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DUNEDIN ESSEX ... AUG. 13 AUG. 15
FREMANTLE ADELAIDE
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SYDNEY TROJAN STAR AUG. 10 AUG. 12
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LORD O'NEILL ... July 31 to Aug 14
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DUNEDIN ESSEX ... AUG. 13 AUG. 15
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Canadian Pacific
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London—Montreal
RECEIVING CARGO
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& Rio Grande August
m.v. PILCO- MAYO Rio de Janeiro, Santos 1st-half
& Rio Grande Sept.

From London
m.v. DESEADO Rio de Janeiro, Santos, Mid
Santos, Montevideo & Buenos Aires; (also August
Rosario with transhipment at Buenos Aires)
m.v. DURANGO Montevideo & Buenos Early
Aires; (also Rosario with transhipment at Sept.
Buenos Aires)

From London
m.v. HIGHLAND MONARCH Rio de Janeiro, Santos, 1st-half
Montevideo & Buenos Aires; (also Rosario with transhipment at Sept.
Buenos Aires)

WEST INDIES
From London
VESSEL Bermuda, Nassau & August
Kingston (Jamaica)

SPANISH MAIN, CENTRAL AMERICA AND NORTH PACIFIC
From London
m.v. SAMSPRING La Guayra, Curacao 2nd-half
(also Maracaibo with transhipment at Aug.
Curacao), Barranquilla, Cristobal, Los Angeles Harbour, San Francisco, Victoria and Vancouver, via Panama Canal

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

Approximate closing dates on application to
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OFFICIAL NOTICES

NOTICE TO APPEAR

1825/46
1946 Letter T. No. 441

IN THE HIGH COURT OF JUSTICE,

PROBATE, DIVORCE AND ADMIRALTY DIVISION (ADMIRALTY)

LIVERPOOL DISTRICT REGISTRY
THE "ELMFIELD" LIMITATION

WHEREAS in an action of limitation of liability instituted in the High Court of Justice on behalf of The Zillah Shipping & Carrying Co., Ltd., the Owners of the steamship "ELMFIELD" against the Owners of the steamship "LAGAN", the Owners of her cargo and freight, her Master and crew, and all persons claiming to have sustained damage by reason of the collision between the steamship "ELMFIELD" and the steamship "LAGAN", the Judge of the Admiralty Division of the said High Court of Justice did on the 22nd day of July, 1946, among other things pronounce that in respect of loss things pronounce that in respect of loss or damage to ships goods merchandise or other things, caused by reason of the improper navigation of the steamship "ELMFIELD" on the occasion of the collision between that vessel and the steamship "LAGAN" on the 31st March, 1946, the Owners of the said "ELMFIELD" are answerable in damages to an amount not exceeding £2986 14s. 5d., such sum being at the rate of £3 for each ton of the said tonnage of the steamship "ELMFIELD", ascertained in accordance with the provisions of the Merchant Shipping Acts.

AND WHEREAS the Judge in the said action of limitation of liability did further pronounce that upon payment into Court of the said sum of £2986 14s. 5d., together with interest thereon, at the rate of four per centum per annum from the date of the said collision until such payment into Court, and upon payment of the costs incurred by the Defendants, all proceedings be stayed.

THIS IS THEREFORE TO GIVE NOTICE to all persons having any claim in respect of loss of or damage to the "LAGAN" or her boats goods merchandise, or other things on board her, or having any right, title or interest whatsoever with reference to or arising out of the said collision, that if they do not come in and enter their claims on or before the 22nd day of September, 1946, they will be excluded from sharing in the aforesaid amount of £2986 14s. 5d., and the interest thereon as aforesaid.

Dated this 31st day of July, 1946.

Taken out by
BATESONS & CO., of 14 Castle Street, Liverpool, 2.
Solicitors for the Plaintiffs.

NOTICE TO MARINERS

[No. 89 of 1946]

EAST COAST OF ENGLAND

NORTH CAISTER LIGHTED BUOY

Latitude 52 deg. 41 min. N.
Longitude 1 deg. 46 min. E.
(approximately)

In accordance with Notice to Mariners No. 76, dated 2nd July, 1946, the NORTH CAISTER LIGHTED BUOY has now been moved about 4 cables in a North-Westerly direction.

Position: Hensby Church bearing 274 deg. distant 2 miles 8.3 cables.
Characteristics: "NORTHCAISTER".
Conical: Black, exhibiting a white group flashing light giving three flashes every ten seconds.
By Order,
J. M. NICOLLE, Secretary.

Trinity House,
London, E.C. 3,
6th August, 1946.

R. & W. HAWTHORN, LESLIE & CO. LTD.

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TURBINE AND DIESEL MACHINERY
WATERTUBE BOILERS
DRY DOCK 502 Ft. by 88 Ft.

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

OFFICIAL NOTICES

NOTICE TO MARINERS

[No. 90 of 1946]

EAST COAST OF ENGLAND

THAMES ESTUARY

WEST BUXEY LIGHTED BUOY

Latitude 51 deg. 39 min. N.
Longitude 01 deg. 00 min. E.
(approximately)

In accordance with Notice to Mariners No. 77, dated 2nd July, 1946, the Un-lighted Buoy maintained at West Buxey station during the war has now been replaced by a Lighted Buoy, as follows:—

Position: Buxey Beacon bearing 021½ deg. distant 2.02 miles.
Characteristics: "WEST BUXEY":
Spherical: Red and white horizontal bands: exhibiting a white light giving one flash every 5 seconds.

By Order,
J. M. NICOLLE, Secretary.

Trinity House,
London, E.C. 3,
6th August, 1946.

NOTICE TO MARINERS

[No. 91 of 1946]

SOUTH COAST OF ENGLAND

SPITHEAD APPROACHES

NEW GROUNDS

ESTABLISHMENT OF LIGHTED BUOY

Latitude 50 deg. 42 min. N.
Longitude 0 deg. 59 min. W.
(approximately)

In accordance with Notice to Mariners No. 78, dated 8th July, 1946, a Lighted Buoy has now been established to mark the Eastern edge of the New Grounds as follows:—

Position: Nab Tower bearing 154 deg. distant 2.13 miles.

Description: "New Grounds":
Can: Black and White chequers: exhibiting a Red group flashing light giving four flashes every 15 seconds.

By Order,
J. M. NICOLLE, Secretary.

Trinity House,
London, E.C. 3,
6th August, 1946.

NOTICE TO MARINERS

[No. 92 of 1946]

WEST COAST OF ENGLAND

MORECAMBE BAY

SHELL FLAT BUOY

On or about 10th September, 1946, the globe topmark will be removed from the black conical buoy at the SHELL FLAT Station, the particulars of which will then be as follows:—

Position: Blackpool Tower bearing 110 deg. distant, 5.55 miles.
Description: "SHELL FLAT":
Conical: Black.

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

By Order,
J. M. NICOLLE, Secretary.

Trinity House,
London, E.C. 3,
6th August, 1946.

PROPOSAL TO CHANGE A SHIP'S NAME

WE, TANKERS, LIMITED, of Brook House, Park Lane, London, W.1, HEREBY GIVE NOTICE that, in consequence of change of ownership we have applied to the Ministry of Transport, under Sect. 47 of the Merchant Shipping Act, 1894, in respect of our ship m.v. "EMPIRE VISCOUNT", of Liverpool, official number 161118, of gross tonnage 8882.30 tons, of register tonnage 5259.31 tons, heretofore owned by The Minister of Transport, of London, for permission to change her name to "ATHELVISCOUNT", to be registered in the said new name at the Port of Liverpool, as owned by Tankers, Limited. Any objections to the proposed change of name must be sent to the Registrar-General of Shipping and Seamen, Llantrisant Road, Cardiff, within seven days from the appearance of this advertisement.

Dated at London this 6th day of August, 1946.

For and on behalf of
TANKERS, LIMITED,
STEWART J. BROWNE,
Director & Secretary.

PROPOSAL TO CHANGE A SHIP'S NAME

WE, WILLIAMSTOWN SHIPPING COMPANY, LTD., of 24, St. Mary Axe, E.C. 3, HEREBY GIVE NOTICE that, in consequence of re-acquisition following enemy seizure, we have applied to the Ministry of Transport, under Sect. 47 of the Merchant Shipping Act, 1894, in respect of our ship s.s. "EMPIRE WORTHOWN", of London, official number 167361, of gross tonnage 805.20 tons, of register tonnage 431.67 tons, heretofore owned by Williamstown Shipping Company, Ltd., of 24, St. Mary Axe, E.C. 3, for permission to change her name to s.s. "GLAMORGAN BROOK" to be registered in the said new name at the Port of London as owned by Williamstown Shipping Company, Ltd., 24, St. Mary Axe, E.C. 3.

Any objections to the proposed change of name must be sent to the Registrar-General of Shipping and Seamen, Llantrisant Road, Cardiff, within seven days from the appearance of this advertisement. Dated at 24 St. Mary Axe, E.C. 3, this 6th day of August, 1946.

WILLIAMSTOWN SHIPPING COMPANY, LTD.,
BERTIE JAMES FRANCIS,
Secretary.

LLOYD'S NOTICE

MISSING VESSEL

The Committee of Lloyd's have directed that the following vessel be posted as missing:—

"ARROGANT," motor vessel of Vancouver, Official No. 175713, 27 tons gross, sailed from Vancouver for the tuna grounds below Cape Flattery on the 9th September, 1945.

Lloyd's, London, E.C. 3,
7th August, 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 2634

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

THURSDAY, AUG. 8, 1946

High Water, London Bridge ... 11 12 23 55
High Water, Liverpool ... 08 49 21 20
Sun Rises ... 05 31 Sun Sets ... 20 39
Moon Sets ... 00 56 Moon Rises ... 18 02
The above times are B.S.T.

TO-DAY'S WEATHER

Meteorological Office Forecast

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

A depression centred between Scotland and Iceland is moving slowly East. Most districts will have bright periods and showers but there is a chance of a period of more general rain in Southern areas; mainly rather cool.

Further outlook for the British Isles: Showery.

THEFTS FROM A WRECK

Irish Fishermen Fined

From Our Own Correspondent

BELFAST, Wednesday
A number of fishermen, chiefly belonging to Portaferry, were prosecuted at Ardglass, Co. Down, yesterday with stealing articles from the American troopship *Georgetown Victory*, which was wrecked at Killard Point on May 1 last.

The Court was informed that about 1 15 a.m. on May 1 the Strangford police gave information that a ship was in distress at Killard Point, and an inspector went there and found the vessel, an American troopship, on the rocks and breaking up. The ship had been manned by an American master and crew, and she was conveying 1500 British Service personnel from Sydney, N.S.W., to Glasgow. The police from Downpatrick joined the Strangford men and were actively engaged in helping the removal of the passengers and crew from the wreck, after which the ship was abandoned.

No guard was left on board the vessel, but police patrols were kept on the shore. On the evening of May 2 the police on duty saw a number of boats alongside the wreck, and men on board the wreck lowering articles into the boat. In consequence, arrangements were made with the Receiver of Wreck to hire a motorboat and carry out a patrol of Strangford Lough. In the course of the patrol 15 boats were inspected, in all of which was found property stolen from the wreck. Fourteen persons were charged in connection with property found in the boats. Only the men in charge of the boats were prosecuted.

All the defendants charged made statements admitting that they had taken goods without authority. The goods were the property of the United States, the Admiralty, and private persons. The wide variety of articles stolen included food, ship's gear and furniture, uniforms, presents from Australia, and war souvenirs.

Convicting all the defendants charged, the RESIDENT MAGISTRATE said he considered all the cases to be of a most serious nature. He imposed fines ranging from £58 to £10, and ordered that all the property should be returned.

ELECTED TO LLOYD'S

The Committee of Lloyd's at their meeting yesterday elected the following gentlemen:—

As an Underwriting Member—
MR. JOHN GEOFFREY WOOTTON
WOODMAN, Manor Farm, Pitt, Winchester.

As an Annual Subscriber—

MR. ARTHUR EDWARD TAYLOR, with Messrs. Goddard & Goddard, of 3, 4 and 5, Rood Lane, Finchchurch Street, E.C. 3.

IDLE GERMAN FISHING BOATS

HAMBURG, Wednesday
Many German fishing vessels are lying idle in ports because the owners refuse to make more than one trip monthly on the grounds that, under the latest German taxation laws, there would be too many deductions and overhead expenses. One trip, they say, covers their expenses.—Reuter.

TEES DEVELOPMENT

Conservancy's Powers under New Act

CHAIRMAN'S SURVEY

At the monthly meeting of the Tees Conservancy Commission, held at Middlesbrough yesterday, the chairman, Mr. George West Byng, pointed out that the passing of the Tees Conservancy Bill (the Bill received the Royal Assent on Aug. 1) had authorised their assuming the higher status of a dock and harbour authority, and that day they were meeting for the first time in that capacity.

HARTLEPOOL OPPOSITION

In outlining the progress of the Bill through its various stages, Mr. West Byng said that when the measure was set down for a hearing before a Select Committee in the House of Lords, in addition to the L.N.E.R. petition, they had to face up to a petition from the Hartlepool Port and Harbour Commissioners. "These neighbours of ours, in their petition," Mr. West Byng proceeded, "alleged that our proposed constructional work would be prejudicial to their interests as it might lead to increased silting up at the entrance to their harbour and thus involve them in additional expense. They asked for plans of our future developments to be submitted to them for approval and for any works to be constructed by us to be subject to their supervision. In addition, they petitioned against our assumption of trading powers. Having ascertained from our engineer and our consulting engineers there was no possibility of our proposed developments having any unfavourable action on the Hartlepool harbour, and as their advisers indicated a willingness to talk over the position with them without prejudice, I took advantage of this suggestion and interviewed them in London.

"It was agreed that it was most desirable that we should remain good neighbours, and I assured them that we had nothing but feelings of friendship towards them. The whole matter was very fully discussed between us, and the petition was thereupon withdrawn upon our entering into an indemnity in regard to our works in the river and an undertaking that before commencing the construction of any of the authorised works affecting the structures known as the North and South Gate Breakwaters or seawards of those structures, we would furnish them with our plans. These discussions took place in a most friendly atmosphere, and it was apparent that at no time did the Hartlepool people wish to place any real obstruction before our proposals. It was very encouraging to find that a neighbouring port, while protecting their own interests, were not in any way attempting to burden our Bill with what I felt was really an unnecessary clause."

The opposition of the railway company had involved them in very considerable expense, and Mr. West Byng felt very strongly that the established procedure under which in the case of private bills the promoters and opposition were held responsible for their own costs in both Houses should be reviewed. He considered it to be inequitable that a statutory body such as the Tees Commissioners should be subjected to heavy costs incurred as the result of opposition from a powerful corporation such as a railway company—particularly when the latter's opposition had proved ineffective. They were, of course, put to considerable expense twice over.

"NOT AN EXPENSIVE RIVER"

Referring to the opposition's endeavours to establish that the charges in the river compared unfavourably with other ports, the chairman said, in point of fact, that was not correct. At the commencement of the Development Committee's investigations, one of the first things to which they turned their attention was the question of charges, and they found, after careful consideration, that taking all factors into account they were not a more expensive river than others, and that in certain instances they showed up well by comparison. The railway company offered a comparison between the dues on the River Tees and those on neighbouring ports, and he thought they would all agree that that was an unfair comparison to offer. The one that should have been put forward was: What did it cost a shipowner to bring his vessel into the river and use the facilities provided by the authorities, and also what did it cost the shipper who used the same vessel for the use of the facilities provided at the riverside wharves and docks, &c.? If they took a comparison of those composite figures of cost with other neighbouring ports rather than compare isolated items within their framework, then the comparison was an entirely different one. "I am perfectly satisfied," said Mr. West Byng, "that we are not an expensive river; nevertheless, one of our objects must be to reduce our costs wherever possible and earn the title of being one of the best and cheapest rivers in the country. As you know, I have on previous occasions stressed the importance of this being considered one of our principal aims in introducing improvements and increased efficiency into the river."

One argument which struck him very forcibly in relation to the general question of the River Tees development was that the railway company had many

interests elsewhere and naturally had to consider other areas than the Tees, and in his view that was a very strong argument in favour of control being vested in one authority, the whole of whose interests were vested in that area. As to their relationship with the railway company, he had many meetings with them prior to the lodgment of their petition, and upon each occasion their discussions took place in an atmosphere of friendliness. Now with the Bill out of the way he hoped to continue the friendly relations with them. He had no reason to think that friendship would not be reciprocal. In fact, he had been assured that they could count on that.

FUTURE OPPORTUNITIES

The passing of the Tees Conservancy Bill, 1946, into law was a landmark in the history of the River Tees and represented the opening up of a new era fraught with tremendous opportunities for the future. During the past three years, after careful examination and after contacting all parties interested in the river, they had been successful in building up a scheme of progressive development for the future. The passing of their Bill had authorised their assuming the higher status of a dock and harbour authority. That day, moreover, marked their first board meeting in that capacity. The assumption of those added responsibilities meant that the scope of their activities had been very largely extended. They now had power compulsorily to purchase certain lands, to construct and manage docks, berths, wharves, quays, &c. They also had power to acquire and take on lease by agreement and manage docks, wharves and quays. The exercise of those powers would call into being a new organisation, including personnel and committees. They would also have to turn their attention to the drawing up of fresh standing orders.

WHAMPOA, CHINA

New Seaport and Naval Base Under Construction

CANTON, Wednesday
A new seaport and naval base is being constructed at Whampoa, on the Pearl River, below Canton. Pumping out silt is the main task, and it is expected to take until early 1947 to complete the work. One-fifth of the cost will be paid by UNRRA, while the Pearl River Conservancy Bureau and the Canton Maritime Customs will each pay two-fifths.

Because of silting and lack of adequate docking facilities, Canton itself, the capital of Kwangtung Province, is accessible only to junks and shallow draught river craft. Whampoa, 10 miles downstream, in the heart of the Pearl River delta, has been selected as the site of a harbour, wharves and anchorages. It is believed that the Whampoa anchorage will also be used as the principal base in South China for the new Navy which China is building up. The city was formerly the site of the Whampoa military academy, where Generalissimo Chiang Kai-Shek and other Chinese military leaders received their early training.—British United Press.

Obituary

MR. R. S. FYFE

Our Dundee correspondent writes: The death has occurred of Mr. Robert Scott Fyfe, at his home, Woodville, Tayport, Fife, at the age of 73. Mr. Fyfe was awarded Lloyd's Silver Medal for Meritorious Services in 1900. He was chief engineer of the Dundee steamer *Den of Airlie*, bound for Bombay with general cargo, including explosives, when fire broke out in her "small hold" in the Indian Ocean. There was gunpowder in the adjacent hold, and with the fire spreading rapidly the ship's position was serious. Although the majority of the crew volunteered to stay and fight the fire, Captain W. M. G. Jarvis ordered them to provision the boats for a fortnight and stand off to a safe distance. He and Mr. Fyfe fought the fire alone for some hours, and were almost completely exhausted when they gained the upper hand. Darkness had fallen before a signal to return was made to the crew. A similar award was made to Captain Jarvis. The ordeal affected Mr. Fyfe's health and he retired from the sea. In 1907 he joined his father's firm of Scott & Fyfe, Ltd., Scotscraig Jute Works, and retired from business 14 years ago.

"QUEEN ELIZABETH" DOCKED

After a hold-up of 12 hours because of unfavourable weather, the liner *Queen Elizabeth* moved yesterday from 101 Berth in Southampton New Docks to the King George V. Dry Dock, Southampton, for the next stage of her conversion into a luxury passenger liner. There was still a fairly strong south-westerly wind blowing across the dry dock, but the 85,000-ton ship was skillfully manoeuvred into position. When she was so far into the dock that the tugs could give her little assistance, the wind brought her over and part of the starboard side of her hull grazed the buttresses slightly. The operation of getting the liner into the dock, where she will remain for about a fortnight, took nearly 90 minutes. The *Queen Elizabeth* will start her maiden voyage from Southampton to New York as a passenger liner on Oct. 16.

FREIGHT MARKETS

Time Charter Bookings

By Our Own Correspondent

THE BALTIC, Wednesday
Operations in the freight market have tended to broaden, but in spite of that fact charterers in many trades have several unfilled orders. A feature is the sustained demand for tonnage on time charter, and in addition to the fixtures reported below it is understood that several vessels have been fixed for various classes of trading, including the trip out to the Eastern Mediterranean at 16s. 6d., and other Eastern Mediterranean business at 16s. 6d. to 17s., according to circumstances. Elsewhere there has been a continuance of the demand for coal from the American Northern Range to West Italy, usually at rates £1 below the W.S.A. schedule. The outward market is rather quiet, although exporters are open for some of the bunkering stations.

In the River Plate section it is reported that a Spanish vessel has been fixed to Lisbon, but details as to the rate paid are not yet available. Charterers are still open for Eire and are prepared to entertain offers for some of the Continental ports. There is no falling off in the demand from Brazil, but business is slow in developing.

A large volume of tonnage continues to be directed for timber and grain from Eastern Canada to this country at the schedule rates, while vessels are also moving off fairly freely for grain and other foodstuffs from United States Atlantic ports for European destinations. A feature is the sustained demand for coal carriers from the Northern Range to West Italy, and another three vessels have been fixed at \$12.70, with the option of picked ports at \$11.95. Gulf exporters are still open for asphalt, sulphur and phosphate, and firm orders are quoting for Cuban sugar to the Continent.

Orders continue to be circulated for steel scrap from Australia, and further tonnage might be worked on time charter basis. There is a fair inquiry for a variety of cargoes from both the East and West Coasts of India, and more tonnage is treating for coal from Durban. African coal exporters continue to display a fair interest, and tonnage is required for pyrites from Huelva to the Continent and United States. Further vessels are wanted for rye from Turkey to Italy for the second half of September and first half of October.

FIXTURES

AMERICAN NORTHERN RANGE to GENOA/SAVONA/NAPLES.—*Edera*, 8500 t., 10 per cent., \$11.95 per ton, coal, West Italy \$12.70, two ports discharge 50 cents extra, Sept.-Oct.
AMERICAN NORTHERN RANGE to GENOA/SAVONA/NAPLES.—*Gladys*, 7500 t., 10 per cent., \$11.95 per ton, coal, West Italy \$12.70, two ports discharge 50 cents extra, Oct. 10 cancelling.
AMERICAN NORTHERN RANGE to GENOA/SAVONA/NAPLES.—*Lugano*, ex Nemien, 4300 t. n.r., \$11.95 per ton, coal, West Italy \$12.70, two ports discharge 50 cents extra, Sept.-Oct.
TIME CHARTER.—*Treewiden* (m.s.), 4984 t. n.r., 23s. per t. d.w., delivery London, one West African round, redelivery U.K., ppt.
TIME CHARTER.—*Tye*—10,300 t., 22s. per t. d.w., delivery U.K., redelivery Persian Gulf, trip out, Aug.
TIME CHARTER.—*Forest*, 3027 t. n.r., lump sum basis, equivalent to 21s. 6d. per t. d.w., delivery East Africa, 12 months' trading, Sept.

PROVINCIAL REPORTS

From Our Own Correspondents

LIVERPOOL, Wednesday
The tonnage position continues firm and difficult for ordinary chartering; only limited progress is possible, with the numerous orders held in the market. Coal figures largely in North American demand, with three American steamers fixed from Northern Range to West Italy. Gulf cargoes of sulphur and phosphate and Cuba sugar are offering. A lumber cargo from Brazil ports is reported arranged to African ports. Phosphate from Bona to Australia has been repeated at 70s. for an 8000-ton steamer for Sept.-Oct. with the option of New Zealand at 80s., and coal from Calcutta to Hongkong paid 65s. f.i.o., for a spot 6500-ton steamer.

CARDIFF, Wednesday
Owing to the scarcity of coals there is little prospect of completing much foreign business. Activities are similarly affected in the home coasting section for larger tonnage. The tone is firm.

SWANSEA, Wednesday
Conditions remain very quiet in the short home trades as few orders are quoted because stems are extremely difficult to arrange, especially for early loading. Foreign inquiry is also not showing any expansion.

NEWCASTLE, Wednesday
Overseas chartering remains totally inactive; shippers cannot secure the release of cargoes. Inquiry from North Europe is substantial. Home coast August inquiry is active, but early stems are unobtainable. Late August tonnage holds off. Coaling ports cargoes and tonnage are scarce.

GLASGOW, Wednesday
Vessels are in fairly comfortable supply at present, but some show lack of interest in low-grade fuel, suggesting that better quality cargoes can be had elsewhere, and others, especially in Mediterranean and French trades, are holding off for special ports. Despite the lack of coal, this creates a tighter tone, and consequently helps to maintain rates around recent levels.

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SUNK BOURNEMOUTH LAUNCH

Master's Evidence Before M.O.T. Inquiry

A Ministry of Transport inquiry into the sinking of the motor launch *Sky-lark*, in Bournemouth Bay on Easter Sunday was opened at Bournemouth yesterday. The 70 people on board the launch were rescued, but one of the crew jumped overboard and was drowned.

Mr. Owen L. Bateson, K.C., presided, and with him as assessors were Mr. Piers de Legh and Mr. A. Parker. Mr. S. E. PITTS, for the Ministry, said that a defect developed in the *Sky-lark's* propeller shaft and caused a hole in the hull. the boat filled with water and sank after the passengers had been rescued.

BOAT'S CONDITION
The *Sky-lark* became a casualty at Dunkirk owing to a near-miss by a bomb, and after being abandoned floated waterlogged for three and a half days. She had been surveyed recently and found to be absolutely satisfactory. The number of passengers she was allowed to carry was 82. On the day before she sank there had been some trouble with the reverse gear, and she was towed to the owners' yard for repair. The Court was asked to consider whether the repairs were properly done and thoroughly tested.

Shortly after the launch left Bournemouth pier a knocking noise in the engine or transmission was heard. The engine began to race, water came through the floor boards, and despite bagging and the use of two bilge pumps the water increased. The use of oars failed to prevent the boat drifting seawards. Reginald Kent, one of the crew of two, put on a lifebelt and jumped overboard, leaving the master, Mr. F. W. Vincent, to face a difficult situation. It was not possible for one man to maintain good order, but rafts were got out and the women and children placed on them. Other boats and a B.O.A.C. launch rescued the passengers. The *Sky-lark* sank in six fathoms of water, and deprived the Ministry of the chance of ascertaining the damage.

FREDERICK WM. VINCENT, of Poole, master of the *Sky-lark*, gave evidence that after the repairs the engine was tested at full speed ahead and astern for half an hour at moorings and in Poole harbour. He was quite satisfied with the tests. Vincent added, "Kent was not too well and did not want to come to work on Sunday. I don't think he had much confidence in the boat. He had told his brother it was a Jonah."

Witness said that when water started to rise in the boat he tried to beach her with the help of passengers, but after two oars had broken he gave up the attempt. If he had dropped anchor it might have upset the balance of the boat and made matters worse.

PASSENGERS' CONDUCT

Mr. PITTS: What was the general conduct of the passengers?—They got very excited as soon as someone shouted that the boat was sinking. There were a few young men who had, I believe, just come out of the Service, and with their help we got them under control. Apart from three women, whom I sent off in the first dinghy, the passengers were fairly good.

Replying to Mr. Waldo Porges, for the owners, J. Bolson & Son, Ltd., Vincent said there had been no previous occurrence which would account for Kent saying there was a sort of hoodoo on the boat. After the accident Kent's father stated that his son had been thrown into the water from a dinghy during the war.

Inspector G. M. MILES, of Bournemouth Police, said that when the message that there was something wrong with the *Sky-lark* reached the police station at about 2.20 p.m., the Poole lifeboat was contacted and he sent a patrol car to the pier. He went in a wireless transmitting car to a spot opposite where the *Sky-lark* lay and kept up a running commentary to the police station on what he could see. From the station they tried to get a flying boat from the B.O.A.C. at Poole to go to the rescue. No crew was available, but there was a quick response from a rescue launch. He could find no one who heard the klaxon horn sounded from the boat.

ALBERT EDWARD SHEPPARD, a taxi driver, of Swindon, who was a passenger in the *Sky-lark*, said that when the boards were taken up to adjust the coupling on the boat the shaft was wobbling about. Later, when the boat began to fill, about 30 people were in the water clinging to lifebelts, rafts and seat boards. He saw Kent go overboard with a lifebelt on. He sounded the klaxon.

The inquiry was adjourned until to-day.

DUTCH AIR SERVICE TO S. AMERICA

AMSTERDAM, Wednesday
The Royal Dutch Airlines' Skymaster *Friesland* has left Schiphol Airport, Amsterdam, with 30 passengers for a first test flight to South America. Royal Dutch Airlines will make two more test flights before starting a regular South America service in October. The *Friesland* is due to leave Argentina on Aug. 14 and to reach Holland three days later.—Reuter.

Mr. Aleksy Debnicki has been appointed Consul of Poland in London.

HINDRANCES TO TRAVEL

Views of North Atlantic Passenger Conference

From Our Own Correspondent

LIVERPOOL, Wednesday
The following announcement was made at Liverpool to-day by the North Atlantic Passenger Conference over the question of the hindrance to travel of passports and visas:

"Having for very many years lost no opportunity of representing to the appropriate authorities, and especially the Foreign Office, the restrictive effect of current passport and visa regulations on international travel, the British North Atlantic Steamship Lines note with great interest and appreciation the recent utterance of the Foreign Secretary on this subject. If Mr. Bevin's very human and realistic outlook can be impressed effectively upon the official international mind, a great step will have been taken towards the achievement of the generally expressed view that freedom of travel between the countries of the world is essential to the peace and well-being of the community at large.

"It may be too much to expect that all documentation should cease immediately, and it is not unreasonable to assume that some form of identity card may be considered necessary, not only in relation to the international movement of peoples, but also for domestic use. Such a document, modified as far as practicable, if accepted internationally as establishing all the necessary particulars of the holder for travel purposes, thus eliminating all extraneous requirements such as entry visas, transit visas, declaration, &c., would go far towards easing a situation which has become extremely complicated, time consuming and costly to the traveller.

"Relief from these vexatious requirements is as necessary to passengers by sea as by air, and the British Steamship Lines, therefore, cordially welcome the support of the Air Lines in the efforts now being made towards this end, and commend the matter to the Government for their earnest consideration. From Great Britain's point of view, the value of a transatlantic passenger movement to the United Kingdom does not need to be emphasised, and the greater the extent to which this can be increased indeed, the same may truthfully be said of countries on both sides of the Atlantic."

TRAWLER'S TRIALS

A Speedy Conversion

From Our Own Correspondent

GRIMSBY, Wednesday
The speed trials and sailing of the Grimsby trawler *Serron* on Saturday marked a record for Grimsby shipyard workers' speed in the conversion of ships to fishing. The *Serron* is one of the "Military" class of Admiralty-built ships, and was employed during the war on Atlantic escort duties, mainly between Londonderry and Newfoundland. Work on her began at Grimsby on May 2 and she is the first of the Admiralty-sold vessels to sail to the fishing grounds. She belongs to the Standard Steam Fishing Company, Ltd., who have acquired four others of the same class.

Serron is a big ship as modern trawlers go, being 178 ft. long with a gross tonnage of 568. She has many modern features, one, an innovation in Grimsby ships, being air-conditioning by forced ventilation throughout the ship, including the engine-room. Normal horse-power of the triple expansion engines is 165 brake-horse-power, and indicated horse-power 1000. There is an oil engine to create hydraulic pressure for the rudder, a centrifugal engine for condensing water, and two donkey pumps. The liver-boiling room is fitted with four boilers, each of about six baskets capacity. Modern navigation aids include the gyroscopic compass, two Hughes echo-sounders, and a clear-view helmsman's window. Her capacity is 4000 kits of fish. Average speed over the trial distance was just over 12½ knots.

NEW YORK-TABLE BAY STEAMER TIMES

CAPE TOWN, Tuesday
A record for the Atlantic crossing between New York and Table Bay has been set up by the cargo ship *Joliet Victory*, it is stated in Cape Town. She did the crossing of 6777 miles in 16 days, seven hours and 13 minutes at an average speed of 17.32 knots, and in doing so knocked off 47 minutes from the previous record established on Monday by the *South Africa Victory*. This ship took the record from the *Selma Victory* by reducing her time for the crossing by 81 minutes. The *Selma Victory* had held the record for a month. The master of the *Joliet Victory*, is Captain E. W. Myers, and Captain George Hickey is master of the *South Africa Victory*.—B.U.P.

TUG SOLD

The United Towing Company, Ltd., of Hull, have purchased the tug *Empire Julia* from the Overseas Towing & Salvage Company, Ltd., of 41, Eastcheap, London, E.C.3, and have taken over the tug as from July 17,

THE "AMERICAN FARMER"

U.S. Destroyer "Perry's" Report

The United States destroyer *Perry*, which last week-end went to the assistance of the American steamer *American Farmer*, dropped anchor at Dartmouth, Devon, at noon yesterday, and within half an hour the ship's captain, Commander C. J. Van Arsdall, was on the phone and making his report to Admiral H. K. Hewitt, commander of the United States Naval European Forces. Three hours later he returned to his ship and gave the following diary of the events which involved the *American Farmer* to waiting reporters:—

"On the night of Saturday, Aug. 3, we received a radio message when we were about 600 miles off Plymouth, from the *American Ranger*: '*American Farmer*, position 49 18 North, 22 32 West, in tow of British *Elizabeth*, of Cardiff. This ship refuses let go tow line. My chief engineer has been on board filling the boilers and I can take her into port under her own steam. Will not need assistance.'

"We arrived on the scene at 05 00 on the 4th and found the *American Farmer* drawing 21 ft. aft and awash forward. This gave her approximately 4 ft. from her main deck to the waterline. She had been hit abreast her forward cargo masts and had the perfect print of the other ship's bow in her side, penetrating approximately 15 to 20 ft. The *Elizabeth* had one manilla hawser to the bow of the *American Farmer*, but at this time, 05 00 on the 4th, was not attempting to make headway with the tow. About 05 15 we were informed by the *American Ranger* that they were going to send men on board to attempt to start the engines of the *American Farmer*.

"About 06 00 the *Elizabeth* asked if we could stop the *American Ranger's* men from boarding the *American Farmer*. We informed her that our mission was purely rescue, and that we would take no action until we received instructions from naval headquarters, but relayed the message to the *American Ranger*. About 07 00 the *American Ranger* informed us as follows: 'I have the following message from New York: You steam *American Farmer* into port with your engineers and continue to accompany her with your ship, either into a safe port or arrange for salvage tugs to escort *American Farmer*, whichever you consider safest—I do not consider *Elizabeth* capable of towing the *American Farmer* to port.'

"During the morning *Elizabeth* put out another manilla towline and attempted to commence towing without success because of the excessive yawing movement of the *American Farmer*. About 10 30 she commenced shifting her tow lines to the stern of the *American Farmer*. By 15 00 she had four manilla lines to the *American Farmer's* stern. Meanwhile men from the *American Ranger* continued to make preparations for getting under way with the *American Farmer*.

OWNERS' INSTRUCTIONS

"We saw no interference by either crew with the activities of the other. At 13 15 the *American Ranger* informed us that she had been ordered to bring the *American Farmer* into port. She then proceeded to put her crew on board. At 14 30 we were informed by the Commander, United States Naval Forces in Europe, that the representatives of the United States Lines were contacting the owners of the *Elizabeth* and that the *American Ranger* had full instructions from the owner and that three salvage tugs were en route; that he considered it imperative that the valuable ship and cargo be brought to safety at the earliest practicable time and legal phases settled later.

"We read this message to both ships, the *American Ranger* and the *Elizabeth*, and informed both that we considered taking the ship to port under her own power as the most expeditious method of salvage. At 16 00 the *Elizabeth* was towing the *American Farmer*, making good about one knot in a general easterly direction still having difficulty with the tow, yawing 60 deg. either side of the course desired. About 15 45 a motor lifeboat from the *American Ranger* reached the *American Farmer* and made fast the *Elizabeth* in a calm sea. A number of men embarked in this boat and disembarked on the *Elizabeth*. It is assumed that they were members of the *Elizabeth's* crew.

"At 16 10 the crew of men manning the *American Farmer* let go the tow lines and got under way. After about half an hour the ship stayed on an easterly reading, making four to five knots and riding easily. Speed was increased gradually during the early evening and at 08 00 the following morning we determined that better than 7½ knots had been averaged since 20 00 the previous night. The tug *Salveonia* joined at 08 00 on the 5th and the *Perry* assisted the tug *Empire Mary* to locate the salvage group, which she joined at 15 30 on the 5th.

"The naval tug *Namsonia* dispatched by C-in-C. Plymouth was turned back on the authority of the master of the *American Ranger*. The *Perry* left the salvage group at 17 00 on the 5th, at which time they were making good (progress) about eight knots towards the Bristol Channel. We arrived to-day at Dartmouth one day later than scheduled."

STOCK EXCHANGE

Iron and Steels Again Active

A fair trade was arranged on the Stock Exchange yesterday, and usually the tone was cheerful. British Government stocks were quietly supported, and prices were usually 1-16 up where changed. Movements among home railway Ordinary stocks were in the upward direction, London Transport "C" improving ¾ to 56½, while gains of ¼ were shown in Midland to 27½ and Southern Preferred to 70½. Argentine railway junior issues were easier inclined.

Shipping issues were quieter, and prices fluctuated within narrow limits. The only quotable change was a fall of 3d. to 25s. 6d. in Coast 6 per cent. Preference, although Court were supported at around 35s.

Transactions in shipbuilding, iron, coal and steel shares were again on quite a good scale, although some profit taking was in evidence. There was a continuance of the demand for Vickers, which advanced another 1s. 4½d. to 27s. 4½d., while Beardmore rose 1s. to 30s., and gains of 3d. were shown in John Brown to 29s. 6d., Cammell Laird to 13s. and Harland & Wolff to 27s. 9d. Firth & John Brown improved 1s. 3d. to 47s. 6d., and similar movements were shown in Associated Coal & Wharf to 31s. 3d. and Wm. Cory to 99s. 4½d., while numerous other issues were 3d. to 3-32 up, the larger movement being shown in Dorman, Long Preferred to 46s. 3d., Clarke, Chapman dropped 1-32 to 62s. 6d. and Bolsover Colliery 1s. to 55s.

Business in commercial and industrial issues were moderately active, and with few exceptions movements were in favour of holders. Cable and Wireless Preference recovered ½ to 111. Imperial Tobacco at 7½ and British American at 6½ were each 1-32 up, while British Celanese were 9d. better at 36s. 3d. Gains of 6d. were shown in Boots to 63s. 6d., British Plaster Board to 35s., Distillers to 139s. 6d., Guinness to 160s. 6d., Pinchin Johnson to 43s., Turner & Newall to 90s., and Woolworth to 94s., but Rolls-Royce weakened 1-16 to 5 7-16.

Oils were steadier. Royal Dutch were quoted ¼ higher at 34½, while Shell rose 1-32 to 4 11-16. Anglo-Iranian a like amount to 5 and Trinidad Petroleum Development 1-16 to 4 29-32.

ARGENTINE EXPORT CONTROL

Possible Relaxation in Future

BUENOS AIRES, Wednesday
A hint that the highly complicated export system in Argentina may have to be eased is given in the current issue of the "Times of Argentina." At present, with the country high in the list of grain-producing countries, the Argentine Government is able to control all exports of wheat, corn and other agricultural produce. But with the world wheat situation improving, the "Times of Argentina" believes that the Government may no longer be in a position to maintain controls and at the same time keep markets throughout the world.

"With regard to future prices, indications are not wanting that quotations will not remain at their present levels for any considerable time," says the paper. "When the downward trend starts, Argentina may not find it easy to maintain the complicated economic system created in recent years, based largely on her privileged position as a major exporter of foodstuffs in a starved world. Of course, no radical change in the position is likely during the present year, since the increase in production will largely offset the fact that carry-overs are down to vanishing point, but it might be as well to consider the position that will arise in later years."—British United Press.

FRANCE'S 75 LIBERTY SHIPS

WASHINGTON, Wednesday
Members of the French Merchant Marine Mission, now in Washington, are anxious to finish this month the formalities concerned in the handing over of 75 United States Liberty ships. If this can be done, they say, the first 20 French crews will be able to go on board some of the ships and leave for France early next month. French engineers are now inspecting the 75 ships which the United States has agreed to hand over. Under the terms of the agreement, any ships which are found to be defective will be replaced. The French vessel *Athos II*, is expected in the United States at the end of this month with the first crews to take over the Liberty ships. Another ship with further crews is likely to follow during September.—British United Press.

MINESWEEPING IN NORWEGIAN WATERS

OSLO, Wednesday
Minesweeping in Norwegian waters will probably be completed by the end of autumn, according to a statement by the Norwegian Naval Command, but the danger of floating mines will continue for some time. About 60 German vessels manned by over 3000 Germans under the control of the Norwegian Navy, have carried out the sweeps in which 11,000 mines have been cleared. Over 15,000 floating mines have been made harmless, 929 of which were found to be dummies sown by the Germans to make sweeping difficult. In the Skagerrak 3600 mines were found to be non-explosive.—Reuter.

LLOYD'S LIST
Thur., Aug. 8, 1946

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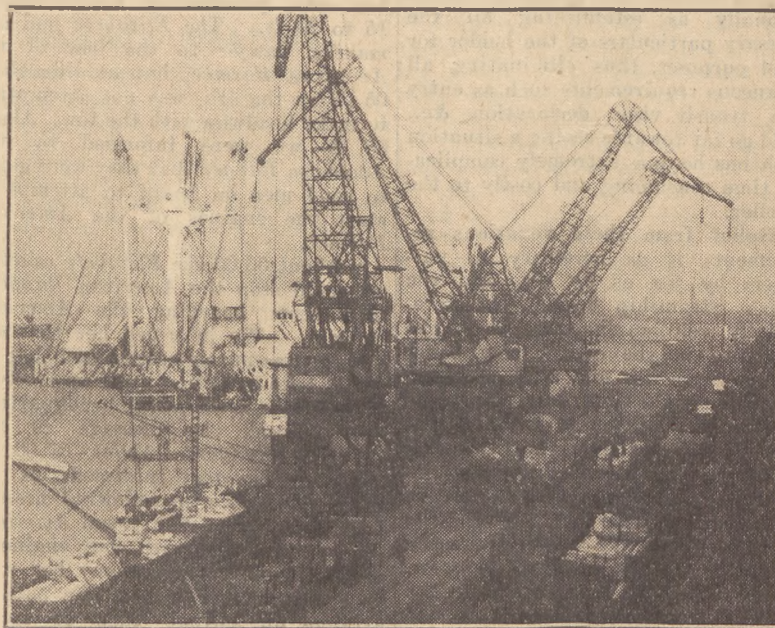
Tyne trade and industry in the first half of the year were encouraging. Coal and coke shipments were up 577,171 tons on the corresponding period of last year, merchandise exports showed an increase of 26,987 tons and shipbuilding output was higher by nearly 24,000 tons gross. These facts, combined with the rapid spread of new factories in the area, constituted a very cheering picture with which to survey prospects over the rest of the year. Coal is still an uncertain factor, however. While the volume cleared from the port continues to rise, it is still no more than about half the quantity dispatched eight years ago. Cargoes were very largely to coastwise destinations; but until coal output is substantially increased there is little likelihood of exports abroad being increased considerably.

The interval of about four months between the passing of the Coal Mines Nationalisation Bill and the taking over of the collieries will be devoted to the setting up of regional

a transformation. The incidence might create anxiety for what used to be the mainstay of the port's shipments. Tramp steamers from the river took coal and coke in years gone by to most parts of the globe and brought varied merchandise back. Absence of coal cargoes could not fail to be prejudicial to this class of shipping. Until shipowners can depend on adequate supplies of British coal, there need be no surprise at the steadily growing preference for diesel-engined and oil-fired ships.

New Industries

Many new manufacturing undertakings have already been established on the banks of the Tyne and in adjoining districts, and many more are likely to come, with predictions circulating that ultimately jobs will be available for about 100,000 men and women. If that forecast were to be verified then fears of unemployment at some future time would be dispelled. All this gradual



A vessel discharging at Sutherland Quay, Tyne Dock

organisations and other essential forms of administration. The change from private to State ownership of the pits marks the close of many years' agitation by the pitmen and their leaders. Conflicts in the industry about hours and wages have been interminable, with the labour side for ever contending that nationalisation is the only remedy to secure peace and smooth working. Well, the great experiment is to be made and time alone will reveal how it will work in actual practice.

Coal consumers of every description at home and those who used to export very large quantities of fuel are less concerned about the ownership of the raw material, perhaps, than they are about the amount of coal available and the price—output must be plentiful and cost to the user reasonable. The country has been assured by the Minister of Fuel that it will get all the coal required and that the price will be reasonable. Again, we shall have to wait and see.

Coal Output

It will be remembered that ordinarily the mines of the country yielded about 250 million tons a year some time before the last war; in 1945 the output had fallen to just under 170 million tons. More than a million men used to be employed in and about the mines, whereas to-day there are fewer than 700,000. Thus, if enough coal is to be obtained for home use and export there must be a substantial increase in manpower. The coal is to be got, but a big influx of fresh workers is needed to bring it to bank.

All sorts of suggestions have been made to raise output—modern schemes of apprenticeship, mechanisation on up-to-date lines, general reorganisation, better planning underground and the latest equipment. The Coal Board, therefore, has a huge task before it. Tyneside has satisfaction in the knowledge that the chairman, Lord Hyndley, has had long experience of the coal trade in the North-East and other parts of the country. Northumberland and Durham will follow the labours of the Board with intense interest.

Not many ordinary cargo vessels were ordered locally in the first half of the year. High cost of tonnage was deemed the deterrent. Oil-driven or oil-fired vessels predominated in the contracts. The oil trend has been increasingly noticeable and has been attributed to the fall in coal production. Unless more coal is produced Tyne trade in coal cargoes outward and in bunkers may undergo

unfolding and practical accomplishment of a much larger industrial Tyneside was not considered possible for private enterprise alone, and thus the State, conscious of long idle intervals in the past, has lent material assistance in getting factories started. Tyneside, with other comparable districts, was scheduled for Government help, and it is to be hoped that subsequent events will prove the wisdom of the step. State aid in like volume has not been previously attempted in this region, but a financial send-off in present circumstances may turn out to be just what was needed to give promoters of fresh industries that initial fillip calculated to bring permanent stability.

As I have shown, work is rapidly progressing with the erection and completion of new factories of a miscellaneous character, and in most instances new to the district. Sites are being occupied where fresh industrial life is calculated to prosper. An illustration in the latter connection is the Bede Trading Estate at East Jarrow, near the border line of the boroughs of Jarrow and South Shields, where at one time foundries, forges, barium works and chemical factories flourished. Land already negotiated for factory use is estimated to provide employment eventually for about 5000 persons. Taking a wide survey of developments now proceeding, it has been stated that in Northumberland, Durham and the North Riding of Yorkshire the value of the works licensed amounts to several million pounds.

The Tyne is one of the chief ship-repairing centres in the country and was therefore an invaluable national asset in the war years. A very large number of naval and merchant vessels arrived at the port for war damage repairs, and prompt attention and good dispatch were assured them. Officials and workmen rose to requirements, as was the case in the first world conflict, the aggregate of ships repaired and returned to service being astonishingly high. The war-time rush being over, a new and perhaps greater pressure is now put upon local graving dock facilities. As vessels are released by the Ministry of Transport they need reconditioning for resumption in their accustomed trades, and thus in regard to these craft owners' superintendents are very eager to get tankers, tramps and other classes of tonnage away with the least possible delay. The general position is accentuated by the

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RIVER TYNE

nation's urgent need of cargo space
in order to secure a renewal of its
export and import traffic. Acceler-
ation of repairs is in constant
request, and Tyne dry dock under-
takings are doing all they can to
cope with post-war needs.

Grain Trade

The Tyne's importance as a grain
importing and milling centre is
increasing. Among the early dis-
charging places was the grain ware-
house provided by Newcastle City
Corporation on Quayside. Subse-
quently the large flour mills of
the Co-operative Wholesale Society
were established up-river at
Dunston; then came the large
buildings of Spillers, Ltd., at St.
Lawrence, Newcastle. Added to
these big concerns for taking grain
cargoes there is to be established
on the Gateshead side of the Tyne a
kindred enterprise by Joseph Rank,
Ltd. This new mill has been esti-
mated to cost £500,000 and to cover
an area of 81,000 sq. ft. The pro-
ject has obtained the approval of
the Ministries interested, and it
may not be long before a start is
made with the superstructure and
plant, foundations for which were
in the preliminary stage in Sep-
tember, 1939, though further pro-
gress was held up by the war.

The realisation of a tunnel under
the Tyne, now within measurable
distance of time, may come to be
recorded as the greatest feat in
local civil engineering; it has been
in the realm of discussion for years.
The earliest site advocated was in
the harbour district, in the hope of
connecting North and South
Shields, and so open out fresh
traffic connections on the eastern
side of Northumberland and
Durham. The project afterwards
moved up-stream to mid-Tyne, to
link up Jarrow and Wallsend. The
former municipality was estab-
lished in 1875 and the latter in
1901, and thus new opportunities
of development are expected to be
in store for them.

On both sides of the river new
roads and other changes are in con-
templation. It is easy to imagine
the convenience that will be
afforded to north and south-bound
traffic, particularly of the long-
distance kind, in so far as it will be
able to by-pass Newcastle and avoid
the city's congestion and the
crossing of one or other of the high
level bridges.

Civic Boundaries

Tyneside's civic boundaries are
again attracting much public atten-
tion. A Royal Commission heard
evidence on the subject 10 years ago,
and two years later, in 1937, the
findings were issued. A Majority
Report advocated a Northumber-
land Regional Council and a
Minority Report recommended the
formation of a new county borough
with the suggested title of "New-
castle-on-Tyneside," a name that
did not impress the popular ear.
Tyneside at present embraces, in
addition to the city of Newcastle
as the chief centre of population
and commerce, several county
boroughs, two non-county boroughs,
and several urban district and
rural councils.

Civic changes do not take place
rapidly in the area. On the ques-
tion of civic boundaries and the
absorption of smaller authorities by
larger neighbours, the main
obstacle has ever been the determi-
nation to maintain local identities.
Schemes "to ensure the best
interests of local government in the
area" invariably arouse strong
opposition among those authorities
whose frontiers it is sought to
reduce or erase. They involve a
loss in local pride, and, more
important still, in rateable value.

Coincident with the aim of realis-
ing a picturesque Newcastle are
several years of concentrated effort
to establish new industries in and
near the city, in order that simul-
taneously with increasing municipal
and other administrative
growth there may be a contented
population, so far as regular
employment can attain so laudable
a condition of everyday life. New-
castle has known lengthy periods of
trade depression, as, indeed, has all
Tyneside and the North-East Coast,
hence the description but a few
years ago of "distressed area." It
is to be hoped that that dispiriting
epithet has been eliminated for
ever. To-day the nomenclature has
a more exhilarating ring, "de-
veloping area" — backed by
scientists, industrialists and skilled
artisans keen to show that what the
former stalwarts of heavy indus-
tries achieved can be emulated
to-day, not only in the staple
trades but in lighter modern forms

of production, and so render em-
ployment more diversified and
lasting than has hitherto been the
case.

Science and Industry

Nearly 10 years ago the Council
of King's College, Newcastle, a part
of Durham University, prepared a
special appeal to raise a large sum
of money for extensions to the
college buildings, rendered urgent
by a rapid increase in the number
of students. The war intervened
and the project was held up until
this year, when a fresh start became
possible with the reconstruction
scheme aiming at accommodation
for 3000 students, as compared with
1300 previously. A licence has now
been obtained for new buildings es-
timated to cost £200,000. This edu-
cational development has been
approved by the Ministry of Works
for a substantial increase in the
number of students in science, con-
sidered so necessary in an area
where industrial expansion is now
very pronounced. It is estimated
that with the new facilities to be
provided in the near future 40
honours degree students in
chemistry would be possible annu-
ally instead of about 15 at present,
and 150 first year students in
applied science, as against 27 in
1937. The licence granted covers
foundations and the chemistry part
of the building; other requirements
are to be reviewed in 1948.

Much progress is being made
at large works on Tyneside in
respect of training facilities for
apprentices, which will ensure a
steady flow of craftsmen. At
Elswick, Vickers-Armstrongs, Ltd.,
have established an engineering
school with a view to making light
and heavy industries increasingly
attractive as careers to the young
generation. Every year 100 boys
are to be given six months' instruc-
tion in the use of hand and machine
tools within a miniature factory
equipped with everything necessary
to teach a great variety of opera-
tions. In recent months much has
resulted to show the adaptability
of boys in machine craftsmanship
under concentrated expert guidance.
When there were none of these
special training schools, apprentices
usually absorbed knowledge of their
craft while serving with skilled
journeymen and will doubtless con-
tinue to do so, but with the supple-
mentary help afforded by a modern
training school. It may be that in
these advanced scientific days the
journeyman is more closely en-
grossed in immediate work responsi-
bilities than were the craftsmen of
earlier days, and thus the training
school has much value in the current
endeavours to raise the entire status
of craftsmanship.

TYNE TOPICS

Sir Amos Ayre

Further distinction lately came
to Sir Amos L. Ayre, this time from
the university in his native county.
At a Congregation of Durham
University the honorary degree of
D.Sc. was conferred upon him in
recognition of his services as
Director of Merchant Shipbuilding
and other notable work during the
war years. He is a member of an
old seafaring family, and was born
at South Shields in 1885. He served
an apprenticeship in shipbuilding
with Messrs. Wood, Skinner & Co.
on the Tyne, and at the age of 20
was awarded an Honours Medal in
Naval Architecture. He was placed
first in the 1905-6 United Kingdom
examinations in the subject. For a
good many years Sir Amos has been
a prominent figure in the ship-
building world. He was president
of the Shipbuilding Employers'
Federation in 1931, and in the New
Year Honours List of 1937 was
created Knight Bachelor. In con-
junction with his brother, Sir
Wilfrid Ayre, Sir Amos was instru-
mental in founding the Burntisland
Shipbuilding Company, Ltd., in
1919. Subsequently he became a
director and deputy chairman of
National Shipbuilders Security,
Ltd.

Retirements and Appointments

In my previous Tyne article I
alluded to the retirement from the
chairmanship of the North East
Electric Supply Company, Ltd.,
Newcastle, of Mr. Robert P. Sloan
after more than 40 years' service.
Since then further retirements of
well-known principal officials of the
company have been announced. On
Sept. 30 Lieut.-Colonel S. E.
Monkhouse will relinquish the po-
sition of managing director after 42
years' service, but will retain a seat

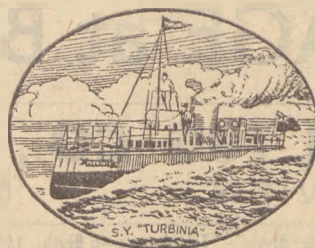
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Thursday, August 8, 1946 Page 5

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on the directorate. He is to be succeeded by Lieut.-Colonel E. H. E. Woodward, also a director. On June 30 the secretary of the company, Mr. H. E. Nelson retired; he also had been more than 40 years with the undertaking. The vacancy was filled by the appointment of Mr. J. E. Hayes. Viscount Ridley is the new chairman of the company in succession to Mr. Sloan.

Shipwrights' Leaders

The Ship Constructors' and Shipwrights' Association whose headquarters are in Newcastle, has had only three general secretaries in its long history, and each has proved a very efficient official. Lord Westwood resigned the position earlier this year and has been succeeded by the assistant general secretary, Mr. John Willocks, who was acting general secretary throughout the war. Lord Westwood succeeded the late Mr. Alexander Wilkie in 1929 and was created a baron in 1944 in recognition of his responsible services at the Admiralty in connection with shipbuilding and ship repairs. It was in 1877 that Mr. Wilkie, who hailed from the Clyde, was invited at Glasgow to build up a general organisation of shipwrights. The result was the United Kingdom Amalgamated Society of Shipwrights, and in 1881 the title became

Associated Shipwrights' Society, while later on the union became, as it is known to-day, the Ship Constructors' and Shipwrights' Association. The present secretary, Mr. Willocks, is president of the Confederation of Shipbuilding and Engineering Trade Unions.

Links with the Past

Business veterans on Newcastle Quayside come under public notice in batches; that is, when their active record in trade exceeds half a century and they are presented with the Commercial Exchange's commemorative parchment to mark the event. There are others who long since reached that stage and are still in attendance daily at their office. In one instance the record extends a long way back, and on July 10 this respected figure in shipping passed his 70th milestone in commerce and received the congratulations of many friends. He is Mr. J. W. Atkinson, managing director of Nielsen, Andersen & Co., Ltd., shipping agents. Mr. Atkinson commenced his career with a firm of shipbrokers, and entered the service of his present firm in 1886 as a chartering clerk. He rose to be managing director in 1920 and continues actively in that capacity at the age of 84.

MONEY MARKET

Assistance Necessary

In Lombard Street yesterday credit was again in short supply, due partly to calling in on the part of some of the banks and partly to the T.D.R. call. Consequently some borrowers of overnight loans had difficulty in satisfying their needs. Business in the discount market was quieter, and a little assistance from the special buyer was necessary. Foreign exchange rates remained at recent levels, and no further change occurred in silver prices.

REPORTS AND DIVIDENDS

NEW ZEALAND INSURANCE COMPANY, LTD.—The report for the year to May 31 states that the net revenue from fire, marine and accident premiums amounted to £2,398,939 (New Zealand currency), compared with £2,348,238 for the previous twelve months. The balance brought forward was £355,092 (£238,721). The surplus on the year's operations after making full provision for all ascertained losses, taxation and other appropriations, amounted to £225,553 (£284,267), and the income from interest and rents, less tax, was £175,691 (£172,104), making a total available of £644,836 (£695,092). The sum of £210,000 (265,000) has been transferred to investment fluctuation, exchange and contingencies reserve, and the dividend for the year is unchanged at 2s. 6d. per share, leaving to be carried forward £246,336.

JAMES HOWDEN & CO., LTD.—The profit for the year to Apr. 30, after providing for interest, depreciation, &c., was £180,554, against £181,332 for the previous twelve months. The directors recommend a dividend of 17½ per cent. (15 per cent.), less tax, on the Ordinary shares for the year.

COMMODITIES

GRAIN

LONDON (Baltic Exchange), Wednesday WHEAT.—There were no actual offers of Manitoba grades and prices remained nominally unchanged. Quotations: No. 1 Northern Manitoba for August shipment from St. Lawrence 174c, from West St. John/Halifax 175½c, from Baltimore or Philadelphia 178½c, and from New York 179½c, per bushel, f.o.b. No. 2 grade 3 cents less in each case. Australian Aug.-Sept. in bulk 71s. per 480 lb. f.o.b.

MAIZE.—Argentine again easier, Oct.-Nov. shipment from up-River quoted 78s., and from down-River 79s. 6d. per 480 lb. f.o.b.

LONDON (Mark Lane), Wednesday. Quiet conditions prevailed with offers of English grains on a small scale.

WHEAT.—Aug. fixed price of milling 65s. 3d., non-millable 51s. per 48 cwt. at farm. Merchants' sales 1s. 1½d. more in each case.

FLOUR.—National flour is at 40s. per 280 lb. net delivered, and imported at 41s. per 280 lb. gross delivered.

BARLEY.—Human consumption 81s. to 101s.; potentially millable 71s. to 101s.; feeding 58s. per 4 cwt. at farm.

OATS.—Maximum prices for Aug. milling old 48s. 9d.; new 48s. 9d.; feeding old 48s.; new 45s. per cwt. at farm. Merchants' sales 1s. more in each case.

OILS AND OILSEEDS

LONDON (Baltic Exchange), Wednesday OILS.—LINSSEED.—Raw 26s. 6d. CRUDE 25s. 6d. COTTON.—Crude 25s. 2s. 6d. CASTOR.—First 28s., second 28s. GROUNDNUT and SUNFLOWER.—Crude 25s. 10s. per ton.

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

OILSEEDS.—For shipment. CASTOR-SEED.—Bombay 24s. 10s. per ton. Other oilseeds and groundnuts are unquoted.

FOREIGN PRODUCE

LONDON (Mining Lane), Wednesday SPICES.—CLOVES.—Zanzibar spot 1s. per lb. sellers, c.i.f. Aug.-Sept. 9½d. (buyers' licence) afloat 10d. per lb. sellers.

PIMENTO.—Spot 1s. 2d. per lb. sellers.

CHILLIES.—Mombasa spot 15s. per cwt. sellers. MACE.—West Indian pale spot 5s. per lb. nominal.

JUTE.—Saisa 2-3 new crop Oct.-Nov. shipment 24s. 10s. per ton nominal.

SHELLAC.—Open market quotations inactive on the basis of 36½s. per cwt. sellers, 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 of strip, granulated and small lots; export £357 per ton, f.o.b. United Kingdom.

TINPLATES.—For home delivery 32s. 6d. basis I.C. 14 x 20 f.o.t. makers' works; export 38s. to 42s. basis f.o.b. South Wales. Uncoated plates 27s. a box.

COPPER.—Electrolytic and wire bars 284 per ton, delivered.

COPPER SULPHATE.—98/100 per cent. 23s. 10s. per ton (less 2 per cent.) in 2 cwt. bags (free), f.o.b.

ALUMINIUM.—Ingots and bars for home delivery 267 per ton, delivered.

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

TUNGSTEN ORE.—The official selling price stands at 70s. per unit, delivered works.

PLATINUM.—Refined now quoted at £20 per troy ounce.

NICKEL.—For home delivery £190 to £195 per ton, according to quantity.

PIG IRON.—No. 3 Cleveland 163s. per ton, delivered Middlesbrough area.

CONDITIONS AT DUNKIRK

PARIS, Wednesday. The port of Dunkirk will be officially opened to traffic this week-end, an official of the French Ministry of Transport said here yesterday. Although the port is being declared ready to receive ships to-day, the final decision allowing them to enter rests on a joint "all clear" announcement from the French Marine and the British Admiralty, by which ships will be assured of freedom from mines.—*Reuter.*

THE COAL TRADE

Special Market Reports

From Our Own Correspondents

CARDIFF

Demand for Welsh coals is active from all directions, but little new business can be done because of short supplies, and it will be well towards the end of next week before much improvement takes place. This month's smaller allocations of anthracite duff and coke breeze to some liberated countries have already been largely arranged. Foreign bunkering business is also quieter owing to the holidays, coke prices being advanced 1s. per ton from Aug. 1.

SWANSEA

Very little new trade in anthracites is possible as there are practically no stocks except, perhaps, banked duffs, and these are being rapidly reduced as fairly regular shipments are going to Continental ports. Prices show rather firmer tendencies for fresh wrought qualities, seeing potential outputs over the month are already earmarked for business in hand.

NEWCASTLE

Reduced output because of holidays has further accentuated the shortage of prompt supplies of all classes of coal and, particularly for that of bunkers, keen pressure is experienced by merchants and brokers for early supplies. There was a better turn-in after the week-end holiday at Northumberland and Durham pits than for a long time after such Bank holidays, partly because of the new holiday-with-pay agreement, dependent on a good turn-in.

HULL

Scarcity of every class of fuel is very pronounced and practically the full outputs are held in reserve for home purposes. Railways, gas and electricity undertakings claim first priority. Demand for bunkers is maintained. Cokes are well booked.

MERSEY

The Mersey bunker market continues with a steady demand, and supplies are very difficult to arrange. Several pits are on holiday and others, through labour stoppage, are not producing.

GLASGOW

Collieries are fulfilling their allocations fairly well. Any surpluses above allocations are readily absorbed as industrials are looking for additional tonnage. Stocking has the attention of authorities, but as outputs are at the moment and the demand consistently high, progress in this direction is slow.

WIRELESS REPORTS

American Farmer.—49 38 N, 11 28 W, Aug 6, 9 p.m.
Ariguani.—48 30 N, 27 00 W, Aug 6, 6 p.m.
Baronesa.—41 54 N, 09 42 W, Aug 6, 6 p.m.
Bassano.—58 24 N, 27 54 W, Aug 6, mid-night
Beaverburn.—50 06 N, 32 18 W, Aug 6, 6 p.m.
British Scout.—51 26 45 N, 04 41 45 W, Aug 5, 6 27 a.m.
Cairnavon.—50 06 N, 20 12 W, Aug 6, 6 p.m.
Cavila.—55 24 N, 38 00 W, Aug 6, mid-night
Caxton.—56 18 N, 30 00 W, Aug 6, 6 p.m.
Clan Chisholm.—56 12 N, 31 42 W, Aug 6, mid-night
El Gallo.—43 18 N, 34 12 W, Aug 6, 6 p.m.
Empire MacKendrick.—53 30 N, 28 00 W, Aug 6, mid-night
Empire Spearhead.—53 42 N, 02 36 E, Aug 6, 6 p.m.
Empire Tagralla.—45 12 N, 19 06 W, Aug 6, 6 p.m.
Fordsdale.—45 42 N, 28 00 W, Aug 6, 6 a.m.
Gella.—Bd Gothenburg, 19 00 N, 26 55 W, Jly 27, noon
Herefordshire.—45 54 N, 08 30 W, Aug 6, 6 p.m.
Hopear.—49 36 N, 19 48 W, Aug 6, 6 p.m.
Jamaica Producer.—37 18 N, 35 54 W, Aug 6, mid-night
James McHenry.—44 06 N, 08 42 W, Aug 5, 6 47 p.m.
Karlshamn.—Bd Stockholm, 43 45 N, 50 03 W, Jly 28, noon
Kittiwake.—51 22 N, 02 42 E, Aug 6, 10 5 p.m.
Langton Grange.—Abt. 300 m S of Cape Verde Is Aug 6, 11 30 a.m.
Lautaro.—48 12 N, 13 18 W, Aug 6, 6 p.m.
Losada.—49 54 N, 21 48 W, Aug 6, 6 p.m.
Malancha.—38 24 N, 21 42 W, Aug 6, mid-night
Malayan Prince.—51 18 N, 06 06 W, Aug 6, 6 p.m.
Mallard.—Bd Baltimore, 50 29 N, 38 18 W, Aug 2
Manchester City.—56 18 N, 29 42 W, Aug 6, 6 p.m.
Manchester Progress.—55 24 N, 08 42 W, Aug 6, noon
Marchdale.—Land's End, Aug 6, 9 24 p.m.
Markhor.—36 42 N, 08 18 W, Aug 6, mid-night
Marsdale.—39 54 N, 11 06 W, Aug 6, 6 p.m.
Navarchos Koundouriotis.—33 52 N, 60 10 W, Aug 6
Ocean Wanderer.—51 12 N, 10 36 W, Aug 6, 6 p.m.
Paparua.—40 30 N, 36 00 W, Aug 6, mid-night
Ragnhildsholm.—Aug 1, noon, bd Philadelphia
Regent Panther.—49 27 N, 10 42 W, Aug 6, 8 44 p.m.
Robert F. Hand.—43 42 N, 24 42 W, Aug 6, 6 p.m.
Samkansa.—38 30 N, 09 36 W, Aug 6, noon
San Felix.—42 06 N, 25 42 W, Aug 6, 6 p.m.
Sarpedon.—41 48 N, 10 54 W, Aug 6, 6 a.m.
Scandinavia.—Aug 2, bd Hampton Roads
Stancourt.—58 54 N, 08 48 W, Aug 6, noon
Stirling Castle.—46 36 N, 07 06 W, Aug 6, mid-night
Telemachus.—37 00 N, 08 30 W, Aug 6, 6 a.m.
Tidaholm.—Bd Havana, 180 m NW of Rockall Aug 1, noon
Townsend Harris.—48 55 N, 07 30 W, 9 p.m.
Vesgholm.—Bd Dalhousie, 161 m SSE of Nantucket Aug 1, noon

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OVERSEA MOVEMENTS: Latest Reports

UNITED KINGDOM

1	2	3	4	5
GRAVESEND AR Corona, Aug 6 Helsinki for Surrey Com Dk Fort Drew St John's (NF) for Surrey Com Dk Lulea for Northfleet Faro, Aug 7 for Bow Creek Saga, Aug 7 for Gothenburg Marcel Svanholm, Aug 7 Copenhagen for Mill- wall Dock Rijnstroom Amsterdam for Fennings' Wharf GRAVESEND SD Hel, Aug 6 Kirkcaldy Foreland, Aug 6 Lisbon Oranjespolder Rotterdam Godfrey B. Holt, Aug 7 Warri Corsica Kortenaar, Aug 7 THAMES HAVEN AR River Raisin, Aug 6 Aruba Baytown THAMES HAVEN CLD River Raisin, Aug 7 Houston Congonian, Aug 2 Burutu CORYTON SD Congonian, Aug 5 Bromborough Congonian, Aug 5 Lagos SOUTHERN Pd Up Sambre, Aug 6 Brinda SOUTHERN Pd Down Bernshorn, Aug 6 Hel Saphir Oranjespolder Corsica, Aug 7 Godfrey B. Holt ROCHESTER AR Saltness, Aug 3 SHEPHERNESS CLD Galscum, Jly 31 Ghent THE DOWNS Anch Hartbridge, Aug 6 Jan van Goyen Aleksandar I. Duke Victor, Aug 7 Joseph Weydemeyer Antioch Victory Oglethorpe Victory Robert S. Lovett Ensley City Thomas Pinckney THE DOWNS SD Yaka, Aug 6 Klipfontein NXQD Hartbridge Jan van Goyen Boissevain Valewood Yakutsk Aleksandar I. S. N. A. 8 "Margaret," Aug 7 Gaeta Antioch Victory Nivernais Beaverglen Ensley City, Aug 7 Duke Victor City of Alma Robert S. Lovett Oglethorpe Victory Eglsholm Mærsk Sylva Thomas Pinckney Joseph Weydemeyer DOVER SD Derwent River, Aug 6 DOVER Pd E Transic, Aug 6 Port de Bouc Caudebec Syria, Aug 7 Armathia	DOVER Pd W Fenja (aux), Aug 7 John M. Bozeman Monica, Aug 7 DUNGENESS Pd E Keizersgracht, Aug 6 Madaket, Aug 7 Phoenix Bradford Island British Virtue DUNGENESS Pd W Brage, Aug 6 Sofie Bakke Orion Foreland, Aug 7 Sirenes BEACHY HEAD Pd E Empire Puma, Aug 7 BEACHY HEAD Pd W Henry Baldwin, Aug 6 for Bordeaux Hudson (tug) (pres) Aug 7 Alexander Ramsey Tacoma Sutherland Samgara SHOREHAM AR Voorwaarts, Aug 3 Antwerp ST CATH'S PT Pd E Varand, Aug 7 ST CATH'S PT Pd W San Andres, Aug 6 Raia, Aug 6 Western Victory Baharistan NEEDLES Pd W Britamer, Aug 6 SOUTHAMPTON AR Arundel Castle, Aug 6 Calabar Sinking, Aug 7 Britannic, Aug 7 Uskside, Aug 7 for Caraque Chiswick, Aug 7 Stax Cape Alava Calbarien Beta Tenerife Trojan Star, Aug 7 Newport Marshall, Aug 7 Buenos Aires Clam Murray Glasgow Mayan Prince LIVERPOOL SD Lapping, Aug 6 Garston Ornel, Aug 6 Oporto Corrales Empire MacCallum Aug 7 Montreal CLYDE ANCHORAGE SD Sinking, Aug 6 Bavan GLASGOW AR Samconstant, Aug 6 Alexandria GLASGOW SD Sinking, Aug 6 China Clam Murray Calcutta Maiden, Aug 7 (trials) DUBLIN AR Cometa, Aug 3 Rio Janeiro Peneston, Aug 5 La Pallace HARTLAND PT Pd In Empire Celia, Aug 7 AVONMOUTH AR Graiglas, Aug 6 Parrsboro Pacific Exporter New York Carlton, Aug 7 AVONMOUTH SD Sangallion, Aug 7 NEWPORT SD Trojan Star, Aug 6 Australia BARRY SD Victoria County, Aug 7 Halifax	BARRY IS Pd Down Whiteshell Park, Aug 6 Trojan Star PORT TALBOT SD Glanowen, Aug 7 Santander SWANSEA AR Viking, Aug 7 Bideford SWANSEA SD Lanahrone, Aug 6 Bayonne F. J. Wolfe, Aug 7 Aruba Anch MUMBLES AR Karmas, Aug 7 MUMBLES Pd Out Lanahrone, Aug 6 SKERRIES PD City of Durban, Aug 2 EASTHAM AR Starckenborgh, Aug 6 Rotterdam Benjamin Sherburn Mo Manchester Progress, Aug 7 Montreal ELLESMEERE PT AR Sonja, Aug 6 Manchester STANLOW AR Heron, Aug 6 Curacao Cessat, Aug 7 Luce INCE SD Tselfat, Aug 7 Stanlow BARTON AR Evita, Aug 6 Beaumont MANCHESTER AR Flora, Aug 6 Sundsvall MANCHESTER SD Sonja, Aug 6 Fineidet CARSTON AR Lapwing, Aug 6 Liverpool LIVERPOOL AR New Brooklyn, Aug 6 Calabar Sinking, Aug 7 Britannic, Aug 7 Uskside, Aug 7 for Caraque Chiswick, Aug 7 Stax Cape Alava Calbarien Beta Tenerife Trojan Star, Aug 7 Newport Marshall, Aug 7 Buenos Aires Clam Murray Glasgow Mayan Prince LIVERPOOL SD Lapping, Aug 6 Garston Ornel, Aug 6 Oporto Corrales Empire MacCallum Aug 7 Montreal CLYDE ANCHORAGE SD Sinking, Aug 6 Bavan GLASGOW AR Samconstant, Aug 6 Alexandria GLASGOW SD Sinking, Aug 6 China Clam Murray Calcutta Maiden, Aug 7 (trials) DUBLIN AR Cometa, Aug 3 Rio Janeiro Peneston, Aug 5 La Pallace HARTLAND PT Pd In Empire Celia, Aug 7 AVONMOUTH AR Graiglas, Aug 6 Parrsboro Pacific Exporter New York Carlton, Aug 7 AVONMOUTH SD Sangallion, Aug 7 NEWPORT SD Trojan Star, Aug 6 Australia BARRY SD Victoria County, Aug 7 Halifax	STORNOWAY SD Serigi, Aug 4 R. Janeiro DUNNET HEAD Pd E Rydboholm, Aug 6 Abraham Baldwin Aug 7 Occidental Victory DUNNET HEAD Pd W Sinus, Aug 6 Nordkyn Cairnvalona, Aug 7 LERWICK SD Prias Bernhard, Aug 6 Grimsby ABERDEEN AR The report of the arrival of the Midland on Aug 6 was erroneous Zuidland, Aug 6 Antwerp ABERDEEN SD Heemskerk, Aug 6 Grangemouth GRANGEMOUTH AR Empire Osborn, Aug 6 Marjyluoto Aug 7 Grangemouth Hebe, Aug 7 Aarhus Varing Lysekil Norma Stockholm LEITH AR Reykjavoss, Aug 5 Aarhus Hebe, Aug 6 Aarhus Barjama Faresos BLTYH SD Vestria, Aug 6 Rouen TYNE SD Castor, Aug 6 Stavanger Freden St. Louis (Rhne) Natiauna Key West (f.o.) Transport, Aug 7 Oslo SUNDERLAND AR Zeemeeuw, Aug 6 Tees SUNDERLAND SD Ganesella (new), Aug 7 Tyne MIDDLESBRO AR Bohus, Aug 4 Oxelesund FLAMBOURD HD Pd S Spero (pres), Aug 7 SPURN HEAD Anch Off Empire Rapier, Aug 7 Montezuma Castle SPURN HEAD Pd In Sassen, Aug 6 SPURN HEAD Pd Out Tore Jarl, Aug 6 HULL AR Consuelo, Aug 7 New York Empire Rapier Cuxhaven HULL SD Empire Cutlass, Aug 7 Cuxhaven GOOLE SD Mr. Harm Smeenge, Aug 7 London IMMINGHAM AR Moses Gay, Aug 4 Toppila Demeterton Rotterdam Fort Nipigon IMMINGHAM SD Jenny, Aug 3 Stromstad Blekinge CRIMSBY SD Leoville, Aug 6 Dieppe GRIMSBY SD Tore Jarl, Aug 6 Barcelona Rota GT YARMOUTH SD Jaba, Aug 5 Dordrecht IPSWICH SD Aldo, Aug 4 Delfzyl HARWICH AR Kronprins Frederik Oranje Nassau, Aug 6 BRIGHTINGSEA AR Weltevreden VII, Aug 3 Fur	ARCTIC SEA TO USHANT ONEGA SD Hertha, Jly 31 ALTA AR Vesla, prev Aug 4 NARVIK AR Ferroland, Aug 6 Antwerp KARLSHAMN AR Omsk, Aug 2 Szczecin Margrete, Aug 3 Ostrand KARLSHAMN SD Karsuando, Aug 5 Ventspils Marek, Aug 3 Rdam RONNEBY AR Wormo, Aug 2 Hernosand RONNEBY SD Norrby, Aug 2 Gothenburg VISBY SD Vagus, Aug 2 Gdynia Orion (aux), Aug 3 OXELOSUND AR Dania, Aug 2 Aahenra Garmu, Aug 3 Rdam Vind, Aug 3 Middlesbrough OXELOSUND SD Dania, Aug 3 Newport STOCKHOLM AR Frey, Aug 4 Malmø STOCKHOLM SD Bore, Aug 4 Hernosand Regin (Sw), Aug 4 Helsinki GEFLE SD Bilrost (747), Jly 29 Dieppe SUNDVALL AR Grim, Aug 4 Gefle HERNOSAND AR Inu, Aug 2 Gdynia Adolf Bratt Birkenhead Nord, Aug 5 Gdynia Magdalena Stockholm HERNOSAND SD Ingaro, Aug 3 UK Tvee Gebroeders, Aug 5 Ostend LULEA AR Svend Pii, Aug 3 Copenhagen Storo Wasaborg Wandia, Aug 4 Gdynia Helfrid Sundaevall Sixten, Aug 5 Gefle LULEA SD Lilly, Aug 3 Gdansk/Gdynia Mona Gdansk/Gdynia Mira (Sw) Rex Gdansk/Gdynia KRISTINESTAD AR Samuel Very, prev Aug 7 GDANSK AR Ask (Sw), Jly 31 Trelleborg North Down, Aug 4 Belfast GDANSK SD North Down, Aug 5 GDYNIA SD Gleno, Aug 6 Finland KIEL SD Kalev, Aug 3 for Sweden Berns for Copenhagen Norma for Helsinki Libra for Aalborg KONG SIGURD for Oslo Rota (595) for Stockholm KIEL CANAL PD Crackshot, Aug 2 for Jacobstad Skagen, Aug 2 for Wesermunde Supremity for Hamburg Nedjan for Gothenburg S. 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Tucker Lestriss Anglia Argentina Ellensborg, Aug 7 Earham Victory ELNOR Pd S Pionia, Aug 6 Nordost Hermund "Dollan" Skogaland Samaye, Aug 6 Kotka, Aug 7 Mongolia Lena Dan Hjalmar Wessel Fano Mount Whitney Birte KALUNDBORG SD Nordkyn, Aug 4 Bitmore NAESTVED SD Thyra, Aug 2 Sikea Venern Kristinehamn Tora Elise, Aug 4 Gdansk Jgsk, Aug 4 Bonaes

6	7	8
HELSINGBORG SD Rane, Aug 3 Lidskrona Glitt, Aug 5 Landskrona HELSINGBORG Pd N Helle, Aug 3 "S. A. Levanewsky" (Ru) Britta Christensen Varna Kilbidin (Ru), Aug 4 Vesta HELSINGBORG Pd S Falken (Sw), Aug 3 Gunny Leo Herma Gorthon, Aug 4 Petrola (Da) Iberia Garonne Jutland MALMO SD Gullborg, Aug 3 Stockholm Falken (Sw) (224), Aug 5 Copenhagen Sigfors Gothenburg KARLSHAMN AR Omsk, Aug 2 Szczecin Margrete, Aug 3 Ostrand KARLSHAMN SD Karsuando, Aug 5 Ventspils Marek, Aug 3 Rdam RONNEBY AR Wormo, Aug 2 Hernosand RONNEBY SD Norrby, Aug 2 Gothenburg VISBY SD Vagus, Aug 2 Gdynia Orion (aux), Aug 3 OXELOSUND AR Dania, Aug 2 Aahenra Garmu, Aug 3 Rdam Vind, Aug 3 Middlesbrough OXELOSUND SD Dania, Aug 3 Newport STOCKHOLM AR Frey, Aug 4 Malmø STOCKHOLM SD Bore, Aug 4 Hernosand Regin (Sw), Aug 4 Helsinki GEFLE SD Bilrost (747), Jly 29 Dieppe SUNDVALL AR Grim, Aug 4 Gefle HERNOSAND AR Inu, Aug 2 Gdynia Adolf Bratt Birkenhead Nord, Aug 5 Gdynia Magdalena Stockholm HERNOSAND SD Ingaro, Aug 3 UK Tvee Gebroeders, Aug 5 Ostend LULEA AR Svend Pii, Aug 3 Copenhagen Storo Wasaborg Wandia, Aug 4 Gdynia Helfrid Sundaevall Sixten, Aug 5 Gefle LULEA SD Lilly, Aug 3 Gdansk/Gdynia Mona Gdansk/Gdynia Mira (Sw) Rex Gdansk/Gdynia KRISTINESTAD AR Samuel Very, prev Aug 7 GDANSK AR Ask (Sw), Jly 31 Trelleborg North Down, Aug 4 Belfast GDANSK SD North Down, Aug 5 GDYNIA SD Gleno, Aug 6 Finland KIEL SD Kalev, Aug 3 for Sweden Berns for Copenhagen Norma for Helsinki Libra for Aalborg KONG SIGURD for Oslo Rota (595) for Stockholm KIEL CANAL PD Crackshot, Aug 2 for Jacobstad Skagen, Aug 2 for Wesermunde Supremity for Hamburg Nedjan for Gothenburg S. N. A. 8 for Gdansk Don for Copenhagen Elt Basin for Gdynia William W. Seaton Alstern for Norrkoping Jeverland for Russia Wolanda for Helsinki Woodstock Victory for Gdansk Kaste, Aug 3 for Wismar Tor for Stockholm Wegro for Hirtshals Gainesville Victory for Gdansk Ponza for Flushing Borelli for Amsterdam Zwaantien for Holland Parma for Ghent Deo Duce, Aug 4 for Amsterdam Karen Toff for Hamburg COPENHAGEN AR Hroar, Aug 5 Newcastle Iris (Du) Amsterdam Grannes Kyndby Arcturus Helsinki Pionia, Aug 6 Antwerp COPENHAGEN SD Bems, Aug 5 Hamburg Scandia, Aug 6 Gdynia Iris (Du) Halmstad Olwe Nykobing (Mors) Tunis Elsinore ELNOR Pd N Falken, Aug 5 Regin Helen Ivan Kondrup Iris, Aug 6 Andrew Stevenson Knoll Erindring Jakob Mærsk Vingo North Down, Aug 6 Henry St. G. Tucker Lestriss Anglia Argentina Ellensborg, Aug 7 Earham Victory ELNOR Pd S Pionia, Aug 6 Nordost Hermund "Dollan" Skogaland Samaye, Aug 6 Kotka, Aug 7 Mongolia Lena Dan Hjalmar Wessel Fano Mount Whitney Birte KALUNDBORG SD Nordkyn, Aug 4 Bitmore NAESTVED SD Thyra, Aug 2 Sikea Venern Kristinehamn Tora Elise, Aug 4 Gdansk Jgsk, Aug 4 Bonaes	NYBORG AR Akerhus, Aug 4 Menstad NYBORG SD Ezzo Nyborg, Aug 5 Aalborg ODENSE SD Linda Clausen, Aug 4 Leningrad Iberia Norrkoping AARHUS AR Joseph C. Lincoln, Aug 4 Baltimore Drammen Trio AARHUS SD Hebe (Da), Aug 4 Leith RANDERS SD Silkeborg, Aug 2 Lulea FREDERIKSHAVN SD Malmø, Aug 5 Tyne ESBJERG AR Tyr, Aug 5 Harwich ESBJERG SD Vida, Aug 4 Moss Parkerton, Aug 5 Harwich Carl Clausen Havre Jura Emnden Grada CUXHAVEN AR Empire Rapier, Aug 5 Hull BREMERHAVEN AR Joseph V. Connolly Aug 4 Shanghai Marine Robin Shanghai BREMERHAVEN SD Zebulon B. Vance, Aug 4 Southampton FARGE AR Quaker Hill, Aug 4 Houston DELZYL AR Alk, Aug 6 (presumed put back) Tempo, Aug 6 Ornskoldsvik Maas (tug) Leuehaven, Aug 7 Antwerp DELZYL SD Ali, Aug 5 Bandholm Seta London Deo Gloria London Roerdamp, Aug 6 Emden Maas (tug), Aug 7 The Helder (towing a wreck) YMUUDEN AR Gefion, Aug 5 Stockholm Ebro (tug) Southampton (with tow) Friesland Duce Jupiter Fidia Stockholm Västria Gothenburg Västria, Aug 6 YMUUDEN SD Magietha, Aug 5 Rdam Krijka Lau Emden Ebro (tug) Maassluis Rotterdam Agneta Emden FLUSHING AR Mudo, Aug 3 FLUSHING PD Caring, Aug 3 for Oslo Noordkaap Suorva Zuidland for Gdansk Ardenes Bromma for Oslo Brava I. for Lisbon Vega for Stockholm Ahus for Malmø ANTWERP AR Beeky, Aug 6 Sfax Aslog Norrkoping Kuvi Rotterdam Kaap Falga Akademik Krilov Henri Gerlinger Casablanca Rene Paul, Aug 7 Goolie Loire Lisbon ANTWERP SD Hoken, Aug 6 Gothenburg Malmø Burgundia Gothenburg Nuolia Narvik Jannette Ghent Boom Francine Boom Barry Kora Eitrichem Derryclare, Aug 7 Trieste Uruguay Copenhagen DIEMPE AR Ems, Jly 30 Rotterdam DIEMPE SD Ems, Jly 31 Copenhagen HAYRE AR Divina, Aug 4 Ronen Irwin Russell, Aug 5 Houston John C. Breckinridge Santos Edward N. Hinton, Aug 6 Montevideo Dunkerque Algiers Samuel D. Ingham, Aug 7 Philadelphia HAYRE SD Albert Park, Aug 5 Philadelphia Washington New York Rosedale Park, Aug 6 Montreal Tillie Lykes Nw Orleans Dunkerque Rouen Japos, Aug 7 Middlesbrough William A. Graham New York ROUEN AR Philip P. Barbour, Aug 6 Dunkerque ROUEN SD Port de Bouc, Aug 5 Selaete Gdansk Caudebec Grashin (Fr), Aug 6 Antwerp La Salle Park Montreal Nivernais London John Martin Miller New York CHERBOURG AR Compiegne, Jly 29 BREST TO CARAMINAL POINT NANTES SD Ze Manel, Aug 6 Casablanca BORDEAUX AR Corncrake, Jly 31 London Zane Grey, Aug 2 La Pallice Portsmouth Caid Kebir Casablanca BORDEAUX SD Albert K. Smiley, Jly 31 New York Maurienne, Aug 2 Casablanca Cyprus Adler New York Cap Tourane, Aug 3 Casablanca Marrakech Casablanca Sefrik, Aug 4 Setubal BOYONNE AR Assaroe, Jly 31 Dublin BILBAO AR Naranco, Jly 31 Aviles Marques de Urquijo San Esteban Alava, Aug 7 San Esteban	BILBAO SD Soton, Jly 30 Gijon Romeu, Jly 31 Gijon SANTANDER AR Aragon, Aug 3 Corunna SANTANDER SD Aragon, Aug 3 Pasajes CORUNNA AR Monte Banderas, Jly 26 Gijon Cabo Sacratif, Jly 30 Villagarcia Castillo Moncada Almeria Monte Bizcargui, Aug 2 Villagarcia Serantes, Aug 6 Bahia Blanca CORUNNA SD Monte Banderas, Jly 29 Villagarcia Cabo Sacratif, Aug 1 Ferrol Castillo Moncada Pasajes Aragon Santander Castillo Mombeltran, Aug 2 Villagarcia VILLAGARCIA AR Monte Banderas, Jly 30 Pasajes VILLAGARCIA SD Monte Banderas, Jly 30 Seville VIGO SD Escalona, Jly 31 Cadiz LEIXOES SD Cambouhas, Aug 5 Gibraltar OPORTO AR Mjnlner, Aug 5 Antwerp Mr. Linthorst Homan Antwerp OPORTO SD Linda Dan, Aug 5 Lisbon LISBON AR Sao Macario, Aug 3 Casablanca Corvo Azores Josina Leixoes Frida (aux) Dartmouth Assaroe, Aug 4 Bayonne Rudolph Kaufmann, Aug 7 (put in) LISBON CLD Sylva (aux) (Sw), Aug 4 Antwerp Cornead Huelva Josina Philadelphia Leixoes LISBON SD Gurgulho, Aug 3 Funchal Ulla San Esteban Oporto Boissevain Amsterdam Joao Jose Primeiro Oporto Nato Rotterdam Africa Occidental, Aug 6 Guinea Josina Philadelphia HUELVA AR Garonne, Aug 4 Algiers HUELVA SD Chera, Aug 3 Hamburg Garonne, Aug 5 Antwerp SEVILLE AR Pinzon, Aug 6 CADIZ AR Genoveva F., Jly 31 Gijon Santirso, Aug 1 Seville Isla de Tenerife Canary Is Sac 8 Aviles Escalona, Aug 2 Vigo Empire Ure, Aug 3 Garston CADIZ SD Sil, Jly 31 Canary Is Cabo Corona Huelva Castillo Rianza, Aug 1 Ferrol Cabo Carvoeiro Ceuta Samtrusty, Aug 5 Dakar Explorer New York

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SHIPS IN PORT

LLOYD'S LIST Page
Thur., Aug. 8, 1946 9

(Continued on page 12)

MARINE CASUALTIES

ALEX VAN OPSTAL.—Antwerp, Aug. 5.—According to a protest by the master, Belgian motor vessel Alex van Opstal, Matadi for Antwerp, had to reduce speed after leaving Teneriffe on July 27 owing to engine trouble caused by a fire in the scavenger belt.

ALGIC.—Cape Town, July 31.—American steamer Algic put in here to-day with windlass, damage and steering engine defective. Steering engine is being dismantled to examine crankshaft. (See issue of Aug. 1.)

—Cape Town, Aug. 6.—Steamer Algic left Table Bay on Aug. 5 for Trinidad.

AMERICAN FARMER.—London, Aug. 7.—The London office of the owners of steamer American Farmer state that a radio message from steamer American Ranger sent yesterday gave the vessel's position at 9 p.m. as lat. 49 38 N., long. 11 28 W., steering 87 degrees at eight knots, two hours and twenty minutes from arrival at Falmouth 4 a.m. tomorrow (Aug. 8). (See issue of Aug. 7.)

—London, Aug. 7.—The following statement from Commander C. J. Van Arsdale, commanding officer of the destroyer Perry, was issued by United States Naval Headquarters to-day: "When we arrived at the steamer American Farmer daybreak on Aug. 4 steamer Elizabeth had one towline to the vessel and steamer American Ranger was standing by. The American Farmer was flying the British flag. During the morning the Elizabeth put out a second towline. The American Ranger, acting on orders from the United States Lines, continued to make preparations to bring the damaged ship to port under her own power, against the wishes of the master of the Elizabeth. The Perry took no action to aid either party since her mission was purely rescue, and her services were not required. The Elizabeth made no headway with the tow from our arrival until about 3 p.m. on Aug. 4, at which time, with four lines to the stern of the American Farmer, she commenced towing at about one knot. At this time the American Farmer was ready to proceed under her own power. A crew from the American Ranger on board the American Farmer cast off the towlines and got under way at about 4 p.m. under their power. At no time did we see any violence nor was any reported to us."

ARROGANT.—See "Missing Vessel."

BARON MACLAY.—Newcastle, N.S.W., June 21.—An accident involving steamers Baron MacLAY and BARWON occurred at this port while the Baron MacLAY was berthed at No. 1 Silo Berth and the BARWON was moving from Silo Wharf to coal cranes.

BARWON.—See Baron MacLAY.

BEN F. DIXON.—London, Aug. 7.—In reply to inquiry, Lloyd's Agents at Rio Grande write under date of July 23: American steamer Ben F. Dixon, which was reported adrift off Rio Grande on June 28, lost her propeller and had rudder jammed. It was considered impracticable to tow her to this port and arrangements were made to tow her to Buenos Aires. (See issue of July 18.)

—Montevideo, Aug. 6.—Steamer Ben F. Dixon: New propeller has been fitted and certificate of seaworthiness issued.

BERNICIA.—Civitavecchia, Aug. 2.—Swedish steamer Bernicia was surveyed here on Aug. 1 to ascertain damage state to have been caused by collision with ship with unknown vessel on night of July 31. Hull plating on port side above water was found to be slightly damaged and several rivets broken or slack. Repairs were deferred until the vessel returns to Gothenburg. (See issue of Aug. 5.)

BOBLEE (yacht).—Nanaimo, B.C., July 23.—Forty-foot cruiser Boblee, owned by Dr. S. S. Thordson, of Tacoma, has been destroyed by explosion; value \$30,000.—"The Journal of Commerce," New York.

BRADFORD ISLAND.—Dover, Aug. 7.—American turbo-electric tanker Bradford Island (Aruba for Bremen) put into The Downs for routing at 1 50 p.m. to-day and vessel is thought to be aground off Walmer. Deal boatmen are on board vessel and Naval Control vessel states that vessel is aground.

—Dover, Aug. 7.—Turbo-electric tanker Bradford Island refloated under her own power at 3 30 p.m.

BURGUNDIA.—Antwerp, Aug. 5.—According to a protest by the master, Swedish steamer Burgundia experienced heavy weather on the voyage from Gothenburg. On July 31 the vessel was forced to heave to on account of heavy seas, tarpaulins and deck fittings being damaged.

CACAPON.—Bahrein, June 1.—American tank steamer Cacapon left here on May 30 for Philippine Islands. (See issue of May 11.)

CARL.—See Glory (aux.).

CHRISTER SALEN.—Shanghai, July 20.—When coming alongside the Cathay Oil Company's wharf here on June 23 Swedish motor vessel Christer Salen struck the wharf and caused a considerable amount of damage, the lowest tender for repairs being about £4000.

CHUB.—Cape Town, Aug. 1.—According to the local Press, a Court of Inquiry investigating the loss of the 150-ton motor vessel Chub near Cape St. Martin on Nov. 2, 1945, has suspended the master's certificate for 12 months. The Chub left Port Nolloth on Nov. 1 for this port with a cargo of empty petrol drums and ran aground on Nov. 2 in foggy weather, her bottom being ripped open. She was abandoned by her crew, who landed in the ship's lifeboats. The master stated that he was steering by dead reckoning, as there were no navigation instruments or pilot books on board. (See issue of Nov. 5.)

CITY OF DURBAN.—Gibraltar, Aug. 7.—British steamer City of Durban passed here to-day, bound east. (See issue of Aug. 2.)

CITY OF SYDNEY.—Brisbane, Aug. 7.—British steamer City of Sydney (Mut. for Adelaide), when approaching Cape Moreton on the morning of Aug. 6, lost port anchor and 120 fathoms of cable in 11 fathoms of water, owing to sudden fog compelling use of same. Agents are endeavouring to arrange attempt to salvage.

COWRIE.—London, Aug. 7.—The owners of the motor tanker Cowrie have received the following wireless message from the master dated Aug. 2: Cowrie towed 22 miles to Shatt el Arab pilot station, delayed three days, due to water shortage in both boilers. All tubes expanded, steam raised; no damage apparent; proceeding to Aden. (See issue of Aug. 2.)

DAR POMORZA (aux.).—Southampton, Aug. 7.—The Polish training ship Dar Pomorza arrived here to-day. (See issue of Aug. 6.)

EL MIRLO.—Liverpool, Aug. 7.—Motor tanker El Mirlo left Point Lynas anchor- age at 3 p.m. to-day, bound inwards. (See issue of Aug. 6.)

ELAKOON (aux.).—Stavanger, Aug. 6.—Finnish wooden motor vessel Elakoon, Thamshavn for Mantyloto, cargo pyrites, has put in here owing to engine damage. Vessel is renewing thrust bearing and adjusting screw shaft.

EMPIRE BOUNTY.—London, Aug. 7.—The owners of the tank steamer Empire Bounty state that the vessel, which arrived at Colombo on June 22 on a voyage from Abadan for Singapore, has been delayed for machinery repairs, but is expected to proceed on Aug. 10.

EMPIRE NORSE.—Buenos Aires, July 31.—While tank steamer Empire Norse was supplying bunker fuel oil to oil refinery SOUTHERN VENTURER in the Antarctic whaling grounds on Feb. 13, heavy weather and consequent swell caused the vessels to range against each other and pound on thick ice in the vicinity. The Empire Norse later sustained considerable damage to hull plating while navigating through the ice and Nos. 2, 5, 6 and 7 cargo tanks, fore deep tanks and forehold were found to be leaking. Vessel proceeded to South Georgia, where hull plating was found to be holed in way of No. 2 main cargo tank. While moored in Leith Harbour, South Georgia, on Mar. 3, moorings parted during a gale, causing damage to deck fittings and vessel proceeded to Buenos Aires, where she was surveyed afloat and in dry dock on Mar. 13. Permanent repairs recommended in connection with ranging and ice damage entail renewal of 24 plates, 38 remove, fair and refit, 69 fair in place, and work on internals in way. Owing to lack of dock facilities here it was decided that vessel should proceed to United Kingdom, in ballast, with greater part of this damage unrepaired. Some temporary repairs were effected and hull, pump-room and fore-peak tank cleaned at a cost of 39,429.91 pesos, Argentine paper. Repairs to deck fittings entailed fitting of new fairlead, renewal or repair of rails and stanchions, and renewal of buckled tank air pipe, which were effected at a cost of 6,006.94 pesos, Argentine paper. (See issues of Mar. 25 and May 1.)

EMPIRE SCOTT.—Durban, Aug. 1.—Steamer Empire Scott was surveyed afloat at Port Natal on July 30 in consequence of damage stated to have been sustained through an explosion on July 29. The cause of the explosion is unknown, but appears to have taken place in the vicinity of the domestic refrigerator, damaging saloon fittings, insulation, crockery, &c. No structural damage appeared to have been sustained, and temporary repairs are being effected by ship's carpenter. After the explosion there was a strong smell of methyl chloride near the refrigerator but the chief engineer reports that the refrigerator is in good working order. (See issue of July 31.)

FAIRWEATHER.—Peterhead, Aug. 7.—Drifter Fairweather, PD 603, sunk in Peterhead harbour; hull holed by striking South Pier, Peterhead, on Aug. 6. —Peterhead, Aug. 7.—According to the skipper's statement drifter Fairweather struck a submerged object at 4 p.m. yesterday six feet from quay when proceeding to fishing grounds. Vessel holed in fish hold four feet under water. Salvage hopeful when tide more favourable, about a week from now.

—Glasgow, Aug. 7.—The herring drifter Fairweather sank yesterday afternoon within half an hour of striking the south pier of the harbour entrance at Peterhead. The ship's engineer and fireman kept the engines turning while the skipper was manoeuvring the vessel astern through the three harbour basins to the slipway. The vessel, however, was making water fast, and all efforts to get her on to the slipway had to be abandoned. The fire engine arrived too late to pump out the vessel, which sank alongside the jetty. It is understood the steering gear jammed as the vessel was steaming clear of the harbour entrance, and the engines, put astern to stop her headway, brought her quarter up against the pier. Damage to the vessel has not yet been ascertained.—"The Glasgow Herald."

FORT ROMAINE.—London, Aug. 7.—The owners of the steamer Fort Romaine, Kossor, for Australia, have received the following message from the master: Experienced adverse weather, average speed 7.2 knots from Aden. Consider bunkers on board inadequate for remainder of voyage; deviating to Colombo to replenish. (Note.—Fort Romaine arrived at Colombo on Aug. 5.)

GERASSIMOS VERGOTTIS.—Rouen, Aug. 6.—Steamer Gerassimos Vergottis: All leakage stopped to-day, No. 3 hold dry. Discharge into lighters continuing but it is hoped that vessel will proceed to discharge berth to-morrow.—Lloyd's Agent per Salvage Association. (See issue of Aug. 7.)

GLORY (aux.).—Copenhagen, Aug. 7.—Following received from Lyngby Radio: Danish steamer GLORY, Copenhagen for Bornholm with passengers and general cargo, has been in collision off the south coast of Sweden with Danish motor vessel GLORY, which sank; crew saved. CARL was undamaged.

—Malmö, Aug. 7.—Danish galeas Glory sunk off Trelleborg after collision. Name of colliding vessel unknown.

HOMESTEAD.—Jacksonville, Aug. 7.—Turbo-electric tanker Homestead is still burning; three men missing. (See issue of Aug. 7.)

INDIANA.—Antwerp, Aug. 5.—French steamer Indiana reported that when leaving Philadelphia and going astern along side Pier 96 assisted by tugs, she dragged along the bottom for a distance of about 100 metres and mud got into the main condenser.—"Lloyd Anversois."

KELLIA.—London, Aug. 6.—The owners of the British motor tanker Kellia (Gibraltar for Bahrein) report that the vessel, which arrived at Port Said on Aug. 3, will be delayed there three or four days for engine and refrigerator repairs.

KENNERLEYA.—London, Aug. 6.—The owners of the British tank steamer Kennerleya, Ras Tanura for Jebu, report that the vessel arrived at Shanghai on July 28 and would be delayed there until about Aug. 1 for engine repairs.

LANGTON GRANGE.—London, Aug. 7.—The owners of the steamer Langton Grange have received the following message from the master, timed 11 30 a.m., Aug. 6: Langton Grange is about 300 miles south of Cape Verde Islands, weather fine. Fire under control; hope to resume freezing to-morrow morning. (See issue of Aug. 7.)

LOANDA.—Dartmouth, Aug. 7.—Motor vessel Loanda, of London, Par for Antwerp, cargo clay, put in here at 6 30 p.m. on Aug. 6 owing to further engine trouble; previous repairs were carried out at Plymouth. (Note.—Loanda arrived at Plymouth on Aug. 2 and left on Aug. 6.)

LUMANE.—See "Cupra in Shed, Beira," under "Fires."

MAGTRA.—London, Aug. 6.—The owners of the British motor tanker Magtra report that the vessel, which arrived at Balikpapan on July 30 from Singapore, will be delayed there three or four days for boiler repairs.

MALIAKOS.—Frederikshavn, Aug. 5.—Greek steamer Maliakos left here to-day for the Tyne. (See issue of July 30.)

MALMLAND.—Antwerp, Aug. 7.—Swedish motor vessel Malmalnd left here yesterday for Narvik. (See issue of Aug. 5.)

MARIO.—Santiago, Cuba, Aug. 6.—Panamanian motor vessel Mario has returned to port with engines out of order.

MONTE OIZ.—Montevideo, Aug. 6.—Steamer Monte Oiz has been repaired and seaworthiness certificate given; vessel has proceeded to Bahia Blanca. (See issue of Aug. 2.)

O. K. SERVICE III. (aux.).—St. Pierre, Miquelon, Aug. 6.—Auxiliary schooner O. K. Service III, was surveyed to-day; it was found that the vessel was in a position very exposed and will break up on the westerly breeze. No chance to keep watch on board or around and vessel abandoned. Lloyd's Contract Form "no cure no pay" for 50 per cent. of value recovered signed by master and approved by us; in view of critical position consider best to be done.—Lloyd's Agent per Salvage Association. (See issue of Aug. 7.)

OCEAN VOLUNTEER.—London, Aug. 7.—Steamer Ocean Volunteer is understood to be on a voyage from Liverpool to Halifax, for orders, in ballast. (See issue of Aug. 7.)

P.A.G.—Rhyll, July 29.—Fishing trawler P.A.G., CK 2 (not P.A.G.), as published in issues of July 30 and 31, has sunk at the entrance to the River Dee between Point of Ayr and Dee Buoy. She is not visible at low water mark, but may be a danger to navigation. She was on passage to Mostyn for repairs, having obtained surveyor's certificate for passage. One man on board, John Steel, master, who has landed.

P.A.G. 2.—See P.A.G.

PORT CAROLINE.—Melbourne, Aug. 6.—Steamer Port Caroline suffered recurrence of tube leakage in one boiler between Fremantle and Melbourne. Commencing repairs here without delaying vessel and completing at Sydney.—Lloyd's Agent per Salvage Association. (See issue of July 5.)

RAJAHSTAN.—Montreal, Aug. 6.—Steamer Rajahstan: Prior to sailing from Montreal engine would not reverse. Small pieces of cast iron found in low pressure cylinder of forward engine; now searching engine for remainder, if any, also adjusting all poppet valves of Lentz valve gear.—Salvage Association's Surveyor. (See issue of Aug. 3.)

RIVERTON.—North Sydney, N.S., Radio, Aug. 7.—Following received from British steamer Riverton (Rosario for Montreal) at 10 45 a.m., G.M.T.: Aground off Sydney Mines, require assistance of tugs.

ROVERLOCK.—Horta, July 4.—Steamer Roverlock was surveyed here on June 30 and subsequent dates in respect of leaking ballast pump and steering engine. Steam pipe and faulty steam valve. Ballast pump was dismantled and temporary repairs effected, including steel cement box round leakage, new taper pin fitted to steam valve control and leakage in steam pipe stopped. (See issues of July 1 and 6.)

RUDOLPH KAUFFMANN.—Lisbon, Aug. 7.—American steamer Rudolph Kauffmann (from Reggio) has put in here with fan shaft broken.

SAMUEL VERY.—Vasa, Aug. 7.—Steamer Samuel Very touched ground when shifting an outport in the Kristinestad district. Tanks sounded, no leakage found; certificate of seaworthiness obtained and vessel is sailing to-morrow.

SAPPERTON PARK.—Victoria, B.C., Aug. 6.—Steamer Sapperton Park arrived here yesterday. (See issue of Aug. 7.)

SOUTHERN VENTURER.—See Empire Norse.

SYDNEY STAR.—Buenos Aires, Aug. 7.—Motor vessel Sydney Star left here to-day. (See issue of July 24.)

TAIPOSHAN.—London, Aug. 7.—A message from Hongkong, dated Aug. 5, states: Steamer Taiposhan was refloated by anchor and tackle laid out by motor junk chartered by the owners after discharge of all but 65 tons of cargo. Vessel undamaged and proceeding to Swatow unaided. (See issue of Aug. 7.)

THOROLF KVELDULFSON.—Bergen, July 29.—Akershus Bjergningskompagni's vessels Thorolf and Salvage have saved the steamer Thorolf Kveldulfson, 225 tons gross, which sank at Finnboen near Sandnessjoen and taken her to Sandnessjoen.—"Norges Handels og Sjøfartstidende." (See issue of Apr. 16.)

TIJUCA (aux.).—Rio Grande, Aug. 6.—Auxiliary barque Tijuca: Surveyor visited the scene yesterday but was unable to board vessel; considers salvage would be both difficult and costly, therefore does not recommend.—Lloyd's Agent per Salvage Association. (See issue of Aug. 7.)

TUDOR STAR.—Buenos Aires, Aug. 6.—Steamer Tudor Star (London for Buenos Aires) reported apparently struck submerged object on voyage. Vessel has now drydocked and one propeller blade broken at root and missing and one other blade bent. Required to draw shaft, remetal two bearings, renew five coupling bolts, fit spare propeller and renew key. Estimated cost of repairs 14,000 paper pesos excluding dry dock charges.—Lloyd's Agents per Salvage Association.

VIDA.—Esbjerg, Aug. 5.—Dutch motor vessel VIDA left here yesterday for Moss. (See issue of July 30.)

VIPYA.—Dar-es-Salaam, Aug. 7.—It is now learned that the steamer Vipya, which foundered on Lake Nyasa on July 31, sank within 90 seconds in a heavy gale. All eight Europeans on board were lost. It is now stated that over 100 Africans and the Indian engineer were saved.—Exchange Telegraph Company. (See issue of Aug. 6.)

WINCHESTER VICTORY.—London, Aug. 7.—A message from Port Said, dated Aug. 4, states: Following received from steamer Winchester Victory: Both boilers beyond sea repair, require tow urgently, position lat. 33 40 N., long. 22 33 E., drifting 215 deg. at 1 1/2 knots; wind N., fresh. (See issue of Aug. 6.)

—Malta, Aug. 6.—A tug to-night is towing the crippled steamer Winchester Victory, 300 miles to Malta. She is expected to reach port on Friday (Aug. 9), and the troops will sail for home on another transport.—"Daily Express."

WINDGAP (yacht).—Dover, Aug. 7.—It is understood that an American steamer has sent a wireless message stating that a small yacht in the vicinity of Dumpton Buoy requires assistance. Ramsgate lifeboat proceeded at 11 a.m. to-day.

—Dover, Aug. 7.—American steamer City of Alaska reports: Small motor yacht sunk 2 1/2 miles from North Foreland bearing 280 deg. true. A further report from the vessel stated: Two men have been rescued (presumably by the vessel) from yacht Windgap; no loss of life. Proceeding to London.

—London, Aug. 7.—Ramsgate lifeboat put out to-day in answer to a wireless message from the American steamer City of Alaska stating that small motor yacht Windgap had sunk three miles from the North Foreland. Later another message was received stating that two persons had been rescued from the yacht by the crew of the steamer. The weather was fine when the lifeboat was launched. The two men who were rescued from the yacht are Mr. Eric Jackson, of Twickenham, and Mr. C. J. Rissam, of Stamford Hill. When the yacht sprang a leak they attracted the attention of the steamer by burning petrol on the water. The men were transferred to the lifeboat and brought back to Ramsgate, the port from which they had left earlier to-day with the intention of sailing to Ostend. An official at Ramsgate lifeboat station said that the men in the yacht had managed to put a few belongings into a dinghy, which they had launched when the American steamer's crew picked them up.

XENIA (yacht).—Galway, Aug. 3.—According to the local Press, the yacht Xenia dragged both the anchor and the occupants were taken off. The yacht was later brought into Galway, having slipped her anchors. (See issue of Aug. 3.)

UNIDENTIFIED DISTRESS SIGNALS.—Land's End Radio, Aug. 6.—Following received from British motor tanker Regent Panther at 9 59 p.m., G.M.T.: Following received at 8 44 p.m., G.M.T.: "S O S sinking"; bad sending, strength five; our position lat. 49 27 N., long. 10 42 W.

Following received from American steamer Townsend Harris at 9 34 p.m., G.M.T.: Position at 9 p.m., G.M.T., lat. 48 55 N., long. 07 30 W., will assist if necessary. Heard "sinking" at 8 44 p.m., strength four.

Following received from British steamer Marchdale at 9 24 p.m., G.M.T.: Position 170 miles from sinking vessel, proceeding to her assistance at 12 knots, vessels please inform if closer; time of arrival 10 30 a.m., Aug. 7.

Following received at 9 38 p.m., G.M.T., from U.S.S. Perry: Reported position 165 miles from us, we are proceeding at 25 knots.

Following received at 10 3 p.m., G.M.T., from Perry: Any vessel finding position of S O S please advise me; standing by off Bishop Rock with 25 knots available.

WEATHER AND NAVIGATION

LIFERAFT REPORTED

Bermuda, Aug. 6.—Greek steamer Navarchos Koundouriotis reports by wireless passing steel raft in lat. 33 52 N., long. 60 10 W.

MINES REPORTED

Niton Radio, Aug. 5.—Following received from French steamer Edward N. Hinton at 4 43 p.m., G.M.T.: At 4 35 p.m., G.M.T., floating mine in position lat. 49 31 N., long. 43 42 W.

Land's End Radio, Aug. 5.—Mines have been reported to-day as follows: At 1 10 p.m., G.M.T., by steamer Graiglas, in position lat. 51 25 N., long. 06 21 W.

At 6 47 p.m., G.M.T., by American steamer James McHenry, in position lat. 44 06 N., long. 08 42 W.

Burnham Radio, Aug. 5.—Following received from tank steamer British Scout at 8 10 a.m., G.M.T.: At 6 27 a.m., G.M.T., passed drifting mine in position lat. 51 26 N., long. 04 45 W.

Wick Radio, Aug. 5.—Following received from steamer Baron Haig at 4 17 p.m., G.M.T.: Aug. 4: Mine in position lat. 58 08 N., long. 02 20 W.

NORTH SEA

North Foreland Radio, Aug. 6.—Following received from British steamer Kittiwake at 10 13 p.m., G.M.T.: NF 7 buoy (lat. 51 21 36 N., long. 02 42 30 E.) light extinguished at 10 5 p.m., G.M.T.

THE PORT OF DUNKIRK

Paris, Aug. 7.—The port of Dunkirk will be officially opened to traffic this weekend, an official of the French Ministry of Transport said here to-day. Although the port will be declared ready to receive vessels to-morrow the final decision allowing them to enter rests on a joint "all clear" announcement from the French Marine and the British Admiralty, by which vessels will be assured of freedom from mines.—Reuter.

THE PORT OF LORIENT

Paris, Aug. 1.—According to advices from Lorient, all the wrecks on the Banc du Turc and in the channels of the port have been removed.—"Journal de la Marine Marchande."

ATLANTIC WEATHER REPORTS

We have received from the Meteorological Office the following wireless reports dated Aug. 6, from vessels in the North Atlantic. The times given are G.M.T.: ARIGUANI.—Noon, 48 00 N., 28 48 W.; W., gentle; overcast; bar. 30.03. 6 p.m., 48 30 N., 27 00 W.; SW., gentle; drizzle; bar. 30.03.

ASCANIA.—6 p.m., 36 42 N., 08 18 W.; NW., by N., mod.; cloudless; bar. 30.03. Midnight, 36 06 N., 06 36 W.; NNW., mod.; cloudless; bar. 30.03.

BARONESA.—6 p.m., 41 54 N., 09 42 W.; NNW., gentle; cloudless; bar. 30.18. BASANO.—6 p.m., 58 36 N., 25 24 W.; NNW., mod.; precipitation within sight; bar. 29.41. Midnight, 58 24 N., 27 54 W.; NW., mod.; drizzle; bar. 29.62.

BEAVERBURN.—Noon, 49 42 N., 35 42 W.; W., by N., gentle; overcast; bar. 29.94. 6 p.m., 50 06 N., 32 18 W.; W., by N., light; overcast; bar. 29.97.

BRITANNIC.—6 a.m., 48 00 N., 07 30 W.; W., gentle; cloudy; bar. 29.97. Noon, 49 42 N., 06 00 W.; WSW., mod.; cloudy; bar. 30.00.

CALRYAVON.—Noon, 50 12 N., 22 00 W.; NW., mod.; showers; bar. 29.86. 6 p.m., 50 06 N., 20 12 W.; NW., mod.; overcast; bar. 29.91.

CAVINA.—Midnight, 55 24 N., 38 00 W.; NNW., gentle; overcast; bar. 30.00. CAXTON.—Noon, 56 18 N., 27 54 W.; NW., by N., mod.; partly cloudy; bar. 29.68. 6 p.m., 56 18 N., 30 00 W.; NW., mod.; cloudy; bar. 29.80.

CLAN CHISHLM.—6 p.m., 56 30 N., 29 30 W.; WNW., mod.; partly cloudy; bar. 29.99. Midnight, 56 12 N., 31 42 W.; W., by N., gentle; bar. 29.83.

EL GALLO.—Noon, 42 36 N., 36 24 W.; WNW., light; cloudless; bar. 30.24. 6 p.m., 43 18 N., 34 12 W.; NW., light; cloudless; bar. 30.24.

EMPIRE MACKENDRICK.—6 p.m., 53 36 N., 30 12 W.; NW., gentle; partly cloudy; bar. 29.88. Midnight, 53 30 N., 28 00 W.; NW., gentle; overcast; bar. 29.91.

EMPIRE TAGRALIA.—Noon, 45 36 N., 18 24 W.; W., by N., fresh; overcast; bar. 30.06. 6 p.m., 45 12 N., 19 06 W.; W., fresh; overcast; bar. 30.12.

EMPRESS OF AUSTRALIA.—6 a.m., 37 00 N., 09 00 W.; SSE, gentle; cloudless; bar. 30.03. Noon, 36 18 N., 06 48 W.; N., by W., light; cloudless; bar. 30.03.

EMPRESS OF SCOTLAND.—Noon, 39 42 N., 09 48 W.; N., by E., mod.; partly cloudy; bar. 30.27. 6 p.m., 37 42 N., 09 24 W.; N., by E., mod.; cloudless; bar. 30.15.

FORDSDALE.—6 a.m., 45 42 N., 28 00 W.; S., by S., mod.; overcast; bar. 30.09.

HEREFORDSHIRE.—Noon, 44 30 N., 09 06 W.; SW., mod.; cloudy; bar. 30.24. 6 p.m., 45 54 N., 08 30 W.; WSW., mod.; cloudy; bar. 30.18.

HOPSTAR.—Noon, 49 42 N., 18 48 W.; W., by N., fresh; overcast; bar. 29.86. 6 p.m., 49 36 N., 19 48 W.; W., by S., fresh; partly cloudy; bar. 29.89.

JAMAICA PRODUCER.—6 p.m., 37 54 N., 34 18 W.; SSW., fresh; partly cloudy; bar. 30.33. Midnight, 37 18 N., 35 54 W.; SSW., mod.; showers; bar. 30.30.

LAUTARO.—Noon, 48 36 N., 12 36 W.; W., by N., strong; cloudy; bar. 29.94. 6 p.m., 48 12 N., 13 18 W.; SW., fresh; cloudy; bar. 29.89.

LOSADA.—Noon, 49 42 N., 23 18 W.; W., mod.; cloudy; bar. 29.94. 6 p.m., 49 54 N., 21 48 W.; W., mod.; cloudy; bar. 29.97.

MALANCHIA.—6 p.m., 38 00 N., 20 06 W.; N., light; partly cloudy; bar. 30.33. Midnight, 38 24 N., 21 42 W.; calm; cloudless; bar. 30.33.

MALAYAN PRINCE.—Noon, 50 12 N., 06 30 W.; W., gentle; cloudy; bar. 30.12. 6 p.m., 51 18 N., 06 06 W.; WSW., mod.; overcast; bar. 30.00.

MANCHESTER CITY.—Noon, 56 30 N., 27 24 W.; NW., strong; cloudy; bar. 29.74. 29 56. 6 p.m., 56 18 N., 29 42 W.; NW., strong

COASTWISE & HOME TRADE MOVEMENTS

C 1	C 2	C 3	C 4	C 5
LONDON Entered Foreland, Aug 6 Blyth Camroux II, Aug 6 Blyth Aboynne Blyth Hudson Bay Tyne Kingfisher Hull Ocean Coast Liverpool Western Hill Goolie Empire John Hawick Empire Vera Portsmth Lochie Dundee Acclivity Selby Prowess Hull Aptity Hull Aridity Boston Dunmoir Tyne Edenwood Sunderland Holderness Blyth LONDON CLD Suffolkbrook, Aug 6 Grangemouth Cambrian Coast Kirkcaldy Alice May (s.v.), Aug 7 Ipswich Cornishbrook Middlesbro Esterel (s.v.), Aug 7 Ipswich Kingfisher Hull Lady Daphne Ipswich Millie (s.v.) Ipswich Western Hill Middlesbro Yaranara (s.v.) Ipswich Goldvee Ipswich Raybel (aux) Ipswich Aptity Hull Acclivity Hull Balmoral Queen Goolie Lochie Dundee Venta (s.v.) Felixstowe Varuna (s.v.) Felixstowe Memory (s.v.) Felixstowe Ernest Piper (s.v.) Felixstowe Dunmoir Grangemouth Algot Blyth Dunnet Head Inverness GRAVESEND AR Otterhound, Aug 5 Lochie, Aug 5-6 Dundee River Fisher, Aug 7 Caen for W Thru Yewbranch Delfzijl for Rth Hironelle, Aug 7 Ghent Kings Cross (tug), Aug 7 Middlesbrough Queens Cross (tug), Aug 7 Signalty Rotterdam Stork, Aug 7 Rotterdam Marsworth Antwerp for Regent's Canal Dk Drake Amsterdam Plover for Butler's Antwerp for Butler's Wharf GRAVESEND SD Arnamore, Aug 6 Belfast Petrol Rotterdam Northwood Tyne Fulham VI, Aug 7 Gorsefield, Aug 7 Swansea Cormarsh Rondo Tern, Aug 7 Rotterdam Springcrag Sir Joseph Swan Regent Head Regfos Coldridge Falcon Archrove Lynn Trader, Aug 7 Moorwood Themston, Aug 7 CLIFFE AR Fina, Aug 4-5 SOUTHEAST Anch off Plover, Aug 7 SOUTHEAST Pd Down Danube V. (tug), Aug 7 (with tow) SOUTHEAST Pd Down Kenia (tug), Aug 6 Empire Clara (tug) Glengarriff Pulborough Valerian Coast Olavus Galacum Northwood Empire Westness Rondo Gorsefield Sir Joseph Swan Dunnet Head Tern Coldridge Regfos Danube VII. (tug) Springcrag Danube V. (tug) (with tow) Peterborough Trader Petrel for Rotterdam Camroux II, Aug 6 Cormarsh CHATHAM SD Robert Middleton, Aug 6 (to dump smoke floats) thence Portsmouth WHITSTABLE AR Northdown, Aug 6 Calais WHITSTABLE SD Northdown, Aug 6 THE DOWNS Anch Asa Lotherp, Aug 7 THE DOWNS SD Kingfisher, Aug 6 Fulham VI, Aug 7 Arnamore The Marchioness, Aug 7 DOVER Pd E Friargate, Aug 7 The Marchioness DOVER Pd W Robert Middleton, Aug 6 DUNGENESS Pd W Empire Tigave, Aug 7 Kittiwake (pres) BEACHY HEAD Pd E Eleanor Brooke, Aug 7 SHOREHAM AR Chatsman, Aug 3 Hamble Dorsetbrook, Aug 5 Port Talbot Parknasilla, Aug 6 SHOREHAM SD Portlaid, Aug 3 Tyne SPITHEAD Pd In Chatsman, Aug 7	PORTSMOUTH AR Eminence, Aug 2 Tyne Mytongate, Aug 3 Barry Empire Hilda (tug), Aug 5 Sheerness PORTSMOUTH SD Empire Alderney, Aug 2 Hamble Empire Vera (tug), Aug 3 Plymouth Eminence Blyth Empire Hilda (tug), Aug 6 Palmouth ST CATHERINE'S Pd E Thames Coast, Aug 7 NEEDLES Pd E Carriek Coast, Aug 6 NEEDLES Pd W Mytongate, Aug 6 OWES AR Betwood, Aug 5 POOLE AR Carrick Coast, Aug 4 London Eleanor Brooke Tyne Ruddenman Southampton Yorkbrook, Aug 5 Goolie Empire Cricketer, Aug 6 Southampton POOLE SD Carrick Coast, Aug 6 Southampton Eleanor Brooke Seaham EXETER SD Ben Johnson, Aug 7 Southampton DARTMOUTH AR Loanda, Aug 6 Par Empire Denon (tug), Aug 7 Plymouth (with tow) DARTMOUTH SD Daniel M., Aug 6 Newlyn PRAWLE POINT Pd E Loanda, Aug 6 Empire Favourite PRAWLE POINT Pd W Daniel M., Aug 6 PAR AR Ali Everard, Aug 4 Exeter PAR SD Ngakoa, Aug 3 Leith LIZARD Pd E The Monarch, Aug 7 LIZARD Pd W John M., Aug 7 Lady Anstruther, Aug 7 HAYLE AR Empire Runner, Aug 4 Barry Empire Townsman, Aug 5 Newport HAYLE SD Empire Runner, Aug 4 Port Talbot PORTREATH AR Islesman, Aug 3 Garston BIDEFORD AR Mary Stewart (aux), Aug 3 Swansea AVONMOUTH SD Shell Mex 5, Aug 6 Newport BRISTOL AR Cato, Aug 6 Antwerp BRISTOL SD Atlantic Coast, Aug 6 Cardiff Veronica Tennant, Aug 7 Barry GLOUCESTER AR Camborne (aux), Aug 3 Swansea (not on) Aug 6 as before reported NEWPORT AR Empire Townsman, Aug 3 Hayle Hanna (aux), Aug 5 Avonmouth NEWPORT SD Empire Townsman, Aug 4 Hayle Elmfield, Aug 6 Dublin CARDIFF AR Democrat (aux), Aug 6 Portlaid Atlantic Coast, Aug 6 Newport William Ashburner (aux), Aug 7 Swansea CARDIFF SD Hanna (aux), Aug 6 Newport Ardchattan Belfast Kathleen & May (aux), Aug 7 Avonmouth PENARTH AR Empire Nickleby, Aug 6 Barry BARRY AR Veronica Tennant, Aug 7 Bristol BARRY SD Bannthorn, Aug 6 Liverpool BARRY IS Pd Down Shelland Coast, Aug 6 Elmfield HEYSHAM AR Ardchattan Bannthorn PORT TALBOT AR Empire Kew, Aug 6 Caen Empire Runner, Aug 7 Hayle Carnalea Waterford BARROW SD Deneside, Aug 6 Larne Fluor, Aug 7 RAMSEY AR Manxsona, Aug 3 Kilkeel Crosshill, Aug 4 Whitehaven DOUGLAS AR Ben Varrey, Aug 4 Liverpool DOUGLAS SD Ben Ain, Aug 4 Silloth Fleurita Point of Ayr MARYPORT SD Glenageary, Aug 3 Dublin FISHGUARD AR Pearl, Aug 4 Drogheda FISHGUARD SD Great Western, Aug 6 Kenmare CAERNARVON AR Guidesman, Aug 5 Ellismere Port	CAERNARVON SD Guidesman, Aug 6 Ellismere Port HOLYHEAD AR Hibernia, Aug 6 Kingstown HOLYHEAD SD Slieve Donard, Aug 6 Dublin Cambria Kingstown Hibernia Kingstown EASTHAM AR Guinness, Aug 7 Dublin EASTHAM SD B.P. Spirit, Aug 6 Mersey Dennis Rose, Aug 6 Belfast Oneida, Aug 7 Liverpool Empire Farjeon Lizard ELLSMERE PT SD Dennis Rose, Aug 6 Belfast STANLOW AR B.P. Spirit, Aug 6 Mersey Guidesman, Aug 7 Caernarvon STANLOW SD Oneida, Aug 6 Manchester B.P. Spirit Mersey RUNCORN AR St. Kentigern, Aug 7 Garston PARTINGTON AR Empire Farjeon, Aug 6 Manchester PARTINGTON SD Empire Farjeon, Aug 7 MANCHESTER AR Oneida, Aug 6 Stanlow Alchymist London MANCHESTER SD Oneida, Aug 6 Liverpool Empire Farjeon Lizard GARSTON AR Olive, Aug 6 Newry First Newry Craigliver Belfast Beaconia Carrickfergus Broom Newry Crewhill, Aug 7 Belfast Oak Newry Ben Varrey, Aug 7 Douglas GARSTON SD J. B. Kee, Aug 6 Douglas Empire Farringay Penmaenmawr Empire Punch Hayle Oranmore Londonderry Thorn Bangor (Co. Down) St. Kentigern Westport Silverfield Belfast Finuoy Larne Downshire Belfast Craigolive, Aug 6 Belfast LIVERPOOL AR Baranda, Aug 4 Ayr Monmouthbrook London Onmouth, Aug 7 Eccles Ulster Prince, Aug 7 Belfast St. Angus, Aug 7 Guernsey via Belfast Seaville Douglas Mayflower Penmaenmawr Mountstewart Belfast Roman Queen, Aug 7 Belfast Oneida Clyde Coast LIVERPOOL SD Lady Dorothy, Aug 2 Irvine Bolham (aux), Aug 6 Point of Ayr Meath Belfast Ben Eilan, Aug 6 Douglas Kyle Rhea Portrush Peveril, Aug 6 Douglas Louth Belfast Mayflower Penmaenmawr Ulster Castle Londonderry San Dargie Dublin Ayrshire Coast Glasgow Appliance Penmaenmawr E. Hayward Maryport Majorca Hamburg Carradore Dublin Cristo Port Rivals Weston Fleetwood Kerry Belfast Dartmeet, Aug 7 Plymouth River Loyne Lancaster Calyx, Aug 7 Lancaster PRESTON AR Glenageary, Aug 7 Dublin PRESTON SD Easo Dakotah, Aug 6 Heysham Hawarden Bridge Hove Liverpool Palm Belfast Wallace Rose Dublin Lady Thomas, Aug 7 Dublin Third Spirality Dublin HEYSHAM AR Easo Dakotah, Aug 6 Preston HEYSHAM SD Easo Dakotah, Aug 7 Preston BARROW AR Empire Silas (tug), Aug 7 Falmouth BARROW SD Deneside, Aug 6 Larne Fluor, Aug 7 RAMSEY AR Manxsona, Aug 3 Kilkeel Crosshill, Aug 4 Whitehaven DOUGLAS AR Ben Varrey, Aug 4 Liverpool DOUGLAS SD Ben Ain, Aug 4 Silloth Fleurita Point of Ayr MARYPORT SD Glenageary, Aug 3 Dublin FISHGUARD AR Pearl, Aug 4 Drogheda FISHGUARD SD Great Western, Aug 6 Kenmare CAERNARVON AR Guidesman, Aug 5 Ellismere Port	MARYPORT SD Enid, Aug 3 Dublin Hawthorn Waterford Glenageary Dublin Holyhead, Aug 4 Bangor Silloth, Aug 6 Dublin SILLOTH AR Stanville, Aug 5 Liverpool May Larne Ben Ain Ramsey SILLOTH SD Jasnuine, Aug 3 Drogheda Glencullen, Aug 4 Dublin AYR AR Melissa, Aug 6 Belfast Clydebray Belfast Kervynore Belfast Lairdsdale, Aug 7 Belfast Carrickmacross Dundalk AYR SD Lairdswood, Aug 6 Ardrossan Coleraine Belfast Balmorino Belfast Donaghmore Londonderry Kylecroft, Aug 6 Lpool Cragsman Larne Tannamore Larne Tynan Belfast Melissa, Aug 7 Belfast GLASGOW AR Arran, Aug 6 Rothsay Ardyne Campbelltown Royal Scotsman, Aug 7 Belfast GLASGOW SD Fastnet, Aug 6 Cork Denbigh Coast Manchester Lochgorm Stornoway Lairdsburn Belfast Clyde Coast Liverpool Whin Belfast Annaghmore Runcorn Prase Runcorn The Viceroy Pt Glasgow Cameo Llanelli Birker Force Belfast Marie, Aug 7 Rothsay Ardyne Campbelltown BELFAST AR Lairds Isle, Aug 5 Ardrossan BELFAST SD Palm, Aug 5 Preston (not as before reported) Lairds Isle Ardrossan Duke of Argyll Heysham DUBLIN AR Teasel, Aug 3 Antwerp Ben Heushaw Avonmouth Medway Coast Manchester Glenbride Maryport Thyrpe, Aug 4 Preston Guinness Manchester Tynanise Ardrossan Longford Liverpool Moelfre Rose Preston Staley Bridge Preston Glenageary Maryport Enid Preston Goldfinder Manchester Obsidian Silloth Blyth Kilkenny, Aug 5 Lpool Wicklow Liverpool St. Kenneth Blyth Duallk Newry Helmond, Aug 6 Sunderland Lairdshill Glasgow Slieve Donard Holyhead DUBLIN SD Baranda, Aug 3 Ayr Lairdshill Glasgow Wallace Rose Preston Hawarden Bridge Aug 4 Preston EMPIRE FANG AR St. Mungo Ardrossan Glenecre Ardrossan Third Preston Clarecastle Manchester Carrowdore Liverpool Glenbride, Aug 7 Maryport Longford Liverpool WATERFORD AR Rockabill, Aug 4 Liverpool Hawthorn Maryport Great Western, Aug 6 Fishguard WATERFORD SD Great Western, Aug 3 Fishguard Elmfield, Aug 4 Newport Carnalea, Aug 6 Port Talbot GALWAY AR The report of the arrival of the Empire Belle (tug) on July 27 was erroneous Empire Kyle, July 27 Silloth Rockville, Aug 4 Ellismere Port LIMERICK AR Monaleen, Aug 6 Liverpool Kilfenora, Aug 7 Liverpool LIMERICK SD Monaleen, Aug 7 Galway STROMNESS AR Empire Mayring, Aug 2 Leith (via lightships in Orkney Is.) Argentin, Aug 3 Leith INVERNESS AR Archway, Aug 2 Lyness Oranmore, Aug 4 Fraserburgh Empire Firth, Aug 5 Irvine Pass of Melfort Hull PETERHEAD AR Rosedene, Aug 4 Tyne PETERHEAD SD Springcreek, Aug 5 Middlesbrough ABERDEEN AR Dunleary, Aug 6 Leith Archway Inverness Crombie, Aug 7 Leith Spray Lerwick Brightside Methil ABERDEEN SD Edina, Aug 6 Lerwick St. Magnus Kirkwall Redhall Blyth St. Rognvald Leith KIRKCALDY SD Belvina, Aug 6 Leith Welsh Coast	GRANGEMOUTH AR Empire Condor, Aug 6 London GRANGEMOUTH SD Cantick Head, Aug 7 Methil GRANTON AR Dicky, Aug 6 Hamburg LEITH AR Belvina, Aug 6 Kirkcaldy Welsh Coast Kirkcaldy Rora Head Lerwick Ngakoa, Aug 7 Par St. Rognvald Aberdeen LEITH SD Dunleary, Aug 6 Stromness Scottish Co-operator Cairnava, New York Cunard White Star (Surrey Commercial) Canton, Bombay via Southampton, P. & O. S. N. Co. Carthage, Bombay via Southampton, P. & O. S. N. Co. Charbury, Buenos Aires, Capper, Alexander & Co. City of Alma, Mobile Runciman (London) (West India) City of Leicester, London Westcott & Laurance City of Norwich, Philippines Montgomerie & Workman City of Swansea, Beira Montgomerie & Workman (Tilbury) City of Tokio, Singapore Montgomerie & Workman Clan Cameron, Irvine & Co. (Tilbury) Clan Campbell, Sydney via Liverpool, Cayzer, Irvine & Co. (Tilbury) Comedian, Trinidad T. & J. Harrison (West India) Condesa, Buenos Aires Houder Bros. & Co. (Victoria) Diplodon, W.C. Africa E. H. Mundy & Co. Dunro, Buenos Aires Royal Mail Lines Basedale, Abadan W. Hurst (Sheerness) Edam, Houston via Antwerp, Phil. Van der Merwe (London) Edward F. Johnson, New York Anglo-American Oil Co. (Purfleet) Elizabeth Maersk, Little Bay Is. (N.F.) E. Lloyd (Chatham) Empire Arun, Durban via Antwerp, Bullard, King & Co. (West India) Empire Athelstan, Freetown Killick, Martin & Co. (Royal Albert) Empire Clarence, Sydney P. & O. S. N. Co. Empire Leech, Fowey E. Lloyd (Ridham) Empire Macdonald, Montreal H. H. S. Co. Empire Neptune, Abadan W. Hurst (Sheerness) Empire Success, Mombasa Union-Castle Mail S.S. Co. Empire Wharrie, Kingston (Ja.) Royal Mail Lines (West India) Fort La Cloche, Rosario H. G. Mann (Shipping) George, Kingston (Ja.) Royal Mail Lines George E. Merrick, New York via Cherbourg United States Lines (Royal Albert) Glanton, Suez Glenlogie, Shanghai Glen Line Halton R. Carey, Baltimore United States Lines (Victoria) Highland Monarch, Buenos Aires Royal Mail Lines Idomena, Newcastle (N.S.W.) Glen Line Kintail, Vizagapatnam via Liverpool P. Henderson & Co. (Tilbury) Langton Grange, La Plata Houder Bros. & Co. (Victoria) Lestrin, Lulea T. Watson (Rochester) Lochmonat, Buenos Aires Royal Mail Lines Lucy Borchard, Halifax Fairplay Cowage & Shipping Co. (Suez Canal) Malacca, Shanghai Escombe, McGrath & Co. (Tilbury Largo, Jersey) Manchester, London Furness, Withy & Co. (Surrey Com.) Mandasor, Calcutta A. Howden & Co. (Tilbury) Mathura, Calcutta A. Howden & Co. (Tilbury) Mewata Park, Victoria (B.C.) Furness, Withy & Co. (Surrey Com.) Morton, Wellington G. Thompson & Co. Papara, Lyttelton via Panama J. B. Westray & Co. (Royal Albert) Perin, Sydney P. & O. S. N. Co. Port Alma, Bluff Port Line Port Halifax, Melbourne Port Line Port Wellington, Wellington Port Line Gray, Dawes & Co. Rutenier, New Orleans Ranchi, Bombay via Southampton P. & O. S. N. Co. St. Clears, Trinidad Howard Tenens St. George, Rosario Howard Tenens Samakron, Kingston (Ja.) Royal Mail Lines Samconon, Santos Howard Tenens Sampan, Beira via Antwerp, Union-Castle Mail S.S. Co. Samsylvan, Wellington via Antwerp, Shaw Savill & Albion Co. Samyue, N. Pacific Furness, Withy & Co. (Surrey Com.) Selandia, Bangkok Escombe, McGrath & Co. Sestorefsk, Leningrad Le W. Morland Co. (Surrey Commercial) Sirius, Hudiksvall E. Lloyd (Ridham Dk.) Strathair, Bombay via Southampton P. & O. S. N. Co. Suffolk, Wellington via Dakar J. B. Westray & Co. Sydney Star, Buenos Aires Line Star Line Tempo, Ornskoldsvik Teviot, Puerto Desado via Havre Royal Mail Lines Torfin, J. M. Mediterranean ports, Nordenfjeldske S.S. Services (S.W. India) Tortugero, Montreal Elders & Fyfes Ungent, Beira via Hull Bullard, King & Co. (South West India) Umata, Durban Union-Castle Mail S.S. Co. SOUTHAMPTON AR Alcantara, Mombasa Union-Castle Mail S.S. Co. Andes, Bombay Royal Mail Lines Atlantis, Melbourne Royal Mail Lines British Diligence, Abadan R. & J. H. Rea (Hambly) British Guardsman, Trinidad R. & J. H. Rea (Hambly) Canton, Bombay Escombe, McGrath & Co. Carthage, Bombay Escombe, McGrath & Co. Empire Trooper, Port Said Escombe, McGrath & Co. Lady Nelson, Halifax Cunard White Star Megra, Houston J. H. & Son Otranto, Hongkong Escombe, McGrath & Co. Principessa Giovanna, Port Said Andes, Bombay Escombe, McGrath & Co. Ranchi, Bombay Escombe, McGrath & Co. Ribbecke, Port Natal Union-Castle Mail S.S. Co. Robert F. Hand, Puerto la Cruz Anglo-American Oil Co. (Fawley) Stirling Castle, Melbourne Union-Castle Mail S.S. Co. Strathair, Bombay Escombe, McGrath & Co. FALMOUTH AR American Farmer, Baltimore G. C. Fox & Co.

SHIPS EXPECTED AT UNITED KINGDOM PORTS

Showing Vessel, Voyage, Probable Date, Broker and Berth

LONDON				AVONMOUTH			
Arabian Prince, Haifa,	Aug 17			Arguani, Port Antonio,			
Westcott & Laurance (West India),	Aug 10			Elders & Fyfes			mid S
Aylesbury, Buenos Aires,				Avrissan, Abadan,			
Capper, Alexander & Co.	Aug 19			F. C. Strick & Co.			
Baltic, Wellington,				Baharistan, Sydney via Antwerp,			Aug
J. B. Westray & Co.	Sep 13			Bethell, Gwyn & Co.			
B. B. Westray & Co.				Delhian, Montreal,			now d
Barrow, Buenos Aires via Havre,	Aug 11			Cunard White Star,			
Houder Bros. & Co. (Victoria),	Aug 9			Empire Celia, Vancouver,			now d
Beaverburn, Baltimore & New York,				James & Hodder,			
Cunard White Star (Victoria),	now due			Empire Wye, W.C. Africa,			Aug
Beaverburn, Montreal,				M. Whitwell & Son,			
Canadian Pacific S.S. (Victoria),	Aug 25			Fort George, Hamburg,			Aug
Benvorlich, Hongkong,	Aug 11			James & Hodder,			
Galbraith, Pembroke & Co.	Aug 11			Glenwood, Buenos Aires,			Aug
British Fortitude, Abadan,	Aug 20-21			James & Hodder,			
P. C. Strick & Co. (Purfleet),	Aug 9			Sangara, Port Pirie via Antwerp,			abt Aug
Burma, Calcutta,	Aug 9			M. Whitwell & Son,			
P. Henderson & Co. (Tilbury),	Aug 9			Skelwith Force, Liverpool,			Aug
C. A. Bank, Ornskoldsvik,	Aug 9			James & Hodder,			
Cairnava, New York,	Aug 16			BRISTOL			
Cunard White Star (Surrey Commercial),	Aug 22			Brookside, Baltasound,			abt Aug
Canton, Bombay via Southampton,	Aug 17			B. A. Baker & B. Norman			
P. & O. S. N. Co.	Aug 22			(City),			
Carthage, Bombay via Southampton,	Aug 22			Glenchester City, Montreal,			Aug
P. & O. S. N. Co.	Aug 17			Hera, Baltic,			now d
Charbury, Buenos Aires,	Aug 17			Mark Whitwell & Son,			
Capper, Alexander & Co.	now due			Hervor Bratt, Gothenburg,			
City of Alma, Mobile,	early Sep			Whitwell, Cole & Co.			early A
Runciman (London) (West India),	early Sep			Moyle, Oran,			
City of Leicester, Turkey,	Oct 7			James & Hodder,			
Westcott & Laurance,				Star East Norway,			early A
City of Norwich, Philippines				Whitwell & Hodder & Co. (City)			
and Hongkong				Zeeland, Casablanca,			abt Aug
Montgomerie & Workman,	Aug 12			SHARPNES			
City of Swansea, Beira,	Sep 6			Brooklyn, Liverpool,			Aug
Montgomerie & Workman (Tilbury),	Aug 24			V. W. Rowles & Co.			now d
City of Tokio, Singapore,	Aug 25			Carbonia, Sundsvall,			Aug
Montgomerie & Workman,	Aug 25			Castle Combe, Liverpool,			
Clan Cameron, Beira,	Aug 21			V. W. Rowles & Co.			early A
Cayzer, Irvine & Co. (Tilbury),	Aug 21			Vibeke Christensen, Gothenburg,			
Clan Campbell, Sydney via Liverpool,	Aug 21			James & Hodder,			
Cayzer, Irvine & Co. (Tilbury),	Aug 21			NEWPORT			
Comedian, Trinidad,	Aug 21			Berkel, Antwerp,			Aug
T. & J. Harrison (West India),	Aug 12			Morley, Son & Co.			
Condesa, Buenos Aires,	Aug 12			Empire Rosalind, Wabana,			Aug
Shouder King & Co. (Victoria),	Aug 12			Morley, Son & Co.			
Diplodon, W.C. Africa,	Aug 21			Manchester Port, Baltimore via			end A
E. H. Mundy & Co.	Aug 21			London			
Durango, Buenos Aires,	Aug 21			Houder Bros. & Co.			
Royal Mail Lines,	Aug 9			Port Royal Park, Wabana,			Aug
Basedale, Abadan,	abt Aug 21			Morley, Son & Co.			
W. Hurst (Sheerness),	Aug 8			Randfontein, Amsterdam,			Aug 14
Edam, Houston via Antwerp,	Aug 8			McGlen, London & Co.			
Phs. Van Onmeren (London),	Aug 9			Thysville, W.C. Africa,			now d
Edward F. Johnson, New York,	Aug 9			Vesta, Narvik,			
Anglo-American Oil Co. (Purfleet),	Aug 9			W. J. Barnett			
Elizabeth Maersk, Little Bay Is. (N.F.),	Aug 14			CARDIFF			now d
E. Lloyd (Ridham),	Aug 15			Maywood, Bilbao,			
Empire Arun, Durban via Antwerp,	Aug 15			BARRY			Aug
Bullard, King & Co. (West India),	Aug 20			Boryslaw, Glasgow via Avonmouth,			
Empire Athelstan, Freetown,	Aug 20			J. Bovey & Co.			
Killick, Martin & Co. (Royal Albert),	Aug 20			Elizabeth, Charlottetown,			now d
Empire Clarence, Sydney,	Aug 20			Ocean Fame Avonmouth,			abt Aug
P. & O. S. N. Co.	now due			J. Bovey & Co. (No. 2),			
Empire Leech, Fowey,	Aug 14			Staridge, Little Bay,			Aug
E. Lloyd (Ridham),	Aug 14			PORT TALBOT			
Empire Macdonald, Montreal,	Aug 16			Karmas, Narvik,			now d
Hain S.S. Co.	Aug 16			S. Stephens.			
Empire Neptune, Abadan,	Aug 16			SWANSEA			
W. Hurst (Sheerness),	Aug 16			Four Lakes, Abadan,			Aug
Empire Success, Mombasa,	Aug 18			Burgess & Co.			
Union-Castle Mail S.S. Co.	Aug 18			Lodestone, London,			now d
Empire Wharrie, Kingston (Ja.),	Aug 25			Simpson Bros. (Swansea) (King's)			
Royal Mail Lines (West India),	Aug 25			Sangara, Avonmouth,			
Fort La Cloche, Rosario,	Aug 25			Sangara, W.C. Africa (A Shed. King's),			
H. G. Mann (Shipping),	Aug 25			Solfun, Haytown,			now d
Gascony, Kingston (Ja.),	Aug 25			Burgess & Co. (Queen's),			
Royal Mail Lines,	Aug 14			MERSEY			
George E. Merrick, New York via	Aug 12			Adrastrut, Hongkong,			Aug
Cherbourg,	Sep 12			A. Holt & Co.			
United States Lines (Royal Albert),	Aug 12			American Manufacturer, Los Angeles,			Aug
Glanton, Suez,	Aug 12			C. G. Dunn & Co.			
Glenlogie, Shanghai,	Aug 12			Anticar, Durban,			Aug
Glen Line,	Aug 12			A. Holt & Co.			
Halton R. Carey, Baltimore,	Aug 12			Anglo-Gothic, London via Manchester,			Aug
United States Lines (Victoria),	Aug 12			Bahr, Behrend & Co.			
Highland Monarch, Buenos Aires,	Aug 17			Artisan, New Orleans,			mid A
Royal Mail Lines,	Aug 17			T. & J. Harrison			
Idomena, Newcastle (N.S.W.),	Aug 11			Bethnia, Naples,			Aug
Glen Line,	Aug 19			Cunard S.S. Co. (Africa) via London			
Kintail, Vizagapatnam via Liverpool,	Aug 19			Cape Sable, N. Brazil via Madeira,			
P. Henderson & Co. (Tilbury),	Aug 19			Booth S.S. Co. (King's No. 2)			end A
Langton Grange, La Plata,	Aug 19			Carleton Victory, Vancouver,			
Houder Bros. & Co. (Victoria),	Aug 19			C. G. Dunn & Co.			
Lestrin, Lulea,	Aug 19			Cavino, Montreal,			Aug
T. Watson (Rochester),	Aug 19			Cunard White Star,			
Lochmonat, Buenos Aires,	Aug 19			City of Canberra, Kure,			Sep
Royal Mail Lines,	Aug 19			Hall Line,			
Lucy Borchard, Halifax,	Aug 19			City of Cape Town, Port Pirie,			Aug
Fairplay Towage & Shipping Co. (Surrey Com.),	Aug 20			Hall Line			
Malacca, Shanghai,	Aug 20			City of Durham, Bombay,			Aug
Escombe, McGrath & Co. (Tilbury Cargo Jetty),	Aug 20			Hall Line,			
Manchester Port, Baltimore,	Aug 20			City of Exeter, Karachi & Bombay			Aug
Furness, Withy & Co. (Surrey Com.),	Aug 26			Hall Line			
Mandator, Calcutta,	Aug 26			City of Norwich, Philippines and			Oct
A. Howden & Co. (Tilbury),	Aug 22			Hongkong via London,			
Manipur, Calcutta,	Aug 16			Hall Line			
Montgomerie & Workman (Tilbury),	Aug 11			Clan Angus, Mombasa,			Sep
Mathura, Calcutta,	Aug 11			Cayzer, Irvine & Co.			
A. Howden & Co. (Tilbury),	Aug 11			Clan Campbell, Karachi,			Aug
Mewata Park, Victoria (B.C.),	Aug 11			Cayzer, Irvine & Co.			
Furness, Withy & Co. (Surrey Com.),	Aug 11			Clan Macdonald, Sydney,			Aug
Morota Bay, Wellington,	Aug 11			Cayzer, Irvine & Co.			
G. Thompson & Co. (Tilbury),	Aug 11			Congoniat, W.C. Africa via London			
Balfour, Lyttelton via Panama,	Aug 11			H. Tyter & Co. (Bromborough),			
J. B. Westray & Co. (Royal Albert),	Aug 11			Comliebank, Beira via Antwerp,			early
Perim, Sydney,	Aug 11			Elder Dempster Lines			
P. & O. S. N. Co.	Aug 11			Demodocus, Batavia,			Sep
Port Lima, Bunn,	Aug 11			A. Holt & Co.			
Port Line,	Aug 11			Destrian, Alexandria,			Aug
Port Halifax, Melbourne,	Aug 11			Ellerman & Papayanni Lines.			
Port Phillip, Wellington,	Aug 11			Devis, Buenos Aires,			
Port Line,	Aug 11			Empire & Holt Line,			
Queda, Calcutta,	Aug 11			Diplodon, W.C. Africa via London,			mid
Gray, Dawes & Co.	Aug 11			H. Tyter & Co. (Bromborough),			
Rainier, New Orleans,	Aug 11			Empire Battleaxe, Naples,			Aug
Ranchi, Bombay via Southampton,	Aug 11			Cunard White Star,			mid
St. Clears, Trinidad,	Aug 11			Empire Capin, Sydney,			
Howard Tenens,	Aug 11			A. Holt & Co.			
St. Margaret, Rosario,	Aug 11			Empire Conquest, Oslo via Methil,			
Howard Tenens,	Aug 11			W. H. Stott & Co.			
Sankkor, Kingston (Ja.),	Aug 11			Empire Capin, Newport,			
Royal Mail Lines,	Aug 11			A. Holt & Co.			
Samconon, Santos,	Aug 11			Empire Progress, Sydney via Durban,			
Howard Tenens,	Aug 11			J. Dowie & Co.			
Sampan, Beira via Antwerp,	Aug 11			Empire Reynolds, Caripito,			
Union-Castle Mail S.S. Co.	Aug 11			E. Moscoso & Co. (Dingle Oil Jty.),			
Samsylvan, Wellington via Antwerp,	Aug 11			End Victory, New Westminster,			end
Shaw Savill & Albion Co.	Aug 11			C. G. Dunn & Co.			
Samtine, N. Pacific,	Aug 11			Ensis, Abadan,			
Furness, Withy & Co. (Surrey Com.),	Aug 11			Bringing, Shipping (Dingle Oil Jty.),			
Selandia, Bangkok,	Aug 11			Frederick, Bombay,			Aug
Escombe, McGrath & Co.	Aug 11			Cunard White Star,			
Sestoretz, Leningrad,	Aug 11			Frederick Banting, Newcastle (NSW)			
L. W. Morland & Co.	Aug 11			Hall Line			
(Surrey Commercial)	Aug 11			Glenbeck, Shanghai,			Sep
Sirius, Hudiksvall,	Aug 11			A. Holt & Co.			
E. Lloyd (Ridham Dk.)	Aug 11			Glenfinlas, Hongkong,			Aug
Strathaird, Bombay via Southampton,	Aug 11			A. Holt & Co.			
P. & O. S. N. Co.	Aug 11			Heredfordshire, Rangoon,			abt Aug
Suffolk, Wellington & Dakar,	Aug 11			Bibby Bros. & Co.			
J. B. Westray & Co.	Aug 11			Historian, Mombasa,			
Sydney Star, Buenos Aires,	Aug 11			T. & J. Harrison,			Aug
Blue Star Line,	Aug 11			Kaituna, Melbourne,			
Tempo, Ornskoldsvik,	Aug 11			J. Dowie & Co.			abt Aug
Tevot, Puerto Desado via Havre,	Aug 11			Kana, Istanbul,			
Royal Mail Lines,	Aug 11			Moss Hutchison Line.			
Torfinn Jarl, Mediterranean ports,	Aug 11			Lanarkshire, Fremantle,			Sep
Nordenfjelds S.S. Services	Aug 11			Cayzer, Irvine & Co.			
S.W. India	Aug 11			Lancashire, Bombay,			Aug
Tortugero, Montreal,	Aug 11			Bibby Bros. & Co.			
Elders & Fyfes	Aug 11			Lanberis, Tampa,			
Umgeni, Beira via Hull,	Aug 11			E. Nicholson (Birkenhead)			Aug
Ballard, King & Co.	Aug 11			Losada, Valparaiso,			
(South West India),	Aug 11			P. S. N. Co. (Canada),			
Umtata, Durban,	Aug 11			Macgregor Laird, W.C. Africa,			Aug
Union-Castle Mail S.S. Co.	Aug 11			Elder Dempster Lines,			
SOUTHAMPTON	Aug 11			Moveria, Buenos Aires,			Aug
Alcantra, Mombasa,	Aug 11			Donaldson Bros. & Black			Sep
Union-Castle Mail S.S. Co.	Aug 11			Neslor, Newcastle (N.S.W.),			
Ames, Bombay,	Aug 11			A. Holt & Co.			
Royal Mail Lines,	Aug 11			Novelist, Calcutta,			Aug
Atlantis, Melbourne,	Aug 11			T. & J. Harrison			
Royal Mail Lines,	Aug 11			Ocean Verity, Singapore,			Sep
British Dignity, Abadan,	Aug 11			Ocean Wanderer, Vancouver &			San Francisco, Aug
H. J. H. Rea (Hambly),	Aug 11			Donaldson Bros. & Black			
British Guardsman, Trinidad,	Aug 11			Ovinid, Sydney via Grange, Frae Beatos,			Aug
R. & J. H. Rhea (Hambly),	Aug 11			Houder Bros. & Co.			
Canton, Bombay,	Aug 11			Pilcomayo, Buenos Aires,			Aug
Escombe, McGrath & Co.	Aug 11			P. S. N. Co.			
Carthage, Bombay,	Aug 11			Rhexenor, Port Pirie,			Sep
Escombe, McGrath & Co.	Aug 11			Samsmol, Alexandria,			Sep
Empire Trooper, Port Said,	Aug 11			Samtucky, Beira via Antwerp,			mid
Escombe, McGrath & Co.	Aug 11			Elder Dempster Lines			
Lady Nelson, Halifax,	Aug 11			Samzono, Vancouver,			early
Cunard White Star,	Aug 11			P. S. N. Co.			
Megara, Houston,	Aug 11			Sarmiento, Valparaiso,			early
J. Horn & Son,	Aug 11			P. S. N. Co. (Canada),			
Otranto, Hongkong,	Aug 11			Tarkwa, W.C. Africa,			Aug
Escombe, McGrath & Co.	Aug 11			Elder Dempster Lines			Sep
Principessa Giovanna, Port Said	Aug 11			Teucer, Hongkong,			
and Naples,	Aug 11			Holt & Co.			Aug
Escombe, McGrath & Co.	Aug 11			Trevallor, Port Lago,			
Rauchi, Bombay,	Aug 11			H. Tyter & Co.			
Escombe, McGrath & Co.	Aug 11			GARSTON			
Riebeck Castle, Port Natal,	Aug 11			Britta Christensen, Sundsvall,			Aug
Union-Castle Mail S.S. Co.	Aug 11			MacAndrews & Co.			
Robert F. Hand, Puerto la Cruz,	Aug 11			Nordia, London,			Aug
Anglo-American Oil Co. (Fawley)	Aug 11			A. Coker & Co.			Aug
Stirling Castle, Melbourne,	Aug 11			Elders & Fyfes			
Union-Castle Mail S.S. Co.	Aug 11			Uskside, Ceraquet,			
Strathaird, Bombay,	Aug 11			E. Nicholson,			
Escombe, McGrath & Co.	Aug 11						
FALMOUTH	Aug 11						
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BETTY HINDLEY, 1771, Dry Dk. No. 2, J. Westoll, Ltd.

BIRDWOOD, 2662, Rack Bys., France, Fenwick Tyne & Wear Co.

BRITISH MARSHALL, 8500, Doford's Qy., W. Doford & Sons

BRITISH PRINCESS, 8500, Laing's Qy., Sir W. Laing & Sons

BRITANNIA, 4800, South, W. Pickersgill & Sons

BRIXTON, 1645, South, S. P. Austin & Sons

COMMONT, 2871, Lambton Staiths, W. Cory & Son

DALEWOOD, 2774, South, France Fenwick Tyne & Wear Co.

DASHWOOD, 2250, Scotia Qy., J. Crown & Sons

EASTWOOD, 1551, Austin's Dry, France, Fenwick Tyne & Wear Co.

EGYPTIAN, 3130, Manor Qy., J. I. Thompson & Sons, Ltd.

EMPIRE CLANSMAN, 2065, South, J. F. Rose & Son

EMPIRE CONSTANCY, 535, Long Tr., T. Rose & Son

EMPIRE SALLY (tug), 261, Scotia Qy., J. F. Marshall & Son

EMPIRE LLOYD, 1551, South, J. Westoll, Ltd.

FIREGUARD, 2015, North Qy., Bys., J. Westoll, Ltd.

GASLIGHT, 1696, Greenwell's Qy., J. Westoll, Ltd.

HENRIK, 2250, Pickersgill's Qy., W. Pickersgill & Sons

HERDSMAN, 6800, Palmershill Qy., W. Doford & Sons

HINDLEY (ex Empire Longstone), 5100, Shipbuilding Corporation Co.'s Qy., Shipbuilding Corporation, Ltd.

ICEMAID, 1964, Wearmouth Staiths, J. Westoll, Ltd.

INVERMAR, 268, Corporation Qy., J. F. Marshall & Son

KEYNES, 1575, Austin's Pontoon, J. Westoll, Ltd.

MARENA, 303, Long Tr., T. G. Irving, Ltd.

OVERMOUTH, 283, Shipbuilding Corporation Qy., Shipbuilding Corporation, Ltd.

POLLURIAN, 518, South, T. G. Irving

RITCHEY, 5300, Clarks' Qy., Short Bros., Ltd.