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**FREIGHT MARKETS**

**Miscellaneous Business**

**By Our Own Correspondent**

**THE BALTIC, Monday**  
Operations in the chartering market continue to be handicapped to some extent by the labour troubles in the United States. There is no falling off in the demand in any of the leading trades, but, for the reason already mentioned, owners of free ships are showing some disposition to hold off for the time being, while in some directions business is held in check owing to currency and permit difficulties. A fair inquiry continues to be dealt with on time charter basis. A large steamer for Nov. 5 cancelling has been fixed for delivery Durban for approximately six months at 18s. 3d., while a good measurement motorship for October has been done for delivery New York and redelivery Far East at 30s. Conditions in the outward coal trade show no material change, although a Spanish steamer of 6000 tons has been taken from Cardiff/Newport/Barry to Las Palmas at 25s.

The River Plate trade remains quiet, although there are tentative inquiries for Antwerp and some of the Scandinavian countries. Business in the Brazilian section shows no expansion, but further tonnage might be worked for ore and nitrate from Chile.

Labour difficulties in the United States are restricting operations in the North American department. Nevertheless a large American steamer has been chartered for coal from Charleston to Denmark at \$12.25, a rate 65 cents below the W.S.A. schedule. Reports of further steamers having been fixed for grain from the St. Lawrence to this country would appear to relate to business arranged last week, when all told four vessels were directed. There is a maintenance of the demand for sulphur cargoes from the Gulf ports, and further handy and medium sized tonnage might be worked for sugar from Cuba.

In other directions a September steamer has been chartered for copra from the Philippines to Antwerp on lump sum basis. Further tonnage might be worked for ore from Vizagapatam to the United States. Salt and phosphate cargoes continue to be offered from the Red Sea ports, and there are more inquiries for phosphate from Casablanca and Safi to Australia for loading this month. There is a fair inquiry for pyrites from Huelva, and salt cargoes are offering from the Spanish Mediterranean exporting centres for various destinations.

**FIXTURES**

**CHARLESTON to DENMARK.**—Cardinal Gibbons, 8500 t., 10 per cent., \$12.25 per ton, coal, September.  
**PHILIPPINES to ANTWERP.**—American stmr., 435,000 cu. ft. bale, lump sum \$175,000 f.i.o. and stowed, copra, September.

**TIME CHARTER.**—Ocean *Vision*, 10,550 t.d.w., 18s. 3d. per t.d.w., delivery Durban, redelivery U.K./Cont. trip home via West Coast, followed by one round trip, approximately six months in all, Oct. 20-Nov. 5.

**TIME CHARTER.**—Eastgate (m.s.), 2933 t.n.r., 30s. per r.d.w., delivery New York, redelivery Far East, October.

**CARDIFF/NEWPORT/BARRY to LAS PALMAS.**—*Mar Caribe*, 6600 t., 25s. per ton, coal, Sept. 16-24.

**PROVINCIAL REPORTS**

**From Our Own Correspondents**

**LIVERPOOL, Monday**  
Active interest continues for large miscellaneous offers for which early tonnage is unavailable, especially for North America, where all ports are now closed by the seamen's strike. Quiet conditions persist at the River Plate, and Brazil finds little response to numerous orders. The tonnage scarcity restricts African and Eastern chartering for ore, phosphates, salt and coal.

**CARDIFF, Monday**

The foreign section remains firm, although inquiry is still small. Conditions in the home coasting trades are steadier, with tonnage better employed. Fixture:—

**LAS PALMAS (ldg. Cardiff).**—6600 t., 25s., Sept. 16.

**SWANSEA, Monday**

Foreign trade is unable to show any appreciable improvement because of the general scarcity of coals for export, while for home coastal directions, where small tramp steamers are steadily available, operations are still restricted.

**NEWCASTLE, Monday**

Shippers for Norway, Sweden and Denmark press on the market, but the dearth of cargoes is most pronounced and open market trading is practically at a standstill. Home coast orders are numerous; prompt stems are well earmarked and tonnage is not pressing for the second half of the month.

**GLASGOW, Monday**

Conditions are unaltered. Tonnage is in fair supply, but still tending to be selective, with the result that it is going to the Baltic in ballast or fixing for Ruhr coal. North European operators here report that Sweden is taking 200,000 tons of coal from Poland per month as well as an allocation from the Ruhr, and that the quality of these cargoes is much higher than those from Britain or America.

**MONEY MARKET**

**Credit Less Plentiful**

Owing to heavy T. D. R. calls credit supplies were by no means plentiful, but borrowers of overnight loans were usually able to satisfy their requirements without much difficulty at ½ per cent. The discount market was quiet, there being only a small turnover in October and November Treasury bills. Silver prices and foreign exchange rates were unaltered.

**COMMODITIES**

**GRAIN**

**LONDON (Baltic Exchange), Monday**  
**WHEAT.**—Offers of Canadian wheats to the Ministry-to-day were of very small volume. **QUOTATIONS.**—No. 1 Northern Manitobas for Sept. shipment from St. Lawrence ports, 174c.; from West St. John or Halifax 175½c.; from Baltimore or Philadelphia, 173½c.; and from New York, 179½c. per bushel f.o.b. No. 2 grade 3 cents less in each case. Australian, in bulk, Sept./Oct. shipment 71s. per 480 lb. f.o.b. **MAIZE.**—Argentine quiet. Dec. shipment from up River ports 80s. 9d.; and from down River 82s. 3d. per 480 lb. f.o.b.

**OILS AND OILSEEDS**

**LONDON (Baltic Exchange), Monday**  
**OILS.**—LINSEED.—Raw £135. RAPE.—Crude 291. COTTON.—Crude 522 2s. 6d. **CASTOR.**—First 2110; second 2108. **GROUNDNUT AND SUNFLOWER.**—Crude 556 10s. per ton.  
**ROSEN.**—American grades F to M, 47s.; WG, 48s. 6d.; WW, 52s. 6d. per cwt. **OILSEEDS.**—For shipment. **CASTOR-SEED.**—Bombay, 24s. per ton. Other oilseeds and groundnuts all unquoted.

**FOREIGN PRODUCE**

**LONDON (Mincing Lane), Monday**  
**SPICE.**—(CLOVES.—Steady. Zanzibar spot 11½d. per lb. sellers c.i.f., Sept.-Oct. 10½d. (buyers' licence), afloat 10½d. per lb. sellers. PIMENTO.—Spot 1½d. per lb. sellers. **CHILLIES.**—Mombasa spot 155s. per cwt. sellers. **MACE.**—West Indian pale spot 5s. per lb. nominal. **SHELLAC.**—Quiet on the basis of 375s. per cwt. sellers ex warehouse for P.O.T.N. pure.

**METALS**

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

**TIN PLATES.**—Home delivery 34s. 3d. basis IC 14 by 20 f.o.t. 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 £72 15s. per ton delivered.

**ANTIMONY.**—English 99 per cent. £125, and crude 70 per cent. £105 per ton delivered.

**TUNGSTEN ORE.**—Prices range from 66s. to 67s. 6d. per unit c.i.f.

**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.

**NEW COMPANIES**

**BRAITHWAITE & CO. (OVERSEAS), LTD.**—(Capital £100. Engineers, contractors, builders, shipwrights, shipbuilders, &c. The directors are: Messrs. J. H. Humphreys and R. J. N. Taylor. The Moorings, Church Street, Great Bookham, Surrey.

**MANORWAY SHIPPING COMPANY, LTD.**—(Capital £5000. Shipowners, brokers or agents, chartering and bunkering agents, oil bunkering depot proprietors, oil brokers and merchants, &c. 73, James Street, Cardiff.

**MAC-DOWDS, LTD.**—(Capital £30,000, to charter, hire, build or acquire steam and other ships or vessels, &c.

**WINGSAILS, LTD.**—(Capital £100. Boat, ship, yacht and barge builders, owners and hirers, &c. The directors are: Messrs. Wells W. Coates, Gordon Pearce Russell and Chas. H. Parker. Cromwell House, 6/9, Surrey Street, W.C. 2.

The Union Bank of Australia, Ltd., announces that a branch has been opened at Flinders Lane, Melbourne.

**COMBINED MARINE SURCHARGES**

Lloyd's Underwriters' Association and the Institute of London Underwriters announce the following addendum No. 2, dated Sept. 9, 1946, to Schedule No. 13 of Combined Marine Surcharges:—

	%	%	%	%
<b>APS—ALEXANDRIA, PORT SAID, SUZ to or from</b>				
13 (i) New Guinea, New Caledonia, New Hebrides, Fiji, Makatea, Western Samoa, Cooke, Tonga Group, Society Islands, Fanning Islands and Tahiti...	3/6	18/9	11/6	25/0
<b>PSC—PALESTINE, SYRIA, CYPRUS, AND TURKEY to or from</b>				
11 (i) New Guinea, New Caledonia, New Hebrides, Fiji, Makatea, Western Samoa, Cooke, Tonga Group, Society Islands, Fanning Islands and Tahiti...	5/0	26/9	16/6	36/0
<b>M— MISCELLANEOUS.</b>				
5 (i) Austria (American or French Zones) to or from Greece or Turkey	3/3	21/9	13/3	28/9
13 (i) Durban via Bombay to Kuwait or Bahrain	3/9	20/3	12/3	26/9
39. Switzerland to or from				
(a) Algiers via Genoa or Sete	2/6	7/9	4/9	10/0
(b) Bourgas via Antwerp	2/6	13/3	8/0	17/6
(c) Iceland via Portugal and U.K.	2/6	13/3	9/6	17/6
(d) Madeira	2/6	7/0	4/9	10/0
<b>ALL SECTIONS to or from Newfoundland</b>				
Rates for U.S.A., Canada,				

**GENERAL RULINGS**

Cashew Nuts, Cloves and Kafir Beans insured on W.A. Conditions including theft, pilferage and non-delivery Column 3.  
Fresh Fruit insured on W.A. Conditions including breakdown, theft, pilferage and non-delivery Column 2.  
The following interests, insured on full conditions, may be rated at Column 3 rates:—  
Bakelite Bushing.  
Coal Tar in barrels.  
Electric Toasters.  
Metal Pipe Accessories.  
Plant Disinfectant Sprayers.  
Wool Tops, Nails and Waste however packed.

**STOCK EXCHANGE**

**General Tone Easier**

The accumulation of Stock Exchange orders over the week-end was by no means large, and as some selling pressure was again in evidence the general tone was dull. Quiet buying of British Government stocks was in evidence, and the principal alteration was a rise of ½ to 106½ in the 3 per cent. Treasury Bonds. Home railway Ordinary stocks were dull. Great Western declined ½ to 55, while falls of ¼ were shown in Midland to 26½ and Southern Deferred to 20½. Argentine railway junior issues were ¼ to ¼ down where changed.

Shipping issues were moderately active, with price changes unfavourable. Cunard weakened 6d. to 32s. 6d. and the Second Preference were quoted 1 down at 127½. P. & O. Deferred declined 1s. to 56s., while falls of 6d. were registered in Anchor to 53s., Coast to 20s., Furness, Withy to 30s. and Union-Castle to 29s. 6d.

Transactions in shipbuilding, iron, coal and steel shares were on quite a good scale, but the tone was undecided. Bolsover Colliery rose ¼d. to 25s. 7½d., John Brown 3d. to 29s. 9d., Colvilles 1s. 3d. to 26s. 9d., Guest, Keen 3d. to 40s. 9d., Summers 6d. to 26s. and Wear-dale Deferred a like amount to 46s. Falls of 3d. were shown in Dorman, Long to 26s. 9d., Harland & Wolff to 27s. 6d., Pease & Partners to 16s. 9d. and United Steel to 25s. 9d.

Movements in commercial and industrial issues were nearly all unfavourable, due mainly to the absence of support. Imperial Tobacco gave way ¼ to 7 23-32 and British American 3-32 to 6 3-16. Distillers gave way 2s. 6d. to 132s. 6d., Turner & Newall 1s. 4½d. to 86s. 9d., while numerous issues were 3d. to 1s. down. On the other hand, De Havilland rose 6d. to 44s. 6d., Leyland 1-16 to 5 1-16, and Rolls-Royce ¼ to 5½.

**REPORTS AND DIVIDENDS**

**PEARSON AND KNOWLES COAL AND IRON COMPANY, LTD.**—The net profit for the year to June 30 amounted to £22,336, and, as already announced, after payment of interest on the Income Debenture stock for the year and of dividends at the rate of 6 per cent., less tax, on the three classes of non-cumulative Preference shares for the year, there remains £5108, which has been applied in reduction of the deficiency account. The report states that the directors have decided that the suspense account arising out of the liquidation of the Partington Steel & Iron Company, Ltd., and amounting to £376,079, is no longer necessary as the directors are of the opinion that the company's investments are in the aggregate worth their par value and the suspense account has accordingly been utilised to reduce the deficiency account.

**BEIRA WORKS, LTD.**—The accounts for the year ended Mar. 31 last show that the revenue from wharves and dredging tax, including pier dues, terminals, mooring and berthing fees, haulage, &c., less administration and working expenditure Beira, £331,173, also less £51,450 depreciation wharves, &c., amounted to £279,723 (£297,840), to which had to be added miscellaneous receipts, making a total available of £302,260 (£315,561). After providing for general expenses, £135,225 (£112,229) for British and Mozambique taxation, £5000 (£6200 N.D.C., paying directors' and Debenture trustees' fees and Debenture interest, there was a loss for the year of £3158, against a profit of £33,610 for the preceding year. The loss has been deducted from the credit balance of £13,610 brought forward. The directors recommend a dividend of 6d. (1s.) per share, less tax, leaving £2192 to be carried forward. For the previous year £20,000 was transferred to the contingency account.

**TRAFFIC AT ANTWERP**

**Nearly 3000 Ships in First Seven Months of Year**

During the month of July, 470 ocean-going ships, totalling 915,597 tons net (moorson) arrived at the port of Antwerp, bringing the total for the first seven months of the year to 2895 ships, of 6,280,560 tons net (moorson). Vessels entering the port in July, according to flag, were: American, 37 (210,282 tons net); British, 119 (195,759 tons net); Swedish, 71 (106,990 tons net); Dutch, 76 (99,940 tons net); Norwegian, 47 (73,701 tons net); Belgian, 29 (62,368 tons net); Danish, 40 (57,321 tons net); French, 11 (32,450 tons net); Greek, 6 (20,688 tons net); Finnish, 16 (15,549 tons net); Panamanian, 5 (12,687 tons net); Italian, 2 (9090 tons net); Polish, 2 (5945 tons net); Honduran, 1 (5381 tons net); Venezuelan, 2 (2309 tons net); Eireann, 2 (2170 tons net); Spanish, 1 (1491 tons net); Icelandic, 1 (1057 tons net); and Portuguese, 1 (410 tons net).

Inland traffic using the port of Antwerp during July amounted to 2400 vessels (816,640 metric tons) entered and 2360 vessels (817,663 metric tons) left. The total for the first seven months of the year was 15,325 vessels (5,378,507 metric tons) entered and 15,325 vessels (5,505,092 metric tons) cleared.

Cargo discharged at the port during the month of May amounted to 197,713 metric tons imported, 45,701 metric tons temporarily imported, 336,535 metric tons warehoused and 167,884 metric tons in transit. For the first five months of the year the figures were: Imports, 1,290,226 metric tons; temporary imports, 138,212 metric tons; warehoused, 1,598,301 metric tons; and transit, 478,468 metric tons. Cargo shipped at the port for May totalled 180,934 metric tons exported, 8423 metric tons re-exported, and 28,044 metric tons in transit, bringing the total for the five months to 678,052 metric tons exported, 17,877 metric tons re-exported and 97,402 metric tons in transit.

In the movement of cargo over the inland waterways, 252,282 metric tons arrived at Antwerp from the hinterland during the month of July, and 446,319 metric tons were shipped from the port. The totals for the seven months were 1,686,140 metric tons arrived and 2,843,464 metric tons shipped. Of the cargo arriving during July, 126,461 metric tons (total for seven months, 805,761 metric tons) came from the interior; 50,099 metric tons (361,485 metric tons) from Holland; 3450 metric tons (18,919 metric tons) from France via the Maas and Scheldt, and 23,583

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 BEVERLEY (tug), Royal Albert Dry  
 BLACK PRINCE (ex Empire Regent), 9904, O Shed, South West India, Prince Line  
 BULLFINCH, 435, E Qy., Regent's Canal, G. S. N. Co.  
 CALUMET, 7268, 12 Shed, King George V., Killick, Martin & Co.  
 CAPELLA, 1561, Canada Yd. S., Surrey Commercial, C. Gee & Co.  
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 CARTHAGE, 14,182, 34 Shed, Tilbury, P. & O. S. N. Co.  
 CASTOR, 1683, A Whse., Regent's Canal  
 CEFNY-BRYN, 5164, Dry Dk., Millwall, Capper, Alexander & Co.  
 CHARLBURY, 7069, 11 Shed, Royal Albert, Capper, Alexander & Co.  
 CHEURICA, 1847, W Dk., Ldn. Dk., MacAndrews & Co.  
 CLAN CAMERON, 7243, 17 Shed, Tilbury, Cayzer, Irvine & Co.  
 COMEDIAN, 5122, G Shed, South West India, T. & J. Harrison  
 CORNCRACK, 660, W Dk., Ldn. Dk., G. S. N. Co.  
 CYDONIA, 3595, Station Yd., Currey Commercial, Nelson, Donkin & Co.  
 DUNSTER GRANGE, 9494 15 Shed, Royal Albert, Houlder Bros. & Co.  
 EDDYSTONE, 1452, W. Dk., Ldn. Dk., Clyde Shipping Co.  
 EMPIRE BALTIC (ex LST 3519), 3578, 26 Shed, Tilbury, F. Bustard, Ltd.  
 EMPIRE CLARENDON, 8577, Shops, Royal Albert, P. & O. S. N. Co.  
 EMPIRE COMFORT, 1333, 8 Shed, Tilbury, Clemt  
 EMPIRE CONDERTON, 558, Albion Yd., Surrey Commercial, Sowerby & Co.  
 EMPIRE CONDOR, 998, Canal Shed, Victoria, Landon & Rochester Trading Co.  
 EMPIRE CONFERENCE, 1991, Centre Yd. N., Surrey Commercial, Mire Shipping Co.  
 EMPIRE CONSEQUENCE, 1998, H Shed, West India, Shipping & Coal Co.  
 EMPIRE ESTUARY, 319, Co-operative Mills, Victoria Shipping & Coal Co.  
 EMPIRE FAIRHAVEN, 410, Co-op Mills, Victoria, F. T. Everard & Sons  
 EMPIRE FARGATE, 410, 2 Dolphin, Millwall, G. Work & Co.  
 EMPIRE GLORY, 7290, 17 & 19 Sheds, Royal Albert, Gray, Dawes & Co.  
 EMPIRE MACRAE, 8252, Co-operative Mills, Victoria, Hain S.S. Co.  
 EMPIRE RAJA, 6224, C Qy., Victoria, P. & O. S. N. Co.  
 EMPIRE REST, 1327, 1 Shed, Tilbury, Clemt  
 EMPIRE RIDLEY, 6838, B Shed, West India, G. A. Tom & Co.  
 EMPIRE SEABROOK, 518, 20 Shed, Tilbury, S. Cater & Co.  
 EMPIRE SEAGREEN, 518, C Whse., Millwall, Leopold Walford Shipping Co.  
 EMPIRE SHELTER, 1536, 8 Shed, Tilbury, Clemt  
 EMPIRE STOUR, 4696, Transit Shed E., Surrey Commercial, Harris & Co.  
 EMPIRE TROOPER, 14,106, 9 Shed, Tilbury, Gray, Dawes & Co.  
 EMPIRE WHARFE, 3072, K Shed, South West India, Royal Mail Lines  
 FALCON, 1025, 18 Shed, Tilbury, G. S. N. Co. (Clemt)  
 FENDRIS, 1018, W. Dk., Ldn. Dk., Coverley, Westray, Walbaum & Tosetti  
 FIREBENT, 537, Lower Quebec Yd., Surrey Commercial, S. Cater & Co.  
 FIREDOG, 1557, E Jty., Regent's Canal, Coke-mart, Ltd.  
 FORT CARIBOU, 7132, T & T2 Whses., Millwall, E. H. Mundy & Co.  
 GANNET, 1356, 12 Shed, Tilbury, G. S. N. Co. (Clemt)  
 GLENIFFER, 9559, 9 Shed, King George V., Glen Line  
 GOLDEN EAGLE, 793, 2 Shed, Tilbury, G. S. N. Co. (Clemt)  
 GRETH, 1551, Station Yd., Surrey Commercial, S. N. Co.  
 GRONINGEN, 1205, 19 Shed, Tilbury, G. S. N. Co. (Clemt)  
 HAGFORS, 668, Timber Whvs., Millwall, S. L. A. Ltd.  
 HEIRE, 807, D Whse., Millwall, United Shipping Co.  
 HIGHLAND CHIEFTAIN, 14,135, King George V. Dry, Royal Mail Lines  
 HIGHLAND MONARCH, 14,139, Z Shed, Victoria, Royal Mail Lines  
 HUGIN, 1302, E Whse., Millwall, British & Northern Shipping Agency

INNAMO, 1784, Transit Shed E., Surrey Commercial, C. Gee & Co.  
 JAMAICA PRODUCER, 5464, A Shed, West India, Kaye, Son & Co.  
 JOSEPH A. MITCHELL, 1926, Canada Bys., Surrey Commercial  
 KILWORTH, 791, C Qy., Regent's Canal, Grand Union (Shipping)  
 KINDAT, 4358, 21 Shed, Royal Albert, P. Henderson & Co.  
 KING LEAR, 309, 3, Lay-bye, Surrey Commercial, Ocean Salvage & Towage Co.  
 LANGTON GRANGE, 7043, E. Qy., Victoria, Houlder Bros. & Co.  
 LAURENTIDE PARK, 7136, N.E. Dry Dk., Tilbury, Montgomerie & Workman  
 LOCHEE, 964, Canary Wf., West India, Dundee, Perth & London Shipping Co.  
 LOCHMONAR, 9412, F Qy., Victoria, Royal Mail Lines  
 MAHIA, 10,014, 6 Shed, King George V., G. Thompson & Co.  
 MANDASOR, 7071, 5 Shed, Tilbury, A. Howden & Co.  
 MAMURA, 8890, 33 Shed, Tilbury, A. Howden & Co.  
 MOOLTAN, 20,952, 13 Shed, King George V., P. & O. S. N. Co.  
 MORPTON BAY, 4,193, 5 Shed, King George V., G. Thompson & Co.  
 MYTILUS, 5693, Blackwall Bsn., West India, Anglo-Saxon Petroleum Co.  
 NERMA LAU, 1210, 2 Shed, Royal Albert, W. Thurrock, J. Carlbon & Co.  
 OCEAN VULCAN, 7174, Vernon's Mills, Victoria, F. H. Bovey & Co.  
 OCEAN WAYFARER, 7178, M Whse., Millwall, F. C. Strick & Co.  
 OTLANTO, 20,926, 15 & 16 Sheds, Tilbury, Anderson, Green & Co.  
 PERIM, 9550, 20 Shed, Royal Albert, P. & O. S. N. Co.  
 PORT ALMA, 8400, 1 Shed, King George V., Port Line  
 PORT HALIFAX, 5820, E Dry Dk., Royal Albert, Port Line  
 PORT HOBART, 11,000, 10 Shed, King George V., Port Line  
 PRINCE'S CHANNEL (hopper barge), 638, S.E. Dry, Tilbury, Tilbury Contracting & Dredging Co.  
 QUEBIA, 776, 26 Shed, Royal Albert, Gray Dawes & Co.  
 QUEEN'S CHANNEL (hopper barge), 583, Green's Dry No. 2, Tilbury Contracting & Dredging Co.  
 RANCHI, 16,738, 4 Shed, King George V., P. & O. S. N. Co.  
 RANGITATA, 16,937, 29 Shed, Royal Albert, J. B. Westray & Co.  
 RHONE, 209, Nelson Dry, W. H. Muller & Co.  
 RIDEAU PARK, 7134, Greenland Dk. Bys., Surrey Commercial, Denholm, Coates & Co.  
 RING, 1257, 6 & 7 Whses., Millwall, British & Northern Shipping Agency  
 ROIF JARL, 197, L. & M. Sheds, South West India, Nordenfjeldske S.S. Services  
 ST. CLEARS, 4312, E Shed, West India, Howard Tenens  
 SAKARA, 2743, N. Qy. Bsn., East India, G. S. N. Co.  
 SAMAKRON, 7219, 1 Shed, Victoria, Royal Mail Lines  
 SAMBAI, 7219, B Qy., Victoria, Harrisons (London)  
 SAMOS, 7219, 3 Shed, Tilbury, Killick, Martin & Co.  
 SAPHIR, 638, 20 Shed, Tilbury, John Cockerill Line  
 SARDIS, 970, W. Dk., Ldn. Dk., G. S. N. Co.  
 SOMERSET COAST, 1097, 1 Impt., East India, Coast Lines  
 STRATEGIST, 6245, L Shed, South West India, T. & J. Harrison  
 STRATHAIRD, 22,231, 32 Shed, Tilbury, P. & O. S. N. Co.  
 STRATHMORE, 23,428, 31 Shed, Tilbury, P. & O. S. N. Co.  
 SUFFOLK, 11,145, 25 & 27 Sheds, Royal Albert, J. B. Westray & Co.  
 SYDNEY STAR, 41,380, A Shed Canal, Victoria, Blue Star Line  
 TEVIOT, 7032, D Qy., Victoria, Royal Mail Lines  
 TORNI, 2044, Centre Yd. N., Surrey Commercial, Cutting & Co.  
 TRESILLIAN, 7568, Transit Shed W., Surrey Commercial, Hain S.S. Co.  
 TRIVANCOUR, 6257, 34 Shed, Royal Albert, Hain S.S. Co.  
 UMTATA, 7288, C & D Sheds, West India, Union-Castle Mail S.S. Co.  
 VEGA, 974, Canada Yd. S., Surrey Commercial, C. Gee & Co.  
 WALDO HILL, 1791, Canada Yd. S., Surrey Commercial, W. Cory & Son  
 WATERCOCK (tug), 200, Nelson Dry  
 WOODLARK, 1501, 11 Shed, Tilbury, G. S. N. Co. (Clemt)  
 ZEALAND, 1924, N.W. Dry Dk., Tilbury, Currie Line

### LONDON IN THE RIVER

Vessel Station Broker  
 ACTIVITY, Everard's Wf., Greenhithe, F. T. Everard & Sons  
 AFON GWILLI, anchored Long Reach, T. Cook  
 AGILITY, Everard's Bys., Greenhithe, F. T. Everard & Sons  
 ALSTERN, Tunnel Portland Cement Works, W. Thurrock, J. Carlbon & Co.  
 APTITY, Oil Mills, Erith, F. T. Everard & Sons  
 ARIOSTO, for Millwall Dk.  
 ASSIDUITY, Everard's Jty., Greenhithe, F. T. Everard & Sons  
 ATHLETIC, Thunders Jty., Dagenham, Howard Houlder & Partners  
 ATHELARN, Rainham Tr., Athel Line  
 AXINITE, Crown Wf., Deptford Creek, S. Cater & Co.  
 BARRA HEAD, anchored St. Clement's Reach  
 BELHAVEN, St. Katharine's Wf., Tower Bridge, London & Edinburgh Shipping Co.  
 BERGENHUS, Mark Brown's Wf., Bermondsey, United Shipping Co.  
 BIDASSOA, Middleton's Wf., Wapping, Cie. Nantais  
 BIRDWOOD, Cory's Jty., Erith, W. France Fenwick & Co.  
 BOSTON TRADER  
 CAMROUX I, Temple Thomson & Clark  
 CELTIC QUEEN, Empire Paper Mills, Greenhithe, British Channel Traders  
 CHANNEL QUEEN, Ohlendorff's Wf., Silver-town, British Channel Islands Shipping Co.  
 CITRINE, Ford's Jty., Dagenham  
 COLDRIDGE, off Barking, Coastwise Colliers  
 COLDFRAME, off Barking, Coastwise Colliers  
 CORBRIDGE, Lower Tr., Erith, W. Cory & Son  
 CORDELE, off Purfleet, W. Cory & Son  
 CORFLEET, Crowley's Wf., E. Greenwich, W. Cory & Son  
 CORMEAD, Galleons Tr., Woolwich, W. Cory & Son  
 CORMIST, Lower Tr., Erith, W. Cory & Son  
 CORMOAT, Tuff's Wf., Woolwich, W. Cory & Son  
 CORMOUNT, S.S.O.C.A. Jty., Purfleet, W. Cory & Son  
 CORNISHBROOK  
 CORNWOOD, Lambert's Hoists, Beekton, E. Foster & Co.  
 CORONA, for Surrey Commercial Dk., C. Gee & Co.  
 CROMARTY FIRTH, Greenhithe Bys., G. Work & Co.  
 DAGENHAM, Curved Jty., Dagenham, J. Hudson & Co.  
 DANIEL M., Victoria & Norway Wf., E. Greenwich, Such & Schooley  
 DAVID M., Democraat, Lovell's Wf., R. Greenwich, C. Hoffmann & Co.  
 DONA FLORA, Lower Tr., Charlton, G. A. Tom & Co.

DUNMOIR, Ward's Jty., Grays, Such & Schooley  
 EAGLESCLIFFE HALL, Barking Jty., Common Bros  
 EASTWOOD, Lower Tr., Charlton, W. France Fenwick & Co.  
 EDENWOOD, Kent Portland Cement Works, Stone, Temple Thomson & Clark  
 EMPIRE CEDAR (tug)  
 EMPIRE FABRIC, Thames Wf., Millwall, S. Cater & Co.  
 EMPIRE FACILITY, Everard's Wf., Greenhithe, F. T. Everard & Sons  
 EMPIRE FAIRPLAY, Lawes Wf., Barking, S. Cater & Co.  
 EMPIRE FAIRWAY, Inner Hulk By., Gravesend  
 EMPIRE FAVOURITE, Everard's Wf., Greenhithe, F. T. Everard & Sons  
 EMPIRE HILDA (tug)  
 EMPIRE SEABULE, Willson's Wf., Bermondsey  
 EMPIRE SPINNEY, Stowage Wf., Deptford Creek, G. S. N. Co.  
 ETHIOPIAN, Bevan's Wf., Northfleet  
 FAUVETTE, Irongate Wf., Tower Bridge, G. S. N. Co.  
 FIDUCIA, Horseferry Wf., Rotherhithe, C. Hoffmann & Co.  
 FOAMVILLE, FORTH  
 FREDRICK, for Hay's Wf., Bermondsey, Board Import  
 FULHAM, Stephenson Clarke, Ltd.  
 FULHAM III, Fulham Power Station, Stephenson Clarke, Ltd.  
 GAASTERLAND, Deadman's Dk., Deptford, Shipping & Coal Co.  
 GEORGE BALFOUR, Deptford Lower Tr., Stephenson Clarke, Ltd.  
 HAYWOOD, Lower Tr., Barking, W. France Fenwick & Co.  
 HENRIETTE, Pinn's Wf., Barking, G. A. Tom & Co.  
 HIRONDELLE, G. S. N. Co.  
 ICEMAD, Lower Tr., Beekton, Cokemart, Ltd.  
 JANS, for Ldn. Dk., Transport Exchange Co.  
 JOHN EVELYN, Admiralty Bys., Deptford  
 JOHN HOPKINSON, Deptford Upper Tr., Stephenson Clarke, Ltd.  
 JOHN M., Standard Wf., Erith, Such & Schooley  
 KENTWOOD, Royal Albert Dk. Hoists, Charlton, Gardiner, Locket & Co.  
 KINGFISHER, Lower Tr., W. Woolwich, G. S. N. Co.  
 KOOLGA, Greenhithe Bys., Aberdeen S. N. Co.  
 KYLBAY  
 LAKEWOOD, Lower Tr., Beekton  
 LARK Tuff's Wf., Woolwich, Freight Express  
 LAUCHLAIN MCKAY, Gravesend Reach, Currie Line, Clemt  
 LEUVHAVEN, Alpha Jty., Cliffe, C. Hoffmann & Co.  
 MALLARD, Adelaide Wf., Stepney, G. S. N. Co.  
 METHUILL, Barking Jty., C. Rowbotham & Sons  
 (Continued on page 8)

## World Wide Bunker Service

30 BRANCHES  
 (including 24 with  
 Shipping Facilities  
 to Serve OWNERS)

- \* CARDIFF
- \* BARRY
- \* ANTWERP
- \* ALEXANDRIA
- \* MADRIDA
- \* LAS PALMAS
- \* ST. VINCENT (O.V.I.)
- \* DAKAR
- \* CEARA
- \* AREIA BRANCA
- \* CAMPINA GRANDE
- \* PERNAMBUCCO
- \* JOAZEIRO
- \* BAHIA
- \* VICTORIA
- \* CABO FRIO
- \* RIO DE JANEIRO
- \* SAO PAULO
- \* SANTOS
- \* PORTO ALEGRE
- \* BAGE
- \* PELOTAS
- \* RIO GRANDE
- \* SANTA FE
- \* ROSARIO
- \* BUENOS AIRES
- \* MONTEVIDEO
- \* MAR DEL PLATA
- \* BAHIA BLANCA
- \* Branches with shipping facilities

## Wilson, Sons & Co. Ltd

Head Office  
 SALISBURY HOUSE, LONDON, E.C.2

Importers, Exporters and Shippers since 1837

## THE COAL TRADE

### Special Market Reports

From Our Own Correspondents  
**CARDIFF**

Though production in recent weeks has shown some slight expansion, the general supply position is not easier. Persistently keen demand continues from all sources. The leading industrial and public utility users are very active, being eager to take anything extra for stocking against the winter. Little can be done in the foreign export market. Cokes and patent fuel are active.

### SWANSEA

Inland needs are keeping heavy and absorbing the bulk of present production, so that fresh business in anthracites is very limited. Washed stove nuts are displaying consistent activity, with sufficient orders to ensure immediate clearance for a considerable time. Machine-made peanuts are also receiving close attention, while rather firmer

conditions apply to ordinary billy duffs. Dry steam large are readily taken up. Throughs are fully absorbed by local industries. Gas descriptions are all strictly controlled.

### NEWCASTLE

Output is coming forward fairly steadily from Durham and Northumberland collieries, some of which are exceeding target figures. Coastwise tonnage is in sufficient supply and production generally is moving off regularly. Pressure for all varieties of coal continues unabated, and bunkers remain difficult to obtain in quantity. Industrial cokes are a steady section, with domestic sorts in rather more request.

### HULL

Demand shows no falling off and priority users continue to press for maximum tonnages so that the bulk of production moves to satisfy their needs. Railways and local industries claim heavy quantities of hards and screened steams, and nuts are chiefly consigned to utility works. Strong conditions continue in the coke section, full makes being consigned to the home markets.

### MERSEY

Bunkers have a steady following and the coastwise section is brisk; cargoes continue under programme. Strong calls are made for all grades of slacks for manufacturers. House coals are in short supply. Gas coke is firm, while foundry cokes are available in small lots.

### GLASGOW

A tight position for all classes of coal is again experienced. As usual, the bulk of production is under direction to top priorities whose stock position is still low. The demand for bunkers is again very strong, and there is little to spare for this week. Singles, doubles and pearls are directed principally to gas and electricity works whose requirements are heavy. The short supply of this class of material necessitates the substitution of drosses, which are in strong demand. Large coal continues scarce after railway tonnages have been met and allocations to the domestic market have been fulfilled.

Dredging operations have been completed in Whitstable Harbour which have increased the depth of water in all berths to 15 ft. at ordinary spring tides.



## ASBESTOS

IT was less than a century ago that the first attempt was made to develop commercially the group of curious minerals known from ancient times as asbestos. To-day asbestos—mined from deposits in Canada, Russia and elsewhere—plays an important part in modern life. Fibrous and incombustible, it is used in the manufacture of fire-proof articles and materials of all kinds, while its high resistance is valued in electrical engineering. Asbestos is one of many natural products, employed in essential industrial processes, which Great Britain must import from abroad. It is playing its part in that resumption of over-seas trade which is vital to greater well-being.

In the restoration and expansion of foreign trade the Midland Bank is equipped to render a service second to none. The Overseas Branch of the Bank, and foreign branches in several provincial cities, are ready with long experience and a fund of information, while through many thousands of banking agents in all parts of the world facilities are available for handling all transactions. The Manager of any one of the Bank's more than 1800 branches will welcome the opportunity of discussing problems relating to foreign trade.

## MIDLAND BANK LIMITED

## Bolsons of Poole for STURDY COMMERCIAL CRAFT

Illustrated above is one of several 36 ft. general purpose Launches in course of construction for tropical use.

Full particulars from—  
**THE BRITISH MARINE DISTRIBUTING CO.**

Temporary Address: 55 SOUTH STREET, EPSOM, SURREY

Telephone: EPSOM 2131

OVERSEA MOVEMENTS: Latest Reports

UNITED KINGDOM

Table of shipping movements for the United Kingdom, listing ship names, destinations, and dates.

TYNE 3 AR

Table of shipping movements for the Tyne region, listing ship names and destinations.

ARCTIC SEA TO USHANT

Table of shipping movements for the Arctic Sea to Ushant, listing ship names and destinations.

3 4 5 SD

Table of shipping movements for various regions, listing ship names and destinations.

6 7 SD

Table of shipping movements for various regions, listing ship names and destinations.

8

Table of shipping movements for various regions, listing ship names and destinations.

VESSELS FOR SALE

SCREW TUG 'KING'
Built Steel in 1904.
Dimensions: 75 ft. 6 in. by 16 ft. 6 in. by 8 ft. 9 in.

H. E. MOSS & CO.
K Exchange Buildings, Quayside, NEWCASTLE/TYNE 1

KELLOCKS' AUCTIONS

FOR AUCTION
At Baltic Exchange, London, E.C.3
On TUESDAY, 17th SEPT., 1946

FOR PRIVATE SALE

'FIVE SISTERS'
Stated to be in good condition and very suitable for conversion to barge, yacht or houseboat.

SHIPBROKERS, NAVAL ARCHITECT AND CONSULTANTS.

CONSTANTS
(HALFORD CONSTANT LTD.)
192/195, Dashwood House, OLD BROAD STREET, LONDON, E.C.3

PASSENGER BOATS FOR SALE

147 ft. x 22 ft. 6 in. x 6 ft. 0 in. draught
M.O.T. (LIMITED) STEAM 3 & 5 certificate for 271 passengers.

VESSELS WANTED

TWIN SCREW DIESEL OR STEAM PASSENGER VESSEL approximately length 150 ft., having st. 3 certificate.

STEAMSHIP COMPANY REQUIRED

With or without tonnage
Up to £250,000 Authorised Capital
For account of British Buyers

SITUATIONS VACANT

CHIEF STEWARD wanted for Boys' Training Ship coming to permanent moorings at Grays, Essex.

SITUATIONS WANTED

LOYD'S BROKERS have vacancy for SENIOR CLERK in non-marine closing department.

SHIPBROKING EXAMINATIONS

Correspondence Courses, Preliminary and Final Examinations of the Institute of Chartered Shipbrokers.

CRIMINOLOGY

Postal Course Free Leaflet
DR. POSENER, 6, CRESCENT ROAD, LONDON, N.8

9 AR

Table of shipping movements for the 9th day, listing ship names and destinations.

10

Table of shipping movements for the 10th day, listing ship names and destinations.



BRAZIL, URUGUAY AND ARGENTINA

**From Liverpool**  
Bahia, Rio de Janeiro, Santos & Rio Grande 1st-half Sept.

**From London**  
Rio de Janeiro, Santos, Montevideo & Buenos Aires; also Rosario with transhipment at (Buenos Aires) Mid. 2nd-half Sept.

WEST INDIES

**From London**  
Nassau & Kingston (Jamaica) 1st-half Sept.

**From London**  
Bermuda ... Mid. Sept.

SPANISH MAIN, CENTRAL AMERICA AND NORTH PACIFIC

**From London**  
La Guaira, Curacao, Maracaibo with trans-shipment at Curacao, also Barranquilla (if indicated) Cristobal ... Mid. Sept.

**From London**  
Vancover via Panama Canal 2nd-half Sept.

**N.B.—**Cargo is accepted with transhipment at Cristobal for Panama City, Balboa, Punta Arenas (Costa Rica), Corinto, Amapala, La Union, La Libertad, San Jose de Guatemala, Champerico and Tumaco.

Approximate closing dates on application to

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

OFFICIAL NOTICES

NOTICE TO MARINERS

[No. 103 of 1946]

SOUTH COAST OF ENGLAND

RE-ESTABLISHMENT OF OWERS LIGHT VESSEL

Latitude 50 deg. 37 min. N.  
Longitude 00 deg. 41 min. W.  
(approximately)

On or about 9th October, 1946, the OWERS LIGHT VESSEL which was discontinued during the War will be re-established in the position and with the characteristics given below:—

Position: Mixon Beacon 327 deg. distant 6.1 miles.

HULL: Red "OWERS" in white letters on sides.

MAST: Light Tower amidships.

LIGHT: Three White flashes of 0.6 seconds each every 20 seconds, thus:—

- Flash ..... 0.6 second
- Eclipse ..... 2.7 seconds
- Flash ..... 0.6 second
- Eclipse ..... 2.7 seconds
- Flash ..... 0.6 second
- Eclipse ..... 12.8 seconds

TOTAL period 20.0 seconds

FOG SIGNAL: DIAPHONE: giving three blasts of 2.0 seconds duration each every 60 seconds, thus:—

- Blast ..... 2.0 seconds
- Silent ..... 2.0 seconds
- Blast ..... 2.0 seconds
- Silent ..... 2.0 seconds
- Blast ..... 2.0 seconds
- Silent ..... 50.0 seconds

TOTAL period 60.0 seconds

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

By Order,  
J. M. NICOLLE,  
Secretary.

Trinity House,  
London, E.C. 3.  
9th September, 1946.

By Order of the Minister of Supply

GODDARD & SMITH

announce that they are holding a

SALE BY AUCTION

at WARREN PARK, BORDON, HANTS

of approximately

10,000 VEHICLES

Comprising Ford and Chevrolet Mobile Workshops (fitted lathes, grinders, vices, wall drills, generators, dynamos, benches, etc.), Trucks and Vans, Office and Wireless Vans, Tipper and Quads, Ambulances, Breakdown Lorries, 6-ton Lorries, Six-wheel Pontoon Lorries, 6-ton Tractors, 15-cwt., 30-cwt. and 3-ton Chassis and some by G.M.C., Mack, Bedford and Albion; also about

600 JEEPS

Vehicles are to be offered at 11 a.m. on each Tuesday, Wednesday, Thursday and Friday until approximately September 27th. Those to be offered on September 17th, 18th, 19th, and 20th may be viewed between 9 a.m. and 4 p.m. on Saturday and Monday, September 14th and 16th, and between 9 a.m. and 10.45 a.m. on each Sale day.

ADMISSION BY CATALOGUE ONLY

Not obtainable, price 6d. (post free) for each week's sale. Applications marked "C.A.S." to the Auctioneers.

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HEAD OFFICES: 22, KING STREET, ST. JAMES'S, LONDON, S.W.1.

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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TUESDAY, SEPTEMBER 10, 1946

High Water, London Bridge ... 02 12 14 23  
High Water, Liverpool ... 11 38 23 52  
Sun Rises ... 06 25 Sun Sets ... 19 28  
Moon Sets ... 04 40 Moon Rises ... 19 42  
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 anti-cyclone centred in the Bay of Biscay is moving East North East and a ridge of high pressure to the West of the British Isles is moving East. Weather will be mainly fair, but there is a chance of occasional rain in the extreme West later. It will be somewhat warmer than of late.

Further outlook: Mainly fair and warmer, but chance of local rain in the West.

LLOYD'S YACHT CLUB

Race for Lutine Bell Trophy

A correspondent writes:—

The weather dawned fair to greet the competitors for the Lutine Bell Trophy. Nevertheless, for one reason or another, perhaps the absence of the commodore's reproving eye, all except *Petunia C.* (Captain S. J. Read) made a poor start. The wind from the S.W. hardened to a good sailing breeze to give a boat with a fair tide from Cowes to the Needles. The short tacks did not suit either *Lara* (K. G. Poland, vice-commodore), who could not get away from the smaller Bermudian cutters, or *Midge* (T. Letts), with her gaff rig, but her time was to come. *Petunia C.* on this leg was skilfully sailed and going very well, and probably led on handicap at the weather mark.

Inshore tactics were tried by *Kalistra* (Howson C. Devitt) on the reach to St. Catherine's to play the tides, but with a shifting wind it is doubtful if she made up more than the extra distance. However, being the first to set a spinnaker after Ventnor, *Kalistra* at last drew away from *Petunia C.*, who was content with her genoa. After the Nab *Lara* seemed jib-propelled, but the tide was now making itself fully felt. Little could be seen of *Midge*, but a huge spread of canvas, rather reminiscent of *Westward* in miniature, coming up fast with more favouring streams. So the "Souvenir" deservedly returns to Trevor Letts, who sailed splendidly, undaunted by the apparent early lead of the bigger ones.

The rally in Osborne Bay was not a great success. The notice was short and many yachts were being laid up or in other ports, but *Moranel* (T. Mountain), sailed by owner and one, made the passage from Cracknore to join the racers. The little fleet did, however, make the best of a very pleasant gathering in *Lara* on Sunday morning. The race results were:—

Yacht	Corrected time	Hours	Min.	Sec.
1. <i>Midge</i> (T. Letts) ...	6	52	36	
2. <i>Kalistra</i> (Howson C. Devitt) .....	7	11	12	
3. <i>Petunia C.</i> (Capt. S. J. Read) .....	7	14	46	
4. <i>Lara</i> (K. G. Poland) ...	7	34	4	

"NAVAL AVIATION"

The Admiralty have decided to discontinue the use of the terms "Fleet Air Arm" and "Naval Air Arm," except that the former may be used historically. Aircrew pilots, aircraft, maintenance personnel, etc., should be so described with, if necessary, the prefix "Naval," to avoid confusion with other services.

To avoid circumlocution, it is occasionally convenient to use a generic term to describe as a whole the organisation within the Royal Navy which is concerned with aviation, and on these occasions the term "Naval Aviation" should be used.

Mr. W. H. S. Tripp, engineer to the River Wear Commissioners, has been appointed engineer in connection with the £355,000 plan for extending the Corporation Quay at Sunderland for Sunderland Town Council.

CIVIL AVIATION

P.I.C.A.O. Delegates Meet

In London

STANDARDISATION OF RADIO EQUIPMENT

Delegates attending the demonstrations of radio and radar equipment for civil aviation now being held in this country under the auspices of the Provisional International Civil Aviation Organisation were welcomed by Lord Winster, Minister of Civil Aviation, at the preliminary meeting held yesterday at the Royal Empire Society, London.

Lord Winster said that, as a result of the war, this country had been impelled to concentrate on the development of radio and radar aids to air navigation and great technical advances were made, but though they were directed to the purposes of war, it was obvious that much was capable of application to the more beneficent purposes of peace. The work of his Ministry was international in its character, and international work would be seen to be an inevitable function of the new instrument of civil aviation which science has put into their hands, un mindful of the scale of distances to which they were previously accustomed, and showing its customary scant regard for the political conditions in which they lived or international frontiers. Although the standardisation of radio equipment was a good deal to ask, it must not be so, unless crippling handicaps were to be imposed on the practice of civil aviation.

Air Chief Marshal Sir FREDERICK BOWHILL, Chief Aeronautical Adviser to the Ministry of Civil Aviation, said that the seed of radar was one that would grow and multiply. But a most important point was that all must also realise that the full strength of which its forces were capable had yet to be measured. Though it was not possible, at this period, to make a definite detailed prediction of its future, it was possible to plan intelligently and make reasonable estimates and appreciations. There was always a tendency to say that they would hold their hand because something better was coming over the horizon. They all hoped there would always be something better coming, but if they did think that civil aviation would never get the benefits of radar.

GEE AND EUREKA

Air Chief Marshal Sir RALPH COCHRANE, Air Officer Commanding-in-Chief, Royal Air Force Transport Command, welcomed the delegates on behalf of the Royal Air Force. The Royal Air Force, he said, had responsibilities in many parts of the world and appreciated the need for some system of international standardisation. In 1921, when the R.A.F. was faced with a problem of air transportation from Transjordan to Baghdad, they drew a tractor line across the desert and the aircraft followed the line, but their objective had always been the same—some method whereby an air crew could always know precisely where they were. That was necessary in peace, but was more so in war, and the birth of radar coincided with the war. In 1942 the civil research establishment produced the navigation device known as Gee, which provided great accuracy within its area of cover, freedom from interference and ease of use. A parallel development to Gee was the Eureka beacon, used largely in the war for dropping supplies, and now used for a further development by which a high rate of landing under bad weather conditions had been achieved.

Sir ROBERT WATSON-WATT, deputy-chairman of the Radio Board, said that the present conference was an important landmark, not merely in the sense of defining the spheres of international standardisation but because it marked the end of carefree deliberation and brought before the delegates the necessity for making up their minds. Political conditions would have to be taken into account, and delegates would have to be dominated in their considerations by the complexities and limitations of men, which would determine their choice of the technical assistance they recommended for regional or international adoption. As air transport was at present, he went on, the crucial point was that of traffic control in the approach zones near airports. No system of short or medium range navigation that did not deliberately and by close and ingenious planning fit the requirements of traffic control near the airport is worthy of development or introduction. No system of short range navigation would fit into the traffic control needs unless it provided for very close spacing of heavy density traffic both longitudinally and latitudinally, and for estimated times of arrival.

RATES AND CHARGES AT MILFORD DOCKS

The Minister of Transport has made the Milford Docks (Increase of Charges) Order 1946, dated Aug. 31, 1946 (S.R. & O. 1946, No. 1474), the effect of which is to authorise the Milford Docks Company to increase by 20 per cent. the rates on vessels, the wharfage rates on goods, the charges and rents for use of the graving dock and the rates for the shipment and landing of coal, coke or culm in force at the date of the Order.

TYNE FUEL SHIPMENTS

Increase Over Last Year

From Our Own Correspondent

NEWCASTLE, Monday  
Tyne fuel shipments so far this year are higher by about 800,000 tons as compared with the corresponding period last year. At other of the principal coal-shipping ports on the North-East Coast advances are also recorded, but in total shipments remain substantially below those for before the war, and, of course, shipments abroad are only a very small proportion of the quantities now being shipped.

At the moment, in common with other of the principal bunkering centres, the Tyne is unable to meet adequately all shipping demands for bunkers. Some tonnage has at times had to be diverted or has had to take limited quantities irrespective, in cases, of quality. Loss of bunker trade is perhaps more serious than loss of export trade. It was because of cheap and plentiful bunker supplies that the North-East Coast grew as a shipping centre and as one of the world's largest ship-repairing areas.

That shipowners and brokers would, under some circumstances, be ready to take open-coal for bunkers if it was plentiful is a measure of the bunker shortage in an area famed for the steaming qualities of its prime classes of bunker coal.

In the meantime the production drive locally is principally concentrated in the attraction of more manpower to the mines, and those responsible may claim some success. Recruitment in Durham is above the average for the country, and Northumberland also makes satisfactory comparison. The most recent quarterly figures available show that in Durham entrants numbered 3836, against a wastage of 2855. The influx included 1491 men returned from the Services, 549 ex-miners returned from other occupations and 710 new entrants. In Northumberland new entrants, including 110 boys direct from school, totalled 1493 over the same period, against a wastage of 1091. The fundamental manpower shortage in the two counties, as elsewhere, remains in coalface workers. Banktop workers are sufficient, more or less, relative to current production.

BELFAST-HEYSHAM SERVICE

Passenger Congestion

From Our Own Correspondent

BELFAST, Monday

The effect of discontinuing the issue of sailing tickets on cross-Channel travel between Belfast and Heysham has been evident since the wartime regulation was waived last week. On Friday night 280 intending passengers were left behind, and when the ship again sailed with her full complement on Saturday another 180 had failed to get on board, including a number in possession of sleeping-berth tickets. To clear the accumulation of stranded passengers, many of them returning holiday-makers, the L.M.S. Railway put on a special sailing between Larne and Stranraer on Sunday. Because of the new difficulties, passengers are now queuing to board the ship from early in the afternoon. Sailing tickets are still required on the Liverpool route. Sixty people were also left behind when the Burns & Laird Line's *Lairdsloch* left Londonderry on Saturday for Glasgow. As accommodation in Belfast and Londonderry is limited, the stranded passengers are a problem. A number of those left at Belfast were allowed to sleep at the Y.M.C.A.

"MAURETANIA'S" REFIT

Work Commenced Yesterday

Reconversion of the *Mauretania* began at Gladstone Dock, Liverpool, yesterday. While the ship is being stripped of her troop accommodation and fittings, a constant patrol of about 50 fire watchers tours the vessel. Between 200 and 300 workers from the shipyard of Cammell Laird & Co., Ltd., went on board yesterday to start the work, which when in full swing will employ about 1000 men.

The task will take about six months, and although there is no official figure of the cost it is understood that it will be in the region of £1,000,000. Some of the furniture and fittings taken from the ship when she was requisitioned in 1940 and stored in America have been brought back to England and stored at Pilsforth, near Manchester. Among materials being removed from the ship are 50,000 pieces of crockery, 6000 beds, and cutlery amounting to 18,000 pieces of solid silver.

INTERNATIONAL TIN CONFERENCE

The United Kingdom Government, after consultation with the Governments of the United States, Bolivia, Belgium and the Netherlands, has invited the main tin-consuming and tin-producing countries to an International Tin Conference in London. The countries invited are Belgium, Bolivia, China, France, the Netherlands, Siam, United States and U.S.S.R. The object of the conference is to consider the prospective world tin position and whether any continuous inter-governmental study of that position is necessary. It is hoped that the conference will open about Oct. 8.

H.M.S. "ENCHANTRESS"

Plans for Conversion to

Pleasure Steamer

By a Naval Correspondent

H.M.S. *Enchantress*, formerly a convoy sloop and Admiralty yacht, which cost £169,175, exclusive of armament, 11 years ago, is to be sold out of the Service, and may be converted into a pleasure steamer.

The so-called sloops of the 1927-32 Estimates were punily armed vessels, and when it was announced that the 1933 naval building programme would include a more or less experimental convoy sloop, great expectations were aroused. Nothing less than the Treaty limit of 2000 tons displacement with an armament of four 5.5-in. or 6-in. guns was expected in some naval circles. As it turned out, however, the *Enchantress* was a disappointment. She was no bigger than previous sloops, although her originally designed armament of four 4.7-in. guns represented a considerable advance over her predecessors carrying only one or two 4-in. weapons.

After some delay the vessel was laid down at Clydebank in March, 1934, as the *Bittern*, but a few months later it was decided that she should be fitted as an Admiralty yacht and renamed *Enchantress*. Completed in April, 1935, first one and then two of her after 4.7-in. guns were removed and replaced by cabins and accommodation extending from mainmast to stern for service as a yacht, and the other two guns forward being rather inconspicuous, she straightaway assumed the appearance of a passenger steamer, which she may soon become, rather than that of a warship. In 1939 she was refitted for war service as a sloop proper, the deckhouse aft being removed and an additional 4-in. A.A. gun mounted on the quarter-deck among smaller weapons aft. She had a displacement of 1085 tons, with two Admiralty three-drum type boilers and Brown-Curtis turbines giving a speed of 183 knots.

The prospective purchaser of the *Enchantress*, now berthed at No. 7, Lower Troit, in Portsmouth Harbour, is Mr. Denis F. Warren, of North Foreland, Broadstairs. The Admiralty have just given approval for the purchase at an advantageous price. It is understood that she is to undergo conversion at a Cowes shipyard, probably that of J. Samuel White & Co., Ltd.

SERVICE AS YACHT

When the *Enchantress* first came to Portsmouth, on completion, her accommodation included cabins for the First Lord of the Admiralty and the First Sea Lord. She was equipped with furniture and plate from the former Admiralty yacht *Enchantress*. She took part in the Jubilee Naval Review at Spithead in July, 1935, when she was used for the first time by the Lords Commissioners of the Admiralty. In 1938 the King and the Queen sailed to France in her.

She was recalled to "active service" in 1939 and employed as an escort and anti-submarine vessel. In 1942 she is said to have sunk an enemy submarine in the Mediterranean by ramming, which folded back 15 ft. of her bows, and she was taken to Oran to have a new bow fitted. She returned to Portsmouth from a trip to the Far East in March this year, and on her next appearance at sea may have a complement of holiday makers instead of bluejackets. Her prospective owner proposes to use her for cruises round the coast.

DUNDEE PRECISION TOOLS EXHIBITION

From Our Own Correspondent

DUNDEE, Monday

Speaking at the opening of an exhibition of precision tools in the engineering department of University College, Dundee, Lord Provost Sir Garnet Wilson said that 3596 people were employed in the engineering and allied trades in the city as compared with 2313 in 1938 and 8844 in 1944. The figure of 3596 was steadily improving and they were entitled to estimate that room would be found for another 3500, of whom more than 2000 would be men. An important new venture was the Logan coal-cutting machine, while the double capacity for the production of electrical transformers in Bonar, Long & Company's new works would add to the demand for labour.

The exhibition, which was sponsored by the Coventry Gauge & Tool Company, Ltd., Brechin, Angus, was opened by Lord Westwood, a Dundee man who was chief industrial adviser to the Admiralty during the war and is now honorary adviser.

RECENT WILL

Mr. Charles Dow Anderson, of 21, Barnfield Avenue, Shirley, Croydon, Surrey, former chief ships manager of the British Tanker Company, Ltd., who died on Mar. 17 last, aged 52 years, left £13,800 gross, with net personality £12,098.

The Minister of Transport has made the Aire and Calder Navigation (Increase of Charges) (Amendment No. 1) Order, 1946, dated Sept. 3, 1946 (S.R. & O. 1946 No. 1488), which authorises the undertakers of the Aire and Calder Navigation to increase their canal rates from 16 2-3 per cent. to 25 per cent. above those in force on Sept. 3, 1939, with effect from Sept. 23, 1946.

ANGLO-PERUVIAN TRADE

P. S. N. Co.'s Activities

An informal reception and dinner was given a few days ago by the Pacific Steam Navigation Company at the Adelphi Hotel, Liverpool, in honour of the Peruvian Press delegates now touring this country at the invitation of H.M. Government. The use of the special "Peruvian" edition of the menu issued by the company in 1940 in celebration of its centenary drew many gratifying comments from the guests.

During the afternoon the guests took tea in the owners' new cargo and passenger motorship *Santander*. The delegates noticed with pleasure the *Reina del Pacifico* in the river. This liner had only just arrived from the Far East to terminate her final voyage as a transport, and the delegates were immensely interested in when she would be seen again on the west coast of South America, where she is so well known and regarded as almost a personal possession.

Mr. A. E. MOLYNEUX, assistant manager, Pacific Steam Navigation Company, welcomed the guests, saying that his company might be said almost to have grown up with Peru, which was solidly behind the Allied nations in the recent conflict. Referring to the Pacific Steam Navigation Company's fleet, Mr. Molyneux said: "We were not allowed to build passenger vessels, and were unable to replace the *Oropesa*, which was torpedoed in January, 1941, with the loss of many valuable lives. Attention was therefore directed to the planning of a prototype of a fast 16-knot cargo vessel with very luxurious and spacious accommodation for a limited number of passengers. Here, again, we were not able to get entirely what we wanted in the case of the first two vessels, which we named *Samanco* and *Sarmiento* (and need I remind you that "Samanco" is the name of a port in Peru?), but when the war ended and certain restrictions were removed we installed very up-to-date passenger accommodation in the next two vessels, the motorships *Santander* and *Salaverry* (here again might I recall to my listeners that the name "Salaverry" is also the name of a port in Peru). Now these four vessels, all in commission, are to be followed by two further units of the last class, which we have named *Salinas* and *Salamanca*. They are in course of construction at the present time and should be ready for service in the spring of next year."

The speech was replied to by Sr. DON JOSE FERNANDEZ-DAVILA, Peruvian Consul-General in Liverpool, who stressed the age-old links between his country and Great Britain through the Pacific Steam Navigation Company.

SHIPBUILDING DRAUGHTSMEN

Resolutions Submitted to T.U.C.

Resolutions from the Association of Engineering and Shipbuilding draughtsmen are included among the 83 propositions on the agenda for the Trades Union's Congress at Brighton from Oct. 21-25. On the subject of control of employment and National Arbitration Order, the Association proposes that the General Council should be asked to examine the findings of the National Arbitration Tribunal, and if these demonstrate any unfair bias against the workers, representation should be made to the Government regarding the composition of the Tribunal. Concerning education, the Association's resolution asks the General Council to examine the present adult workers' educational arrangements, which are supported by a co-ordinated scheme under centralised control.

SHIPOWNER'S GIFT TO GATESHEAD

From Our Own Correspondent

NEWCASTLE, Monday

Sir Arthur M. Sutherland, the Newcastle shipowner, has made a gift of £10,000 to provide and equip a new Y.M.C.A. centre for Gateshead. The former Belle Vue Methodist Church, Gateshead, was made available to the sponsors of the Y.M.C.A. scheme through the generosity of the trustees of the church, and Sir Arthur's gift of £10,000 was made within a few hours of his being acquainted with the financial requirements to put the scheme into effect.

MARINE INSURANCE APPOINTMENTS

The London & Edinburgh Insurance Company, Limited, announce that they have appointed Bland, Welch & Co. as their marine managers, and that Mr. R. G. L. Cheesman, senior partner of Bland, Welch & Co., has been elected to the board.

Bland, Welch & Co. as London marine managers of the London & Edinburgh Insurance Company, Ltd., have appointed Mr. J. P. Westbrook as underwriter and Mr. R. G. Chandler as adjuster of claims.

During the month of August, 48,478 passengers travelled to and from the Channel Islands by Southern Railway steamships via Southampton. During the same month in 1939 the total was 46,138 passengers. This increased figure has been reached despite the fact that fewer ships were sailing on this route in 1946.

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MARINE CASUALTES

ATLANTIS.—New York, Sept. 5.—Oceanographic vessel Atlantis has gone aground at the entrance to Woods Hole Channel, blocking it.
—New York, Sept. 6.—Oceanographic vessel Atlantis refloated with assistance of coastguard cutter General Greene.

BAILEY FOSTER.—Stockholm, Sept. 8.—Steamer Bailey Foster refloated on Saturday morning (Sept. 7) after jettisoning 700 standards of lumber.
—New York, Sept. 9.—Motor vessel Bell Ringer, which ran aground on a reef about 40 miles from here early to-day while on her way from New York to New Orleans, was towed free by a tug to-night.
—New York, Sept. 9.—Motor vessel Bell Ringer was refloated with assistance of tug Willet and arrived at Miami last night for hull examination.

BRIGHTSIDE.—Greenhithe, Sept. 9.—Steamer Brightside left here at 5 p.m. to-day after effecting repairs to steering engine.
CANTICK HEAD.—Newcastle-upon-Tyne, Sept. 7.—Steamer Cantick Head damaged vertical facing piece of No. 3 Staith, Whitehill Point, River Tyne, on Sept. 3.

CAPE PALLISER.—Hull, Sept. 4.—According to a statement by her master, trawler Cape Palliser, Honningsvaag for Hull, cargo fish, struck a submerged object in Tromso Roads on Aug. 25.
CARNDUFF.—London, W., Sept. 9.—Steamer Carnduff, Siltho for Larne with general cargo, grounded on Curran Point while entering the channel to Bank Quay at Larne on Sept. 1.
CITY OF SYDNEY.—Brisbane, Sept. 3.—When steamer City of Sydney was approaching Cape Moreton on Aug. 6 to pick up pilot, fog compelled the master to use his port anchor to swing the vessel's head to sea, but the cable carried away and the anchor and approximately 120 fathoms of cable were lost.

DAR POMORZA (aux.).—Gibralter, Sept. 9.—Polish auxiliary training ship Dar Pomorza, Marseilles for Portsmouth, arrived here with main diesel engine trouble; repairs in hand.
DAVID CALDWELL.—Bordeaux, Sept. 7.—Steamer David Caldwell has broken in two and parts have completely separated.
EMPIRE RIVAL.—London, Sept. 9.—In reply to inquiry, Lloyd's Agents at Haifa write under date of Sept. 2: British steamer Empire Rival was repaired here and certificate of seaworthiness issued for the voyage to Alexandria, where all repairs will be completed.
FORT CHIPEWYAN.—Pineaus, Sept. 9.—Steiner Fort Chipeuyan (military cargo), arrived here on Sept. 6 with fire in 350 tons of coal in cross bunker; now discharging bunkers.

FORT LA CLOCHE.—London, W., Sept. 9.—Steamer Fort la Cloche, Rosario for London, general cargo, rested on the bottom while in Basin B at Buenos Aires on July 24 and had shell plating set up between the floors on keel plate and strakes A and B on both sides.
FORT WINNEBAGO.—Gibraltar, Sept. 9.—Cargo steamer Fort Winnebago, with cargo for Italy with a cargo of fuel oil arrived here on Sept. 6 with defect in main propulsion generator.
FRONTENAC.—Cristobal, Aug. 12.—Survey was held after here on July 12 and subsequent dates on steamer Frontenac, which was towed in here while on a voyage from Miami to Shanghai.
GENERAL R. L. HOWZE.—New York, Sept. 5.—Steamer General R. L. Howze, Leghorn for New York, put into Ponta Delgada (on Sept. 2) with boiler trouble.

GRAND FALLS VICTORY.—New York, Sept. 5.—Steamer Grand Falls Victory, New York for Rio Janeiro, Montevideo and Buenos Aires, is delayed at Trinidad by engine repairs but is expected to sail to-day.
HANINI.—London, Sept. 9.—In reply to inquiry, Lloyd's Agents at Malta write under date of Aug. 28: Steamer Hanini is a converted pleasure yacht owned by Messrs. Magni Brothers, of Gozo, registered at Malta under official number 148775, 89.84 tons gross and 47.19 tons net.

IMPERIAL MONARCH.—New York, Sept. 5.—Imperial Monarch sailed for Tocopilla. It is thought that there is some obstruction, probably a sunken wreck, in that part of the bay in which the anchor and chain were lost and the authorities have been asked to investigate the matter.
INDRACOERA.—Port Said, Sept. 9.—Motor vessel Indracoera, (Batavia) for Rotterdam, arrived here on Sept. 9 and reported No. 3 piston rod of starboard engine fractured.
JOHN GIBBON.—Horta, Sept. 7.—Steamer John Gibbon, Bordeaux for New York, has arrived here with tubes in both boilers leaking.
MACCLESFIELD.—Hull, Sept. 5.—According to a statement by her master, the steamer Macclesfield, Goole for Antwerp with general cargo, touched the ground when proceeding at half speed down River Ouse on Aug. 23, but refloated without assistance, apparently undamaged.

MARINE LYNX.—San Francisco, Sept. 3.—American steamer Marine Lynx was undergoing routine inspection at (Alameda) on July 26, the shroud on the last two rows of blades in the low-pressure turbine was found to have been torn loose, and the surveyor recommended that the machinery be opened up in the United States.
MONTE GRAPPA.—London, Sept. 9.—A report dated Sept. 6 states: Italian-manned naval store carrier Monte Grappa, Alexandria for Malta, grounded near Skisto Islet, Crete, position lat. 35 25 N., long. 23 40 E., at 8 p.m. on Sept. 5 and reports forwale leaking.
NORTHERN SUN.—See Shabonee.

NUESTRA SENORA DEL RONTE NO. 1.—Coruna, Sept. 4.—Spanish fishing vessel Nuestra Senora del Ronte No. 1, of Santander, 82 tons gross, sprang a leak and sank while returning from the fishing banks off Southern Ireland and is a total loss.
SAMUEL F. B. MORSE.—New York, Sept. 4.—Steamer Samuel F. B. Morse was taken in tow by tug Edmund J. Moran in position lat. 37 11 N., long. 21 19 W.
SEAMAN.—Malmo, Sept. 9.—Tug Seaman, was towed off by the Brahman and has arrived at Malmo.
SERVUS.—Rotterdam, Sept. 8.—Motor vessel Servus, Skagen for Antwerp, has put into Rotterdam for motor repairs.

SHABONEE.—Philadelphia, Sept. 9.—As a result of heavy early morning fog, tank steamer Shabonee, from Puerto la Cruz, loaded, and motor tanker NORTHERN SUN, from Texas City, loaded, were in collision off Delaware Capes on Sept. 8.
SILAS WEIR MITCHELL.—Copenhagen, Sept. 8.—Steamer Silas Weir Mitchell was examined after arrival this morning.
STEELORE.—New York, Sept. 5.—Steamer Steelore, Cruz Grande for Baltimore, is delayed at Balboa removing wire cable from starboard propeller.

TEMPLE YARD.—London, W., Sept. 9.—British steamer Temple Yard was surveyed here on July 15 in respect of heavy weather damage stated to have been sustained on the voyage to this port (from Naples), as a result of which the bilge covers in No. 4 hold were torn away and broken when No. 4 hold was partly flooded.
TRANSLAKE.—Cleveland, Ohio, Sept. 7.—Tank steamer Translake has been docked and surveyed on account of grounding in the S. Lawrence River on July 30.
TRIMBLE'S FORD.—Kiel, Sept. 5.—Turbo-electric tanker Trimble's Ford left here to-day for Bremerhaven.

TRIO.—Malmo, Sept. 5.—Danish steamer Trio, Halstadek for Aalborg, cargo wood-pulp, grounded off Trelleborg, but was assisted off and proceeded.
VALARIA ANN.—Glasgow, Sept. 9.—Sub-Agent at Campbelltown reports: (Coaster Valaria Ann, light, proceeding to Benbecula, developed engine trouble off Davaar Island on Sept. 6 and was towed to Campbelltown by fishing skiffs Perseverance and Bengullion.
VERKHOFYANSK.—London, Sept. 9.—Russian steamer Verkhofyansk, Black Sea for Szczecin (Stettin): The Black Sea and Baltic General Insurance Company, Ltd., have received the following message from Gosstrakh, Moscow: Fire on board damaged a considerable quantity of cotton, approximate loss by damage 200,000 dollars.
VIKING.—Liverpool, Sept. 9.—Isle of Man Steamer Packet Company's steamer Viking, when leaving Prince's Landing Stage to-day during a fresh breeze, struck south side of Prince's Jetty.
WALMOUTH.—London, Sept. 9.—In reply to inquiry, Lloyd's Agents at Haifa write under date of Sept. 2: British steamer Walmouth was repaired here and certificate of seaworthiness issued.

WEATHER AND NAVIGATION

DERELICTS AND WRECKAGE Washington, D.C., Aug. 26.—On Aug. 7, in lat. 36 04 N., long. 08 17 W., steamer Joseph II, Martin passed a submerged object marked with a black and red horizontal striped flag.
On Aug. 23, in lat. 22 20 N., long. 66 38 W., a large floating log.
On Aug. 24, in lat. 40 04 N., long. 37 49 W., steamer Marine Marlin sighted a log approximately 50 ft. long and 2 ft. in diameter, covered with barnacles.

LIFERAFTS REPORTED Washington, D.C., Aug. 26.—On Aug. 8, in lat. 35 58 N., long. 20 05 W., steamer George M. Bibb sighted a grey doughnut liferaft.
On Aug. 10, in lat. 35 57 N., long. 31 97 W., steamer George M. Bibb sighted a steel liferaft, medium sized, painted grey.
On Aug. 21, in lat. 36 47 N., long. 74 44 W., a partly submerged liferaft.
On Aug. 21, in lat. 38 58 N., long. 40 43 W., steamer Thomas P. Leathers sighted a steel liferaft.
On Aug. 26, in lat. 32 08 N., long. 48 40 W., steamer Simoon passed an empty liferaft, painted white.
On Aug. 26, in lat. 12 28 N., long. 70 15 W., turbo-electric tanker Sullys Hill sighted two empty wooden liferafts.

DRIFTING BUOYS Washington, D.C., Aug. 26.—On Aug. 21 in lat. 40 37 N., long. 67 04 W., steamer George G. Meade sighted a black can buoy.
On Aug. 21 in lat. 39 58 30 N., long. 44 00 12 W., steamer Grecco Victory passed a red bell buoy.
On Aug. 23 in lat. 24 38 N., long. 69 13 W., steamer Samdel passed a large light white buoy with red upper superstructure, whistle still in operation.
On Aug. 24 in lat. 25 15 N., long. 81 52 W., steamer Jean Lykes sighted a yellow can buoy adrift.
On Aug. 25 in lat. 24 25 N., long. 82 09 W., a black spar buoy.

MINES REPORTED Niton Radio, Sept. 7.—Following received from steamer Isle of Thanet at 8 p.m., G.M.T.: Passed floating mine in position 4.8 miles NW of 72 buoy (lat. 50 28 42 N., long. 00 15 36 E.) at 8 a.m., G.M.T.
Burham Radio, Sept. 7.—Following received at 4 56 p.m., G.M.T., Sept. 6, from steamer Mounthbroock: Floating mine sighted at 3 50 p.m., G.M.T., bearing 1 1/2 miles 235 deg. from Skokholm Island.
Valencia Radio, Sept. 8.—Following received from British trawler Akita at 2 52 p.m., G.M.T.: Two floating mines reported 25 to 30 miles SSE of Fastnet Lighthouse at 2 10 p.m., G.M.T.

ATLANTIC WEATHER REPORTS We have received from the Meteorological Office the following wireless reports, dated Sept. 8, from vessels in the North Atlantic.
ALCANTARA.—Noon, 36 18 N., 07 24 W.; NE, by N, light; cloudless; bar. 30 15.
ANDES.—6 p.m., 43 18 N., 09 12 W.; NNW, light; cloudy; bar. 30 24.
ATHLONE (CASTLE).—Noon, 44 06 N., 08 42 W.; W, gentle; partly cloudy; bar. 30 12.
ATLANTIS.—Noon, 46 42 N., 14 12 W.; NW, mod.; partly cloudy; bar. 30 21.
BARJAMA.—Noon, 60 42 N., 05 00 W.; NW, gentle; overcast; bar. 29 29.
CAIRNESK.—Noon, 58 54 N., 14 18 W.; W, light; partly cloudy; bar. 29 77.
CITY OF CAPE TOWN.—Noon, 56 30 N., 17 42 W.; W, by N, mod.; overcast; bar. 29 89.
LAN CHATTAN.—Noon, 38 42 N., 09 30 W.; WNW, gentle; partly cloudy; bar. 30 18.
OMANGCHEE.—Noon, 43 06 N., 22 24 W.; SW, mod.; overcast; bar. 30 18.
DURANGO.—Noon, 47 30 N., 06 12 W.; WSW, mod.; cloudy; bar. 29 97.
EMPIRE MACALPINE.—6 p.m., 51 30 N., 10 54 W.; WNW, mod.; partly cloudy; bar. 30 09.
EMPIRE MACKENDRICK.—6 a.m., 51 30 N., 11 18 W.; NW, by N, mod.; partly cloudy; bar. 29 94.
FORT NAKASLEY.—Noon, 40 42 N., 09 36 W.; N, by W, gentle; partly cloudy; bar. 30 15.
GALVANI.—6 p.m., 61 18 N., 14 00 W.; calm; showers; bar. 29 77.
HOPESTAR.—Noon, 47 12 N., 32 30 W.; ENE, fresh; overcast; bar. 29 80.
LORD GLENTORAN.—Noon, 56 30 N., 31 12 W.; WSW, fresh; cloudy; bar. 29 97.
SW, mod.; overcast; bar. 29 92.

ATLANTIC WEATHER REPORTS (continued)
On Aug. 21 in lat. 37 09 N., long. 68 11 W., steamer William M. Rayburn passed a black and white striped nun buoy marked "B."
On Aug. 26, in lat. 37 09 N., long. 68 11 W., steamer William M. Rayburn passed a black and white striped nun buoy marked "B."
On Aug. 26, in lat. 28 34 N., long. 80 14 W., an object believed to be a mine was sunk by gunfire.

WEATHER AND NAVIGATION

DERELICTS AND WRECKAGE (continued)
On Aug. 25, in lat. 20 34 N., long. 73 00 W., steamer Blanche F. Sigman sighted a partly submerged tree trunk about 45 ft. long and 3 ft. in diameter.

THE STRIKE OF AMERICAN SEAMEN London, Sept. 9.—Messrs. Simpson, Spence & Young have received the following cable from New York, dated Sept. 6: American seamen struck to-day, but longshoremen and other unions struck sympathetically, resulting in a complete tie up at all ports, including foreign vessels.
NEW YORK, Sept. 8.—Mr. Joseph Curran, President of the C.I.O. National Maritime Union, has agreed to order his men to sail any fully loaded U.N.R.R.A. relief ship, Mr. Fiorello La Guardia, Director-General of U.N.R.R.A., announced here to-day.

THE WAR AGHIOS GEORGIOS.—Piræus, Sept. 9.—Motor cargo Agnios Georgios was of 113 tons gross. Value of cargo of wine and olive oil reported to be £13,500; no possibility of salvage of cargo.
ERLING BROVIG.—London, Sept. 9.—Norwegian motor tanker Erling Brovig: The following messages have been received by the United Towing Company, Ltd., Hull:
Dated Sept. 7: Tug Merchantman, towing stern part, and tug Masterman, towing fore part, assisted by Suez Canal Company's tug Atlas, entered Suez Canal for Port Said at 6 15 a.m. and 7 15 a.m. respectively.

THE WAR (continued)
On Aug. 21 the object believed to be a mine, previously reported anchored 6 to 9 miles south-east by east of Pollock Rip Light-vessel, was destroyed.
On Aug. 21 turbo-electric tanker Bladenburg sighted a submerged object similar to a mine 200 yards west of Chesapeake Bay Gas and Whistle Buoy No. 10.

CASUALTIES TO AIRCRAFT CRASH NEAR BARROW, LANCSHIRE London, Sept. 9.—The Ministry of Civil Aviation report that Wicko type aircraft G-APJB, owned by Philipa Bennett, 2, Sydney Cottages, Hamble, near Southampton, crashed between 10 and 10 30 a.m. on Sept. 8 at the south end of Walney Island, near Barrow-in-Furness.
LONDON, Sept. 9.—Trying to force land on Walney Island, Barrow-in-Furness, yesterday, a civil aircraft hit the ground, bounced twice, toppled over an 80 ft. cliff and fell upside down into the sea.

CASUALTIES TO AIRCRAFT (continued)
DAMAGE BY FIRE AT SYDNEY, NEW SOUTH WALES Sydney, Sept. 9.—Fire seriously damaged fuselage of aircraft VH-ANM in an Australian National Airways hangar at Mascot Aerodrome on Sept. 7.
CRASH NEAR NOME, ALASKA New York, Sept. 9.—A twin-engine freight plane, operated by Mount McKinley Air Freight Company, Fairbanks for Nome, crashed in fog near Nome; four persons killed.—Lloyd's Agents.

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COASTWISE & HOME TRADE MOVEMENTS

Table with columns C1, C2, C3, C4, C5 listing ship names, companies, and destinations. Includes entries for LONDON, SOUTHEND, LIZARD, GARSTON, and MERSEY.

LONDON IN THE RIVER—Cont. from p. 4

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

MERSEY—IN PORT

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

LONDON IN THE RIVER—Cont. from p. 4

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

MERSEY—IN PORT

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

GARSTON—IN PORT

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

MANCHESTER—IN PORT

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

C6

Table listing ships in section C6, including ship names, companies, and agents.

C7

Table listing ships in section C7, including ship names, companies, and agents.

C8

Table listing ships in section C8, including ship names, companies, and agents.

C9

Table listing ships in section C9, including ship names, companies, and agents.

C10

Table listing ships in section C10, including ship names, companies, and agents.

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CLYDE IN PORT

Docks are at Glasgow unless otherwise stated... ANNAN, 955, Windmillcroft Qy., W. Sloan & Co. APPLELEAF, 5892, Faslane Dk., Port Glasgow...

TYNE IN PORT

Vessel Tons Gross Dk. or Bth. Broker... ANNAN, 955, Windmillcroft Qy., W. Sloan & Co. APPLELEAF, 5892, Faslane Dk., Port Glasgow...

VESSELS EXPECTED AT UNITED KINGDOM PORTS

Showing Vessel, Voyage, Probable Date, Broker and Berth

Table with columns: LONDON, Lake Lilloet, New Westminster, early Oct, etc. Lists various vessels and their expected arrival dates and agents.

LLOYD'S LIST

Tues., Sept. 10, 1946 Page 9

Table with columns: end Sep, LLOYD'S LIST, Tues., Sept. 10, 1946, Page 9. Lists shipping news, arrivals, and departures from various ports.

LONDON CUSTOM HOUSE

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

3555 HENRIETTE, Du, 114, Eekens, Antwerp, Pinn's Wf, G. A. Tom & Co. 3561 LAUCHLAN MCKAY, Br, 1785, Macdonald, Flushing, Gravesend, Clemt. 3569 WOODLARK, Br, 694, Hatcher, Hamburg, Tilbury Dk., Clemt.

3573 SYSLA, No, 6185, Helgesen, Marcus Hook, Thames Haven, Howard Houlder & Partners. 3574 ADJUTANT, Br, 1171, Nicholls, Palermo, West India Dk., G. S. N. Co. 3567 ATHELRENT, Br, 5231, Ray, Cuba, Dagenham, Howard Houlder & Partners.

3566 BIDASSOA, Fr, 325, Richard, Nantes, St. Bride's Wf, Compagnie Navale, Tilbury Dk., Clemt. 3563 BULLFINCH, Br, 194, Mace, Rotterdam, Regent's Canal Dk., G. S. N. Co. 3579 CAPELLA, Fl, 724, Willberg, Kotka, Surrey Commercial Dk., C. Gee & Co.

3575 EMPIRE TROOPER, Br, 8294, Edmondson, Cuxhaven, Tilbury Dk., Gray, Dawes & Co. 3565 FIDUCIA, Du, 122, Dekker, Maassluis, Horseferry Wf, C. Hoffmann & Co. 3582 FREDERIK, Du, 199, Timmerman, Delfzijl, Hay's Wf, Board Import.

3572 HAGFORS, Sw, 332, Andersson, Skoghall, Millwall Dk., S. L. A., Ltd. 3571 JANS, Du, 130, Timmer, Amsterdam, London Dk., Transport Exchange Co. 3578 LARK, Du, 94, Hindriks, Ostend, Tuff & Hoare's Wf, Freight Express.

3562 PATRIA, Du, 168, Fekkes, Amsterdam, Fenning's Wf, British & Foreign Maritime Agencies. 3558 SAPHIR, Be, 269, Rue, Ostend, Tilbury Dk., Erlebach & Co.

DELAIDE, MELBOURNE, SYDNEY & HOBART via LAS PALMAS & TABLE BAY, Port Hobart, Br, 7035, Kippins, King George V. Dk., Port Line.

ANTWERP, Fauvette, Br, 218, Griffith, St. Katharine's Wf, G. S. N. Co. BOULOGNE, Empire Daffodil, Br, 111, Thain, New Fresh Wf, G. S. N. Co. COPENHAGEN, Kilworth, Br, 370, Tilsley, Regent's Canal Dk., Grand Union (Shipping).

GENOA, Zealand, Br, 956, Cruikshank, London Dk., Currie Line. OPORTO, Sardinia, Br, 434, Campbell, London Dk., Coverley, Westray, Walbaum & Tosetti. PIRAEUS via ANTWERP, Rolf Jarl, No, 1118, Lossius, West India Dk., Nordenfjeldske Steamship Services.

PORT SAID & RANGOON, Kindat, Br, 2571, Whitehead, Royal Albert Dk., P. Henderson & Co. PORT SUDAN, ADEN, JEDDAH, MOMBASA, TANGA, ZANZIBAR, DAR-ES-SALAM & BEIRA, Empire Glory, Br, 4996, West, Royal Albert Dk., Gray, Dawes & Co.

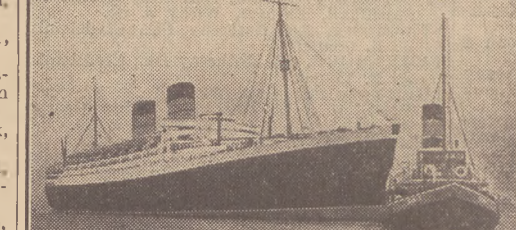
SINGAPORE & SHANGHAI, Trevelyan, Br, 3091, Newton, Royal Albert Dk., P. & O. S. N. Co. SYDNEY, Strathmore, Br, 13,992, Rodger, Tilbury Dk., P. & O. S. N. Co. Sept. 3 BERMUDA, NASSAU & KINGSTON (Ja.), Samakroff, Br, 4380, Sang, Victoria Dk., Royal Mail Lines.

GDYNIA, Sambalt, Br, 4380, Robinson, Victoria Dk., Harrison's (London). GOTHENBURG, Britannia, Sw, 2422, Walter, Millwall Dk., British & Northern Shipping Agency. KINGSTON, Ja, Jamaica Producer, Br, 2881, Allen, West India Dk., Kaye, Son & Co.

OLU, Lapland, Br, 1648, Leckie, Surrey Commercial Dk., Board Import. ROTTERDAM, Freen, Du, 130, Koopman, Tunnel Cement Wf, International Shipbrokers. Sept. 4 BORDEAUX, Cornacrae, Br, 230, Parkinson, London Dk., G. S. N. Co.

HAMBURG, Torni, Br, 1209, Teng, Surrey Commercial Dk., C. Gee & Co. KOTKA via BLYTH, Kirsi, Fl, 996, Lindvall, Greenhithe, S. L. A., Ltd. MONTREAL, Empire Macrae, Br, 5330, Spencer, Victoria Dk., Hain S.S. Co.

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CUXHAVEN, Empire Trooper, Br, 8294, Edmondson, Tilbury Dk., Gray, Dawes & Co. GHENT, Fiducia, Du, 122, Dekker, Horseferry Wf, C. Hoffmann & Co.

GOTHENBURG, Tubo, Du, 115, Bootsman, Parish's Wf, Freight Express. HELSINKI, Capella, Fl, 724, Willberg, Surrey Commercial Dk., C. Gee & Co. JERSEY & GUERNSEY, Channel Queen, Br, 275, Lucas, Free Trade Wf, British Channel Islands Shipping Co.

OSLO, Heire, No, 448, Hynes, Millwall Dk., United Shipping Co. OSTEND, Empire Seabrook, Br, 293, Metcalfe, Tilbury Dk., S. Cater & Co. OSTEND, Saphir, Be, 269, La Rue, Tilbury Dk., Erlebach & Co.

PORT NATAL, Orontes, Br, 12,043, Whiwhi, Tilbury Dk., Anderson, Green & Co. RIEME, Cromarty Firth, Br, 274, Bailey, Dagenham, G. Work & Co.

ROTTERDAM, Bullfinch, Br, 194, Mace, Regent's Canal Dk., G. S. N. Co. ROTTERDAM, Gaasterland, Du, 180, Zeevers, Gravesend, Shipping & Coal Co. ROTTERDAM, Oranjepolder, Da, 442, Wite, Custom House Quay, W. H. Muller & Co.

ROTTERDAM, Theems, Br, 286, Langmead, Williams' Wf, Walford Lines. STOCKHOLM & NORRKOPING, Ring, Sw, 622, Sterling, Millwall Dk., British & Northern Shipping Agency.

TERNEUZEN, Lark, Du, 94, Hindriks, Purfleet, Freight Express. VLAARDINGEN, Prowess, Br, 77, Dyble, Thames Haven, F. T. Everard & Sons. CLEARED OUT Vessel, Flag, Net Tonnage, Master, For, Station, Agents or Brokers

Sept. 7 AMSTERDAM, Alouette, Br, 92, Stranger, Regent's Canal Dk., G. S. N. Co. AMSTERDAM, Drake, Br, 174, Lickis, Butler's Wf, G. S. N. Co.

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3582 FREDERIK, Du, 199, Timmerman, Delfzijl, Hay's Wf, Board Import. 3572 HAGFORS, Sw, 332, Andersson, Skoghall, Millwall Dk., S. L. A., Ltd.

3571 JANS, Du, 130, Timmer, Amsterdam, London Dk., Transport Exchange Co. 3578 LARK, Du, 94, Hindriks, Ostend, Tuff & Hoare's Wf, Freight Express.

3562 PATRIA, Du, 168, Fekkes, Amsterdam, Fenning's Wf, British & Foreign Maritime Agencies. 3558 SAPHIR, Be, 269, Rue, Ostend, Tilbury Dk., Erlebach & Co.

3557 SVEAAROTT, Sw, 5678, Lindgren, Aruba, Shell Haven, S. L. A., Ltd. 3569 THEEMS, Br, 286, Langmead, Rotterdam, Williams' Wf, Walford Lines

3564 TRESILLIAN, Br, 5039, Crouch, Cuba, Surrey Commercial Dk., Ham S.S. Co. 3577 TUBO, Du, 115, Bootsman, Maassluis, Horseferry Wf, Freight Express.

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

Sept. 9 GAASTERLAND, Du, 179, Zeebles, Blyth, Deadman's Dk., Shipping & Coal Co. ENTERED OUT For, Vessel, Flag, Tonnage, Master, Station, Agents or Brokers

Aug. 6 FREMANTLE, MELBOURNE, WELLINGTON & AUCKLAND via SUEZ & ADEN, Raungtata, Br, 10309, Kinell, Royal Albert Dk., J. B. Westray & Co.

Aug. 7 HONGKONG, Empire Raja, Br, 3794, Freeman, Victoria Dk., Killick, Martin & Co. Aug. 15 (HERBOURG, Empire Ridley, Br, 4445, Roughton, West India Dk., G. A. Tom & Co.

Aug. 19 HONGKONG via PORT SAID, COLOMBO & SINGAPORE, Otranto, Br, 11,889, Shurrock, Tilbury Dk., Anderson Green & Co. OSTEND, Suzanne Julienne, Be, 150, Bolingbroke, Queenborough, W. Hurst (Sheerness).

Aug. 20 KINGSTON, Empire Wharfe, Br, 1757, McColl, S.W. India Dk., Kaye, Son & Co. Aug. 21 BOMBAY, Carthage, Br, 7665, French, Tilbury Dk., P. & O. S. N. Co.

Aug. 22 AUCKLAND & WELLINGTON via CURAÇAO & PANAMA, Suffolk, Br, 6565, Wilson, Royal Albert Dk., J. B. Westray & Co. Aug. 23 SYDNEY, Perim, Br, 5529, Baillie, Royal Albert Dk., P. & O. S. N. Co.

Aug. 26 BUENOS AIRES, Langton Grange, Br, 4909, McEwan, Royal Albert Dk., Houlder Bros. & Co. SYDNEY, Empire Clarendon, Br, 5040, Parry, Royal Albert Dk., P. & O. S. N. Co.

Aug. 27 BARBADOS, ST. KITTS, ANTIGUA, TRINIDAD & DEMERARA, Comedian, Br, 3162, Moore, West India Dk., T. & J. Harrison. BOMBAY, Ranchi, Br, 8826, Tunbridge, King George V. Dk., P. & O. S. N. Co.

Aug. 28 ANTWERP, Empire Baltic, Br, 2430, Rennie, Tilbury, F. Bustard & Sons. ASCONSON, ST. HELENA, TABLE BAY, PORT ELIZABETH, EAST LONDON & PORT NATAL, Umtata, Br, 3799, Miles, South West India Dk., Union-Castle Mail S.S. Co.

Aug. 29 BUENOS AIRES, Charlbury, Br, 5194, Laidler, Royal Albert Dk., Houlder Bros. & Co. TRINIDAD, Hubbardton, Am, 6154, —, Purfleet, Davies & Newman.

Aug. 30 EMDEN, Empire Condor, Br, 560, Hall, Victoria Dk., London & Rochester Trading Co. RIO JANEIRO, SANTOS, MONTEVIDEO & BUENOS AIRES, Highland Monarch, Br, 8114, Hooper, King George V. Dk., Royal Mail Lines.

Sept. 7 HOLMSUND, Vesuvius, Sw, 919, Sorensson, Ridham Dk., E. Lloyd. KRISTINEHAMN, Sirius, Sw, 436, Karlsson, Tunnel Cement Wf, J. Carlsson & Co.

Sept. 9 AMSTERDAM, Hagfos, Sw, 332, Andersson, Millwall Dk., S.L.A., Ltd. AMSTERDAM, Jans, Du, 130, Timmer, London Dk., Transport Exchange Co.

Sept. 7 AMSTERDAM, Alouette, Br, 92, Stranger, Regent's Canal Dk., G. S. N. Co. AMSTERDAM, Drake, Br, 174, Lickis, Butler's Wf, G. S. N. Co.

AMSTERDAM, Rinstroom, Br, 360, Hoogvorst, Fenning's Wf, British & Foreign Maritime Agencies. ANTWERP, St. Margarete, Br, 3136, Owens, Bellamy's Wf, Howard Tenens.

AMSTERP & HULL, Queda, Br, 4706, Morton, Royal Albert Dk., Gray Dawes & Co. BERGEN, STAVANGER & TRONDHEIM via MIDDLESBROUGH, Castor, No, 1038, Patterson, Regent's Canal Dk., S. L. A., Ltd.

BERMUDA, CRISTOBAL & VANCOUVER, Lochmonay, Br, 5814, Whittle, Victoria Dk., Royal Mail Lines. BRUSSELS, City of London, Br, 355, Newlove, London Dk., Brussels Steamship Co.

COPENHAGEN via GRIMSBY, Bergenhus, Da, 798, Nielsen, Mark Brown's Wf, United Shipping Co. HELMSUND via IMMINGHAM, Polaris, Sw, 1273, Strom, Long Reach Collier Tr., J. Carlsson & Co.

PEPEL via BRISTOL CHANNEL, Rideau Park, Br, 4242, Thomson, Surrey Commercial Dk., Denholm, Coates & Co. RIO JANEIRO via MILFORD HAVEN, Empire Susan (tug), Br, 66, Griffiths, Tilbury, W. Watkins.

TARAKAN, Mytilus, Br, 3422, Stevens, West India Dk., Davies & Newman. WASKLOT, KASKO & RAFSO, Waldo Hill, Br, 993, Gillis, Surrey Commercial Dk., W. Cory & Son.

Sept. 6 ABADAN, Svedrott, Sw, 5678, Lindgren, Shell Haven, S.L.A., Ltd. ABO, Vega, Fl, 534, Andersson, Surrey Commercial Dk., C. Gee & Co.

BORDEAUX, Hugin, Sw, 625, Jonsson, Millwall Dk., British & Northern Shipping Agency. BOULOGNE, Empire Daffodil, Br, 111, Thain, Victoria Wf, G. S. N. Co.

ALOUETTE, Br, 92, Stranger, Amsterdam, Regent's Canal Dk., G. S. N. Co. CASTOR, No, 1038, Petterson, Bergen & Stavanger, Regent's Canal Dk., S. L. A., Ltd.

FAUVETTE, Br, 218, Griffith, Antwerp, St. Katharine's Wf, G. S. N. Co. GAASTERLAND, Du, 180, Zeevers, Rotterdam, Gravesend, Shipping & Coal Co.

MAHIA, Br, 6381, Hart, Cairns, King George V. Dk., Aberdeen & Commonwealth Line. NOTTINGHAM, Du, 257, Stobbe, Rotterdam, Tunnel Wf, Shipping & Coal Co.

PROWESS, Br, 77, Dyble Vlaardingen, Thames Haven, F. T. Everard & Sons. ROLF JARL, No, 1118, Lossius, Piraeus, West India Dk., Nordenfjeldske S.S. Services.

SAPHIR, Be, 269, Rue, Ostend, Tilbury Dk., Erlebach & Co. SAGOLAND, Sw, 1407, Hacker, Rio Janeiro, Butler's Wf, Prince Line.

SAXON QUEEN, Br, 264, Williams, Channel Is., De Pass Wf, British Channel Islands Shipping Co. THEEMS, Br, 286, Langmead, Rotterdam, Williams' Wf, Walford Lines.

VEGA, Fl, 534, Andersson, Abo, Surrey Commercial Dk., C. Gee & Co. CLEARED IN BALLAST Vessel, Flag, Net Tonnage, Master, For, Station, Agents or Brokers

Aug. 28 PORT ADELAIDE, Br, 5123, Hill, Mackay, Victoria Dk., Port Line. Sept. 2 EMPIRE DAFFODIL, Br, 111, Thain, Boulogne, New Fresh Wf, G. S. N. Co.

Sept. 7 AMSTERDAM, Vesuvius, Sw, 919, Sorensson, Ridham Dk., E. Lloyd. KRISTINEHAMN, Sirius, Sw, 436, Karlsson, Tunnel Cement Wf, J. Carlsson & Co.

ROTTERDAM, Henriette, Du, 114, Eekens, Tunnel Wf, G. A. Tom & Co. ROTTERDAM, Nottingham, Du, 257, Stobbe, Tunnel Wf, Shipping & Coal Co.

Sept. 9 AMSTERDAM, Hagfos, Sw, 332, Andersson, Millwall Dk., S.L.A., Ltd. AMSTERDAM, Jans, Du, 130, Timmer, London Dk., Transport Exchange Co.

AMSTERDAM, Patria, Du, 168, Fekkes, Fenning's Wf, British & Foreign Maritime Agencies. ANTWERP, Warren Field, Br, 162, Porter, Deadman's Dk., Challis, Stern & Co.

BOMBAY via LIVERPOOL, Clan Cameron, Br, 3658, Hardinge, Tilbury Dk., Cayzer, Irvine & Co. COPENHAGEN, Norma Lau, Da, 729, Rasmussen, Royal Albert Dk., Wainwright Bros. & Co.

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