMER ...
For HADRA PASHA and ISTANBUL,
PIREUS, VOLO, THESSALONIKI, BOURGAS,
CONSTANTZA and GALATZ.
Loading Berth—Liverpool, South Hornby Dock.
JOHNSTON WARREN LINES, LTD., Furness House,
Leadenhall St., London, E.C.3; 53, King St.,
Manchester.

FURNESS, WITBY & CO., LTD.

LONDON, LIVERPOOL GLASGOW, &c.

MOSS HUTCHISON LINE

From Liverpool

CASABLANCA, GIBRALTAR, ALGIERS,
MALTA, ALEXANDRIA, CYPRUS,
PALESTINE and SYRIAN COAST
PORTS DIRECT
PIREUS, THESSALONIKI (Salonica),
IZMIR, ISTANBUL, BOURGAS, VARNNA
and CONSTANTZA.
Also from Glasgow, Swansea and Newport.
Above Services temporarily suspended.

To and From

BORDEAUX, NANTES and ROUEN.
Sailings temporarily suspended.
OPORTO and Glasgow and Dublin.
CADIZ and Glasgow, Liverpool and Dublin.
SAILINGS BY ARRANGEMENT UNTIL
FURTHER NOTICE.

For Freight apply to
MOSS HUTCHISON LINE LTD.,
30, James Street, LIVERPOOL, 2
GLASGOW and MANCHESTER

GLEN & SHIRE

JOINT SERVICE FROM ANTWERP, MIDDLESBROUGH and LONDON to FAR EAST

Closing M'bro London
(No. 11 K.G.V. Dk.)
\$EMPIRE COLNE Sept 11
\$STEAMER ... Sept 30
*For Port Said, Labuan
*For Straits and China
Cargo can only be accepted by arrangement
through the Company's Brokers.

For Inward Freight: GLEN LINE, LTD.,
20, Billiter St., London, E.C.3 (Royal 8171)
For Outward Freight, Passage or Insurance
McGREGOR, GOW & HOLLAND, LTD.,
20, Billiter St., London, E.C.3 (Royal 8600)

And at Hull, Bradford, Grimsby, Immingham,
Middlesbrough, Southampton and Hamburg,
or McGREGOR, GOW & ROBINSON LTD., Liverpool

ELDER DEMPSTER LINES

Head Office: 3, Linnet Lane, Liverpool 17
City Office: India Building, Water St., Liverpool 2
London: Fenton House, 112/14, Fenchurch St., E.C.3.
Manchester: 76, Cross St. Cardiff Agents: Elder
Dempster (Cardiff) Ltd., Empire House, Mount Stuart
Sq. Glasgow Agents: Roxburgh, Colin Scott & Co.,
114, St. Buchanan St., C.1.
London Freight Agents: Killick Martin & Co.,
Fenton House, 112/14, Fenchurch St., E.C.3.

MAIL PASSENGER & CARGO SERVICES

U.K.: CONTINENT; TO WEST U.S.A.: CANADA FROM AFRICA

(All cargo must be registered).
Coastal Service between West and South Africa, Calcutta,
Bombay and Madras to West Africa (as cargo offers).
CANADA TO SOUTH AFRICA.

Liverpool Agents for
THE UNION-CASTLE MAIL S.S. CO., LTD.

Cunard

MEDITERRANEAN

GIBRALTAR, CASABLANCA, MALTA PATRAS,
PIRAEUS, THESSALONIKI, IZMIR, HAIDAR
PASHA, ISTANBUL, BOURGAS, VARNNA,
CONSTANZA.

WEST ITALIAN & ADRIATIC PORTS.

Sailings for all above will be announced
as arranged.

CHANNEL ISLANDS

ST. ANGUS. Closing for Cargo noon Sept. 4
Loading Berth: Huskisson Dk. South No. 1,
Liverpool.

NORTH FRENCH PORTS

STEAMER ... Closing for Cargo Sept.
Loading Berth: E. Totech Dock

Freight rates quoted on application.

Cunard Line,

CUNARD BUILDING, LIVERPOOL.
(TEL. CENTRAL 9201) OR LOCAL AGENTS.

THE SOUTH AMERICAN SAINT LINE

REGULAR SERVICE

From Hull and Antwerp to
ARGENTINE & BRAZILS

Closing Hull Antwerp
HST. JESSICA ... Sept 12
HSTEAMER ... Oct 11
HST. ROSARIO ... Oct 25
*For Brazil and Argentine.

For full particulars apply to—
THE SOUTH AMERICAN SAINT LINE, LTD.

Head Office—Temporary Address:
Powell Duffryn House, CARDIFF
or
LONDON—Bevis Marks House, E.C.3
(Telephone: AVENUE 1901)
BIRMINGHAM—Maurice Cooke & Co.,
13, Corporation St.
GLASGOW—Andrew Crawford & Co., Ltd.
HULL—Wm. Brown Atkinson & Co., Ltd.
LIVERPOOL—Canada S.S. Lines
(Overseas) Bldg., 10, Victoria St.
ANTWERP—A.M. de Keyser Thornton, S.A.
Also at Bristol, Bradford, Sheffield, Leeds, Newcastle,
Middlesbrough, Southampton.

MACANDREW LINE

SPAIN AND MOROCCO

LONDON, LIVERPOOL & PRINCIPAL U.K. PORTS
EXPRESS SERVICE
By Fast Motorships
LONDON and LIVERPOOL TO BARCELONA

HALL'S LINE

LONDON TO LISBON

LONDON TO GIBRALTAR

GLYNN LINE

LIVERPOOL TO ITALY and SICILY

FOR FULL PARTICULARS OF CLOSING DATES
and FREIGHT RATES APPLY TO—

MAC ANDREWS & CO., LTD.

19, LEADENHALL ST., LONDON, E.C.3
Tel.: "MANSON House 1943
Tel.: "Miscanrow Stock London"

CUNARD BUILDING, WATER ST., LIVERPOOL
"Phone: CENTRAL 3922
Tel.: "Iberis, Liverpool"

LOYD'S AGENTS at
Madrid, Barcelona, Tarragona, Castellon,
Burgos, Valencia, Denia, Carthagena,
Almeria, Malaga and Seville, with Branch
Houses also at Bilbao and Gaudia

AGENCIES IN ALL OTHER PRINCIPAL PORTS

JOHN HALL Junr. & CO., LTD.

19, LEADENHALL STREET, LONDON, E.C.3
"Phone MANSON House 1943
"Grams: "Janal Stock London"

JOHN GLYNN & SON, LIMITED

CUNARD BUILDING, WATER ST., LIVERPOOL
Tel.: "Glynn Liverpool"
Phone: CENTRAL 3922

Cunard

White Star

UNITED STATES AND CANADA

SOUTHAMPTON to NEW YORK

QUEEN ELIZABETH 1st Sailing Oct. 16
QUEEN ELIZABETH 2nd Sailing Nov. 6

LIVERPOOL to NEW YORK

PORT MUSQUARRO (via Belfast) Sept. 2 to Sept. 9

LIVERPOOL to MONTREAL

SALACIA ... Sept. 2 to Sept. 7
VALACIA ... Sept. 10 to Sept. 19
Loading Berth: Huskisson Dock

LONDON to NEW YORK

VESSEL ... To be announced

LONDON to MONTREAL

VESSEL ... To be announced

CUNARD WHITE STAR, LTD.

Cunard Building, L'pool 3, (Tel. CENTRAL 9201).
Offices also at—
London, Southampton, Manchester, Birming-
ham, Bradford, Bristol, Plymouth, Glasgow,
Cobb, Belfast, Dublin.

LAMPOR & HOLT

TO RIVER PLATE (Mozie Video, Buenos Aires and Rosario) and, if sufficient inducement offers, Bahia Blanca (without transhipment)

TO BRAZIL (Bahia, Rio de Janeiro, Santos, Rio Grande do Sul)

Cargo for Pelotas and Porto Alegre

by transhipment at Rio Grande do Sul.

First Class Passenger Accommodation on all
Vessels.

From NEW YORK to NORTH BRAZIL

REGULAR FREIGHT SERVICE

Full particulars of sailings and closing dates,
freight and insurance, can be obtained from
any of the addresses given below—

LAMPOR & HOLT LINE Ltd.

Royal Liver Building, Liverpool
85, Gracechurch Street, London, E.C.3
64, Cross Street, Manchester
Britannia House, Leeds Road, Bradford
and 24, State Street, New York

BLUESTAR LINES

EXPRESS LINER SERVICES

WEST INDIES and SPANISH MAIN

SOUTH AFRICA

AUSTRALIA

BRAZIL & ARGENTINA

Ballage, Freight, Insurance and Passages, apply—
BLUE STAR LINE
LONDON, 31-33, LIME ST. E.C.3
BIRMINGHAM and MANCHESTER
LIVERPOOL: LAMPOR & HOLT LINE LTD.,
GLASGOW: J. B. NOWEY & CO.
Chief Passenger Office: 3, Lower Regent St., S.W.1

ELLERMAN LINE

HARRISON LINE

NEWPORT, GLASGOW & BIRKENHEAD

TO CAPETOWN, MOSSEL BAY, PORT ELIZABETH
EAST LONDON, MAURITIUS, DURBAN,
LOURENCO MARQUES and BEIRA

Particulars of sailings, etc., from the Agents—
Slavely Taylor & Co., Messy Chambers, Liverpool
(Loading Brokers), Gellatly, Hanky & Co., Ltd.,
London. Jones, Heard & Co., Ltd., Newport, Mon.
H. Spencer Yates, Birmingham. J. W. Jones & Sons,
Manchester. R. Thomas & Co., Bradford. C. Shaw
Lovell & Sons, Ltd., Sheffield. Morison, Pollexfen and
Blair, Ltd., Preston and Bradford. Burgess & Co.
Ltd., Swansea.

Or the Owners: Thos. & Jas. Harrison, Liverpool &
London. Hall Line, Limited, Liverpool. The City
Line, Ltd., Glasgow, C.2.

Cargo bookings are only made conditional upon the
vessel named herein, or if no vessel is named a suitable
vessel being available for the voyage and is subject to
any direction or control by the British Government.

DENE SHIPPING CO., LTD.

Shipowners

Regular Line— RIVER PLATE/AVONMOUTH

Head Office—
25, ST. MARY AXE, LONDON, E.C.3
AVENUE 410
Also at PORTFIELD HOUSE CARDIFF DOCKS

P. S. N. C.

To WEST COAST SOUTH AMERICA via HAVANA

NEW FAST SERVICE

*CUBA, *COLOMBIA, *ECUADOR, PERU & CHILE

M.V. SANTANDER Receiving Aug 28 to Sept 9
M.V. LOSADA Receiving: Liverpool Aug 26 to Sept. 9
Glasgow Sept. 11 to Sept. 18
(*Omits *Not Receiving Cargo)

Loading Berth: No. 1, North Canada Dock,
Liverpool, provided with full haulage facilities.

THE PACIFIC STEAM NAVIGATION COMPANY

LIVERPOOL—Pacific Building, James Street (2)
LONDON AGENTS—Royal Mail Lines, Leadenhall
St., E.C.3. FREIGHT—McGregor, Gow & Holland, Ltd.,
20, Billiter St., E.C.3

PORT LINE

SERVICES FROM UNITED KINGDOM & NEW YORK AUSTRALIA & NEW ZEALAND

For further information apply to—
PORT LINE, LIMITED

CUNARD HOUSE, 88, LEADENHALL ST.
LONDON, E.C.3
Telephone: AVENUE 1270

UNITED STATES LINES

AMERICA FRANCE LINE. ORIOLE LINE. AMERICAN MERCHANT LINES. AMERICAN HAMPTON ROADS LINE.

REGULAR FREQUENT FREIGHT SERVICE TO

NEW YORK & BOSTON

From LONDON

*MORRIS HILLOUT ... Aug 29—Sept 4
*ERDINANDO GEORGES ... Sept 12—Sept 18
Loading Berth No. 22 Shed, Royal Albert Dock

From LIVERPOOL

*AMERICAN FORWARDER Aug 30—Sept 5
*PAUL BUNYAN ... Sept 7—Sept 12
*STANLEY R. FISHER ... Sept 13—Sept 19
Loading Berth—N.E. No. 2 Gladstone Dock

From BELFAST

*AMERICAN FORWARDER Sept 2—Sept 6
*STANLEY R. FISHER ... Sept 16—Sept 20
Loading Berth: No. 3 Dufferin

From GLASGOW

*EMID VICTORY ... Sept 5—Sept 10
*STEAMER ... Sept 25—Oct 1
Loading Berth: 6 Yorkhill

From SOUTHAMPTON

*WASHINGTON ... Sept 3—Sept 6 (10 a.m.)

From HULL

*STANLEY R. FISHER ... Sept 12—Sept 18
*New York only *Boston and New York
*via Belfast
*via Liverpool and Belfast

Also from HULL, BRISTOL CHANNEL,
and EAST COAST PORTS

CONTINENTAL SAILINGS

For New York only Closing

CHARGES ... from Havre Sept 8
STEAMER ... from Bordeaux Sept 6
*DURANGO VICTORY ... from Rotterdam Sept 9
*BELFAST—Henry Gowan & Co., Scottish Provident
Bldg., Donegal Square W (Tel. Belfast (Tel. No.
Belfast 2545) MANCHESTER—Herbert Watson & Co.,
114, 2 Bank Street, 2 (Tel. No. B.L.A. 4199)

ROYAL MAIL TO SOUTH AMERICA

BRAZIL, URUGUAY AND ARGENTINA

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

From London m.v. DURANGO Montevideo & Buenos Aires (also Rosario with transhipment at Buenos Aires) Early Sept.

m.v. HIGHLAND MONARCH (Rio de Janeiro, Santos, Montevideo & Buenos Aires) 1st-half Sept.

m.v. DRINA (with transhipment at Buenos Aires) 2nd-half Sept.

WEST INDIES

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

SPANISH MAIN, CENTRAL AMERICA AND NORTH PACIFIC

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

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

Approximate closing dates on application to ROYAL MAIL LINES, LTD.

LONDON: Royal Mail House, Leadenhall St., E.C. 3 LIVERPOOL: The Pacific Steam Navigation Co., Agents, Pacific Building, James Street (2)

Ardent LOUD HAILER (ELECTRIC MEGAPHONE) SPEECH RANGE - 1 MILE WRITE ARDENTE GUILDFORD

LLOYD'S NOTICE

VESSEL FOR INQUIRY

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

Lloyd's, London, E.C. 3, 28th August, 1946.

OFFICIAL NOTICES

PRIZE COURTS

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

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

August 22nd, 1946 No. Freighter "ANGELIN" Ship only 2198 Tanker "FRIEDA" Ship only 2199

August 23rd, 1946 S.S. "MARIANNE" Ship only 2204 S.S. "MALAGA" Ship only 2209 S.S. "SUD I." Ship only 2216

August 24th, 1946 S.S. "PHILA" Ship only 2211

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

PROPOSAL TO CHANGE A SHIP'S NAME

I, RICHARD GEORGE MEREDITH STREET, Public Officer of The St. Quentin Shipping Company, Limited, of Powell 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, official number 107632, of gross tonnage 497.10 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. ESSINGTON," to be registered in the said name at the Port of London, as owned by The St. Quentin Shipping Company, Limited.

Any objections to the proposed change of name must be sent to the Registrar-General of Shipping and Seamen, Llantrisant Road, Cardiff, within seven days from the appearance of this advertisement. Dated at Cardiff this 29th day of August, 1946.

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

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 in nomenclature, we have applied to the Minister of Transport, under Sect. 47 of the Merchant Shipping Act, 1894, in respect of our ships

(a) "EMPIRE FARNHAM," of Goole, official number 180124, of gross tonnage 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 Southampton, for permission to change her name to "THOMAS M."

(d) "BENGUELA," of London, official number 164641, of gross tonnage 534 tons, of register tonnage 274 tons, heretofore owned by T. E. Evans & Co., Ltd., of London, for permission to change her name to "ELLEN M."

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, Cardiff, within seven days from the appearance of this advertisement.

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

I, ERNEST FRANK COE, of 81, Fenchurch Street, London, E.C. 3, HEREBY GIVE NOTICE that, in consequence of my agreement with the Ministry of Transport, I have applied to the Ministry of Transport under Section 47 of the Merchant Shipping Act, 1894, in respect of my ship "EMPIRE FACTOR," of Goole, official number 180118, of gross tonnage 410 tons, of register tonnage 178 tons, heretofore owned by the 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 Coe.

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

Dated at London, this 3rd day of September, 1946.

E. F. COE.

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WEDNESDAY, SEPTEMBER 4, 1946

High Water, London Bridge ... 07 53 20 15 High Water, Liverpool ... 05 25 18 02 Sun Rises ... 05 15 Sun Sets ... 19 42 Moon Rises ... 15 52 Moon Sets ... 23 28 The above times are B.S.T.

TO-DAY'S WEATHER

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

General Inference: An intense depression off Southern Ireland is moving slowly North-East. There will be rain at times in all districts. 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 a widow.

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 on the steam yacht St. Katharine at Tower Pier. After proceeding down river and through the Royal Docks the party ultimately disembarked at the Tilbury passenger landing stage.

CLYDE PORT FINANCES

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, submitting the annual accounts, showed that the revenue for the year ended June 30 last was £1,180,124. This, while larger than in any of the pre-war years, was a drop on the preceding year of £159,675. Expenditure at £1,248,674, although a saving of £51,084, was in excess of revenue by £68,550. This sum had been carried to the debit of revenue reserve account. There had been a surplus last year of £40,041.

LOSS OF WAR TRAFFIC

"It will be observed," he said, "that the tonnage of vessels using this port is close on 5,000,000 tons less than last year. That is largely attributable to the fact that during the war years 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 a 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 cost the Trust £143,722 this year but they had received £24,208 from the hire of dredging and diver plant and sundry other credits. Last year they received £115,594 for dredging, hire, &c. The total indebtedness of the Trust on mortgage bonds, funded debt and superannuation fund amounted to £8,793,668.

Mr. JAMES LEGGAT, 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 attention of all committees. It was so important that they would have it very much before them to see what could be 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. above schedule they were much lower than those of the other large ports. It might be found, however, that this low level could not be continued.

"The tonnage figures since July 1, the start of the Trust's new financial year, only began to show an improvement a week ago," he added, "previously 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 trade."

AIR MINISTRY'S RESTRICTIONS OPPOSED

The Trustees also decided to-day to oppose height restrictions proposed by the Ministry of Civil Aviation in the vicinity of Renfrew Aerodrome because of the adverse effect they are likely to have on the development of their 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 wet docks.

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 negotiations for new industrial enterprises with J. Bibby & Sons, Ltd., and the Scottish Co-operative Wholesale Society, Ltd., and to claim compensation in the event of Renfrew Aerodrome requirements placing restrictions on the industrial area and so preventing the contemplated development.

ASSURANCE COMPANIES 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 the Assurance Companies Act, 1909, and consequently all companies transacting any marine, aviation or transit insurance business, even if they transact no insurance business of any other class, are required to furnish returns to the Board of Trade in the same way as companies transacting other classes of business, such as fire, accident, employers' liability, &c.

A revenue account will have to be furnished in a three-year form as set out in the First Schedule to the 1946 Act.

Companies which are already subject to the 1909 Act, because they transact a class of business within that Act, will also be required to furnish a revenue account in the new form in respect of any marine, aviation or transit insurance 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 companies. 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, Tuffen Street, London, S.W. 1.

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 to-day to have been working in conjunction with a London syndicate of professional smugglers. He was Joannes Schroeyens (34), master of the Rene Paul, and he pleaded guilty to knowingly harbouring uncustomed goods, namely 1562 watches, with intent to defraud 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 docked, he was stopped by two detectives in a Liverpool street and was found to have 100 watches in a brief case. The detectives proceeded to a house in Evered Avenue, Walton, Liverpool, which was the home of the parents of his English wife, and there found a further 1462 watches. He 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 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 £700 and £800.

Mr. ROBERTSON, on behalf of defendant, said Captain Schroeyens had never previously been involved in such traffic and in this case he was just a mere cog in the wheel. He was a member of the crew which assisted in the saving of a large number of lives when the *Esmeralda* foundered, and he received Lloyd's Bronze 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

The *Baron Struwer* (3668 tons 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 obliged to put into Fremantle for bunkers. The *Empire Aden* (7308 tons), which should have loaded 8000 tons of flour for Malaya, is now coaling at a New South Wales port, and will instead load a mixed cargo for Britain. Another vessel will lift the flour at Fremantle later this month.—Reuter.

TYNE'S NEED FOR LINER 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 Continent, there was a lack of such services and as a result of inquiries the Chamber had received on the subject, it 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 showed there was an additional volume of merchandise sufficient to induce liners to come to the Tyne. There were adequate facilities to deal with them. Merchandise exports to foreign ports had shown an increase over the 1938 total, due partly to the shipment of war material, but the main cause was the increase in shipments of sulphate of ammonia, a new trade established during the war. This had already induced liners to come to the Tyne 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 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 transport and place it in a favourable competitive position. It was desirable that 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. The 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 as possible, and the great trade of supplying world-wide coaling stations was disappearing. The attractions to an owner to change over to oil were very great indeed, and recent sales of ships had shown that a diesel-engined vessel could command about £60,000 more than a coal-burning steamer of similar specification. The nation, he feared, did not realise the serious fact that, once any section of industry had made the change over to oil, it was unlikely ever to revert back to coal, as they would find the handling of oil fuel was so much more easy and convenient.

The River Tyne was already being 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 necessities.

INTERNATIONAL AIRPORTS IN CARIBBEAN AREA

WASHINGTON, Tuesday

Eleven British airports in the Caribbean 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 (Bahamas), 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 military air bases were listed agreement between the lessee and lessor Governments was required.—Reuter.

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. As the 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 burden on him.

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 and not an attendance stamp. I find that Aylward complied with the provisions 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 agreement within the Scheme. In so far as it was an agreement to deprive those available for work of attendance money it 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 conditions 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 Workmen Act, 1875, I award him 6s."

Miss Campbell said she thought that Aylward had conducted his case with ability 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 "AURICULA" AT CURACAO

High Speeds on Maiden Voyage

The tanker *Auricula* arrived at Curacao at midnight on Saturday after a successful maiden voyage from the Tyne. Her average speed for the trip was 12.77 knots, and this figure makes no allowance for 30 hours' slow running 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.) unchanged, and with her exhaust still showing clear.

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

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

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FREIGHT MARKETS Demand Maintained By Our Own Correspondent THE BALTIC, Tuesday There is a sustained demand for tonnage in most sections of the chartering market, but business in many directions is slow in developing.

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BRITISH AND DUTCH AIR SERVICES A Two-Nation Agreement A White Paper (Cmd. 6893) issued yesterday gives details of an agreement entered into between the Governments of the United Kingdom and Northern Ireland and the Netherlands.

SHIPYARD WORK Norwegian Order for Warrenpoint The order for a cargo vessel of 1800 tons from the Warrenpoint Shipyard Company, Ltd., the keel of which is about to be laid, has been placed by the Sondenfelds Norske Dampskibsselskab, Oslo.

MERSEYSIDE DOCKERS Urged to Break Away from Transport Workers' Union Three meetings of dockers at Liverpool to-day, attended by a total of 1500 men, voted in favour of a breakaway from the Transport and General Workers' Union.

THE COAL TRADE Special Market Reports From Our Own Correspondents CARDIFF Active inquiry is encountered, but transactions are limited by the difficult supply position.

NEWCASTLE Output from Northumberland and Durham collieries is coming forward more steadily with the return to work of men concerned in local disputes.

HULL Trading in all sections proceeds along restricted lines as collieries are hard pressed to maintain deliveries to home essential consumers.

GLASGOW The demand for bunker coals for this week continues strongly, and vessels unstemmed are meeting difficulty in making arrangements.

SWANSEA Inquiry for the short coasting trades is still very limited, and chartering remains slow, since stems are difficult to fit in.

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.

The Money and Stock Exchange reports, together with Reports and Dividends, will be found on Page 13.

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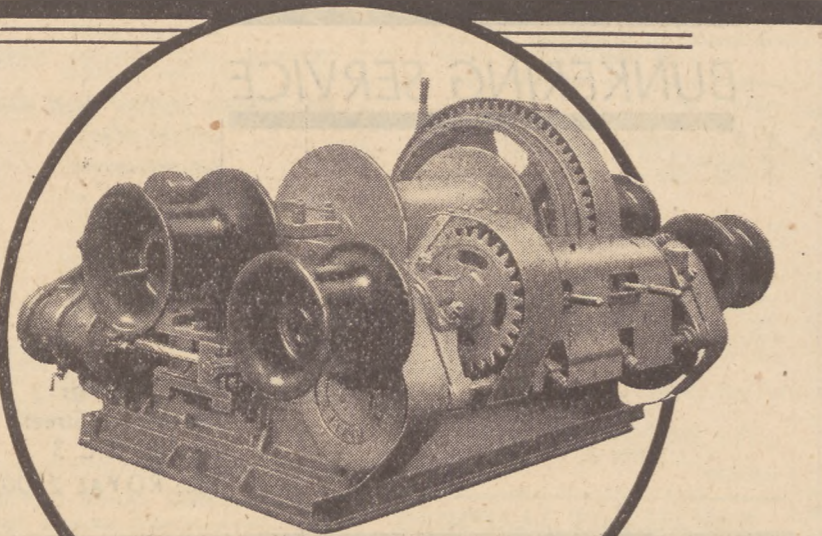
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The propelling machinery of the *Queen Elizabeth* is of 160,000 s.h.p. and consists of four sets of quadruple-expansion steam turbines connected to four shafts through single-reduction gearing. As the design of the *Queen Elizabeth* developed it was found that to supply the propelling 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 screws. The 12 boilers are contained in four boiler-rooms.

The closed-stokehold system has been adopted in preference to the closed-trunk system of forced draught, air being forced into the boiler-rooms and flowing thence through the air preheaters 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. The control of the air supply is also simplified, thereby giving better combustion conditions, with consequent economies in fuel consumption.

Pleasant Stokehold Conditions

Owing to the circulation of such large 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 electrically-driven 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 that no soot or ash is deposited on the decks, 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 carbon-dioxide 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 low-pressure) 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

make port, disembark passengers, take in stores and bunkers, embark passengers and sail after only 12 hours in port.

8800-kw. Power Supply

The power for the *Queen Elizabeth's* extensive electrical requirements is generated in two plants situated on either side of a centre-line watertight bulkhead between Nos. 2 and 3 boiler 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 independent vacuum-maintaining pumps, ejectors and lubrication systems, each generator 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 machinery. 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 diesel-driven 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

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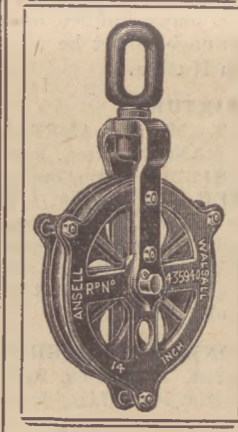


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(Continued on page 5, column 3)



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Harland & Wolff Ltd., Belfast	Tw-screw Pass. & cargo liner	18,000 gr.	Steam turbines Harland & Wolff, Ltd.	Royal Mail Lines, Ltd., London
John Readhead & Sons, Ltd., South Shields	Steamer	8000 d.w.	Fredriksstad steam motor John Readhead & Sons, Ltd.	Belships Co., Ltd., Skibs-A/S, Oslo.
Cantieri Riuniti dell'Adriatico, Montalcone	Motorship	3000 d.w.	Fiat diesel	Rederi-a.b. Svenska Lloyd, Gothenburg
*Gotaverken, Gothenburg	Motor tanker	23,000 d.w.	Diesel	Onstad Shipping A/S, Oslo
Kockums mek. Verkstad, Malmo	Motor tanker	24,400 d.w.	M.A.N. diesel Kockums	Sigurd Herlofson & Co., A/S, Oslo
Lidingö Nya Wavy och Werkstader, Stockholm	Cargo motor-ship	1,100 d.w.	Atlas diesel Atlas Diesel Co., Stockholm	Jorgensens, Rederi A/S, Grimstad
William Hamilton & Co., Ltd., Port Glasgow	Tanker	13,500		Mr. Th. Brovig, Farsund

* 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* steam-raising 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.

Notable differences appear when the 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 the after room, also developing 1300 kw. each, being normally the source of power for all hull and deck machinery. The two installations are 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 *Queen Elizabeth* in that both her generating plants supply current for hull and deck 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 boiler-rooms, 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 work than they can satisfactorily handle, and these contracts extend over periods far ahead. Buyers are pressing for maximum supplies and are keen to place orders to cover forward 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, iron, 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. 10 1/2d., Grayson, Rollo to 8s. 9d., Harland & Wolff to 28s., Vickers to 27s. 1 1/2d. 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. 1 1/2d., while yesterday the Preferred were dealt in at 35s. and the Preference at 30s. 7 1/2d. 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 7 1/2d. to 39s. 4 1/2d. 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 1s. to 77s. 6d. Movements otherwise were unimportant.

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

Highest and Lowest 1945	Business	Yesterday's range of Business
57/3	47/9 Allied Ironfounders	59/6, 59/3
1/10	1/0 Anala Anthracite Ord	1/3 1/2
61/3	50/7 Babcock & Wilcox Ord	65 1/4, 65/6, 65/3
7/1	5/0 Baldwin (Holdings) Ord	6/3, 6/2 1/4
6/3	20/1 Barrow Hematite Ord	29/3
29/6	25/0 Beardmore Ord	30/9
34/4 1/2	30/6 British Ferry Steel	30/9
30/0	24/9 Brown (J) Ord (10/0 paid)	29/9, 30/0, 29/7 1/2
11/9	8/6 Cammell Laird Ord	13/2 1/4, 13/4 1/2
51/0	45/0 Clarke, Chapman Ord	61/0, 60/9
26/3	21/6 Colvilles Ord	25/9, 26/1 1/2, 25/10 1/2
10/0	7/6 Consett Ord	9/5 1/4, 9/6 3/4, 9/4 1/2
53 1/2	4 1/2 Cory (Wm) Ord	101/3, 101/0
29/3	22/6 Dorman, Long Ord	27/6, 27/3
56/0	43/1 Dorman, Long Prof Ord	48/6
8/9	5/0 Grayson Hollo & Clover Ord	8/9, 9/0
43/6	34/6 Guest Keen Ord	41/1 1/2, 41/3, 40/7 1/2
26/0	26/0 Harland & Wolff Ord	25/3
23/1 1/2	15/4 Harland & Wolff Ord	27/10 1/2, 28 1/2, 28/0
22/0	17/1 Harland & Wolff 4 1/2 Cum PI Co. Ord	23/1 1/2, 23/0
27/6	26/0 Howden (J.) & Co. Ord	40/0, 39/0
4/0	2/10 Ocean Coal ...	4/2 1/4, 4/2 1/2, 4/1 1/2, 4/1 1/4
22/6	20/0 Ocean Coal Pref	23/1 1/2
12/3	9/0 Pease & Partners Ord	16/10 1/2, 17/0 3/4, 17/0
24/4	19/9 Powell Duffryn Ord	24/4 1/2, 24/6, 24/1 1/2, 24/3
23/10	19/9 Powell Duffryn Prof	21/9
7/6 3/4	5/6 Richardson, Westerb Ord	11/0, 11 1/2, 10/10 1/2
12/0	8/9 S. Durham "B" Ord	9/0
54/6	40/3 Staveley Coal Ord	52/3, 52/9
58/9	46/3 Stewarts & Lloyds Defid Ord	54/0, 64/0
57/6	41/9 Swan, Hunter Ord	63/6, 64/0
13/7	10/3 Thomas (B.) & Baldwin	12/0, 11/9, 11/9 3/4
36/3	27/6 Thomas (B.) & Baldwin PI	32/0
28/1	26/0 Thornycroft Cum Pref	30/7 1/2
32/6	27/6 Thornycroft PI	35/0
28/3	22/3 United Steel ...	26/3, 26/0, 26/1 1/2
20/6	16/3 Vickers Ord	27/1 1/2, 27/3, 27/0
33/6	27/3 Vickers Cum	32/3, 33/0
43/6	32/6 Ward (Thos) & Samuel Ord	43/9, 43/0, 43/6
12/6	6/10 1/2 White (J.) Ord	15/1 1/2
91/3	78/1 1/2 Whitehead Iron	87/6

The steamer *Mette Skou*, of Copenhagen, has arrived at the Svendborg Skibsvaerft for repairs and alterations to enable her to be employed in the transport of livestock.

(Continued from preceding column)

manufacturers are also dealing satisfactorily with buyers' requirements. Supplies of semi-finished steel are still insufficient, and pressure for finished commodities continues intense. Bookings for black and galvanized 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.

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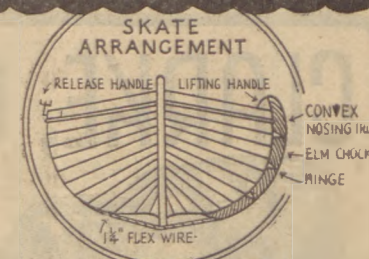
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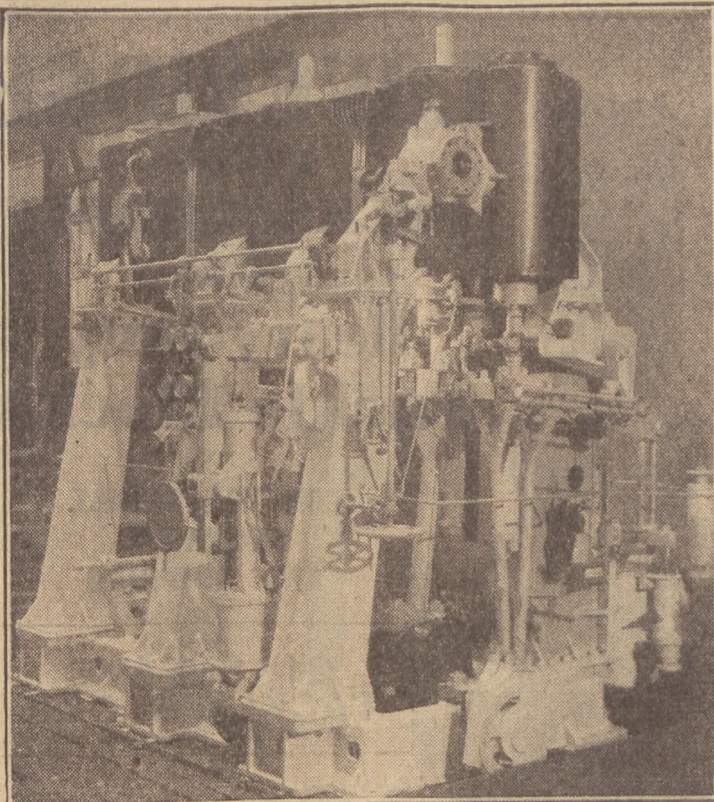
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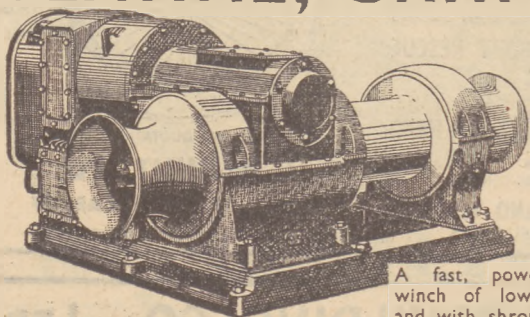
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MARINE CORROSION

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 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, which is very short compared with the general commercial practice, 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 leaching-time 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.

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

It is clear that an investigation of this type is of great use in establishing 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 with 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 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

products are definitely known to exist 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 unfortunate, as the most beneficial results 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 anti-fouling 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 been conducted by the Admiralty Corrosion 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 were commenced in April, 1945, on a number of proprietary outer bottom 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, whose suppliers asked specifically for tests to 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 five-coat 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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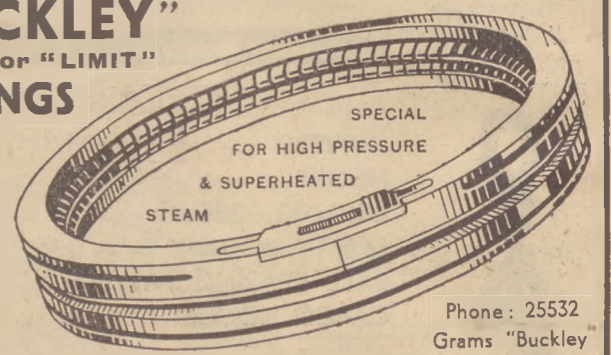
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MARINE CORROSION

(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 is evidence that the output of toxins 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 following 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. Twenty-two systems can be regarded as having failed by fouling and 20 by paint deterioration. (c) Nineteen systems showed negligible deterioration by 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 to remove loose paint and rust, given a touch-up of one full coat of protective composition and one of anti-fouling, 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 assessed.

the best compositions from the points of view of anti-corrosion and anti-fouling. 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 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 Sub-committee was doing great service to shipowners by introducing the accelerated tests.

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 a 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 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 pre-treatment of ships' surfaces before painting was required; that could be drawn up only by a committee in association with the paint manufacturers and the shipping interests. The British Shipbuilding Research Association was joining up with the Marine Corrosion Sub-committee, and he hoped that the composition manufacturers would also join them; they hoped to explore that field in the future.

THE DISCUSSION

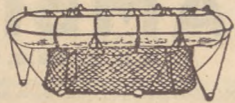
Dr. G. S. BAKER said that he was impressed by the very considerable advance that had been made during the last three years in regard to anti-fouling and anti-corrosion. Half the problem in tackling fouling was to know how the fouling occurred; in the paper the authors had written with such assurance 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 constituting 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 vigorous 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 results. Further, and equally important, in some tests with a cold plastic cuprous oxide paint, temperatures had had a very considerable effect on leaching rate, which had practically doubled when the temperature increased from 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 Corrosion Sub-committee and the Admiralty Corrosion Sub-committee, showing that a new stage had been reached in combating corrosion and fouling, and that the past labours of the committees were bearing fruit. It could be concluded from the paper that the various lines of research on those cognate problems were being narrowed down, and that progress in the future should be rapid. The results attained by wet sandblasting might well be investigated by shipowners, as well as by shipbuilders, for it appeared that if a merchant ship were treated in that way at the first drydocking and then when the ship was, say, from 12 to 15 years old, great improvements would result. The Admiralty Corrosion Committee, of which Mr. Forbes was chairman, had placed at the disposal of the shipping community a process which had great possibilities.

Effect on Form

Sir STANLEY GOODALL (director of Naval Construction) said he was glad that the Institution in recent years had been paying such attention to fouling and corrosion, because a bad surface might altogether rule out the effect of a good form. Shortly after he had become Director of Naval Construction a scheme was started for making full-scale trials to ascertain

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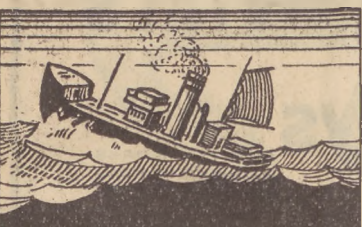
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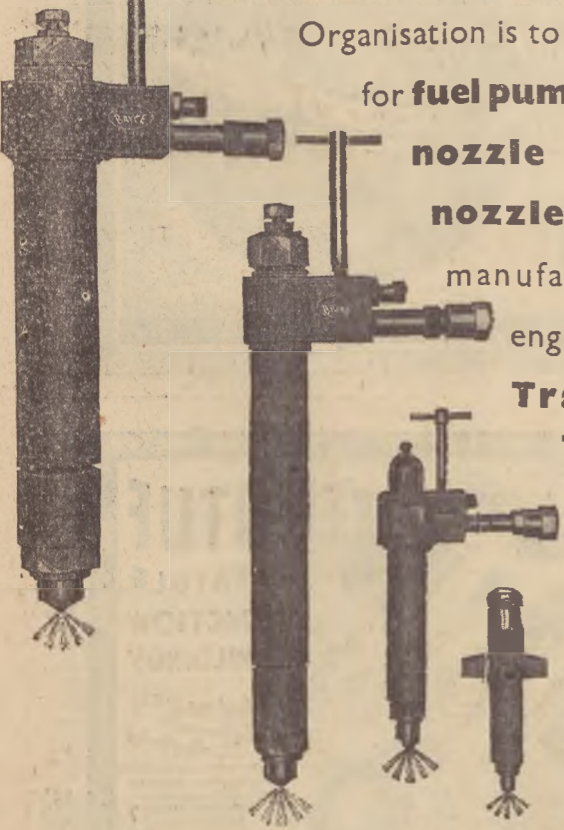


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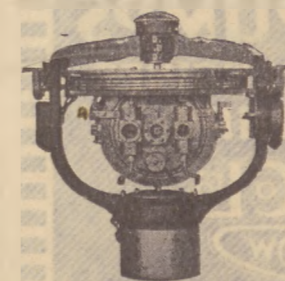
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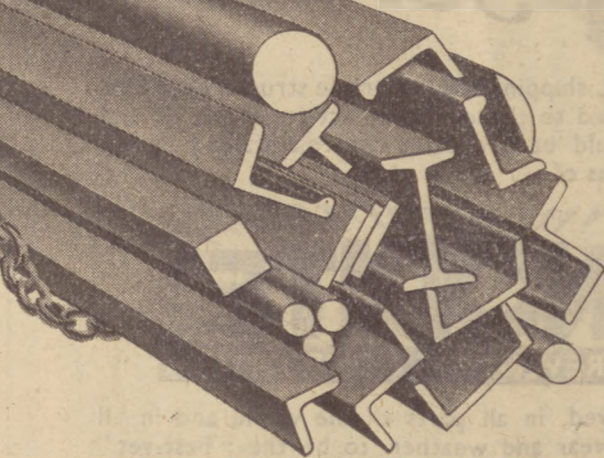
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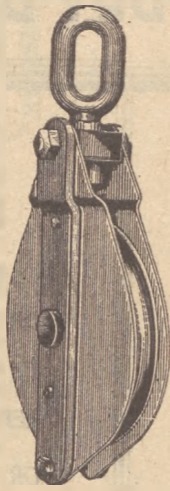
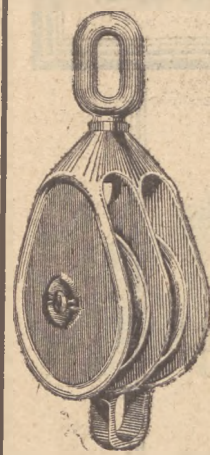
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PROPULSION OF FERRIES

Advantages of Oil Engine

By Our Special Correspondent

One of the most significant contracts for a motorship placed in recent 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 injection engines driving their own scavange 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 ensuring a considerable measure of manoeuvrability. The fact that this ferry is to run alongside a ship which was formerly coal burning and which is now being reconditioned, is significant.

Many people think that steam for ferry propulsion died with the three ships built shortly before the war for the Southern Railway Company's Dover-Dunkirk service. These ships were highly successful in operation, rapid in bunkering and were able to use local Kent coal. 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, single-acting, trunk type engine seems 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 by the space available above the cylinder tops and underneath the deck 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 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 this type of ship is its ability for rapid manoeuvring. Fifteen years ago this would not have been admitted. It remained for the Danish State Railways to see what could be done in this connection, and since they built their first ferry over 20 years ago they have never employed any other type of propulsion than the diesel engine, using 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 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 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 will be the big vessel with twin-screws at each end now building at Quebec for the Prince Edward Island service.

As an alternative there is, of course, the interposition of an hydraulic coupling between the engine and the propeller. The advantages of this have been pointed out, particularly in waters

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 evoke the enthusiasm of those engineers whose cry is always for simplicity.

If, rightly or wrongly, it is admitted that Sweden and Denmark have probably had as much experience as any other nation in the operation of the train ferry types, there is every reason for supporting the direct-coupled unit. If flexibility is required, combined with low headroom for ease of overhaul, why not employ some of the more advanced types of light weight "V" type engines geared in pairs or in fours to the screw or screws? That four geared engines operate successfully has been proved by the short time that the Svenska Lloyd passenger and mail liner *Saga* has been in service on the North Sea route, though whether there is any advantage in the claim that the engineer on watch can cut out any one or two engines when he wishes merely by 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.

Sea-Going Ferries

The sea-going ferry has all the problems of the smooth water type, but to them are added the need for driving a hull which is built up forward into the shape of a normal ship, though simplicity is the keynote 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 point of view of the ferry of 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 hard and does not require the elaborate slipways associated with normal ferry practice.

In the meantime, those ferries which have recently been ordered, like all other types of ships which are needed in a hurry, have to be fitted with those engines which are most readily available. In other cases, of course, well-known and well-tried makes are used. In any case it is clear that there is ample scope for designers of ferries and that some interesting diesel-engine solutions will be found.

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 Metals Research Association and the British Welding Research Association on Fusion Welding of Magnesium-rich 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 preparation, setting up, manipulation, and finishing 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 the alloy on welding behaviour, notes on the welding flame, the flux and welding rods. Of special interest are references to weld defects and inspection and testing. The appendix gives details of chromating treatment.

Copies of "Technique for the Gas Welding of Magnesium Alloys" may be obtained (2s. post free) by application to the Director of Research, British Welding Research Association, 29, Park Crescent, W. 1.

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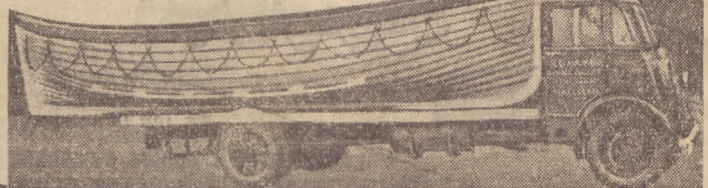
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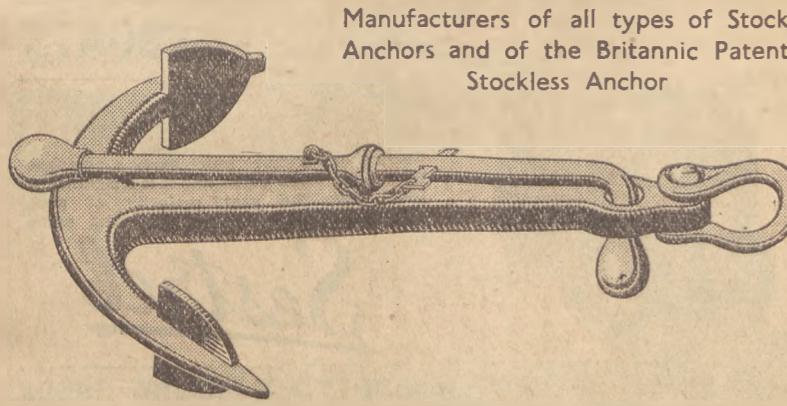
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Round the Shipyards

Survey of Work and Prospects

By Our Own Correspondents

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 passengers. The first of the eight vessels in hand by Barclay, Curle & Co., Ltd., for these owners, the *Landaura*, is nearing 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 gearing, 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 long-term 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 *Maydagar*; repairs were carried out on the *Mount Bevelstoke Park*, and the new H.M.S. *Dunkirk* was in dry dock.

The Greenock Dockyard Company, Ltd., had the *Clan Brodie* in the Garvel graving dock for reconversion, the *Engadine* (to be renamed *Clan Buchanan*) in the James Watt Dock also for reconversion, the tanker *Luar* for maintenance and damage repairs, and the tanker *Scottish Musician* for machinery renewals and damage repairs.

Barclay, Curle & Co., Ltd., 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 stoppage 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 Richardson, 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. Hawthorn, Leslie & Co., Ltd., retired on Aug. 31 at the age of 78, after 64 years 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 week 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 description of the vessel that she will be of advanced design, and one which should enhance the builders' reputation for liner construction. There are now on the stocks in the port four passenger liners 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 *Salamanca* for the Pacific Steam Navigation Company. The last liner completed at Belfast before the war was the *Andes*, which has not yet entered the South American trade for which she was intended. The *Magdalena*, however, bears more comparison with the six "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 delivery 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 *Cathas* (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 *Cathas*, which is designed to take ships of large tonnage. 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

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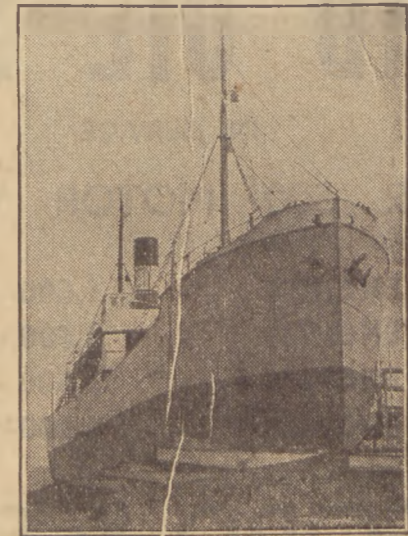
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(Continued on page 10, column 3)

ROUND THE SHIPYARDS

(Continued from page 9, column 4)

Port Line, Ltd., at the end of last week. She is the first of the two 17-knot refrigerated motorships ordered by the Ministry of War Transport towards the end of the war and sold after launching. She has accommodation for 36 saloon and 92 tourist class passengers, and 687,000 cubic ft. of refrigerated cargo space, of which 503,000 cubic ft. are insulated.

THE FORTH

A Steamer for the Baltic Trade

LEITH, Tuesday
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. Robb have in hand for these Messrs. and will be employed on the Wilson Line's Baltic service. The *Tinto*, which is 280 ft. long, is of the shelter-deck type, with four cargo hatches, and has a carrying capacity of about 2050 tons 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 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 craft.

THE MERSEY

Concern at Shortage of Skilled Labour

BIRKENHEAD, Tuesday
With the end of the holiday season 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., Ltd., 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 extension in their activity. The *Mauretania* is in the Gladstone Dock,

and some two or three thousand men will be employed on the work of reconversion, which is expected to take six months.

There is much concern at the shortage of skilled labour. Advertisements for craftsmen, including plumbers, shipwrights 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 occupations. Another cause is that others have been directed to the house-building 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

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 Tees-side 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 content.

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 every encouragement is offered. Educational facilities which their forbears never enjoyed are now available, and the lads are offered time off and financial inducements delightfully 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 ship-repairing industry has been seriously checked by the stoppage of work by the boiler-makers. The amount of short-term 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.

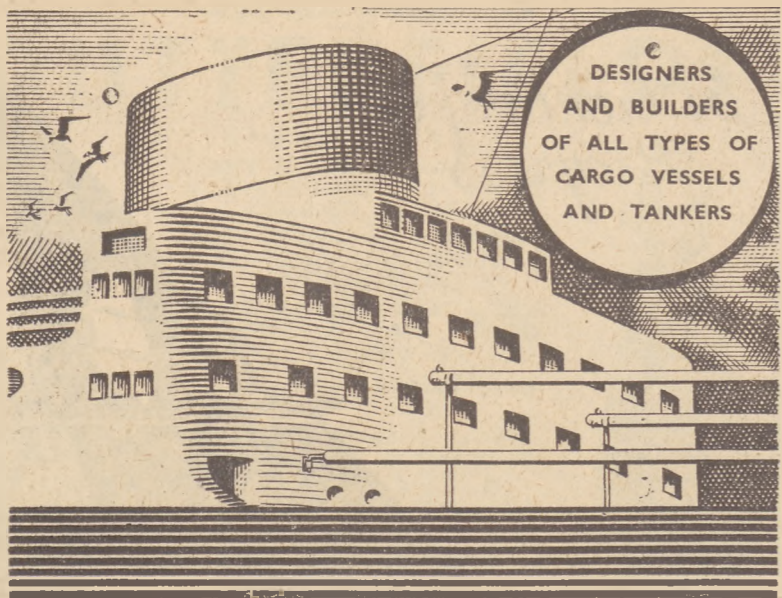
The past week has seen no improvement in the situation, and negotiations between men and employers are temporarily at a deadlock. The men have had meetings, but it is reported that their attitude is unchanged, and the next development will be from London, when the men's national executive take up the 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 boiler-makers' 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 *Oreades*, 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 general cargo as well as 235,000 cu. ft. of refrigerated cargo. Her engines will be of 42,500 h.p. The *Chusan* will have a speed of over 23 knots, and

(Continued on page 11, column 3)



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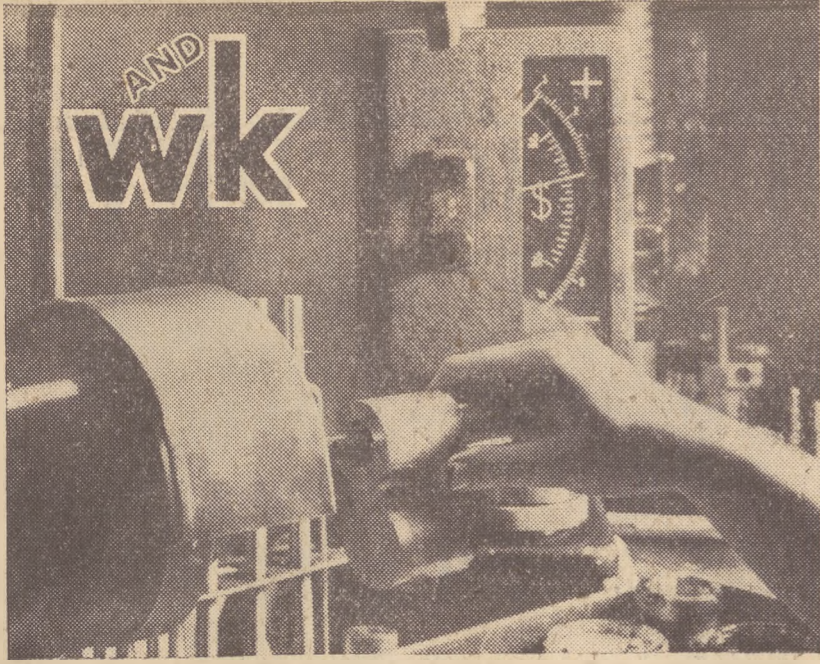
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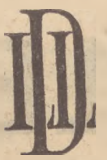
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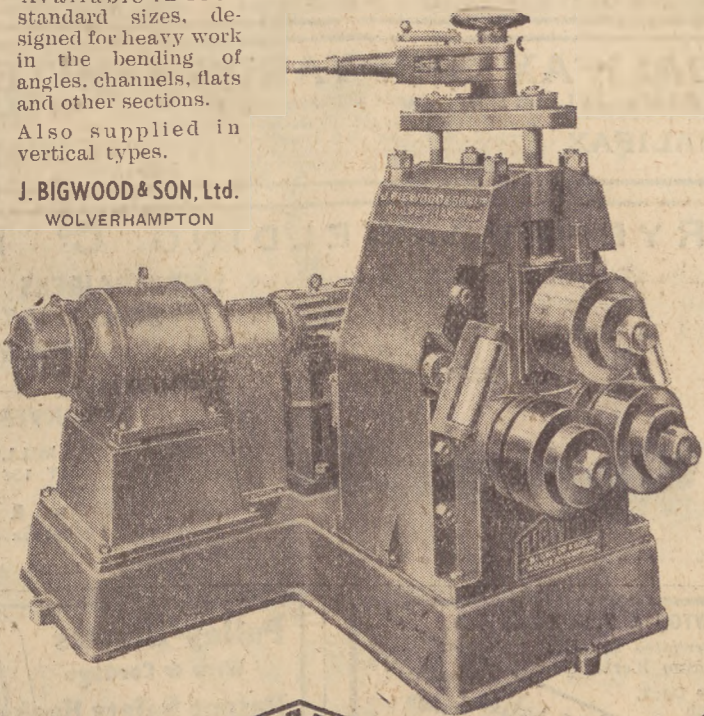
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Discussions with German shipping experts on Hansa ship types form the subject of F.I.A.T. Final Report No. 563, by Mr. W. P. Spofford and Mr. N. Oresko, who have visited Germany under the auspices of the Combined Intelligence Objectives Sub-Committee. 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; draught, 8.084 metres; displacement, 16,820 tons; deadweight, 10,200 tons; gross tonnage, 8084 tons; i.h.p., 6000; speed, 14.5 knots.

She is a shelter deck ship, with tonnage opening aft and two 'tween decks in all, except the after hold, which has one. The construction, lines, deck-houses, &c., are conventional and differ little from much older ships, even including three sets of wooden decks. However, there are a few unusual features.

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 after-hold 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 Norddeutscher Lloyd, when being questioned on this point, agreed that he liked the arrangement but that Lloyd's Register did not, hence he had not used the idea on any of his own ships. The intimation was that pressure by the German Government had carried this point. Nevertheless, this arrangement of holds could be very useful, particularly in wartime.

There are a total of 23 deck winches and 23 booms. The machinery installation is an attempt to extract the last ounce of efficiency from the old Scotch boiler-reciprocating engine combination by adding air heaters, economisers, water wall tubes and superheaters to the boilers, and by adding a Lentz H.P. cylinder, steam reheater, Bauer-Wach turbine and attached generator to the engine. It is not considered as a suitable or practical machinery arrangement for American practice.

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 be 53.7 metres in length, 11.6 metres in breadth, and 7.4 metres in depth. She is being built of oak, and about 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; provision is made for the fitting of a safety switch which will automatically stop the 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, 1948.

The *Hinemoa*, 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 refitting.

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

SCANDINAVIAN YARDS

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 38 vessels, of 154,470 tons, against 29 vessels, of 163,990 tons; the total of work and orders in hand was 69 vessels, of 299,680 tons, against 48 vessels, of 216,370 tons.

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. 1 last:—

	July 1	Jan. 1		July 1	Jan. 1
	No.	Tons g.	No.	Tons g.	Tons g.
Norway—					
Under construction—					
Steel motorships	28	34,980	20	28,350	
Wood & composite m/s.	13	2,030	12	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—					
Steel motorships	48	183,810	43	180,370	
Wood & comp. m/s.	1	180	1	230	
Steel steamers	6	10,850	10	18,040	
On order—					
Steel motorships	134	777,640	123	652,170	
Steel steamers	3	5,940	2	2,500	
Denmark—					
Under construction—					
Steel motorships	24	127,470	8	26,160	
Wood & comp. m/s.	1	800	2	920	
Steel steamers	6	16,940	9	25,300	
On order—					
Steel motorships	36	149,670	29	161,590	
Steel steamers	2	4,800	1	2,400	

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 months included 23 new vessels, of 17,394 tons; of these, 21 vessels, of 10,450 tons, were built in Norway, and two vessels (both steamers) were built abroad (one in Sweden and one in Britain). The Swedish merchant fleet at the beginning of this year comprised 1117 vessels, of 1,545,932 tons gross, and during the first half of the year there was a net increase of 22 vessels and 101,200 tons. The 36 vessels, of 118,923 tons, added to the Swedish fleet during the six months included 20 motorships, of 94,717 tons, and five steamers, of 9804 tons, built in Sweden, and one steamer, of 2757 tons, built abroad. The Danish merchant fleet at the beginning of this year comprised 550 vessels, of 807,072 tons gross, and during the first half of the year there was a net increase of six vessels and 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 Denmark.

SEA CARRIAGE OF ROLLING STOCK

The Steamer "Margay" in Service

The steamer *Margay*, designed for the carriage of rolling stock between the United Kingdom and South 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 9150 tons d.w. She has an open shelter deck, a raked stem and cruiser stern.

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 cargo-handling 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), Ltd., 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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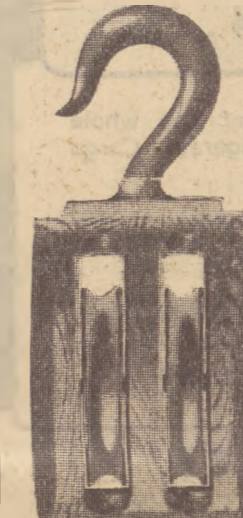
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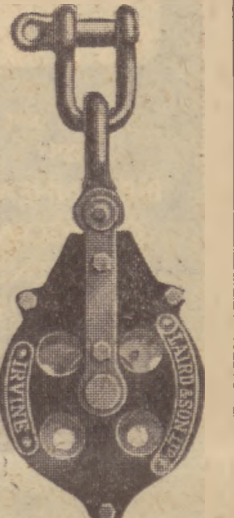
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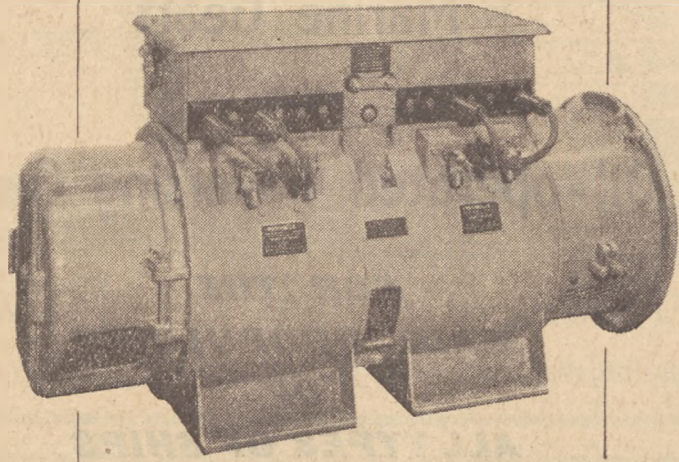
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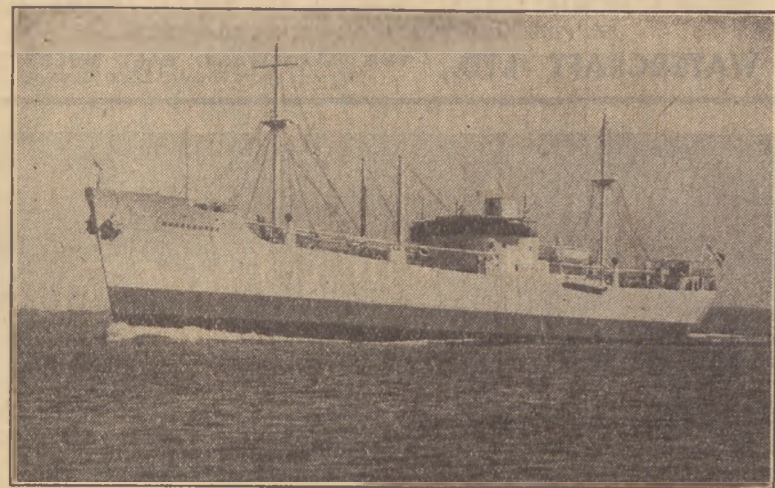
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STEAM PROPULSION Centralised Boiler Plant Control

By OUR SPECIAL CORRESPONDENT

Among the many important facts which emerged as a result of the recent interrogation of technical 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 years before the recent war the British coal industry had devoted itself as enthusiastically and wholeheartedly to the development of 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 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 CO. 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 or air supplied.

On a separate panel a multipoint distance thermometer instrument was situated, and from this important temperatures could be obtained, such as waste gas at the funnel, boiler feed or superheated steam. This equipment, together with the pressure gauges, enabled the engineer not only to control the 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 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 this equipment was a success in this ship in question, why was it not applied to more ships? It represents a genuine attempt to mechanise coal and to bring its combustion into close resemblance with that of oil. It would be interesting, if figures were available, to know what the fuel consumption amounted to in

pounds per shaft h.p. per hour and whether, for example, a low figure was attained such as that claimed for certain Swedish ships having reciprocating machinery with turbo compressors.

The Germans, or rather one section of their technical opinion in the Norddeutscher Lloyd, favoured coal for short runs where the bunker space did not interfere too seriously with cargo capacity. It is known that highly successful coal burning 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 Hamburg firm of Steinmuller.

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 process.

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 in ships of other nations some time ago.

The Norddeutscher Lloyd ship was employed on relatively short runs, the power being between 2000 and 5000 h.p., or even higher. They preferred to do their mechanical stoking with Lamont boilers, owing to their ideal furnace size and shape when employed in conjunction with geared turbines. Here, too, no fuel 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 direction.

U.S. VISITORS TO N.E. COAST YARDS

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 R. & W. Hawthorn, Leslie & Co., Ltd., Hebburn, where they were received by Mr. H. B. Robin Rowell (chairman). Their purpose is to study shipbuilding conditions in this country, and, as Mr. Van Piper said, they were out to gather as much information as possible. They were interested 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 yesterday was to Tees-side yards, and this afternoon to the Wear-side shipyard of William Doxford & Sons, Ltd.

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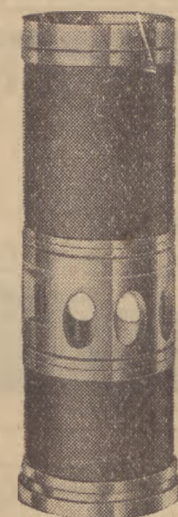
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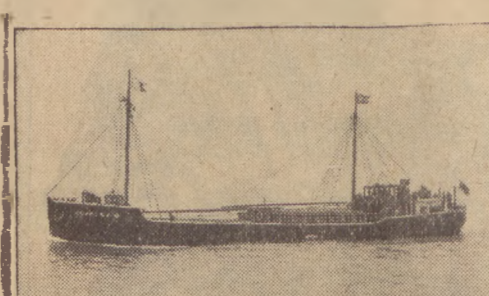
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TEES COMMISSIONERS' WIDER ACTIVITIES

Three New Appointments

From Our Own Correspondent
MIDDLESBROUGH, Tuesday

At a meeting of the Tees Conservancy Commissioners yesterday the chairman, 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 the Commissioners, is also made secretary, and Mr. P. A. R. Leith has been promoted to chief engineer.

Mr. Gentry entered the service of the Port of London Authority nearly 30 years ago, and now holds the position of commercial superintendent. During the recent war he discharged many responsibilities connected with shipping and docks in different parts of the world. In 1939-40 he was 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 operation 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 India, and became deputy port director for Calcutta during the period that this 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 Commissioners, 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. Pent, 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.

Mr. 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. advance.

REPORTS AND DIVIDENDS

CAMELL 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 past.

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 taxation.

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 by 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. Colville, who has resigned to take up another appointment; Mr. F. E. Crang, manager of Beekenhall branch, to be assistant treasurer.

MONEY MARKET

Fair Inquiry for Bills

Owing to T.D.R. payments there was a contraction in credit supplies yesterday, although usually borrowers were able to satisfy their needs without difficulty at 1/2 per cent. In the discount market there was a fair inquiry for short-dated Treasury bills, mainly October maturities. Foreign exchange rates and silver prices were unaltered.

STOCK EXCHANGE

Advance in the Funds

Quiet conditions characterised most departments of the Stock Exchange yesterday, and much irregularity was in evidence. The feature was the active buying of British Government stocks. The old Consols jumped 5-16 to 97 3-16 and the rest of the list were 1-16 to 3-16 higher where changed, the 3 per cent. Funding showing the larger movement at 106 1/2. Home railway Ordinary stocks were easier. Southern Preferred declined 1/2 to 71. Great Western 1/2 to 55 1/2 and Midland 1/2 to 26 1/2.

Shipping issues were decidedly quieter. Cunard 5 per cent. and 6 per cent. Preferences were marked up 2 and 1 to 127 1/2 and 128 1/2 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 declines of 1-16 in Trinidad Leaseholds to 5 31-32 and Ultramar to 3 21-32.

COMMODITIES

GRAIN

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 1/2c.; from Baltimore or Philadelphia, 178 1/2c.; from New York, 179 1/2c. per bushel f.o.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.—LINSSEED.—Raw £13s. RAPE.—Crude £91. COTTON.—Crude 52 2s. 6d. CASTOR.—First £110; seconds £108. GROUNDNUT and SUNFLOWER.—Crude 56 10s. per ton. ROSIN.—American grades F to M, 47s.; W.G. 48s. 6d.; W.W. 52s. 6d. per cwt. OILSEEDS.—For shipment. CASTOR-SEED.—Bombay, £48 per ton. Other oilseeds and groundnuts all unquoted.

FOREIGN PRODUCE

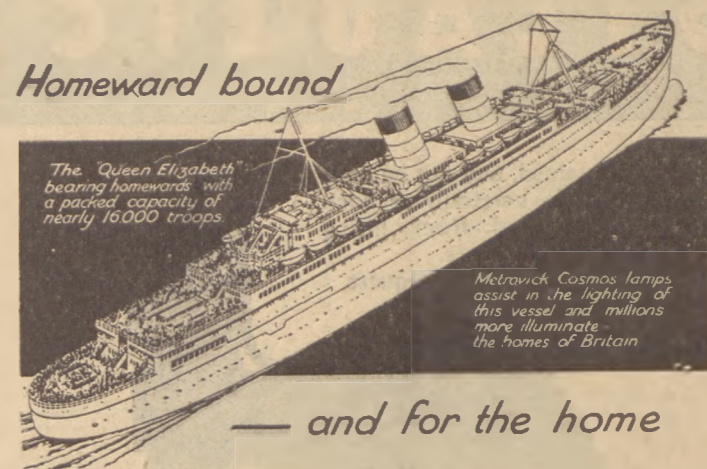
LONDON (Mincing Lane), Tuesday
CLOVES.—Zanzibar spot 11 1/2d. per lb. sellers; c.i.f. Aug./Sept. 10 1/2d. (buyers' licence); afloat 10 1/2d. per lb. sellers. PIMENTO.—Spot 1s. 1 1/2d. per lb. sellers. CHILLIES.—Mombasa spot 155s. sellers per cwt. MACE.—West Indian pale spot 5s. nominal per lb. JUTE.—Unquoted. 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.

TINPLATES.—Home delivery 34s. 3d. basis I.C. 14 by 20 f.o.l. makers' works; export 38s. to 42s. basis f.o.b. South Wales. COPPER.—Electrolytic and wire bars £84 per ton, delivered. COPPER SULPHATE.—98-100 per cent. £33 10s. per ton (less 2 per cent.) in 2 cwt. bags (free), f.o.b. ALUMINIUM.—Ingots and bars for home delivery £67 per ton, delivered. ANTIMONY.—English 99 per cent. £125, and crude 70 per cent. £105 per ton, delivered. TUNGSTEN ORE.—Prices range from 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.

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DIVERS BEGIN REPAIR WORK

SAILING FOR LONDON IN FORTNIGHT

"Evening News" Reporter

FALMOUTH, Friday.

ADMIRALTY divers equipped with the latest submarine apparatus, including an underwater gun, started repair work on the £1,000,000 food ship American Farmer to-day.

Her gaping hole, exposing two holds, will be patched up and the bulkheads reinforced with concrete to ensure the safety of the food for Britain undamaged in the other holds.

Temporary repairs are expected to take a fortnight, following which an American crew will fill her to London for unloading and proper repairs.

"Latest Thing"

One of the divers, Mr. M. Manson, told me to-day that the underwater gun, manufactured by Temple Cox Co. of Bromley is the latest thing in underwater repair and can shoot bolts through the thickest steel without difficulty. All the work—with the exception of painting—will be carried out by divers under water.

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SHIPS IN PORT

LONDON—IN DOCK

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ABEYNE, 1244, W. Dk., Ldn. Dk., Clyde Shipping Co.

ACTIVITY, 358, 26 Shed, Tilbury, F. T. Everard & Sons

ALSTERN, 927, Albion Yd., Surrey Commercial, J. Caribon & Co.

ARABIAN PRINCE, 1960, 2 Shed, Victoria, Westcott & Laurance Line

ARANMORE, 1135, W. Dk., Ldn. Dk., Clyde Shipping Co.

AVON COAST, 1036, W. Dk., Ldn. Dk., Coast Lines

BALMOR, 2757, Canary Wf., West India, F. Dessen & Co.

BARON MURRAY, 7051, 23 Shed, Royal Albert, Hogarth, Sons & Co.

BARONESA, 8663, 5 Shed, Royal Albert, Houliher Bros. & Co.

BAYANO, 6815, Transit Shed W., Surrey Commercial, Cunard White Star

BEACON, 470, Blackwall Bsn., West India, Trinity House

BENWORLICH, 9768, 14 Shed, King George V., Galbraith, Pembroke & Co.

BLACK PRINCE (ex Empire Regent), 9904, O Shed, South West India, Prince Line

BOTHNIA, 755, Brunswick Yd. Shed, Surrey Commercial, British & Northern 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., Coast Lines

CARPIO, 1847, 3 Shed, Royal Albert, MacAndrews & Co.

CARTHAGE, 14,182, 34 Shed, Tilbury, P. & O. S. N. Co.

CEBY-BRYN, 5164, Dry Dk., Millwall, Capper, Alexander & Co.

CHARLBURY, 7069, 11 Shed, Royal Albert, Capper, Alexander & Co.

CHURRUCA, 1847, W. Dk., Ldn. Dk., MacAndrews & Co.

CITY OF BRISTOL, 8424, 24 Shed, Tilbury, Montgomery & Workman

CLAN CAMERON, 7243, 17 Shed, Tilbury, Cayzer, Irvine & Co.

CLAN CAMPBELL, 8545, 33 Shed, Tilbury, Cayzer, Irvine & Co.

COMEDIAN, 5122, C Shed, West India, T. & J. Harrison

CONDESA, 10,367, 15, Shed, Royal Albert Houliher Bros. & Co.

DENBIGHSHIRE, 8983, 11 Shed, King George V., Glen Line

DUNSTER GRANGE, 9494, 35 Shed, Royal Albert, Houliher Bros. & Co.

DUALINGO, 9306, 3 Shed, King George V., Royal Mail Lines

EMPIRE ARUN, 5490, B Shed, West India, E. Bigland & Co.

EMPIRE BALTO (ex LST 3519), 3578, 26 Shed, Tilbury

EMPIRE CLARENDON, 8577, 14, Shed, Royal Albert, P. & O. S. N. Co.

EMPIRE CONDOE, 998, Canal Shed, Victoria, London & Rochester Trading Co.

EMPIRE CONFERENCE, 1919, Centre Yd. N., Surrey Commercial, Mitre Shipping Co.

EMPIRE CONSEQUENCE, 1998, H Shed, West India, Shipping & Coal Co.

EMPIRE COULWAY, 965, 2 Dolphin, Millwall, T. Cook

EMPIRE GANGWAY, 1942, E Whse., Millwall, United Shipping Co.

EMPIRE KENT, 7969, T & T Whses., Millwall, T. & J. Harrison

LONDON—IN THE RIVER

Vessel Station Broker
ADAPTITY, Everard's Wf., Greenhithe, F. T. Everard & Sons

AGILITY, Everard's Bys., Greenhithe, F. T. Everard & Sons

ALGARVE, Tunnel Portland Cement Works, W. Throck, C. Hoffmann & Co.

ALLI, Blake's Wf., Fulham, Board Import

ASEITY, F. T. Everard's Jty., Greenhithe, F. T. Everard & Sons

ASSIDUITY, Everard's Jty., Greenhithe, F. T. Everard & Sons

ATHELTARN, Rainham Tr., Athel Line

AYENWOOD, Bevan's Wf., Northfleet, Temple Thomson & Clark

BALMORAL QUEEN, British Channel Traders

BALTAZIA, Cotton's Wf., Bermondsey, United Baltic Corporation

BELHAVEN, for Colton's Wf., Bermondsey

BELAVOOK, Carron Wf., Wapping, London & Edinburgh Shipping Co.

BIRDWOOD, Upper Tr., Brith, W. France Fenwick & Co.

BRIXTON, Rotherhithe Gas Works, South Metropolitan Gas Co.

BROOKSIDE, Bellamy's Wf., Rotherhithe, C. E. Krarup (cable), G.P.O. Moorings

C. E. KRARUP (cable), G.P.O. Moorings

CARLEIGH, Stephenson & Eppgrave

CARLTON COAST, Tate's Wf., Silvertown, Coast Lines

CHANNEL QUEEN, Free Trade Wf., Ratcliff, British Channel Islands Shipping Co.

COLDSTREAM, Upper Tr., W. Woolwich, Coastwise Colliers

COLWYN, Power Station, Barking, Woolwich Colliers, Ltd.

COMANCHE, Anglo-American Oil Co.'s Jty., Furlong, Anglo-American Oil Co.

CORFEN, Lower Tr., Brith, W. Cory & Son

CORFLET, Woolwich Power Station, W. Cory & Son

CORFESS, Lower Tr., W. Woolwich, W. Cory & Son

CORLEEN, Barking Jty., W. Cory & Son

CORMIST, Galleons Tr., Woolwich, W. Cory & Son

CORANT, G. S. N. Co.

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EMPIRE FAVORITE, Everard's Wf., Greenhithe, F. T. Everard & Sons

EMPIRE GARRY, Chamberlain's Wf., Bermondsey, United Shipping Co.

EMPIRE GLORY, White's Wf., Swanscombe

EMPIRE KEW, Plaster Products Wf., Greenhithe, T. P. Rose Richards (London)

EMPIRE LEBEK, Lovell's Wf., E. Greenwich, G. A. Tom & Co.

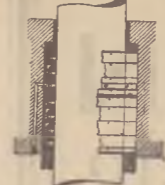
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EMPIRE SEAGREEN, Weston's Wf., Canning Town, Leopold Walford Shipping

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ALGO, 1566, Wallasey, † Monroe Bros.

ALLERTON, 1195, W. Float, † Bahr, Behrend & Co.

ALRESFORD, 2472, for Manchester

ANGLIA, 1300, Queen's 2, Bahr, Behrend & Co.

ANNA II, 478, Carriers', Ross, Ryan & Co.

ANTHONY, 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, Alexandria, Cunard White Star

ASHFIELD, 425, Alexandra 3, W. A. Savage

ATHELPRINCE, 5566, Cammell Laird & Co.'s Dry 4, † Athel Line

AUSTRALIA STAR, 11,124, Vittoria, Wf., † Blue Star Line

AUTHORITY, 616, Queen's 1, Caleb, Brett & Co.

BANKVILLE, 339, Wallasey, † J. S. Monks

BELNOR, 2871, Gladstone, Viewright, Bacon & Co.

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BETANCURIA, 2926, King's 1, Yeoward Line

BONAFACE, 4698, Langton, Booth S.S. Co.

BORNEO, 1221, Queen's 2, Bahr, Behrend & Co.

BRITISH COAST, 889, Nelson, Coast Lines

BUSIRIS, 943, Lpool, Moss Hutchison Line

CHAUNT 58, 401, Clarence Dry 2, Houliher Bros. & Co.

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

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

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

CITY OF HONGKONG, 9506, Herculaneum Dry 4, Hall Line

CITY OF KEELUNG, 5136, W. Float, † Hall Line

CITY OF MALDEN, 6785, Grayson, Rollo & Closures Dry 5, † E. W. Turner & Dry 2, J. S. Monks

CLARA MONKS, 577, Clarence Dry 2, J. S. Monks

CLAN MACNAIR, 6096, Vittoria, † Cayzer, Tyne & Co.

CLYDE COAST, 511, Trafalgar, Coast Lines


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Remittance with order and plus postage or usual reference.

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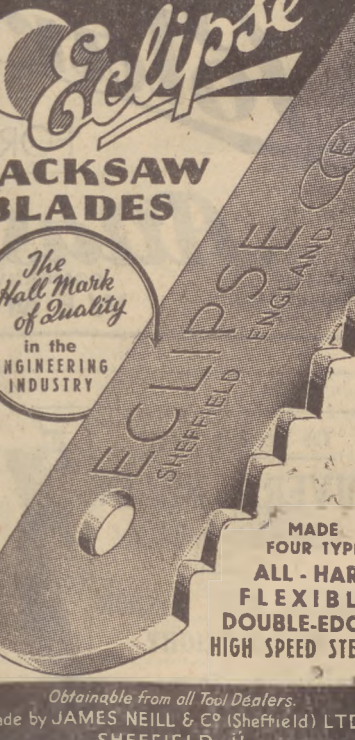


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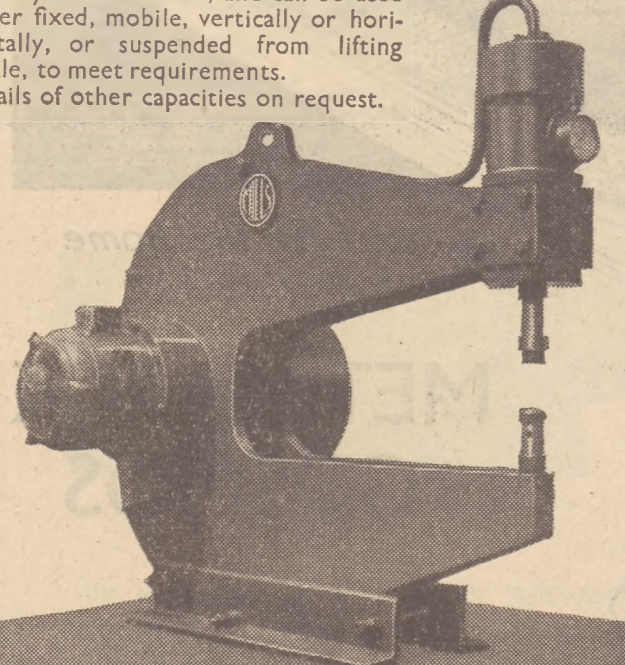


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LONDON—IN DRY DOCK

GREEN'S NO. 2.—Queen's Channel (hopper barge)

KING GEORGE V.—Highland Chieftain.

MILLWALL.—Cefn-y-Bryn.

NELSON.—Rhone, Rodney II.

TILBURY.—Prince's Channel (hopper barge). Sampan

WEST INDIA.—Mytilus.

LONDON—IN THE RIVER

Vessel Station Broker
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AGILITY, Everard's Bys., Greenhithe, F. T. Everard & Sons

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ALLI, Blake's Wf., Fulham, Board Import

ASEITY, F. T. Everard's Jty., Greenhithe, F. T. Everard & Sons

ASSIDUITY, Everard's Jty., Greenhithe, F. T. Everard & Sons

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AYENWOOD, Bevan's Wf., Northfleet, Temple Thomson & Clark

BALMORAL QUEEN, British Channel Traders

BALTAZIA, Cotton's Wf., Bermondsey, United Baltic Corporation

BELHAVEN, for Colton's Wf., Bermondsey

BELAVOOK, Carron Wf., Wapping, London & Edinburgh Shipping Co.

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COLWYN, Power Station, Barking, Woolwich Colliers, Ltd.

COMANCHE, Anglo-American Oil Co.'s Jty., Furlong, Anglo-American Oil Co.

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CORFLET, Woolwich Power Station, W. Cory & Son

CORFESS, Lower Tr., W. Woolwich, W. Cory & Son

CORLEEN, Barking Jty., W. Cory & Son

CORMIST, Galleons Tr., Woolwich, W. Cory & Son

CORANT, G. S. N. Co.

EMPIRE ESTUAR, Everard's Wf., Greenhithe, F. T. Everard & Sons

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BROOKSIDE, Bellamy's Wf., Rotherhithe, C. E. Krarup (cable), G.P.O. Moorings

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COLWYN, Power Station, Barking, Woolwich Colliers, Ltd.

COMANCHE, Anglo-American Oil Co.'s Jty., Furlong, Anglo-American Oil Co.

CORFEN, Lower Tr., Brith, W. Cory & Son

OVERSEA MOVEMENTS: Latest Reports

UNITED KINGDOM

1 GRAVESEND AR
Wega (Ph), abt Sep 2
Ali, Sep 2
Churruca
for London Dock
Voorwaarts, Sep 3
Sundby for Wandsworth
Sambalt, Sep 3 Hamburg
for Tilbury Dock
Samakron
for King George V.
Dock
Torni, Sep 3 Kalix
for Surrey Com Dock
Kirsta
for Greenhithe
Margrethe
for Copenhagen
for Hay's Wharf
Ocean Vulcan Galveston

2 HAYLE AR
Libra, Sep 1 Maryport
HARTLAND PT Pd In
Elkanah Crowell, Sep 3
AVONMOUTH AR
Valewood, Sep 3
British Scout
New Zealand
Houston
AVONMOUTH SD
Graiglas, Sep 2 Halifax
Geo. W. McKnight
Houston
BARRY AR
Baltara, Sep 2
Aert van der Neer,
Sep 3 Amsterdam
BARRY IS Pd Down
Graiglas, Sep 3
Geo. W. McKnight
PORT TALBOT AR
Garesfield, Sep 2
SWANSEA AR
Redstart, Sep 2 Oporto
MUMBLES Pd Out
Redstart, Sep 2
PARTINGTON SD
Muron, Sep 3 Rouen
MANCHESTER SD
American Forwarder,
Sep 3 New York
LIVERPOOL AR
Betancuria, Sep 2
Lapwing
Rita, Sep 2
for Irlan
Staffordshire, Sep 3
Heron's Bridge
Abadan
Sea Perch
Naples
Empire Conrad
Lagos
Comliebank, Sep 3
Historian
Beira
Fort Ticonderoga, Sep 3
Albany (NY)
Mont Louis
for Manchester
Corrientes Buenos Aires
Buisris
Bordeaux
LIVERPOOL SD
Dunkery Beacon, Sep 2
Sibley Park, Sep 2
New York via Belfast
PRESTON SD
Inger, Sep 3
FLEETWOOD SD
Oksyvia, Aug 31 Faroes
and Iceland
BARROW AR
Sea Fisher, Aug 31
Carlslogie
Indian Bay (NF)
Taarnborg, Sep 2
Oxelosund
BARROW SD
Karesuando, Sep 2
S. N. A. S., Sep 2
Chukotka
Stanton H. King, Sep 3
Michael Pupin
DUNGENESS Pd E
Edward Bruce, Sep 3
Starkenborgh
DUNGENESS Pd W
Fredman, Sep 2
Juniper
Zonnewyk (ex Vermeer)
(Du), Sep 3
BEACHY HEAD Pd E
Virgo (pres), Sep 3
Comcracke, Sep 3
Axel Johnson
BEACHY HEAD Pd W
Kajsa Christensen, Sep 2
Samarinda
John J. Crittenden
Grants Pass
SHOREHAM AR
Quo Vadis, Sep 2
Gruno
Rotterdam
SPITHEAD Pd Out
Reiger, Sep 2
PORTSMOUTH SD
Empire Bascobel (tug),
Aug 24 Lisbon
ST CATH'S Pd W
Frank A. Vanderlip
Masset, Sep 2
Immingham
SOUTHAMPTON SD
Reiger, Sep 2
Grangemouth
Lady Rodney
Halifax
Frank A. Vanderlip
Marine Marlin
Bremerhaven
POOLE SD
Ferjo (aux), Aug 31
Solvessborg
EXMOUTH AR
Birgitta (aux), Sep 3
Helena
Goole
TEIGNMOUTH SD
Fyris (aux), Sep 2
Solvessborg
TOR BAY AR
James Hawson, Sep 2
PRAWLE POINT Pd E
Pan Aruba, Sep 3
Vikingland
PRAWLE POINT Pd W
Lady Rodney, Sep 2
Auzad, Sep 3
PLYMOUTH AR
Elkanah Crowell, Sep 3
Haukipudas
PLYMOUTH SD
Aldebaran, Sep 1
Bremerhaven
Sep 2
Elkanah Crowell, Sep 2
Cardiff
FOWEY SD
Femstroom, Sep 3
Bristol & Amsterdam
PAR AR
Jaba, Sep 2
Newport (IOW)
FALMOUTH AR
Marie Louise Mackay
(cable), Sep 2
Plymouth
FALMOUTH AR (S?)
Empire Aid (tug),
Sep 1 Lisbon
LIZARD Pd E
Athelberg, Sep 3
Washington (pres)
LIZARD Pd W
Benjamin Silliman
Sparkling Wave
for New York
Bestik, Sep 3

3 MIDDLESBRO AR
Gulholm, Sep 3
Haugesund
Antwerp
Ziipe
Heerengracht
(ex Ansyna) (Du)
Sep 2 Rotterdam
MIDDLESBRO SD
Blyth
Aylesbury
Hull
FLAMBORO HD Pd N
Nandi, Sep 3
FLAMBORO HD Pd S
Langer, Sep 3
SPURN HEAD Pd In
Thistleford, Sep 2
British Gratitude
Laban Howes, Sep 3
Trondhjem
Orion (Sw)
SPURN HEAD Pd Out
Empire Spearhead, Sep 2
Marieborg
Myllykoski
Bohus
Shuna (pres)
Alaband, Sep 3
Kimball Harlow
Port Norman, Sep 3
Birgitta
Rota
Empire Halberd
SALT END AR
Beechwood, Sep 2 Haifa
HULL AR
Empire Galena, Sep 1
Keila
Sfax
Bassano
Montreal
Berkeleestroom
Amsterdam
Empire Halberd
Cuxhaven
Marieborg, Sep 2
Grangemouth
Fort Brule, Sep 2
Essex Trader
Churchill
Aylesbury, Sep 3
Empire Outlass
Cuxhaven
HULL SD
Empire Rapier, Sep 1
Empire Spearhead,
Sep 2 Cuxhaven
Marieborg
Helsinki
Myllykoski
Kotka
Marcel, Sep 2
Immingham
Shuna
Kirkball Harlow
Kotka
Araba (ex Sherbrooke)
Huelva
Red Bank, Sep 3
Curacao
Empire Halberd
Cuxhaven
GOOLE AR
Rother, Sep 2
Copenhagen
Bernard V.
Caen
IMMINGHAM AR
Birgitta, Aug 31
Leith
Sanderry
Antwerp
Alabama
Norresundby
Selene, Sep 1
King's Lynn
Rouen
IMMINGHAM SD
Agne, Aug 31 Romskaar
Empire Woodlark
Salt End
GRIMSBY AR
Rota, Sep 1
Esbjerg
KING'S LYNN SD
Express, Sep 2
Rotterdam
GT YARMOUTH RDS Pd N
Frida (aux), Sep 2
Ceylon, Aug 29 Skutskar
GT YARMOUTH RDS Pd S
Hollandia, Sep 3
Express
GT YARMOUTH AR
Ransater, Sep 3
GT YARMOUTH SD
Frida (aux), Sep 2 Blyth
HARWICH AR
Nijenburgh, Aug 31
Boston (Lincs)
Kronprins Frederik,
Sep 1 Esbjerg
HARWICH SD
Nijenburgh, Sep 1
Gravesend
OLD KILPATRICK AR
War Pindari, Sep 2
OLD KILPATRICK SD
Wave Chief, Sep 2
QUEENSTOWN AR
Washington, Sep 2
New York
QUEENSTOWN SD
Washington, Sep 2
Southampton & Havre
DUNNET HEAD Pd E
Empire Conquest, Sep 2
DUNNET HEAD Pd W
Kora, Sep 2
Radmanso, Sep 3
ABERDEEN AR
Vestra, Sep 2 Vifstavarf
Rapid
Rotterdam
ABERDEEN SD
Havsbvis, Sep 2 Malmo
GRANGEMOUTH AR
Haskerland, Sep 2
Leith
GRANGEMOUTH SD
Crackshot, Sep 1 Raumo
Lea Grange, Sep 2
Hamina
BONNESS AR
Rene Paul, Aug 30
Antwerp
LEITH AR
Pearleaf, Sep 2 Rosyth
Gracia, Sep 3 Ystad
LEITH SD
Haskerland, Sep 2
Grangemouth
ST ABBS' HEAD Pd S
Azerbaijan, Sep 2
Lea Grange, Sep 3
Mr. Harm Smeenge
BLYTH AR
Beta, Sep 2
Middlesbro
Sunderland
Leonardia, Sep 3
Hartlepool
Nottingham
London
TYNE AR
J. C. Jacobsen, Sep 3
Copenhagen
TYNE SD
Graiglass, Sep 2 Bilbao
Senga, Sep 3 Antwerp
Neverita
Curacao
Kaupanga
Oslofjord
SUNDERLAND SD
Beta, Sep 2 Blyth
HARTLEPOOL SD
Empire Magpie, Sep 1
Montreal (not for
Hongkong as before
reported)

4 BERGEN SD
Utklippan II., Aug 27
abroad
Sweden
Mitra
Ornefjell, Aug 31 Oslo
Neptun
Rotterdam
AALVIK SD
Aair Reed, Aug 25
Porsgrunn
HAUGESUND AR
Margaret Rose, Aug 22
Greenock
KOPERVIK AR
Brategg, Aug 23
Boulogne
Ophir (No) Fredrikstad
Spurt, Aug 24 Emden
Dione, Aug 26 Narvik
Knoll, Aug 27 Germany
Lovaas, Aug 29
Sagvaag
KOPERVIK SD
Brategg, Aug 23
Trondhjem
Spurt, Aug 24 Harstad
Ophir (No), Aug 24
Dione, Aug 26 Hamburg
Knoll, Aug 27 Odda
Lovaas, Aug 29
Rostock
STAVANGER AR
Kora, Aug 28
Haugesund
Varegg
Odda
STAVANGER SD
Mura, Aug 28 Hoyanger
CHRISTIANSUND AR
Kapriano, Aug 28 Trapani
Tatra, Aug 31 Aalesund
CHRISTIANSUND SD
Inger Lise, Aug 27 Italy
EIDEHAVN AR
Sevilla, Aug 28
Actualy, Aug 31
Ridham Dock
KRAGERO SD
Johanne (aux), Aug 28
Kolding
PORSGRUNN AR
Anne Reed, Aug 28 Odda
Rane, Aug 29
Immingham
Werna, Aug 30
Gothenburg
PORSGRUNN SD
Kong Bjorn, Aug 31
Sonderborg
Rane
Lulea
SKIEN AR
Lisbeth, Aug 24 Emden
BREVIK SD
Asia, Aug 27 Singapore
and Hongkong via
Oslo
TONSBERG SD
Fantoft, Aug 27
foreign via Halden
Empire Springford
Hamburg
SARPSBORO AR
Fines, Aug 25
Baden, Aug 28
LANDSKRONA AR
Mangarella, Aug 31
Casablanca
LANDSKRONA SD
Arantz, Sep 1 Gdansk
MALMO AR
Frey, Aug 29 London
Cassiopeia
Baltimore
Urd, Aug 30 Antwerp
Verna
Ystad
Gdynia
Hebe (Fi) Naestved
Goonawarra Gothenburg
Tunisia Gothenburg
Sunnanland Helsingborg
Bungas, Aug 31
Landskrona
Wario, Sep 1 London
La Plata Gothenburg
MALMO SD
Hanna, Aug 29 Gdynia
Lillie Matthiessen
Stockholm
Tunisia, Aug 30
Stockholm
Othem, Aug 31 Gdynia
Verna
Stockholm
Froya
Hallstavik
Goonawarra Norrkoping
VESTERAS AR
Cornelia, Aug 27 Gdansk
VESTERAS SD
Bernhard Ingelsson,
Aug 29 Albany (NY)
via Sundsvall
Nelkon, Aug 30 Grimsby
IGGESUND SD
Ceylon, Aug 29 Skutskar
HUDIKSVALL AR
Ceylon, Aug 28
Soderhamn
Oscar, Aug 29 Sundsvall
Themis (Sw), Aug 30
Gdynia
Rydholm, Aug 31
Gefle
HUDIKSVALL SD
Ceylon, Aug 29
Newport News via
Skutskar & Harnas
Rydholm, Aug 31
Newport News via
Ljusne
SUNDSVALL AR
Viking (Du), Aug 30
North Down
Stockholm
Scandia (Da) (1014)
Korsu, Sep 2
Gdansk
Zwerver (aux), Aug 31
Brahestad
31 AR
E. M. Dalgas, Aug 30
Frederiksbnva
Taarnholm, Aug 31
Tyne
Verna
Liverpool
Gouwe, Aug 31
Amsterdam
Zwerver (aux) Brussels
KOPMANHOLMEN AR
Margaret Johnson,
Aug 27 Hernosand
ORSKOLDSVIK AR
Depa, Aug 26 Hernosand
Margaret Johnson,
Aug 29 Hernosand
ORSKOLDSVIK SD
Depa, Aug 28
Rotterdam
Frode
Dundee
Ponza
Dordrecht
via Holmsund
Parramatta
US
Ransdorf Amsterdam
Margaret Johnson,
Aug 29 Rio Janeiro
via Skelleftea
London
Drabant
London
via Mo
CUXHAVEN Pd
James H. Price, Aug 30
Samuel McIntyre
Katja Lau
Cimbria
Vinga
Vega (Ph), Aug 30
Westfart (aux), Aug 30

5 HORNEFORS SD
Parramatta, Aug 29
Holmsund
UMEA AR
Helfrid, Aug 27
Munksund
Herma Gorthon, Aug 28
Ellesmere
Rochester
ATAIR UMEA SD
Granada, Aug 28
Antwerp
HOLMSUND AR
Parramatta, Aug 29
Hornefors
SKELLEFTEA AR
Lestrin, Aug 25
Aun
Mantyluoto
Sigbritt, Aug 28
Holmsund
Mona, Aug 29
Ornskoldsvik
SKELLEFTEA SD
Lestrin, Aug 26 Pitea
Aun, Aug 27 Eitheim
Sigbritt, Aug 28 Husum
LULEA
Sarek, Aug 28 Sundsvall
Sonja
Hernosand
Ellensborg
Copenhagen
Mauritz
Kalix
Polcirkeln, Aug 29
Stockholm
LULEA SD
Astrid, Aug 28 Hambg
Lilly
Gdansk/Gdynia
Moldavia
Nordborg
Hamburg
Rex
Gdansk/Gdynia
Sarek, Aug 30
Antwerp
JACOBSTAD AR
Hans Meers, Aug 26
Aalborg
MANTYLUOTO SD
Svenborg (aux), Aug 26
Uddevalla
Vesta (Du), Aug 27
Copenhagen
Savonia
Calais
Noordkaap Amsterdam
MARIEHAMN AR
Sanny, Aug 29 Rouen
Helnv
London
(to lay up)
Sumatra, Sep 3
Groningen
Theodora
Newcastle
HOOK OF HOLLAND AR
Elisabeth, Aug 31
(put back)
Oranje Nassau, Sep 1
Harwich
HOOK OF HOLLAND SD
Elisabeth, Sep 1 Norwich
MAASSLUIS AR
Aug 30
Thames (tug) Antwerp
VLARDINGEN AR
Kelbergen, Sep 1
Casablanca
PERNIS AR
Staed Haarlem, Aug 31
Sfax
PERNIS SD
Keltia, Sep 2
Puerto la Cruz
Curacao
Marathon, Sep 1
St Kitts (f.o.)
Coryda
Curacao
SCHIEDAM SD
Dordrecht, Aug 31
New York
ROTTERDAM AR
Evertsen, Aug 30
Stugsund
Ring, Aug 31 Stockholm
Idomeenus
Melbourne
Actinia, Aug 31 Par
Orata
Huelva
Malacca
Shanghai
Panama Express, Sep 1
Cristobal
New Brooklyn
Antwerp
Bernina
Copenhagen
Prinses Beatrix Harwich
Batavier II. Harwich
Trompenburgh London
Eemshorn London
Piet Hein Setubal
Norden
Helfvetia
Copenhagen
Nijenburgh, Sep 1
Boston (Lincs)
West Linn Victory
New York
Philips Wouwerman
Sep 2 Hamburg
Neptun
Bergen
ROTTERDAM SD
Miriam (aux), Aug 30
Emden
Czechoslovakia
Victory
New York
Normandia
Gothenburg
Harry Culbreath
Bremerhaven
Birka
Stockholm
Noordwijk, Aug 31
Lisbon
Odysseus
Casablanca
Mies
Esbjerg
James Lykes, Aug 31
Bremerhaven
Rapid
Aberdeen
U.S.O., New York
Heerengracht (ex
Ansyna) (Du)
Middlesbrough
Nautilus, Sep 1
Actinia
Copenhagen
Union Victory N York
Zonnewyk (ex Vermeer)
(Du), Sep 2 Lisbon
DORDRECHT AR
Biervliet, Aug 31
Gothenburg
Democrat, Aug 31
Vestras
Strangness
Badzo
Norwich
Kieldiep, Sep 1
Oskarshamn
NYMEGEN AR
Paraat, Aug 31 Sarpsborg
FLUSHING AR
Ziipe, Aug 30 Antwerp
FLUSHING SD
John Wanamaker,
Jly 28 Archangel (not
for New York as be-
fore reported)
Ziipe, Aug 30
Middlesbrough
FLUSHING Pd
Mercurius, Aug 30
for Karlstad
Grenea
for Emden
Goes
for Emden
Ninga
for Bergen
Brabant
for Oslo

6 BELGIUM
for Emden
Stanja
for Emden
Lotte Skou
for Emden
Iberville, Aug 31
Castor (Fi)
Thomas P. Leathers
Jelva Lau
Joseph Blot
Karin Thorden, Aug 31
Norden (Sw)
BREMEN AR
Oliver Hazard Perry,
Aug 24 Archangel
DELFTZYL AR
Aldo, Sep 2 London
DELFTZYL SD
Pro Patria, Sep 2
Rotterdam
Mudo
Brussels
TERSCHELLING AR
Nezo, Aug 31 Hengelo
(put in stress of
weather)
Vertrouwen, Sep 2
Saksokobing (put in
stress of weather)
TERSCHELLING SD
Twee Gebroeders, Sep 3
from Hengelo
Nederland
from Hengelo
TERSCHELLING SD
Nezo, Aug 31 Vasa
Vertrouwen, Sep 2
Amsterdam
Twee Gebroeders, Sep 3
Gothenburg
Nederland
Helsinki
(last two after shel-
tering)
YMUIDEN AR
Vinga, Aug 31
Hamburg
Tor
Antwerp
Theodora, Sep 1
Middlesbrough
Rijnstroom
London
Frederik H. Baetjer
Baltimore
Genoa
Orpheus
Deo Duce, Sep 3
Bess, Sep 2 Drammen
Narwal
Birkaland, Sep 2
Gothenburg
Ransdorf
Ornskoldsvik
Rekin (tug)
YMUIDEN SD
Themis, Aug 31 Emden
Theseus, Aug 31 Pernis
Aert Van der Neer
Cardiff
Ystad
Plover, Sep 1 Harlingen
Zaan, Sep 2 Emden
Mira
Hamburg
Michael Pupin
Baltimore
Tim
Sumatra, Sep 3
Groningen
Theodora
Newcastle
HOOK OF HOLLAND AR
Elisabeth, Aug 31
(put back)
Oranje Nassau, Sep 1
Harwich
HOOK OF HOLLAND SD
Elisabeth, Sep 1 Norwich
MAASSLUIS AR
Aug 30
Thames (tug) Antwerp
VLARDINGEN AR
Kelbergen, Sep 1
Casablanca
PERNIS AR
Staed Haarlem, Aug 31
Sfax
PERNIS SD
Keltia, Sep 2
Puerto la Cruz
Curacao
Marathon, Sep 1
St Kitts (f.o.)
Coryda
Curacao
SCHIEDAM SD
Dordrecht, Aug 31
New York
ROTTERDAM AR
Evertsen, Aug 30
Stugsund
Ring, Aug 31 Stockholm
Idomeenus
Melbourne
Actinia, Aug 31 Par
Orata
Huelva
Malacca
Shanghai
Panama Express, Sep 1
Cristobal
New Brooklyn
Antwerp
Bernina
Copenhagen
Prinses Beatrix Harwich
Batavier II. Harwich
Trompenburgh London
Eemshorn London
Piet Hein Setubal
Norden
Helfvetia
Copenhagen
Nijenburgh, Sep 1
Boston (Lincs)
West Linn Victory
New York
Philips Wouwerman
Sep 2 Hamburg
Neptun
Bergen
ROTTERDAM SD
Miriam (aux), Aug 30
Emden
Czechoslovakia
Victory
New York
Normandia
Gothenburg
Harry Culbreath
Bremerhaven
Birka
Stockholm
Noordwijk, Aug 31
Lisbon
Odysseus
Casablanca
Mies
Esbjerg
James Lykes, Aug 31
Bremerhaven
Rapid
Aberdeen
U.S.O., New York
Heerengracht (ex
Ansyna) (Du)
Middlesbrough
Nautilus, Sep 1
Actinia
Copenhagen
Union Victory N York
Zonnewyk (ex Vermeer)
(Du), Sep 2 Lisbon
DORDRECHT AR
Biervliet, Aug 31
Gothenburg
Democrat, Aug 31
Vestras
Strangness
Badzo
Norwich
Kieldiep, Sep 1
Oskarshamn
NYMEGEN AR
Paraat, Aug 31 Sarpsborg
FLUSHING AR
Ziipe, Aug 30 Antwerp
FLUSHING SD
John Wanamaker,
Jly 28 Archangel (not
for New York as be-
fore reported)
Ziipe, Aug 30
Middlesbrough
FLUSHING Pd
Mercurius, Aug 30
for Karlstad
Grenea
for Emden
Goes
for Emden
Ninga
for Bergen
Brabant
for Oslo

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STEEL SCREW TUG

"ELSA PARTISS"

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, 8 ft. by 7 ft. 6 in., 120 lbs. working pressure. 21 N.H.P. 125 I.H.P. Fitted with Fire & Salvage Pump. (Particulars not guaranteed.)

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Main table with columns C1-C5 and A, containing shipping schedules, arrivals, and departures for various ports and vessels.

LONDON CUSTOM HOUSE ENTERED IN. Table listing ship arrivals with columns for Rotation Number, Vessel, Flag, Net Tonnage, Master, From Station, and Agents or Brokers.

FOREIGN VESSEL ENTERED COASTWISE. Table listing foreign ship arrivals with columns for Vessel, Flag, Net Tonnage, Master, From Station, and Agents or Brokers.

CLEARED OUT. Table listing ship departures with columns for Vessel, Flag, Net Tonnage, Master, For Station, and Agents or Brokers.

CLEARED IN BALLAST. Table listing ship departures with columns for Vessel, Flag, Net Tonnage, Master, For Station, and Agents or Brokers.

BRITISH COAST LINES SEAWAYS COAST LINES ORGANISATION. Logo and text for the shipping organization.

BRITISH COAST LINES SEAWAYS COAST LINES ORGANISATION. Text listing member companies and services.

(Continued at foot of preceding col.) Text indicating continuation of the wireless reports.

VESSELS EXPECTED AT UNITED KINGDOM PORTS

Showing Vessel, Voyage, Probable Date, Broker and Berth

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

Main shipping schedule table listing various vessels, their routes, arrival/departure dates, and agents.

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MANCHESTER-IN PORT listing various vessels and their agents.

CLYDE-IN PORT listing various vessels and their agents.

SHIPS IN PORT listing various vessels and their agents.

MERSEY IN PORT—Cont. from p. 14 listing various vessels and their agents.

SHIPS IN PORT listing various vessels and their agents.

SHIPS IN PORT listing various vessels and their agents.

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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. (See issue of Sept. 3.)

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 trawler Shefa were unsuccessful. (See 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 salvaged, 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 Mar. 8.)

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 Sunday (Sept. 1) and returned to Kiel at 6 p.m. Monday (Sept. 2). Fore-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 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 next morning.—Goteborgs Handels och Sjöfarts-Tidning. (See issue of Aug. 13.)

THE YACHTS IN DISTRESS OFF CANVEY ISLAND

London, Aug. 28.—The Southern lifeboat 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 Bournemouth, and two from a seven ton yacht, the MONTIVIDEO, of Burnham-on-Crouch (not MONTIVIDEO as reported in issue of Aug. 30).

Southend, Aug. 30.—Yacht MONTIVIDEO 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, WIRRY: Sighted large section of heavy crab-trawl, 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, 4 1/2 in. by 2 1/2 in., marked "MOUNTSTEWART Boat No. 7," has been washed ashore at Chesilton and is now lying at H.M. Coastguard Station, Weymouth.

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 4 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 received from steamer Port Musquarot at 8 5 a.m. G.M.T.: Passed drifting mine in position bearing 166 deg. 13 miles from 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.

LAUNCHES

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

Date	Vessel	Tons Gross	Builders	Shipyard	Owners
Aug 17	Scottian (ferry)	Br	Ferguson Industries, Ltd.	Pictou	Dartmouth (N.S.) Ferry Commission.
Aug 17	Herdis (motor)	Da	Odense Staalkonstruktørfabrik	Odense	Ruders A/B. Ragne (Manager Ragnar O. Nilsson)
Aug 22	Ragneborg (motor)	Sw	Oskarshamn Varv. A/B	Oskarshamn	Salvesen & Co.
Aug 26	Southern Soldier (Yard No. 142) (whaler)	Br	Smith's Dock Co., Ltd.	Middlesbrough	Standard Oil Co. of California.
Aug 27	F. S. Bryant (tank)	Am	Sun Shipbuilding & Dry Dock	Chester (Pa)	Alfred Holt & Co.
Aug 27	Calchas (Yard No. 150) (motor)	Br	Harland & Wolff, Ltd.	Belfast	James Nourse Ltd.
Aug 27	Marjatta (Yard No. 452) (motor)	Br	C. Connell & Co., Ltd.	Scotstoun	London Midland & Scottish Railway Co.
Aug 27	Princess Victoria (Yd. No. 1599) (motor) (280)	Br	Wm. Denny & Bros., Ltd.	Dumbarton	Argentine Government.
Aug 27	Rio Gualaguay (Yard No. 493)	Ar	Short Bros. Ltd.	Pallion, Sunderland	With. Wilhelmstons.
Aug 27	Talabot (Yard No. 326) (motor)	No	Eriksbergs Mekaniska Verkstads A/B	Gothenburg	Ellerman's Wilson Line, Ltd.
Aug 27	Tinto (Yard No. 355)	Br	Hv. Rods A/B	Leith	Ellerman's Wilson Line, Ltd.
Aug 28	Livorno (Yard No. 1192)	Br	Wm. Gray & Co., Ltd.	W. Harlepool	The Admiralty.
Aug 28	Oaklot (Yard No. 144)	Br	Lobnitz & Co., Ltd.	Renfrew	
Aug 29	Santa Clara (Yard No. 566)	Am	Federal Shipbuilding & Dry Dock Co.	Kearny	Grace Line, Inc.
Aug 29	Santa Sofia (Yard No. 567)	Am	Federal Shipbuilding & Dry Dock Co.	Kearny	Grace Line, Inc.
Aug 30	Venezuela (motor)	Da	Burmeister & Wain Skibbyggeri A/S	Copenhagen	Det Forenede Dampskibs Selskab A/S.

ALCANTARA.—London, W., Sept. 3.—While proceeding from Suez to Aden on July 15, British steamer Alcantara struck the knuckle of the wharf in Suez Bay and had shell plating in way of stem stop buckled.

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 propellers. 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.)

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 Valley), with a full cargo of timber and grain, for Captain George Y. Deane, was proceeding up-river when the mishap occurred and one of her tugs, the FLYING BUZZARD, had her mast damaged by coming into contact 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.

BERN.—See Wilhelmina.

BIDDEFORD VICTORY.—Santos, July 25.—American steamer Biddeford 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.

BRICA.—Gibraltar, Sept. 3.—Steamer Brika, Malta for Takoradi, in ballast, arrived here on Aug. 30 with boiler trouble. Her destination has now been changed to Benisal 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 stave on port side were repaired with electric welding to 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.)

DOORMAN.—Casablanca, Aug. 29.—Dutch 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 hinges and hull rivets on frames in forepart and stern loose. 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 are to be effected here.

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

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 auxiliary Elisabeth, Gdynia for Randers with coal, is ashore at Lysegund, near Hesselø, and filled with water.

EMPIRE BASCOBEL.—London, W., 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 damaged.

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.)

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 port in Egypt to drydock for permanent repairs. (See issue of Aug. 29.)

FELIPI DE BASTROP.—Marseilles, Aug. 31.—Coal cargo of American steamer Felipe 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 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 lifebeam was damaged and wood sheathing on boat deck in way, &c., burnt. Repairs and replacements have been effected.

FRIEND (aux.).—London, Sept. 3.—Information received from St. John's, N.F., 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 the damage was inoperable owing to the engines could be salvaged. (See issue of 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.—Havre, Sept. 2.—Greek steamer Gerassimos Vergottis left here yesterday for Rotterdam. (See issue of Aug. 19.)

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

HARRIET TUBMAN.—Antwerp, Aug. 22.—Signs of heating having been observed in coal cargo in holds Nos. 4 and 5 of the American steamer Harriet Tubman (from Hampton Roads), writer and steam were used by the crew as a precautionary measure.—Lloyd Antwerp-Paris.

HIBERNIA.—London, W., Sept. 3.—Steamer Hibernia, Holyhead for Kings-town, Eire, had how rudder bracket bush of locking pin defective when five miles west of South Stack Lighthouse, Holyhead, on Aug. 28.

ILHEUS.—See Ilheus.

ILHEUS.—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 bows. Vessel is making water and part of cargo is damaged. Repairs are in hand.

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 under the waterline and water penetrated into No. 4 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 49 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.—Cullercoats Radio, Sept. 3.—Following received from American steamer John Hanson at 10 5 a.m. G.M.T.: Present position 50 miles NE. of Cullercoats, bound Leith. (See issue of Sept. 3.)

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

LORD COCHRANE.—Cape Town, Sept. 2.—British steamer Lord Cochrane left here yesterday. (See issue of Aug. 31.)

MAGDA (aux.).—Jeddah, Sept. 2.—Motor schooner Magda has been surveyed by master of steamer Ocean Gallant. Damage consists of hole 12 by four inches in forepart (at) stempost caused by striking Uqban Reef. Recommend temporary repairs by plugging with oakum lead and canvas patch, then proceed to Suez for further repairs. Cost of temporary 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 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 around Hill Cove off Newport, R.I., in position lat. 41 27 N., long. 71 23 W.; no damage anticipated.

MOWENA (yacht).—See "The Yachts in Distress off Canvey Island."

MONTIVIDEO (yacht).—See "The Yachts in Distress off Canvey Island."

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

NELLEN.—See Sumuru.

OGMORE CASTLE.—Portishead Radio, Sept. 2.—Following received from British steamer Ogmogre Castle (Campbellton, N.B., for Preston), timed 1 20 p.m.: Have to, stern on, with steering gear trouble 600 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, rescued and governor setting adjusted. Certificate of seaworthiness issued. (See issue of Sept. 2.)

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 Sjöfartstidende." (Note.—Petter arrived at Southampton on Aug. 29.)

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 repairs and one tube was found to be split. (See issue of July 27.)

PRESIDENT JEFFERSON.—San Francisco, Aug. 28.—While docking at Long Beach on Aug. 25, steamer President Jefferson scraped against steamer ATLANTIC CITY VICTORY. Surveyor estimates that damage to rails, ventilator pipes, &c., was to the extent of \$200. So far as can be ascertained at present the steamer ATLANTIC CITY 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 Aug. 6.)

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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, 48 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 35 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, 6 p.m., 56 36 N., 24 30 W.; NW., mod

SHIPS IN PORT

CLYDE IN PORT—Cont. from p. 18

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