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 It cures corrosion in Steam Boilers, Economisers, Evaporators, Steam Turbines and absolutely prevents adhesion of hard scale
BRITISH PAINTS LIMITED
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AND SHIPPING GAZETTE

ESTABLISHED 1734

LONDON: THURSDAY, SEPTEMBER 5, 1946

PRICE TWOPENCE

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 Loading Berths: Prince's Dock, Glasgow; Alexandra Dock, Newport; King's Dock, Swansea; East and West Float, Birkenhead.

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 *Brokers: Coverley, Westray, Walbaum & Tosetti, Walsingham House, London, E.C.3.

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 London Loading Berth: West India Dock.

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

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Head Offices of the Companies: 104-107, Leadenhall St., LONDON, E.C.3
 Telephone: AVENUE 1011.
 Tower Building, LIVERPOOL 75, Bothwell St., GLASGOW, C.2

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

BEN LINE STEAMERS TO LTD.
FAR EAST

Steamer	Tham	M'bro	A'werp	London
*TREVORLAS	11 Sept	27 Sept	5 Oct	21 Sept
*HENVORLICH	11 Sept	27 Sept	5 Oct	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, option delivery Cebu.
 Port Said and Suez cargo only accepted when taken off the respective registers.
 London Loading Berth: No. 911, King George V. Dock. Cargo should not be despatched to Docks without reference to Brokers.

KILLICK MARTIN & CO. (Brokers),
 112/114, Fenchurch Street, London, E.C.3
 Royal 812 (8 lines). Kimart Fen, London.
MIDDLEBRO—T. A. BULMER & CO., LTD.,
 WM. THOMSON & CO., EDINBURGH & LEITH (Managers).

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 REGULAR SERVICE FROM LIVERPOOL TO LISBON, MADEIRA & CANARY ISLANDS
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YEOWARD BROTHERS,
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 LIVERPOOL TO BOSTON
 GLASGOW TO BOSTON
 MANCHESTER TO LOS ANGELES, SAN FRANCISCO, VICTORIA, B.C., VANCOUVER, N.W. WESTMINSTER and SEATTLE

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 *STEAMER
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 64, Cross Street, Manchester
 Britannia House, Leeds Road, Bradford and 24, State Street, New York

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 City Office: India Building, Water St., Liverpool 2, London: Fenton House, 112-114, Fenchurch St., E.C.3. Manchester: 76, Cross St., Cardiff Agents: Elder Dempster (Cardiff) Ltd., Empire House, Mount Stuart St., Glasgow Agents: Robinson, Colin Scott & Co., Ltd., 69, Buchanan St., C.1.
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 Coastal Service between West and South Africa, Calcutta, Bombay and Madras to West Africa (as cargo offers). CANADA TO SOUTH AFRICA.

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 GIBRALTAR, CASABLANCA, MALTA PATRAS, PIRAEUS, THESSALONIKI, ZIMIR, HAIDAR PASHA, ISTANBUL, BOURGAS, VARNNA, CONSTANZA.
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 STEAMER ... Closing for Cargo Sept.
 Loading Berth: E. Toxteth Dock.

Freight rates quoted on application.

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 REGULAR SERVICE
 From Hull and Antwerp to ARGENTINE & BRAZILS

STEAMER	Closing Hull	Antwerp
*ST. JESSICA	Sept 12	Oct 11
*STEAMER	Oct 21	Oct 11
*ST. ROSARIO	Oct 21	Oct 11

*For Brazils and Argentine.
 For full particulars apply to—
THE SOUTH AMERICAN SAINT LINE, LTD.
 Head Office—Temporary Address: Powell Duffryn House, CARDIFF or
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 GLASGOW—Andrew Crawford & Co., Ltd.
 HULL—Wm. Brown Atkinson & Co., Ltd.
 LIVERPOOL—Canada S.S. Lines (Overseas) Ltd., 10, Victoria St.
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 (LOYD ROYAL) S.A.
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 Head Office—
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 FREIGHT AND PASSENGER SERVICES U.S.A. and INDIA
 Glasgow to New York
 EGIDIA ... receiving cargo Sept 16-20
 Loading Berth: Yorkhill Quay, Glasgow.
 For particulars of sailings, conditions of carriage rates, and all other information, apply to ANCHOR LINE LTD., Glasgow, London, Liverpool, Manchester, Bradford and Dundee

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 Telephone: AVENUE 1270

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 AMERICA FRANCE LINE. ORIOLE LINE. AMERICAN MERCHANT LINES. AMERICAN HAMPTON ROADS LINE.
 REGULAR FREQUENT FREIGHT SERVICE TO
NEW YORK & BOSTON

From LONDON
 *FERDINANDO GORGES ... Receiving Cargo Sept 12-Sept 18
 *STEAMER ... Sept 26-Sept 26
 Loading Berth: No. 22 Shed, Royal Albert Dock

From LIVERPOOL
 *PAUL BUNYAN ... Sept 7-Sept 12
 *STANLEY R. FISHER ... Sept 13-Sept 19
 *ANSON P. K. SAFFORD ... Sept 20-Sept 26
 Loading Berth—N.E. No. 2 Gladstone Dock

From GLASGOW
 *ENID VICTORY ... Sept 5-Sept 10
 *STEAMER ... Sept 26-Oct 1
 Loading Berth: 6 Yorkhill

From SOUTHAMPTON
 *WASHINGTON ... Sept 2-Sept 6 (10 a.m.)
 Loading Berth: 105 Western Dks.

From HULL
 *STANLEY R. FISHER ... Sept 12-Sept 18
 Loading Berth: King George Dock

From BELFAST
 *STANLEY R. FISHER ... Sept 16-Sept 20
 *ANSON P. K. SAFFORD ... Sept 23-Sept 27
 Loading Berth: No. 3 Dufferin
 *New York only \$Boston and New York
 \$Via Liverpool and Belfast \$Via Belfast
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Also from HULL, BRISTOL CHANNEL, and EAST COAST PORTS

CONTINENTAL SAILINGS
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 GEORGE M. VERITY ... from Havre Sept 11
 CHARGES ... from Bordeaux Sept 10
 DURANG VICTORY ... from Rotterdam Sept 9
 JOHN CRITTENDEN ... from Antwerp Sept 11
 *AMERICAN MERCHANT ... from Vigo Sept 23
 *AMERICAN RANGER ... from Havre Sept 24
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 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.

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 LEITH, TYNE, MIDDLESBROUGH, LONDON to MALTA, ALEXANDRIA, PALESTINE, SYRIA, CYPRUS.
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 Agents—FURNESS, WITBY & CO., LTD., 34, Whitehall Street, New York, Head Office—
 56, Leadenhall St., London, E.C.3

ORIENT LINE
 TO AUSTRALIA
 Managers—Anderson, Green & Co., Ltd., 7, Bishopsgate London, E.C.2 Telephone—MAX. 345
 Chief Passenger Office—14, Cockspur Street, S.W. Telephone—WHI. 6981.
 Branch Office—1, Australia House, Strand, W.C. Telephone—TEM. 2258.
 Or Agents.

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

SHIP	CLOSING FOR CARGO	Accepts Cargo for	
SAMIDWAY	Sept 10	Port Swettenham, Singapore, Manila, Shanghai, Penang, Hongkong	
GLENFINLAS	Sept 18	Port Said, Penang, Singapore, Hongkong	
SAMCREE	Sept 30	Jeddah, Port Swettenham, Singapore, Batavia, Balikpapan	
TRESILLIAN	Sept 28	Oct 9	Port Said, Penang, Singapore, Hongkong, Shanghai

Before dispatch of goods Shippers must apply to—
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 MODERN FLEET OF STEAMERS & MOTOR VESSELS
 Ranging from 3,000 to 14,600 Tons
STANHOPE STEAMSHIP CO., LTD.
 Managers—J. A. BILLMEIR & CO., LTD.
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 Telegrams—"Billmeir London"
 And at CARDIFF, GLASGOW, NEWCASTLE & HULL

GRACE LINE
 fast regular weekly services on through Bills of Lading via New York to WEST COAST SOUTH AMERICA AND CARIBBEAN PORTS
 For rates and information apply—
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 GLASGOW—Gillespie & Nicol (Glasgow), Ltd., 68, Gordon Street, (Tel.: Central 0623).
 HULL—Oughtred & Harrison, Ltd., 6, Silver Street, Hull. (Tel. Hull 36,999).
 Or to the General Freight Agents for the U.K. E. H. MUNDY & COMPANY, LIMITED, Walsingham House, Seething Lane, E.C.3. (Tel.: Royal 1463).**

Canadian Pacific
 CANADA & U.S.A.
 London—Montreal RECEIVING CARGO
 BEAVERDELL ... Sept. 16 to Sept. 21
 Loading berth: Berth No. 1, Victoria Dock

Liverpool—Montreal RECEIVING CARGO
 BEAVERBURN ... Sept. 16 to Sept. 25
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Antwerp—Montreal RECEIVING CARGO
 STEAMER ... To be announced

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From London m.v. GASCONY La Guaira, Curacao, Maracaibo with transshipment at Curacao, also Barranquilla (if inducement) 2nd-half Sept.

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LLOYD'S NOTICE

MISSING VESSEL

The Committee of Lloyd's have directed that the following vessel be posted as missing: "MARIE CLAIRE," auxiliary motor vessel of Auray, 78 tons gross, sailed from Algiers for Sete on the 24th February, 1946, with a cargo of wines. Lloyd's, London, E.C. 3, 4th September, 1946.

LLOYD'S LIST

AND SHIPPING GAZETTE (Established 1734)

The Editorial, Advertisement and Publishing Offices of "Lloyd's List and Shipping Gazette" are at LLOYD'S, LONDON, E.C. 3 Telephone: Avenue 7644 (Private Exchange) LIVERPOOL OFFICE: Mr. A. C. DOUGLASS, 15, Tithebarn Street, Liverpool, 2 Telephone: Central 2034

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THURSDAY, SEPTEMBER 5, 1946

High Water, London Bridge ... 08 49 21 30 High Water, Liverpool ... 06 37 19 19 Sun Rises ... 05 16 Sun Sets ... 19 40 Moon Rises ... 16 51 Moon Sets ... The above times are B.S.T.

TO-DAY'S WEATHER

Meteorological Office Forecast Advance forecast for the 18 hours ending midnight to-night:— General Inference: A rigorous depression centred over Wales is moving slowly North and becoming less deep. There will be fair periods and moderate or heavy showers or rain in all districts with local thunderstorms. Cool.

Further outlook for the British Isles: Fair periods and showers. Cool.

AIRCRAFT AND WHALING

AMSTERDAM, Wednesday Following the lead given by British whaling companies, the Dutch whaling industry is to use aircraft for spotting and to obtain weather information. For this purpose two Walrus amphibious aircraft have been purchased in Great Britain.—Reuter.

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DRY DOCK FACILITIES

Shipbuilding Committee's National Survey

A BASIS FOR FUTURE POLICY

A survey of dry dock accommodation throughout the United Kingdom is at present being carried out by the Shipbuilding Advisory Committee, with the co-operation of port authorities. The survey is being effected by means of reports prepared by port authorities, and is to be the basis of all subsequent decisions to increase or improve dry dock accommodation. It is hoped that the information will be complete in time for the September meeting of the Committee.

Reference to the Shipbuilding Advisory Committee's survey was made at a meeting of the Dundee Harbour Trustees, when the progress of the port's application for a larger graving dock was considered. It was explained that on the completion of the survey, which it was hoped would be in time for the Committee's September meeting, the Committee would be in a position to give full consideration to Dundee's application.

HERMES AIR LINERS

Data for Gas Turbine Machine

Particulars of the Hermes range of aircraft given in the current issue of the Handley Page Bulletin show that the production plans of the company include Hermes II., carrying 64 passengers at 300 m.p.h., and Hermes III., to be powered by gas turbines.

Hermes I., which has Bristol Hercules engines and is the fastest British air liner, has a fuselage length of 82 ft. 2 in., carries 50 passengers at a cruising speed of 305 m.p.h., and has a top speed of 355 m.p.h. In Mark II. there will be a lengthened fuselage, with Bristol Hercules engines, and in Mark III. the substitution of Theseus gas turbine propeller jet units for the conventional internal combustion engines. Comparative performance figures for the three marks are given as follows:—

Table with 4 columns: Mark (I, II, III), Span (ft.), Overall length (ft.), Maximum take-off weight (lb.), Maximum payload (lb.), Maximum range (stat. mi.), Cruising speed (m.p.h.), Seating capacity, Freight capacity (cu. ft.)

Characteristics of the Theseus jet units to be fitted in Hermes III. are high power, adequate thrust for take-off, efficiency of propulsion over a wide speed range and small maintenance requirements. At its cruising speed of 355 m.p.h. at 30,000 ft., its operational height, Hermes III. will be 55 m.p.h. faster than the comparable piston-engined Hermes at its most favourable service altitude.

Hermes' construction, involving a cabin free of all structural bulkheads, will allow the maximum of comfort for passengers without the aircraft's performance being affected adversely. Air-conditioning plant assures constant temperature in all climates. As the whole Hermes range is designed for pressurisation throughout, journeys at an altitude of 25,000 ft. or more (above turbulent weather conditions) can be made without discomfort to the travellers. The air liners will have deep, adjustable seats each with its separate table, two ladies' rooms, a men's toilet, a bar and a well-appointed galley complete with refrigerator and ovens.

MERSEYSIDE DOCKERS AND UNION

Support for Break-away Movement

From Our Own Correspondent

LIVERPOOL, Wednesday Five hundred dockers at a meeting at Liverpool to-day pledged their support to the Merseyside Dockers' Welfare Committee in its efforts to break away from the Transport and General Workers' Union and to form a new dockers' union. It was stated that messages of support in this action had been received from dock workers in London, Glasgow and Sunderland. Mr. Frank Campbell, who presided as chairman of the Welfare Committee, referred to the summons that he and the other members of the committee had received to appear before the disciplinary committee of the Transport and General Workers' Union on Sept. 16 at Liverpool and expressed the hope that the inquiry would be open to the Press. He said those summoned would appear at the inquiry as it was important that the British public should know the full facts.

EX-BRITISH ESCORT CARRIERS SOLD

Bids Total \$862,800

By a Naval Correspondent.

Former British escort aircraft carriers returned to the United States are being sold for conversion into merchant vessels again. Seven were recently offered as surplus, the Ameer, Attacker, Hunter, Puncher, Ravager, Slinger and Trouncer. Two are being bought by Chinese owners. All the carriers were built or converted from mercantile hulls in American shipyards for the British Navy under Lease-Lend terms in 1941-43, and were returned to the U.S. Navy after the war ended. They cost \$2,000,000 each.

High bids for five of the carriers were submitted by Mr. William B. St. John, shipowner, of New York. They totalled \$810,700 for the vessels on the basis of further use, or \$400,850 for scrap purposes. The Universal Trading Company, of New York, represented by Mr. A. C. Tai, a former Chinese merchant marine officer, placed high bids for the other two carriers. Mr. Tai indicated that the vessels would be used by the Chinese Government to supply power for river or coastal cities. The company's bids were \$161,119 for one vessel and \$152,229 for the other.

Altogether, seven escort carriers and eight submarines listed for sale as surplus to requirements drew bids totalling \$862,800. Their original cost exceeded \$20,000,000. This is the first time for many years that American naval craft have been offered for sale without the stipulation that they be scrapped. In cases where the ships are to remain in operation, the sales are being reviewed by the Secretary of the Navy to prevent their use for unlawful operations or service that would endanger national security.

SUBMARINES FOR SCRAP

The high bids on the submarines were submitted by Mr. John J. Duane, of Quincy (Mass.), who wanted them for scrap. He bid \$52,100 for each of them, one of which was identified as the Dolphin, which was built at a cost of \$1,500,000. The others cost \$690,000 each. The submarines were offered only on a scrap basis, and no further approval of the bids is required.

Actually a demilitarised submarine such as the Dolphin, with M.A.N. diesels of 4200 h.p., would be quite as useful as and much cheaper than one of the escort carriers—with their Westinghouse geared turbines of 8500 s.h.p.—as a temporary station for supplying light and power for river or coastal cities. With her displacement of 1540 tons she might be berthed where a converted escort carrier of 11,000 to 11,420 tons displacement could not be. Submarines have been used in the past to supply power to such towns in an emergency. In the case of a swift flowing river, however, a disadvantage would be the possible silting up of a submarine engine's water-cooling jackets.

END OF THE "NORMANDIE"

To be Disposed of as Scrap

WASHINGTON, Wednesday President Truman yesterday authorised the United States Maritime Commission to dispose of the 83,000-ton former French liner Normandie—now known as the United States auxiliary Lafayette—as scrap. The vessel, now declared surplus by the American Navy, was taken over by the United States from France nine days after Pearl Harbour. While being refitted as a troop transport she caught fire at a New York Dock and overturned. She was refloated but never put to wartime use.

An executive order issued at the White House said a settlement had been reached with the French Government on French claims arising out of the vessel's seizure. This Order revoked a previous Order authorising sale of the ship to her former owners when the United States no longer needed her.—Reuter.

CRUDE OIL SHIPMENTS FROM PERSIAN GULF

New Terminal in Operation Near Kuwait

The British Tanker Company, Ltd., have recently brought into operation a new terminal for the loading of oil tankers at Fahaeel, about 30 miles south of Kuwait, near the head of the Persian Gulf. The terminal comprises two loading berths, and only crude oil is shipped. Two 12-in. submarine lines run to each berth, and these lines are connected to the berthed vessels by 8-in. flexible hose.

The vessels are moored with their two anchors, and are also made fast by mooring lines to two quarter buoys. The buoys are fitted with quick-release hooks designed to hold two 8-in. manila ropes, and by means of a "spilling line" a vessel is in a position to release the moorings without assistance if occasion arises. The depth of water at the berths is stated to be 58 ft. to 60 ft. l.w.o.s.t., and there is a good anchorage to seaward. A red and white sector light visible about nine miles is in operation. Fresh water, bunkers, fresh provisions, and deck or engine stores are not available at Fahaeel.

RELEASE FROM THE FREIGHT MARKETS

White Sea Bookings

By Our Own Correspondent

THE BALTIC, Wednesday Apart from the booking of numerous Norwegian vessels for timber from the White Sea ports to Antwerp, the chartering market has provided no particular feature. A large number of orders continue to be circulated, but business is slow in developing, as permit as well as currency difficulties continue to be encountered in many directions. A fair inquiry is still in evidence on time charter, and further tonnage is reported to be treating, but fixtures in the homeward trades are few and far between. In the outward section two handy-sized coal carriers have been fixed from Wales to Gibraltar for early loading at 17s. 6d.

The River Plate trade remains quiet, although there are tentative inquiries for Eire and some of the Continental ports, but charterers are experiencing permit difficulties. In the meantime tonnage is moving off fairly freely for maize to South Africa. There is some inquiry for miscellaneous cargoes from Brazil, but no business is reported.

In the North American market a large grain carrier has been fixed for Sept. 5-15 from the St. Lawrence to Eire at \$13.30, and there are prospects of further business being concluded. Tonnage is required for similar cargoes for various Continental discharging ports. There is a sustained demand for coal carriers, and reports of business having been concluded are denied, although it is known that tonnage is treating. Gulf sulphur charterers are inquiring for space, and Cuban sugar shippers are open for North France.

Business is slow in developing from the Philippines. Further vessels are required for ore from India, and bookings continue to be arranged for coal from Durban at the schedule rates. Salt and phosphate cargoes are offering from the Red Sea, and there is a maintenance of the demand for phosphate from Casablanca and Saffi to Australia. Small and handy-sized vessels are required for salt from Torreveja to East Coast United Kingdom ports, Hamburg, East Norway and Montevideo, while similar cargoes might be worked from Trapani to two ports West Norway not above Trondheim and to Montevideo, the rate indicated to the latter port being \$7 (U.S.) or near offer.

BRISTOL'S TRADE

50 Per Cent. Fall in Petroleum Imports

From Our Own Correspondent

BRISTOL, Wednesday A decrease of nearly 50 per cent. in petroleum imports largely accounted for a fall of over 800,000 tons in foreign imports into Bristol during the five months of the port's financial year to Aug. 31. This is indicated in the Port Authority's traffic return for the five months, which also gives figures for the corresponding period of last year.

Vessels arriving in foreign trades numbered 237, representing 728,238 tons net, against 284 and 1,400,563 last year. Foreign imports were 1,132,975 tons compared with 1,935,124 tons. Increases in imports, with last year's figures in parenthesis, were: Tobacco, 13,566 tons (10,977); wood pulp, 31,585 tons (22,940); paper, 7567 tons (5954); fruit, 13,007 tons (10,160); oils, 6678 tons (4417). Decreases: Petroleum, 492,257 tons (1,161,985); grain, 220,764 tons (294,110); timber, 34,979 tons (68,465); cereal products, 15,950 tons (19,356); feeding stuffs, 1311 tons (1820); ores, 46,111 tons (48,823); provisions, 81,983 tons (91,421); sugar, 5316 tons (7717); other goods, 161,901 tons (186,979). Totals, 1,132,975 tons (1,935,124).

Foreign exports were 27,096 tons (156,135). Vessels arriving in coastwise trades totalled 3629, representing 462,212 tons net, against 3378 ships and 525,291 tons last year. Coastwise imports advanced from 459,079 tons to 473,205 tons and coastwise exports from 369,254 tons to 371,370 tons.

S. AFRICAN HARBOUR CHARGES

10 Per Cent. Increase

From Our Own Correspondent

CAPE TOWN, By Air Mail The South African Minister of Transport has announced that as from Sept. 1 port dues and charges have been increased, with a few exceptions, approximately 10 per cent. This means that the tariffs will be about 20 per cent. over pre-war levels. The present increase is to be averaged; no details are as yet published, but it is expected that all port and harbour charges will be increased by 10 per cent.

Up to the present the rail rates on coal used for bunkering have been on a preferential basis, but this is to be done away with and the ordinary rail rates will apply to bunker coal. The new rates will also apply to export coal, which enjoyed the same preferential rate as bunker coal. It is reported that the difference will be from 7s. to 9s. 6d. per ton of 2000 lb.

NEW TYNE PILOT CUTTER

From Our Own Correspondent

JARROW, Wednesday The trials took place off the Tyne to-day of the pilot cutter Helm, a former "Tree" class naval trawler which has been taken over by the Tyne Pilotage Authority. The Authority has had to use motor launches since the yacht Queen of the May was requisitioned by the Admiralty and eventually sold to the Ministry of Transport. The Helm will afford much-needed accommodation for about ten waiting pilots. The work of converting the Helm has been carried out by Clelands (Successors), Ltd., Willington Quay. She is of 530 tons displacement and has a length of 150 ft. The boiler is coal-fired.

TWO FRIGATES LOANED TO INDIAN NAVY

NEW DELHI, Wednesday

H.M.S. Trent and H.M.S. Test, "River" class frigates of the Royal Navy, have been loaned to the Royal Indian Navy and renamed H.M.I.S. Kukri and H.M.I.S. Neza. The Kukri is in Bombay with an Indian crew on board and the Neza is at Cochin.—Reuter.

GLASGOW, Wednesday

Some activity is in evidence in the coastal section where ships are required from Methil to Chatham/Portsmouth/Devonport next week, any size to Liverpool this week or next, and 1000 tons to Belfast, prompt. No change is reported in the overseas sections. Fixture:— CHATHAM/PORTSMOUTH/DEVONPORT (ldg. Methil)—Scheduled rate, coal, ppt.

Mr. O. R. Stephenson, North Regional Transport Officer of the Ministry of Supply, has been appointed to the post of Controller of Shipping at the Ministry of Supply in London. He joined the Ministry five years ago, and previously had considerable experience in shipbroking and road transport.

Obituary

M. JACQUES BURE

Among the passengers killed in the Air France air liner, which crashed yesterday morning when taking off from Le Bourget airport for Croydon, was M. Jacques Bure, London manager of the Cie. des Messageries Maritimes. M. Bure was returning to London after a business trip to Paris. Before his London appointment in June, M. Bure was employed in many of the company's branches throughout the world. Aged 39 years, he leaves a widow and four children.

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U.S. SEA CARRIAGE ACT, 1936

Short Delivery of Cargo

VALIDITY OF PRO RATA CLAUSE

An appeal was recently brought by the owners of the steamer *Campfire* from a U.S. District Court decision (see Lloyd's List of June 13, 1946) in favour of Pan-Am Trade & Credit Corporation and Another, who had claimed \$500 (the statutory limit under the Carriage of Goods by Sea Act, 1936, unless a higher valuation was declared) in respect of the short delivery of a package of rayon goods shipped by them from New York to Guayaquil. The value of the package, which was not declared by the shippers, was \$1600, and the package was short-delivered to a value of \$676, which represented 41.8 per cent. of the total value. The goods were shipped under a bill of lading providing:—

17. In case of any loss or damage to or in connection with goods exceeding in actual value \$500 per package... the value of the goods shall be deemed to be \$500 per package... on which basis the freight is adjusted and the carriers' liability, if any, shall be determined on the basis of the value of \$500 per package... or *pro rata* in case of partial loss or damage, unless the nature of the goods and a valuation higher than \$500 shall have been declared in writing by the shipper upon delivery to the carrier and inserted in this bill of lading and extra freight paid if required and in such case if the actual value of the goods per package... shall exceed such declared value, the value shall nevertheless be deemed to be the declared value and the carriers' liability, if any, shall not exceed the declared value and any partial loss or damage shall be adjusted *pro rata* on the basis of such declared value.

When two cases were delivered to the shipowners the shippers did not declare a valuation higher than \$500 per case. Had the actual value been inserted the shippers would have had to pay \$40 additional freight, and the shipowners' liability would have been for the full amount of the loss \$676.

Sec. 4 (5) of the Act of 1936 provides: "Neither the carrier nor the ship shall in any event be or become liable for any loss or damage to or in connection with the transportation of goods in an amount exceeding \$500 per package... unless the nature and value of such goods have been declared by the shipper before shipment and inserted in the bill of lading. By agreement between the carrier, master, or agent of the carrier, and the shipper, another maximum amount than that mentioned in this paragraph may be fixed; Provided that such maximum shall not be less than the figure above named..."

The shippers conceded that they could recover no more than \$500, but the shipowners contended that their liability was only \$209 (41.8 per cent. of \$500) because of the *pro rata* clause of the bill of lading.

Circuit Judge SWAN, giving the judgment of the Circuit Court, said that the appellants shipowners argued that Sec. 4 (5) of the Act stated only a maximum recovery for the loss of goods whose value the shippers had not declared, thus leaving the parties free to contract with respect to a lesser recovery. But in the Judge's opinion that argument was met by Sect. 3 (8), which invalidated any clause lessening the carrier's liability "otherwise than as provided in this Act." Under Sect. 4 (5) the general rule for measuring the carrier's liability for "any" loss was the "amount of damage actually sustained," but not to exceed \$500 per package unless the shippers declared the value of the goods before shipment. The Circuit Court agreed with the District Court Judge that to give effect to the *pro rata* clause would "lessen" the carrier's liability in a manner not authorised by any provision "in this Act." The shipowners' argument that the shipper cheated them out of an increased freight rate when he failed to declare the value of a package worth more than \$500 was without merit. If the shipper was willing to bear the risk of loss above that sum, he was privileged to ship at the normal rate; he owed the shipowners no duty to declare the value and pay a higher rate.

The Judge went on to say that the appeal briefs contained much learning concerning the history of the Hague Rules, 1921, and the Brussels Convention, 1924, from which originated the Act of 1936. The Hague Rules represented a compromise between hull and cargo interests. At a hearing before the United States Shipping Board in September, 1922, several eminent members of the Admiralty Bar representing the shipowners declared very definitely that the provision in the Hague Rules corresponding to Sect. 4 (5) of the Act of 1936 did away with "pro-rating." That view was again expressed in 1925 before the Committee on Merchant Marine and Fisheries of the 68th Congress. At the hearing before the same Committee of the 74th Congress in 1936, Mr. Haight, of the firm of Haight, Griffin, Deming & Gardner, stated that the shippers "get a tremendous advantage in raising the limit per package to \$500," and that "it does mean a great deal" to have the shipowner know "that he cannot limit his liability for less than \$500." The Circuit Judge said that so far as appeared no one at any time of these hearings ever expressed a contrary opinion, and with that historic background and bearing in mind that the purpose of the legislation was to accomplish "uniformity and agree-

ment with many other nations as to the text of those clauses of ocean bills of lading with which the Bill deals," the Court thought that the District Court was correct in construing the Act to prohibit a carrier from limiting his liability for a partial loss to a *pro rata* share of the statutory limitation of \$500 per package prescribed by Sect. 4 (5).

The decree of the District Court was accordingly affirmed.

(Continued in next column)

SHIPPING COMPANIES RESULTS

Furness, Withy & Co.

The annual meeting of Furness, Withy & Co., Ltd., will be held at Furness House, Leadenhall Street, E.C. 3, on Sept. 17 at noon. The accounts for the year ended Apr. 30 show that the profit on vessels' trading, branch offices and agencies amounted to £586,107, compared with £604,068 for the preceding year, to which had to be added £263,348 (£229,837) gross dividends from subsidiary shipping companies and £299,885 (£272,282) gross dividends on general investments and investments in subsidiary companies other than shipping, making a total of £1,149,341 (£1,106,187). Income tax deducted from dividends received and provision for taxation on profit for the year required £538,943 (£529,410), leaving a net profit of £610,399 (£576,777), to which had to be added £174,800 (£165,523) brought in, making £785,199 (£742,300). After paying the dividends on the Preference shares for the year, the sum of £49,000 (nil) has been provided for special contribution to Furness Companies' superannuation scheme, £250,000 (£300,000) transferred for depreciation, £41,602 (£50,000) transferred to fleet replacement account, and, as already announced, it is proposed to pay a dividend on the Ordinary stock of 7 per cent. per annum, less tax, on Sept. 27, leaving to be carried forward £174,222.

The balance-sheet totals at £13,595,176 (£13,293,608). The capital remains at £7,500,000 and reserve accounts at £1,600,000, while the fleet replacement account stands at £675,000 (£625,000), amounts on deposit from, or due to, subsidiary companies at £413,073 (£692,376), sundry creditors at £2,298,993 (£1,830,882), vessels' current accounts at £263,327 (£289,284), provision for deferred repairs, exchange fluctuations and contingencies at £418,936 (£382,516) and provision for dividends £251,625 (£198,750). On the assets side, shipping property, including payment on account of new tonnage, at cost, less depreciation, is shown at £1,225,000 (£1,200,000), investments in subsidiary shipping companies at £3,739,249 (£3,929,911), general investments at £3,682,138 (£3,519,049), investments in subsidiary companies other than shipping at £752,313 (£954,987), freeholds, office buildings, dock warehouses, wharves and other property at £328,572 (£321,601), amounts due from subsidiary companies at £98,159 (£27,531), sundry debtors at £2,235,795 (£1,121,778), tax reserve certificates at £126,100 (£250,900) and bankers' balances, &c., at £1,407,849 (£1,967,851). A note attaching to the balance-sheet states that the amount at the credit of the company under the terms of the Government Tonnage Replacement Account Agreement, 1940, is £150,352.

The report states that the company's vessels were on hire to the Government under requisition during almost the entire period covered by the accounts.

AMENDMENT
List published in LLOYD'S LIST on Mar. 6, 1944:—
THOMAS, Thomas; Asst. Steward; 57, Krinnie Road, Hataitai, N.Z., should read—
THOMAS, Trevor; Asst. Steward; 57, Krinnie Road, Hataitai, N.Z.

THE COAL TRADE

Special Market Reports

From Our Own Correspondents, CARDIFF

There is no important change in market conditions. Inquiry continues at a high level, but new business is restricted by short supplies. All the best qualities are eagerly sought after and almost entirely earmarked for the leading home industrial undertakings and public utility users, while much of the cheaper grades is also going to this class of buyer.

SWANSEA

Foreign demand for anthracites is circulating freely, but the continued heavy calls from inland consumers, together with the general scarcity of fuels, is preventing any appreciable expansion of exports and is even seriously limiting further truck trade. Grains are now disclosing a harder tone, but cull is still occasionally available in a few quarters and prices are not altogether settled.

NEWCASTLE

Coastwise tonnage is less freely available, a number of vessels having been delayed by adverse weather conditions on the East Coast, and hence output is moving off less regularly. Early supplies of practically all classes remain scarce under increasing seasonal pressure.

MERSEY

Since the last report shipment of bunkers has not improved and several vessels have arranged replenishments at other ports. The coastwise section shows no expansion, while industrial fuels are in heavy demand.

HULL

There is little improvement in the supplies available for shipment so that the export trade is exceptionally quiet and only official orders are permitted. Coastwise traffic is about normal but fully controlled. Bunkering continues a good market.

GLASGOW

Outputs are fairly steady, and deliveries are generally well maintained, but all classes of consumer would welcome improved tonnages for stocking purposes. Forward inquiry for bunkers is good, and next week's stems are already substantial.

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BRISTOL AND AVONMOUTH

Signs of Increasing Oversea Trade

By Our Special Correspondent

The Port of Bristol is gradually emerging from its immediate post-war difficulties in a manner which indicates success for the future. Fluctuations which followed the decisive rush of the war years have been met with the spirit of co-operation that marked the six dismal years to 1945. Difficulties of varying degrees of intensity there have been, particularly, perhaps, during the last three months, but the spirit of goodwill remains and there is every sign of a continuance of co-operation.

An increasing number of arrivals in several of the overseas berth trades which were resumed soon after the cessation of hostilities has marked the last three months at the outer docks. At the City Docks the Continental and Scandinavian services are being gradually built up to their 1938 levels, one of the most recent

meat, 14,187; lard, 13; provisions (miscellaneous), 549; grain (wheat, &c.), 96,440; sugar, 15; fish, 311; eggs, 3120; milk, 7328; flour and cereal products, 9197. The total of 153,064 tons excludes the importations of fruit referred to above, and also shipments of cocoa from West Africa.

While imports of oil have decreased since the end of the war, the number of tankers dealt with and the total quantities handled at Avonmouth are considered to compare very favourably with the pre-war average. Mention of this commodity directs attention to the serious predicament with which many local as well as national industrial undertakings are faced. The managements of a number of local concerns are so perturbed by the dismal future prospects arising from the shortage of coal that they are converting their power raising plants from coal to oil burning. One

term plan, the Council wished to acquire the land to start building as soon as possible.

Bristol is to be an important link in the network of air lines which is to cover Britain by the end of the year. The ferry services between Bristol and Cardiff and Weston-super-Mare and Cardiff have been in operation since July and are extensively patronised by commercial interests, as well as by the general public. The main services already announced, with the probable starting points, are: London to Bristol, Exeter, Plymouth, Land's End and the Scilly Isles, September (the latter section, of course, being now in operation); Newcastle to Bristol, via Yeadon and Manchester, October; Liverpool to Birmingham, Bristol and Southampton, with later extensions to the Isle of Wight and Brighton, October. Another service, Bristol-Birmingham-Norwich, has not yet been allotted a starting date. It is understood that a service between Bristol and Paris, operated by a French Line, will come into operation in the near future. Whitechurch, it is assumed, will be the local airport, and it is probable that future air travel facilities will result in Lulsgate Bottom and Filton being brought in.

AVONSIDE NOTES

Water Supply

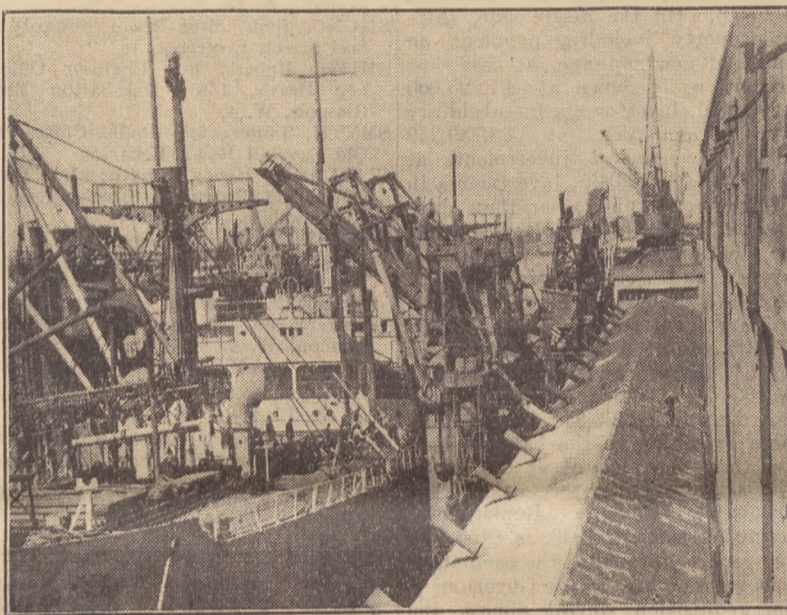
The Port of Bristol Authority is taking steps to augment the supply of water to the outer docks for industrial purposes. The new boring at Blaise will be about 500 ft. deep, and is situated a little below the No. 1 bore, where a pumping station has been provided. When the new supply of water becomes available and machinery installed, the flow will be pumped to Avonmouth as an additional industrial supply for all purposes except drinking. It is understood that the water obtained from the No. 1 bore is consumed mainly by the National Smelting Company, Ltd. Difficulty of water supply until recent years has been a serious handicap in the development of industry at Avonmouth, and it is hoped that the sinking of the new bore will go far towards eliminating the difficulty.

A New Company

Chas Hill & Sons, Ltd., managers of the Bristol City Line of Steamships, Ltd., have formed a new subsidiary company, the Bristol City Line (Canada), Ltd., which has purchased an oil-fired vessel of 10,000 tons d.w., built in 1945, which has been named *Montreal City*. The vessel is now making a round trip, on completion of which Messrs. Hill intend to employ her in their own trades. This is the first step in the renewal and modernising of the fleet, three of which, the *Montreal City*, *Bristol City* and *Toronto City*, were lost by enemy action. In conjunction with Messrs. Turnbull, Scott & Co., Messrs. Hill have acquired the share capital of the Golden Cross Line, Ltd., Cardiff, which, for many years, ran regular services from Spanish, Italian, Sicilian and North African ports to the Bristol Channel, including Bristol. These services, interrupted by the war, have now been resumed.

Dock Pilotage

Bristol City Council have approved a recommendation by the Pilotage Committee that certain wartime measures be placed on a permanent basis. The recommendation referred to dock pilotage at Avonmouth and Portishead, where to meet the exigencies of wartime traffic the docks were excluded from the pilotage district. In future, to facilitate the pilotage and docking service, all docks will be excluded from the pilotage district, the exception being, as in the case of Avonmouth and Portishead during the war, entrance basins and locks leading to the docks. In short, the tem-



Discharging wheat into No. 3 granary and lighters at the Royal Edward Dock

reintroductions being the connection with Finnish ports. Another noteworthy resumption was that of the Oporto service, the General Steam Navigation Company's motorship *Redstart* arriving late last month with wines and cork from that port.

Avonmouth has dealt with its first shipment of Brazilian oranges, which comprised 67,735 boxes, weighing 2660 tons, brought in the steamer *Eros*. Another interesting shipment of fruit was 56,509 bunches (1440 tons) of Canary Island bananas by the motorship *Bajamar*. Like the consignments of Jamaica bananas by the Fyffes' Line, the Canary variety and the Brazilian oranges were distributed over a wide area in the South-West and Wales. Perhaps the most interesting arrival at Avonmouth during the quarter was the steamer *Glenwood*, which carried one of the biggest single shipments of foodstuffs that have reached this country since the war. It consisted of 260,821 cases (8200 tons) of Argentine canned meat.

Frozen Produce

Imports of frozen produce—meat, butter, &c., are a gratifying feature of the trade at the outer docks, and the figures for the first six months of the port's financial year to Sept. 30 are likely to reach a high level. Grain imports are also considered to be highly satisfactory, and the rate of discharge compares favourably with pre-war achievements. The augmented mechanical discharging plant has been worked to capacity on numerous occasions, and the turn-round given to grain-laden vessels has been greatly appreciated.

In view of the great importance and the urgent necessity of food imports, the following details may prove of interest. I am indebted to officials of the Port Authority for the list, which covers the period from June 1 to Aug. 20, the figures quoted representing tons:—Bacon and hams, 1844; butter, 3845; canned meat, 12,653; cheese, 3562; frozen

of the factors which have contributed to the conversion decision is the proximity of the outer docks, where ample storage space for oil is available.

The Trading Estate

Changes in the form of development of Avonmouth Trading Estate, consequent upon the proposed nationalisation of the dock industry, are referred to in a joint report of the Docks and Planning Committees to the City Council. Among proposals is one for laying a reconstructed public highway around the boundary of the Docks Committee's land, plus a small area still to be acquired. It was formerly planned to close Washingpool Lane as unsuitable for modern traffic and to make a new road across the Committee's land. It is proposed that the Docks Committee shall only develop their own land, and any more acquired—a further 1400 acres has been mooted—shall be dealt with by another committee. The Docks Committee will be responsible for certain roads and drainage work, and will need to increase their former estimate of £100,000 for development to £160,000 (with consequent reduction in estimates of the Planning Committee).

The City Council is to consider a recommendation for the compulsory purchase of 100 acres of land at Barracks Lane, Avonmouth, for a proposed meat precinct, as well as for general industrial and educational purposes. Alderman J. F. Bicker, chairman of the Planning Committee, who is making the recommendation, has stated that under the proposal an area would be reserved for the meat precinct as a long-term planning policy. This would include a cattle market, abattoir, land for grazing, and traffic facilities for handling the animals. There will be two roads and also rail facilities, while on one side there would be bacon factories. The educational reservation will be on the side farthest removed from the meat precinct. Mr. Bicker added that although it was a long-

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BRISTOL

porary measures in force at the
 outer docks in war time have now
 been adopted permanently.

Timber Trade

Extensive developments of the
 timber business at Bridgwater,
 which will provide employment for
 a large number of men, is planned
 by Messrs May & Hassell, the
 Bristol timber importers, who have
 acquired the timber and general
 trading sections of the Somerset
 Trading Company, Ltd., of Bridg-
 water. The timber mill at Bridg-
 water will be modernised at a cost
 of several thousand pounds, and
 work is expected to begin there in
 two months' time. In the meantime,
 work on mouldings and floorings will
 be carried on at the firm's mill at
 South Liberty Lane, Bedminster. It
 is understood that the Somerset
 Trading Company will continue to
 carry on its brick and tile section.

New Tugs

Bristol's towage fleets have been
 augmented in recent weeks by three
 powerful craft which local owners
 have acquired from the Ministry of
 Transport. R. & J. H. Rea, Ltd.,
 have put into service the *Empire
 Paul*, which has been renamed
Queensgarth, and is under the com-
 mand of Captain H. Webb, who has
 had long service with the firm. The
Empire Walter was purchased by
 C. J. King & Sons, Ltd., who have
 renamed her *Sea Queen*. She is com-
 manded by Captain W. H. Bevan.
 The same firm have acquired from
 the Ministry a smaller tug,
T.I.D. 67, which they have managed
 since March, 1945. As the *Sea Queen*
 she will continue in river work. The
 Commonwealth Steam Tug Com-
 pany, Ltd., have added to their fleet
 the *Empire Silas*, which will in
 future bear the name *Fair-
 play II*. With these additions
 Bristol now possesses a towage fleet
 which is worthy of the port and the
 vessels that use it.

Captain R. W. Davey

Captain R. W. Davey, who com-
 mands the ocean-going tug *Empire
 Silas*, from which the steamer *Kedah*
 broke away off the coast of North
 Cornwall last month, is regarded as
 one of Bristol's most efficient tug-
 masters. Aged 58, he has spent a
 lifetime in the local towage service
 and was for many years with R. &
 J. H. Rea, Ltd., and commanded
 several of that firm's tugs, his last
 charge for them being the *Plum-
 garth*. Among the members of his
 crew is Bryan Bradley, one of the
 heroes in the gallant rescue of all
 but one of the crew of the tug
Danejarth when she sank last winter
 on the edge of the English and
 Welsh Grounds after collision with
 a drifting 100-ton lock gate which
 she was attempting to save. Inci-
 dentally, the *Danejarth* has been
 thoroughly modernised and is again
 in commission.

Mr. C. Metcalfe

Many of the older school in local
 deep sea and coastal shipping circles
 learned with deep regret of the
 death in a Bristol hospital, follow-
 ing an operation, of Mr. Cornelius
 Metcalfe. He had a lifelong asso-
 ciation with the Missions to Seamen
 and for many years was in charge
 of the "Flying Angel" activities
 at Avonmouth. Mr. Metcalfe did
 splendid work for seamen, from
 cabin-boy to master, under great
 difficulties in the old iron structure
 at Portview Road, and by his efforts
 contributed in a large measure to
 the provision of the fine building
 which now stands on the site. From
 Avonmouth he went to London and
 thence to Fowey, and was about to
 retire when his health failed. He
 saw considerable Mission service
 overseas before coming to Bristol.

Alderman Burgess

Alderman A. W. S. Burgess, chair-
 man of the Port of Bristol Authority,
 who has been an officer in the Clerical
 and Supervisory Workers' section of
 the Transport and General Workers'
 Union since 1924, has retired from
 the post of Group Officer. His
 successor is Mr. E. A. White, of the
 staff of Bristol Corporation Elec-
 tricity Department at Dorset House.

A Navigational Course

Bristol Education Department
 have recently inaugurated at Bed-
 minster Bridge Technical School a
 navigation course which is available
 for boys over 13 years of age. The
 course was designed to equip young
 men for the Royal and Merchant
 Navies, and the interest the Admi-
 ralty is taking in the project is
 reflected in the arrival at the port
 of a motor whaler which the Admi-
 ralty has allocated to the
 Education Department. Some 20
 youths are at present taking the
 course.

MONEY MARKET

Small Turnover in Bills

In Lombard Street yesterday con-
 ditions were rather patchy, but finally
 borrowers were able to satisfy their
 requirements at ½ per cent., and it was
 not necessary for the market to seek
 the aid of the special buyer. Quiet
 conditions ruled in the discount
 market, although some transactions
 occurred in October Treasury bills.
 Foreign exchange rates and silver
 prices were steady.

STOCK EXCHANGE

Unfavourable Price Changes

Following the overnight lead of Wall
 Street a certain amount of selling was
 in evidence on the Stock Exchange yester-
 day, with the result that transac-
 tions were on a slightly larger scale
 than the previous day. An exception
 to the downward movement was pro-
 vided by British Funds, which closed
 1-16 to 3-16 up where changed, the
 larger movement being shown in the
 4 per cent. Funding to 118½ and Vic-
 tory Bonds to 118½. Home railway
 Ordinary stocks were easier. Southern
 Preferred lost ¼ to 71. Great Western
 ¼ to 53½ and Midland ¼ to 26½.

Shipping issues were quiet and
 easier. Elder Dempster gave way 1s. to
 42s., while numerous issues were 3d.
 to 6d. weaker, the larger movement
 being shown in Alexander to 28s. 6d.,
 Cunard to 33s. 6d., France, Fenwick
 to 55s., Furness, Withy to 31s. 6d.,
 Jacobs to 48s., P. & O. Deferred to
 57s. 6d. and Royal Mail to 27s.

There was a little more doing in ship-
 building, iron, coal and steel shares,
 but the tone was uncertain. Thorny-
 croft were quoted 2s. 6d. higher at
 77s. 6d., while Swan, Hunter rose 6d.
 to 63s. 6d., Lambert Bros. 1s. to
 78s. 6d., and Butterley 1s. 6d. to 42s.
 Clarke, Chapman declined 6d. to
 61s. 6d., Grayson, Rollo 3d. to 8s. 6d.,
 Richardsons, Westgarth 1½d. to 11s.,
 and Vickers a like amount to 27s.

Other commercial and industrial
 issues were weak, particularly those
 with American and Canadian interests.
 Courtaulds relapsed 1s. 3d. to 54s., and
 British Celanese 1s. to 35s., while
 Imperial Tobacco at 7 27-32 and British
 American at 6 11-32 were each 1-16 off.
 Cable and Wireless gave way 1½ to
 108½. Numerous popular priced shares
 showed losses ranging from 6d. to
 1s. 6d., and the leading oil shares
 moved against holders.

COMMODITIES

GRAIN

LONDON (Baltic Exchange), Wednesday

WHEAT.—Offers of Canadian Mani-
 tobas were resumed to-day and were on a
 moderate scale. Quotations: No. 1
 Northern Manitobas for September ship-
 ment from St. Lawrence 174c., from West
 St. John or Halifax 175½c., from Baltimore
 or Philadelphia 178½c., and from New York
 179½c. per bushel, l.o.b. No. 2 grade
 3 cents less in each case. Australian Sep-
 tember-October shipment in bulk 71s. per
 480 lb., l.o.b.

MAIZE.—Argentine steady. December
 shipment from up-River ports 8s., and
 from down-River ports 81s. 6d. per 480 lb.,
 l.o.b.

OILS AND OLSEEDS

LONDON (Baltic Exchange), Wednesday

OILS.—LINSEED.—Raw £135. RAPE.
 —Crude £91. COTTON.—Crude £52 2s. 6d.
 CASTOR.—First £110, second £108.
 GROUNDNUT and SUNFLOWER.—
 Crude £75 10s. per ton.

ROBIN.—American grades F to M 47s.,
 W.G. 48s. 6d., W.W. 52s. 6d. per cwt.

OLSEEDS.—For shipment. CASTOR-
 SEED.—Bombay £48 per ton. Other oil-
 seeds and groundnuts all unquoted.

FOREIGN PRODUCE

LONDON (Mincing Lane), Wednesday

COFFEES.—Zanzibar spot 114d. per lb.
 sellers, c.i.f. Aug./Sept. 104d. (buyers'
 licence), afloat 104d. per lb. sellers.

PEPPER.—Spot 1s. 1½d. per lb. sellers.

CHILLIES.—Mombasa spot 155s. sellers
 per cwt. MAIZE.—West Indian pale spot
 5s. nominal per lb.

SHELLAC.—Open market quotations
 dull on basis of 375s. sellers per cwt. ex
 warehouse for F.O.T.N. Pure.

METALS

LONDON (Metal Exchange), Wednesday

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

TINPLATES.—Home delivery 34s. 3d.
 basis l.o.b. 14 by 20 l.o.t. makers' works,
 export 38s. to 42s., basis l.o.b. South
 Wales.

COPPER.—Electrolytic and wire bars
 £84 per ton delivered.

ALUMINIUM.—Ingots and bars for
 home delivery £67 per ton, delivered.

TUNGSTEN ORE.—Prices range from
 65s. to 67s. 6d. per unit, c.i.f.

PLATINUM.—Refined maintained at
 £20 15s. per troy ounce.

PIG IRON.—No. 3 Cleveland 169s. 3d.
 per ton, delivered Middlesbrough area.

PROVINCIAL BANK CLEARINGS

The following table shows the totals
 of the provincial bank clearings for
 August as compared with the corre-
 sponding month last year. The number
 of working days last month was 26,
 against 25 a year ago:—

	1946	1945	+ or -
Birmingham	12,564,000	6,891,000	+ 5,673,000
Bradford	8,335,000	9,246,000	- 911,000
Bristol	2,880,000	3,085,000	- 205,000
Hull	4,260,000	3,799,000	+ 461,000
Leeds	5,915,000	4,754,000	+ 1,161,000
Liverpool	4,926,000	3,555,000	+ 1,371,000
Manchester	25,826,000	24,010,000	+ 1,816,000
Newcastle	18,295,000	15,485,000	+ 2,810,000
Nottingham	9,023,000	7,384,000	+ 1,639,000
Sheffield	2,457,000	2,642,000	- 185,000
Southampton	2,439,000	3,653,000	- 1,214,000
Sheffield	322,000	768,000	- 446,000
Total	99,740,000	83,650,000	+ 16,090,000

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GRANGEMOUTH

Intense Activity at the Docks

By Our Special Correspondent

At the end of what is known as the 28 weeks' period, Grangemouth docks have reached the million tons mark for imports and exports. Imports totalled 460,000 tons, while exports amounted to 540,000 tons. The principal groups on the import side for the period in question were: Scrap, 150,000 tons; timber, 60,000 tons; iron ore and phosphates, 140,000 tons; oil traffic, 105,000 tons; general cargoes, 76,000 tons. On the export side, manufactured iron and steel amounted to 50,000 tons; fire clay and rough minerals, 30,000 tons; coal and coke traffic, 280,000 tons; oil and spirit, 80,000 tons; general cargoes, 20,000 tons.

The flow of crude oil from Abadan has reached a most interesting point

being in manpower. As a consequence, the transfer of labour has been necessary, and authority for an increase in the established strength at the docks has been obtained. This is a most satisfactory state of affairs, and prospects for the docks for the remainder of the year are good.

Canadian Timber

It is fortunate that Canada is coming to the rescue of this country, so far as timber is concerned, and it seems there has been an agreement with that Dominion and this country to make up any shortage from the Continent. I have been told on good authority in the trade that the difficulty of obtaining

intense activity. One of their recent launches was a collier, built to the order of the French Government. This is the fourteenth vessel of this type to be built by the firm since 1940. The vessel is 268 ft. long by 40 ft. beam by 19½ ft. depth, and carries about 2900 tons of cargo. She is propelled by steam reciprocating engines of about 750 h.p., manufactured by the North Eastern Marine Engineering Company (1938), Ltd., Wallsend-on-Tyne. The vessel was due to be completed by the end of August.

Problem of Water

Trouble seems to be brewing between the local authority and the Department of Health for Scotland on the question of Grangemouth's water supply. The Department desires to bring about a regional water scheme which the Town Council feels is nebulous and, if it were adopted, would prejudice the interests of Imperial Chemical Industries, Ltd. If this were to happen it is thought that I.C.I. might transfer their interests to Huddersfield, where the water rate is much cheaper. As I mentioned in a previous article, I.C.I. have plans for extending their Grangemouth premises, plans which involve a total of £2,000,000 and the employment of an extra 750 workers.

The proposals of the Town Council for the development of the North Third Reservoir are in themselves essentially sound and capable of early realisation. No legal or engineering difficulties are involved. In fact, full payment of the cost of the capital works necessary is assured within a period of 30 years, without any substantial increase in the present water rate.

All agreements held by the Town Council with industrial firms within their area have been renewed on terms which take into consideration the expenditure in which they have been involved. In the case of Imperial Chemical Industries, Ltd., after considerable negotiations an agreement had been arrived at between the parties, under which the company will pay for water at a rate which represents an increase on the former charge and is now higher than is paid in their establishments elsewhere. The rate which is incorporated in the agreement is the maximum which can be met by Imperial Chemical Industries as an economic proposition. The proposal to extend the existing works at Grangemouth is to go forward on the assumption that the agreement will be honoured by the Town Council.



"Baron Yarborough" discharging a large cargo of phosphate at the deep water berth

and there is every possibility in the near future of the Grangemouth oil refinery coming into operation, with a consequent satisfactory increase in employment in the port area.

Timber and Phosphates

Timber imports, however, are much lower than was hoped, and it is doubtful whether the agreement with Sweden will provide for very substantial quantities of timber coming into the port. The importation of rock phosphates is a new departure for Grangemouth, but it has been dealt with by the use of special grabs with the minimum of loss. With the satisfactory handling of this import it is only right to feel that a continuance of this flow of traffic to Grangemouth is assured.

The pre-war export trade of general cargo and coal to the Baltic and Continent has been restored to almost normal. There has, indeed, been a substantial flow of shipping through the port, the only shortage

timber from the Baltic countries was due to Russian influence in Latvia, Estonia, Lithuania and Finland, who are tied economically to the U.S.S.R. With the exception of pitprops, there is very little timber coming into this country via Grangemouth.

An idea of the activities at the docks can be obtained from the fact that the actual tonnage handled by the dockers is up by roughly 275,000 tons over the first seven months of this year—a remarkable record and one which is most satisfactory from the town's financial point of view. Grangemouth is in the happy position of having no unemployment problem.

A Busy Shipyard

The Grangemouth Shipbuilding Company, Ltd., like the docks, has plenty of work in hand, with contracts up to the limit of their building capacity for the next four years. The repair work alone is sufficient to keep the yards in a state of

WIRELESS REPORTS

Agnete Christensen.—Land's End, Sep 3, 10 30 a.m., 012 deg true approx 200 m distant
Alexander Ramsey.—Land's End, Sep 3, 3 15 p.m., 492 m SW
Alma Victory.—Bermuda, Sep 3, 40 26 N, 66 20 W
Amasa Delano.—57 11 N, 17 22 W, Sep 3, 3 13 p.m.
Amazons.—Land's End, Sep 3, 11 p.m., bd Oslo, 400 m distant
Amberton.—Cullercoats, Sep 3, 8 42 p.m., bd Finland
American Clipper.—Valentia, Sep 3, bd Plymouth
Andes.—35 48 N, 25 42 E, Sep 3, 6 p.m.
Anglia.—Bd Malmo, 7 miles SW of Skerryvore, Sep 4, 10 10 a.m.
Angusdale.—Malin Head, Sep 4, 9 43 a.m., bd Garston, 300 m W
Arakaka.—Land's End, Sep 3, 2 30 p.m., 180 m distant
Arzobee.—52 52 N, 37 10 W, Sep 4
Armada.—28 22 S, 102 18 E, Sep 4
Barrington Court.—52 12 N, 38 30 W, Sep 3, 6 p.m.
Beaverdell.—50 18 N, 37 54 W, Sep 4, 1 53 a.m.
Beaverford.—56 00 N, 34 36 W, Sep 3, 6 p.m.
Belgian Amity.—46 28 N, 33 28 W, Sep 2, noon
Benjamin Carpenter.—Valentia, Sep 4, 11 2 a.m., 600 miles SW
Boulder Victory.—Wick, Sep 3, 3 23 p.m., 600 m W
Bowness Park.—12 46 N, 92 24 W, Sep 4
British Hussar.—Cullercoats, Sep 3, 1 36 p.m., bd Copenhagen, 150 m E
Castalia.—Bd Port Said, 14 25 N, 50 32 E, Sep 4
Castle's Woods.—Bd Havre, 49 38 N, 9 10 W, Sep 3, 6 40 p.m.
Chagres.—Humber, Sep 3, 10 28 a.m., bd Bourdeaux, 100 m distant
Deebank.—12 24 S, 42 38 E, Sep 4
Dorsetshire.—Bd Singapore, 06 08 N, 95 50 E, Sep 4
Egton.—Bd Miramichi, 58 42 N, 03 55 W, Sep 4, 9 45 a.m.
Elwin F. Knowles.—Humber, Sep 4, 6 44 a.m., bd Guam
Empire Ayr.—Passing Gibraltar, Sep 1, 10 a.m.
Empire Candida.—Bd Falmouth, 48 40 N, 44 50 W, Sep 4
Empire Cato.—Off Stornoway, Sep 3, 12 43 p.m.
Empire Cougar.—Bd Middlesbro, 45 08 N, 9 40 W, Sep 3, 9 p.m.
Empire Halkane.—Malin Head, Sep 3, 12 40 p.m., 280 m NW
Empire Macalpine.—Bd UK, 53 06 N, 46 36 W, Sep 4

Empire Macandrew.—53 18 N, 36 18 W, Sep 3, 6 p.m.
Empire MacCabe.—43 06 N, 33 00 W, Sep 3, 6 p.m.
Empire Taganax.—Bd Abadan, 28 31 S, 108 15 E, Sep 4
Empire Tern.—Humber, Sep 4, 8 58 a.m., bd Italy
Empire Tudor.—32 08 S, 03 21 W, Sep 3, (not as before reported)
Ernebank.—Bd Chile, 30 46 S, 158 03 E, Sep 4
Eucadia.—50 00 N, 28 50 W, Sep 4
Fort Connolly.—Bd Hongkong, 45 45 N, 172 55 W, Sep 4
Frederick von Steuben.—Bd Emden, 49 38 N, 6 27 W, Sep 3, 9 58 p.m.
Graigaur.—Bd Durban, 23 16 S, 50 43 E, Sep 4
Grafton.—Bd Table Bay, 27 09 S, 33 30 W, Sep 4
Grover C. Hutcherson.—Land's End, Sep 4, 2 25 a.m., bd Havre
Harberton.—33 34 N, 08 07 W, Sep 1, 1 42 p.m.
Heimvard.—Bd Oslo, 55 52 N, 14 18 W, Sep 3, 11 19 a.m.
Herna Gorthon.—Wick, Sep 4, 11 39 a.m., bd Ellesmere Port, bearing 62 deg.
Hickory Ghyll.—Bd Wilmington, 10 31 N, 125 37 E, Sep 4
High Park.—Bd Tyne, 56 32 N, 39 28 W, Sep 4
Irish Beech.—Wick, Sep 4, 10 39 a.m., bd Grangemouth, due Sep 5
Joseph H. Nicholson.—Passing Bishop Rock, Sep 3, 1 52 p.m.
Julia P. Shaw.—About 47 57 N, 17 00 W, Sep 4, 11 a.m.
Kalkis.—Cullercoats, Sep 4, 8 27 a.m.
Kassos.—Off Bishop Rock, Sep 3, 9 27 a.m.
Lillian Nordica.—Bd Copenhagen, 57 11 N, 18 29 W, Sep 3, 10 20 a.m.
Lone Star.—49 25 N, 11 40 W, Sep 3, 10 1 a.m.
Maloja.—08 00 S, 40 33 E, Sep 3
Manchester Commerce.—55 36 N, 38 24 W, Sep 3, 6 p.m.
Manchester Trader.—Bd Manchester, 55 12 N, 27 48 W, Sep 4, noon
Marwarri.—41 30 N, 25 36 W, Sep 3, 6 p.m.
Monarch of Bermuda.—50 00 N, 07 18 W, Sep 3, 6 p.m.
Navarcho Koundouriotis.—Humber, Sep 3, 9 12 a.m.
Neverita.—Wick, Sep 4, 8 20 a.m., bd Curacao, 12 m E
Orion (8054).—110 m E of Gibraltar Aug 30, 6 30 a.m.
Orontes.—Passing Gibraltar Sep 4, 12 43 a.m.
Papanui.—00 50 N, 85 47 W, Sep 4
Phoenicia.—Bd Miramichi, 56 22 N, 33 50 W, Sep 4
Polaris (SFTA).—Humber Sep 3, 8 40 a.m., bd London, 100 m E
Port Dunedin.—04 17 N, 87 29 W, Sep 4
Queda.—Land's End, Sep 3, 9 13 a.m., 170 m S

Raila.—40 15 N, 13 31 W, Sep 3, 11 24 a.m.
Regent Panther.—Land's End, Sep 3, 12 23 p.m., bd Avonmouth, 500 m SW
Reina del Pacifico.—Abeam Bishop Rock Sep 4, 6 45 a.m.
Riverton.—53 12 N, 44 40 W, Sep 4
Robert F. Hand.—43 24 N, 28 06 W, Sep 3, 6 p.m.
Rocky Mountains Park.—Land's End, Sep 3, 9 40 p.m., 50 m distant
Sagaland.—Passing Finisterre, Sep 3, 4 1 p.m.
Saguaro.—Bermuda, Sep 3, 30 42 N, 68 36 W
Salaverry.—45 06 N, 23 06 W, Sep 3, 6 p.m.
Sambrian.—Portishead, Sep 3
Sandoe.—Land's End, Sep 3, 9 6 p.m., 400 m distant
Sangaidie.—Bd Colombo, in lat. 11 12 N, Sep 4
Samleven.—Bd Auckland, 05 19 S, 97 51 W, Sep 4
Samlouis.—Bd Madras, off Cape St Vincent Aug 28, 5 40 p.m.
Samrich.—Land's End, Sep 3, 11 43 a.m., 550 m SSW
San Gaspar.—13 15 S, 36 44 W, Sep 4
San Vulfrano.—Valentia, Sep 4, 9 a.m., bd Humber, 850 miles SW
Sarmiento.—Valentia, Sep 3, 6 12 p.m., 420 m W
Sinnington Court.—32 44 S, 26 20 W, Sep 4
Slemish.—Land's End, Sep 3, 8 1 a.m., 15 m E
Southgate.—51 25 N, 40 50 W, Sep 4
Stalowa Wola.—Humber, Sep 3, 11 1 a.m., bd Santos via Southampton
Starstone.—48 N, 38 10 W, Sep 4
Sveadrott.—Land's End, Sep 3, 2 p.m., bd London, 200 m distant
Tarkwa.—39 18 N, 11 24 W, Sep 3, 6 p.m.
Thistlemuir.—Malin Head, Sep 3, 8 20 p.m., bd US, 20 m NW
Thomas U. Walter.—Valentia, Sep 4, 2 23 a.m., 40 49 N, 15 53 W, Sep 3, noon
Tresillian.—Valentia, Sep 4, 8 44 a.m., bd London, 510 miles SW
Tweed.—35 48 N, 15 48 W, Sep 3, 6 p.m.
Uxside.—Halifax, Sep 4, bd St John's, N.F.
Valacia.—53 57 N, 46 02 W, Sep 4
Vinniver.—Bd Nelson, N.B., 55 25 N, 29 50 W, Sep 4
Wansford.—Land's End, Sep 4, 12 6 a.m., 420 m S
Westerly Victory.—Bd Bremerhaven, 46 19 N, 35 W, Sep 4, 3 56 a.m.
Whiteshell Park.—Valentia, Sep 3, 5 59 p.m., bd Glasgow, 450 m NW
Windermere Park.—38 25 N, 38 52 W, Sep 4
Yochow.—Bd Sydney, 01 02 N, 125 35 E, Sep 4

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not subsequently converted into bags, sacks, packs, sheets or wrappers) wholly or mainly made of jute or twisted into a rope, twine or other textile article wholly or mainly made of jute; (b) that the cloth or bags, packs, sacks, sheets or wrappers so imported are to be re-exported by the importer thereof either in the state as imported or converted into bags, sacks, packs, sheets or wrappers wholly or mainly of jute.

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

Sept. 2 3496 CASTOR, No. 1039, Petterson, Trondheim & Hommelvik, Riddham Dk., Edward Lloyd.

3508 ESSO APPALACHEE, Br. 5789, Bourke, Corpus Christi, Shell Haven, Anglo-American Oil Co.

Sept. 4 3499 CHURRUCA, Br. 892, Porter, Lisbon, London Dk., MacAndrews & Co.

3501 CORMORANT, Br. 714, Thompson, Calais, Instone's W.I., G. S. N. Co.

3511 CORNCRACK, Br. 230, Klemp, Bordeaux, London Dk., G. S. N. Co.

3518 EMPIRE HALLADALE, Br. 9031, Dunn, Cuxhaven, Tilbury Dk., Anchor Line.

3515 EMPIRE MACRAE, Br. 5330, Spencer, Montreal, Victoria Dk., Hain Steamship Co.

3502 EMPIRE REST, Br. 375, Maybee, Antwerp, Tilbury Dk., Clemt.

3503 EMPIRE SHELTER, Br. 369, Smith, Antwerp, Tilbury Dk., Clemt.

3514 IRENE, Sw. 951, Ekberg, Kotka, Gravesend, Moxon, Salt & Co.

3497 MARGRETHE, Da. 1042, Kjolhed, Copenhagen, Mark Brown's W.I., United Shipping Co.

3512 OCEAN VULCAN, Br. 4272, Fowie, Galveston, Victoria Dk., Frank H. Bovey & Co.

3516 SAGA, Sw. 3352, Pehrsson, Gothenburg, Gravesend Reach, British & Northern Shipping Agency.

3504 SAMBALT, Br. 4380, Robinson, Hamburg, Tilbury Dk., Clemt.

3505 SAPHIR, Br. 269, La Rue, Ostend, Tilbury Dk., Erlebach & Co.

3509 SCHELDT, Br. 248, Harvey, Rotterdam, Custom House Qv., W. H. Muller & Co.

3507 SOUTHERN COAST, Br. 411, Mearns, Dublin via Liverpool, London Dk., Coast Lines.

3498 SWALLOW, Br. 99, Blackman, Paris, St. George's W.I., W. H. Muller & Co.

3513 TORNI, Br. 1209, Teng, Torfors, Surrey Commercial Dk., Cutting & Co.

3510 VOORWAARTS, Du. 160, Dories, Limfjord, Allsop's W.I., Freight Express.

3500 WEST COASTER, Br. 155, Horsham, Havre & Boulogne, Victoria W.I., G. S. N. Co.

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

Aug. 19 TABLE BAY, PORT ELIZABETH, EAST LONDON, DURBAN & BEIRA, Umgeni, Br. 5015, Graham, West India Dk., Bullard, King & Co.

Aug. 28 MONTREAL, Bayano, Br. 3935, Saps-worth, Surrey Commercial Dk., Cunard White Star.

Aug. 29 WELLINGTON & AUCKLAND via CURACAO & PANAMA, Northumber-land, Br. 7248, Longhead, Royal Albert Dk., J. B. Westray & Co.

Aug. 30 RIEME, Galacum, Br. 243, Roberts, Dagenham, Harper, Peterson & Co.

Sept. 2 AMSTERDAM, Jans, Du. 130, Timmer, London Dk., Transport Exchange Co.

AMSTERDAM, Patria, Du. 168, Fekkes, Pennings' W.I., British & Foreign Maritime Agencies.

ROTTERDAM, Rika, Du. 92, Vast, Tunnel W.I., Thurock, Freight Express.

Sept. 3 AABENRAA, Tempo, Du. 142, Beck, Shell Haven, Freight Express.

CORK, Avon Coast, Br. 462, Beckett, London Dk., Coast Lines.

Aug. 30 RIEME, Galacum, Br. 243, Roberts, Dagenham, Harper, Peterson & Co.

Sept. 2 AMSTERDAM, Jans, Du. 130, Timmer, London Dk., Transport Exchange Co.

AMSTERDAM, Patria, Du. 168, Fekkes, Pennings' W.I., British & Foreign Maritime Agencies.

ROTTERDAM, Rika, Du. 92, Vast, Tunnel W.I., Thurock, Freight Express.

Sept. 3 AABENRAA, Tempo, Du. 142, Beck, Shell Haven, Freight Express.

CORK, Avon Coast, Br. 462, Beckett, London Dk., Coast Lines.

NEW YORK, William F. MacLennan, Am. 4380, Fuertade, Royal Albert Dk., Runci-man (London).

Sept. 4 OSTEND, Saphir, Be. 269, La Rue, Tilbury Dk., Erlebach & Co.

PARIS, Swallow, Br. 99, Blackman, St. George's W.I., Wm. H. Muller & Co.

Sept. 4 AVON COAST, Br. 462, Beckett, Cork, London Dk., Coast Lines.

BAYANO, Br. 3935, Sapsworth, Montreal, Surrey Commercial Dk., Cunard White Star.

GALACUM, Br. 243, Roberts, Rieme, Dagenham, Harper, Petersen & Co.

JANS, Du. 130, Timmer, Amsterdam, London Dk., Transport Exchange Co.

NORTHUMBERLAND, Br. 7248, Long-head, Wellington & Auckland via Cura-cao, Royal Albert Dk., J. B. Westray & Co.

PATRIA, Du. 169, Fekkes, Amsterdam, Pennings' W.I., British & Foreign Maritime Agencies.

RIKA, Du. 92, Vast, Rotterdam, Tunnel W.I., Thurock, Freight Express.

SAPHIR, Be. 269, La Rue, Ostend, Tilbury Dk., Erlebach & Co.

SWALLOW, Br. 99, Blackman, Paris, St. George's W.I., W. H. Muller & Co.

TEMPO, Du. 142, Beck, Aabenraa, Shell Haven, Freight Express.

UMGENI, Br. 5015, Graham, Table Bay & Beira, West India Dk., Bullard, King & Co.

WILLIAM F. MACLENNAN, Am. 4380, Fuertade, New York, Royal Albert Dk., Runci-man (London).

Sept. 4 BOTHNIA, Sw. 261, Tambo, Hamburg, Surrey C. Dk., British & Northern Ship-ping Agency.

CITY OF BRISTOL, Br. 4244, Lavey, Antwerp, Tilbury Dk., Montgomerie & Workman.

EMPIRE FAIRWAY, Br. 189, Aydon, Antwerp, Stepany Electricity W.I., Temple Thomson & Clark.

EMPIRE KENT, Br. 2734, King, Alexan-dria & Haifa via Middlesbrough, Millwall Dk., Prince Line.

EMPIRE LEECH, Br. 216, Gribbin, Ant-werp, Lovell's W.I., G. A. Tom & Co.

ESSO APPALACHEE, Br. 5789, Bourke, Port Arthur, Shell Haven, Anglo-Ameri-can Oil Co.

HOLMSIDE, Br. 1580, Catling, Emden & Denmark, Surrey C. Dk., T. P. Rose Richards (London).

NATICINA, Br. 4767, Speakman, Key West, Thames Haven, Davies & New-man.

THYSVILLE, Be. 4868, Tengels, Gdansk, Tilbury Dk., Lamport & Holt Line.

VOORWAARTS, Du. 160, Dories, Ant-werp, Allsop's W.I., Freight Express.

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

Sept. 4 BOTHNIA, Sw. 261, Tambo, Hamburg, Surrey C. Dk., British & Northern Ship-ping Agency.

OVERSEA MOVEMENTS : Latest Reports

UNITED KINGDOM

1 GRAVESEND AR Empire Halladale, Sep 3 Cuxhaven for Tilbury Dock

2 IRENE for Surrey Com Dk Cydonia for Surrey Com Dk Corncrack for London Dk Saphir for Ostend Express for King's Lynn Empire Macrae, Sep 4 Montreal for Victoria Dock

3 AVONMOUTH SD Nonford, Sep 4 Antwerp NEWPORT AR Clan Macdonald, Sep 4 Liverpool Rocky Mountaing Park Wabana

4 CARDIFF AR Elkanah Crowell, Sep 3 Halosenlahti Ocean Vagrant, Sep 4 Hope Simpson

5 MERSEY SD Fulani, Sep 4 American Forwarder, Sep 3 New York Maron Rouen Empire Scout, Sep 3 Swansea Birkenhead ELLEMERE PT SD Empire Scout, Sep 3 Swansea

6 RUNCORN SD Viron, Sep 3 Birkenhead IRWELL AR Rita, Sep 3 Lulea MANCHESTER AR Empire Wily, Sep 2 Irlam

7 GARSTON AR Buisris, Sep 4 Bordeaux LIVERPOOL AR American Forwarder, Sep 3 Manchester Viron, Sep 3 Runcorn Fullerton Hills Curacao Cape Ortegai, Sep 4 Glasgow Queen of Bermuda, Sep 4 Bombay Fanad Head via Dublin Samcre Naples

8 LIVERPOOL SD Diplodon, Sep 3 Caripito El Mirlo, Sep 3 Cabo Blanco Anglia Valborg Corinthian Letitia Halifax Malakand Bombay Belnor Trieste Trevice Busreh

9 PRESTON SD Inger, Sep 3 Thamsavni Meta, Sep 4 Glasgow CLYDE ANCHORAGE AR Wave Chief, Sep 2 Gibraltar Cedar, Sep 2 Cape Ortegai, Sep 3 Mount Revelstoke Park GLASGOW AR Richmond Castle, Sep 3 Durban Banan, Sep 3 Reykjavik GLASGOW SD Glenroy, Aug 1 Falmouth Cape Ortegai, Sep 3 Westlaan, Sep 3 Lpool Mount Revelstoke Park Canada

10 FASLANE DK Cedar, Sep 2 Gibraltar DUBLIN AR Orestes, Sep 2 Rotterdam Zena Gothenburg N SCOTLAND PD Spinanger, Aug 26 DUNNET HEAD Pd E Uranus, Sep 3 Sinus DUNNET HEAD Pd W Avanti, Sep 3 Storfors Manipur, Sep 4 Egton

11 ABERDEEN SD Zuidland, Sep 3 Antwerp Rapid Middlesbrough DUNDEE AR Zeeland, Sep 3 Antwerp DUNDEE SD Manipur, Sep 4 Glasgow METHIL AR Dagny, Sep 2 Aalborg METHIL SD Dagny, Sep 3 Iceland GRANGEMOUTH SD Kotka, Sep 3 Finland Moses Gay Tyne Pollux Christiansund BO'NESS AR Marie Flore, Sep 3 Lillesand LEITH AR Pax I, Sep 3 Delfzyl John Hanson Stockholm LEITH SD Graecia, Sep 4 Baltimore ST ABB'S HEAD Pd S Mossa Gay, Sep 4 BLYTH AR Frida (aux), Sep 4 Great Yarmouth BLYTH SD Visten, Sep 3 Skoghall Nottingham London

TYNE 3

AR Virgo, Sep 4 Casablanca Empire Elgar, Sep 4 Caraquez

4 HARTLEPOOL AR Caxton, Sep 2 Quebec HARTLEPOOL SD Leonardia, Sep 2 Egton, Sep 3 Canada

5 MIDDLESBRO AR Ahsalon, Sep 3 Gefle MIDDLESBRO SD Zaanstroom, Sep 3 Ipswich Veenenburgh Rotterdam Tritonia, Sep 4 Nova Scotia

6 FLAMBORO HD Pd N Iris, Sep 4 FLAMBORO HD Pd S Zaanstroom, Sep 3 Ipswich

7 SPURN HEAD Pd In Orion Sep 3 Port Erie Edward Bruce, Sep 4 SPURN HEAD Pd Out Birgitta, Sep 3 Rota Empire Halberd Trondhjem, Sep 4 Onion for Sweden Vega, Sep 4 Empire Cutlass HULL AR Fort Wellington, Sep 3 Mantyluoto Olavus Skellefhamn Gunther Hartmann Hamburg Kong Magnus, Sep 4 Immingham Empire Rapier Cuxhaven HULL SD Vega, Sep 4 London Empire Cutlass Cuxhaven

8 IMMINGHAM AR Marcel, Sep 3 Hull Laban Howes, Sep 3 Hamina Naples THISTLEFORD IMMINGHAM SD Bohus, Sep 2 Kyndby Alabama, Sep 3 Porto Alegre Birgitta Ornskoldsvik Fort Norman Pepel GRIMSBY AR Prins Bernhard, Sep 2 Lervick Trondhjem London DIEMPE GRIMSBY SD Rota, Sep 3 Esbjerg Trondhjem Copenhagen Izgaro Haugesund GT YARMOUTH RDS Pd S Veenenburgh, Sep 4 HARWICH AR Orange Nassau, Sep 3 Rotterdam

9 ARCTIC SEA TO USHANT MESANE SD Valor, Aug 23 Iceland KIRKENES SD Sigurd Jarl, Aug 26 Trondheim & Bergen NARVIK AR Halland, Sep 2 Gothenburg NARVIK SD Rautas, Sep 3 Cardiff Karmas Port Tabot BRONNOYSUND SD Arnfinn Jarl, Aug 26 Oslo STOKSUND SD Ragnvald Jarl, Aug 26 Bergen BERGEN SD Spica, Aug 24 Melbo (before reported Aug 19) HORTEN AR Gudrun (No), Aug 28 Emden DRAMMEN AR Tordenskjold, Aug 28 OSLO AR Trollnes, — (& was in port Aug 22) Mongolia, Aug 31 Far East Abo Akershus AR Ariosto, Sep 1 Tyne Sarpfoss Marseilles Bretagne, Sep 2 Tyne Brabant, Sep 2 Antwerp SLSO SD Bro, Aug 19 Honningsvaag Asia, Aug 31 Australia Jelo Rotterdam Edna (No) Menstad LYSEKIL SD Fern, Aug 31 Stockholm VINGA PD Ragnhildsholm, Aug 30 for Stockholm Nike, Aug 30 for Houston

10 GOTENBURG AR Vicia, Aug 31 Norrkoping London Gdynia Grangemouth Saivo Antwerp Vasaholm Montreal Sigrid Matthiessen, Sep 1 Antwerp Wormo Copenhagen Gdynia Tam Kotka Wangatatta Karskar Edith Blyth Snturnus Antwerp Anden Antwerp Brattfors Immingham Axel Rostock Noordster Landskrona Hedera Gdynia William R. Lewis, Sep 2 Helsinki

11 GOTENBURG SD Nagara, Aug 31 Pt Said Holmlialand Stockholm Servus Antwerp Nerina Lau Amsterdam Burundia Antwerp Argentina San Francisco Saxen Ymuden Storfors, Sep 1 Garston Cape Kildare Copenhagen La Plata Malmø MORMACEA SD Stockholm Aspen

4 KRISTINEHAMN AR

Marianne Bratt, Aug 31 Gothenburg HELSINGBORG AR Nils Gorthon, Aug 31 Malmö Zeemeeuw, Sep 1 Teignmouth

5 HELSINGBORG SD Nils Gorthon, Sep 1 Holmsund HELSINGBORG Pd N Inez, Aug 31 Aun Frankrig Lelle Vesuvius, Sep 1 HELSINGBORG Pd S Uramienborg, Aug 31 Laholm B.T. VII. Froste Fortuna (aux) (of Scheemda) Wm. Th. Mallings, Sep 1 Rane Lena Brodin

6 LANDSKRONA AR Japos, Sep 1 Natsved Syd Sweden RONNE AR Sandar, Sep 1 Blyth Japos, Sep 2 Gdynia COPENHAGEN AR Eems, Aug 31 Dieppe Anna Seaham Prigga Frederikshavn Australia Victory Oslo Margrethe Elsinore Res-Nova Gdynia Jutlandia Gdynia Kotka Louisiana, Sep 1 Montevideo Cape Kildare Gothenburg Annegjena (aux) Horsens Emden Ornen Amsterdam Alfred Clegg, Sep 2 Helsingborg William S. Halsted, Gdansk Tommeliten Mariager Fort St. Antoine Baltimore Christiansand Bo'ness Abo Hektos Antwerp Danelbust Reykjavik Arctur AR Helsinki Myole Emden Sylvia (aux) Antwerp Havel (Da) Hull Columbus (aux) Hull Sollund Odda Kaap Falka Antwerp Kyle Castle London Nordkyn, Sep 3 Newport News Don Goole Hull SAGA (Da) COPENHAGEN SD Ariosto, Aug 31 Oslo Gdynia Gdynia Maroco Antwerp Advance, Sep 1 Helsinki A. P. Bornstorff Helsinki Australia Victory, Sep 2 Malmö Lulea Elisabeth, Sep 2 Pur Cyril Kotka Res-Nova Logstor Daniel H. Lowndale US ELISINORE Pd N Jutlandia, Sep 3 Ulsnes, Sep 4 Harvarj Victory Rikke Skou ELISINORE Pd S Irish Fir, Sep 3 Phoinx Emanuel Utklippan Frederiksborg, Sep 4 NAESTVED AR Lapponia, Sep 1 Kotka NAESTVED SD Borneo, Aug 31 Landskrona NYBORG AR Mercur (Da), Sep 2 Gdansk AABENRAA AR Banana, Sep 1 Gdynia AABENRAA SD Banana, Sep 2 Gdynia HORENS AR Pax (aux), Sep 2 Marstal Start (aux) Sonderborg Lilleborg Gdansk HORENS SD Pax (aux), Sep 2 Copenhagen AARHUS AR Venus, Sep 1 Elsinore (in tow for repairs) Dina, Sep 2 Wormerveer AARHUS SD Hanne Skou, Aug 31 Leningsrad AALBORG SD Hakefjord, Sep 1 Hamina Scandia, Sep 2 Gdynia Dina Wal (aux) Copenhagen NORRESUNDYD AR Vega (aux), Sep 1 Bandholm FREDERIKSHAVN AR E. M. Dalgas, Sep 1 Aalborg CUXHAVEN AR Empire Rapier, Sep 2 Hull BREMERHAVEN AR Harry Culbreath, Aug 31 Rotterdam James Lykes, Sep 1 Rotterdam BREMERHAVEN SD Henry Gibbins, Aug 31 New York Maritime Victory New York Sparkling Wave, Sep 1 New York James McHenry New York BREMEN AR Makedonia, Aug 31 Gdynia Karin Thorden Stettin Durango Victory, Sep 1 Antwerp BREMEN SD John J. Crittenden, Sep 1 Have Stanton H. King Japan DLFZYL AR Vida, Sep 3 Amsterdam Vecht, Sep 4 Sumatra DLFZYL SD Soli Deo Gloria, Sep 3 Malmö Jozo, Sep 4 Dordrecht

7 HELSINGBORG Pd N Inez, Aug 31 Aun Frankrig Lelle Vesuvius, Sep 1 HELSINGBORG Pd S Uramienborg, Aug 31 Laholm B.T. VII. Froste Fortuna (aux) (of Scheemda) Wm. Th. Mallings, Sep 1 Rane Lena Brodin

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WAGES CLERK required in Stevedores' Dock Office. Accustomed to N.D.L.C. returns. Write to XYZ, c/o Barker & Howard, Ltd., 79, Fenchurch Street, E.C.3.

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Closing date for bids: 30th Sept., 1946

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For details and procedures write, phone or cable Maj. H. A. CRESSMAN

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6 TERSCHELLING Sheltering

Meeuw, Sep 4 Hermosand for Zaandam

TERSCHELLING SD Meeuw, Sep 4 Zaandam

YMUIDEN AR Saxon, Sep 3 Gothenburg

YMUIDEN SD Empire Convoy, Sep 3

TERSCHELLING SD Meeuw, Sep 4 Zaandam

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7 LEIXOES AR

Cid, Sep 3 Lobito Antucho

LEIXOES SD Brulansen, Sep 3

OPORTO AR Andoni, Sep 3

LISBON AR Sofia, Aug 31

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8 GENOA AR

Nathan Clifford, Sep 3 Hampton Roads

GENOA SD Aug 31 City of Lancaster

NAPLES AR Abbazia, Aug 29

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9 RIA DE VIGO, Sep 2

Bahia Blanca Britamer, Sep 3

GENOA SD Aug 31 City of Lancaster

NAPLES AR Abbazia, Aug 29

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10 PERTSHIRE, Sep 3

Bahia Blanca Britamer, Sep 3

GENOA SD Aug 31 City of Lancaster

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COASTWISE & HOME TRADE MOVEMENTS

Table with columns 13, 14, 15, 16, 17, 18. Lists shipping companies and vessels from Antofagasta, Trinidad, Frans van Mieris, Zona Gale, Drewry's Bluff, and Edward Peirce.

S. AMERICA Atlantic Coast

Main shipping schedule table with columns C1, C2, C3, C4. Lists destinations like LONDON, FALMOUTH, ELLESMERE PT, and various vessels.

N. AMERICA Atlantic Coast

Shipping schedule table for North America Atlantic Coast, listing companies like JACKSONVILLE, SAVANNAH, CHARLESTON, and HAMPTON ROADS.

WEST INDIES Gulf Ports, &c

Shipping schedule table for West Indies Gulf Ports, listing companies like TRINIDAD, COQUIMBO, VALPARAISO, and TALCAHUANO.

Large shipping schedule table with columns C1, C2, C3, C4. Lists destinations like LONDON, FALMOUTH, ELLESMERE PT, and various vessels.



BRITISH COAST LINES SEAWAYS COAST LINES ORGANISATION. Regular Services between all important ports.

(Continued on page 12)

MARINE CASUALTIES

AGNETE CHRISTENSEN.—Land's End Radio, Sept. 4.—Following received from master of Swedish steamer Agnete Christensen (W.C. Africa for Rotterdam) at 8 30 a.m., G.M.T.: At 7 p.m., G.M.T., Sept. 3, several large logs, average weight two to five tons, were washed overboard by heavy seas in position lat. 47 32 N., long. 06 24 W. At 7 a.m., G.M.T., to-day more logs were washed overboard of from two to five fms in position lat. 48 02 N., long. 06 11 W. Dangerous to navigation.

MARIE CLAIRE (aux.).—See "Missing Vessel."
MICHAEL PUPIN.—Niton Radio, Sept. 4.—Following received from American steamer Michael Pupin (Amsterdam for Baltimore) at 1 27 p.m., G.M.T.: Putting into Solef to repair telemotor; steering from after station.

LOCHMONAR.—Noon, 48 42 N., 04 54 W.; S., mod. gale; cloudy; bar, 29.6; drizzle; bar, 29.26.
MANCHESTER COMMERCE.—Noon, 55 54 N., 36 48 W.; NW., mod.; overcast; bar, 30.18. 6 p.m., 55 36 N., 38 24 W.; W. by N., gentle; cloudy; bar, 30.30.

MONARCH OF BERMUDA.—Noon, 48 24 N., 07 43 W.; SW., mod. gale; overcast; bar, 29.49. 6 p.m., 50 00 N., 07 18 W.; SSW., fresh; cloudy; bar, 28.91.
REINA DEL PACIFICO.—0 a.m., 43 18 N., 09 24 W.; SSW., mod.; intermittent slight drizzle; bar, 29.71. Noon, 45 06 N., 08 48 W.; WSW., mod.; cloudy; bar, 29.59.

STIRLING CASTLE.—6 a.m., 36 12 N., 06 54 W.; E., light air; cloudless; bar, 30.06.
STRATHNAVER.—6 a.m., 36 48 N., 08 42 W.; N. by W., gentle; partly cloudy; bar, 30.06. Noon, 36 12 N., 06 42 W.; NW., gentle; partly cloudy; bar, 30.09.

WAGON MOUND.—Honolulu, Sept. 3.—Turbo-electric tanker Wagon Mound arrived here on Aug. 30. (See issue of Aug. 27.)
WALNUT BEND.—Singapore, Sept. 4.—British motor tanker Walnut Bend left here yesterday for Pulo Samboe. (See issue of Aug. 30.)

WEATHER AND NAVIGATION

THE WAR

MISSING VESSEL

MISCELLANEOUS

CASUALTIES TO AIRCRAFT

VESSELS EXPECTED AT UNITED KINGDOM PORTS

Table with columns: Showing Vessel, Voyage, Probable Date, Broker and Berth. Lists various ships like Mary Kingsley, Masrah, Anchor Line, etc., with their routes and arrival dates.

VESSELS EXPECTED AT UNITED KINGDOM PORTS

Table listing vessels expected at United Kingdom ports, including ship names, agents, and arrival dates.

SHIPS IN PORT

LONDON IN DOCK

Table listing ships in port at London, including vessel names, agents, and brokers.

MERSEY-IN PORT

Table listing ships in port at Mersey, including vessel names and agents.

LONDON IN THE RIVER

Table listing ships in port at London in the river, including vessel names, agents, and brokers.

LYOYD'S LIST Page 11

Table listing Lloyd's List for Thursday, Sept. 5, 1946, including ship names and agents.

GARSTON-IN PORT

Table listing ships in port at Garston, including vessel names and agents.

MANCHESTER IN PORT

Table listing ships in port at Manchester, including vessel names and agents.

HULL-IN PORT

Table listing ships in port at Hull, including vessel names and agents.

BRISTOL-IN PORT

Table listing ships in port at Bristol, including vessel names and agents.

AVONMOUTH

Table listing ships in port at Avonmouth, including vessel names and agents.

BRITISH & CONTINENTAL STEAMSHIP CO., LTD. Amsterdam, Rotterdam, N. France, Antwerp, Ghent, Etc.

Liverpool, Manchester & Southampton ANTWERP and GHENT, from and to GLASGOW GHEENT, from and to BELFAST

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MESSAGERIES MARITIMES EGYPT PALESTINE SYRIA Passenger bookings can now be effected without priority.

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BIBBY LINE MARSEILLES, EGYPT, SUDAN CEYLON AND BURMA. All enquiries to: BIBBY BROTHERS & CO., Martins Bank Building Water St., Liverpool 2

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CAIRN-THOMSON LINE (CAIRN LINE OF STEAMSHIPS, LTD.) REGULAR SERVICES, EAST COAST U.K. TO AND FROM CANADA

IRISH SHIPPING LIMITED REGULAR SERVICES NEW YORK, NORFOLK, MONTREAL, ST. JOHN, N.B. GOTHENBURG, OSLO

STEVEDORES & CARGO SUPERVISORS GRANGEMOUTH DAVID TRAILL & SONS STEVEDORES AND CONTRACTORS

E. JOHNSTON & CO., LTD LIMERICK AND WATERFORD To and from DUBLIN, CORK, LIMERICK AND WATERFORD

DAVID TRAILL & SONS STEVEDORES AND CONTRACTORS THE DOCKS, GRANGEMOUTH

SHIPS IN PORT (Continued from page 11) GLOUCESTER-IN PORT (Including Sharpness) SHARPNESS

NEWPORT-IN PORT Vessel Tons Gross Dk. or Wf. Broker BARANDA, 500, Sharpness, V. W. Rowles & Co.

CARDIFF-IN PORT (Including Barry & Penarth) Vessel Tons Gross Dk. or Wf. Broker ALETTA, 3085, Mountstuart Dry

BARRY AERT VAN DER NEER, 7170, No. 1, Richards Turpin & Dene BANNTHORN, 429, No. 1, C. M. Willie & Co.

PORT TALBOT-IN PORT Vessel Tons Gross Berth Broker CARNALEA, 619, Hoist 10, W. A. Burgess & Co.

SWANSEA-IN PORT Vessel Tons Gross Dk. or Wf. Broker AGNES (aux.), 69, North, Stone & Rolfe

DUNNET HEAD Pd W GLENGARRIFF, Sep 3 STROMNESS AR

FRASERBURGH AR GLEN-MARY, Sep 3 FRASERBURGH SD

LEITH SD KIRKWALL AR AMELIA, Sep 3 LEITH SD

LEITH SD KIRKWALL SD DENWICK HEAD ABERDEEN

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FOR ALL LONDON RIVER AND COASTAL TOWAGE "SUN" TUGS LARGE FLEET OF POWERFUL TUGS

W. H. J. ALEXANDER, Ltd., Wapping, London, E. 1 Telephone Service between Thames Tug Stations and Coast. City Office: 44, Leadenhall St., E.C.3

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

BDXS 168986 Cian Macrae, Glasgow (ex Empire MIGHT)

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WILLIAM WATKINS, LTD. Established 1833 SEA AND RIVER TOWAGE

ELLIOTT STEAM TUG CO. LIMITED POWERFUL SEA-GOING TUGS

GASELEE & SON, Ltd. Established 1879 Towage Thames and Medway

GAMECOCK STEAM TOWING CO., LTD. Sea & River Towage by Powerful Tugs

ROBINSON & CROSTHWAITE Managers—Tees Towing Co., Ltd. TOW ANYTHING ANYWHERE

MIDDLESBROUGH-ON-TEES LARGE FLEET OF TUGS OF ALL CLASSES

RISDON BEAZLEY Ltd. SALVAGE & TOWAGE PUMPS, COMPRESSORS, DIVERS & EQUIPMENT

NAVAL & CIVIL TAILORS MERCHANT NAVY OUTFITTERS

MILLER, RAYNER & HAYSON, LTD. 110, FENCHURCH STREET, E.C.3

THAMES STEVEDORING CO. FOR Efficiency & Rapid Despatch

GENERAL STEAM NAVIGATION CO. LTD. Regular Sailings from LONDON to: HAMBURG ANTWERP CALAIS CHARENTE