

THE GLAMORGANSHIRE.

WIGGIN *et al.* v. THE GLAMORGANSHIRE.

(District Court, S. D. New York. May 13, 1932.)

1. SHIPPING—DAMAGE TO CARGO—STOWAGE—USAGE.

Goods liable to injure each other may be carried in the same ship, if it be the general usage to carry them together, provided all proper means are employed to prevent injury.

2. SAME—TEA AND CAMPHOR—INFERENCE OF NEGLIGENCE.

But where tea and camphor were carried on the same vessel, there being no general usage to carry the two together, but this vessel being especially fitted with an air-tight compartment for the camphor, in spite of which the tea was delivered impregnated with the fumes of camphor, it was held that the inference of want of care was irresistible, and that the ship was liable.

In Admiralty. Libel for damage to cargo. Decree for libelants.

Evarts, Choate & Beaman, for libelants.

Wing, Shoudy & Putnam, for claimants.

BROWN, District Judge. The evidence from Shanghai sufficiently establishes that the tea, when shipped, was in sound condition and free from camphor damage. This confirms the recital of the bill of lading that the tea was received "in good order and condition." The evidence also shows that all the tea consigned to the libelant was more or less damaged from the fumes of camphor, when delivered. The ship carried on board 400 tons of camphor, all in the aft compartment, separated by an iron bulkhead from the compartment next forward, in which, as well as in other parts of the ship, the tea was stowed. The defense is rested upon the alleged custom of bringing tea and camphor as parts of the same cargo, and on the claim that there was no lack of care on the part of the ship.

I cannot sustain the defense. The extreme susceptibility of tea to damage from the fumes of camphor has long been known. *The T. A. Goddard*, 12 Fed. Rep. 174. The value of tea in this market, however it may be in Europe, is greatly diminished by camphor infection. Doubtless goods liable to injure each other may be carried in the same ship, if it be the general usage to carry them together, provided all proper means are employed to prevent injury. *Clark v. Barnwell*, 12 How. 280; *The Sabioncello*, 7 Ben. 357; *The Carrie Delap*, 1 Fed. Rep. 874. But no general usage is established to bring tea and camphor in the same vessel to this country. *Minis v. Nelson*, 43 Fed. Rep. 777; *Isaksson v. Williams*, 26 Fed. Rep. 642. Nor is there evidence of any custom anywhere to bring camphor in such a way as to impregnate with its fumes nearly a whole cargo of tea. The practice of sometimes bringing them together in the same vessel is of very recent date, and only in vessels specially designed and built to keep the camphor in air-tight compartments. When a large part of the cargo is found to be impregnated with camphor fumes on board a ship thus built, like the

Glamorganshire, the inference of some want of care is irresistible. *The Timor*, 46 Fed. Rep. 859.

Decree for the libelants, with costs.

THE R. D. BIBBER.

KENEDY *v.* THE R. D. BIBBER.

(Circuit Court of Appeals, Fourth Circuit. May 25, 1892.)

No. 8.

SHIPPING—DAMAGE TO CARGO—STRANDING—NEGLIGENCE.

A schooner loaded with a cargo of rails, transported under a bill of lading which excepted liability from "dangers of the seas," arrived off the bar at Galveston harbor. Quicksands cause the depth of water on this bar to constantly vary, and it is not uncommon for vessels to ground in crossing. The master consulted with the local pilots and with his broker, and by their advice lightered 100 tons of his cargo. Being then assured that the vessel would cross in safety, he proceeded in charge of a pilot, but the vessel, from some unknown cause, went fast aground. That night a storm arose which lasted two days, and drove the vessel half a mile from the channel, and on some shoals. From these she was afterwards taken off by salvors. The cargo owner paid salvage on the cargo, and brought suit against the vessel to recover the same; alleging that the stranding was caused by the negligence of the master in not further lightering the schooner before attempting the bar. *Held*, that the grounding of the schooner was not due to the negligence of her master; that, even were it due to his negligence, still that was but a remote cause of the salvage service, the proximate cause, which alone the law regards, being the storm, and from damage caused by that her bill of lading protected the ship.

Appeal from the Circuit Court for the District of Maryland.

In Admiralty. Libel by Mifflin Kenedy against the schooner R. D. Bibber. Decree dismissing the libel. Libelant appeals. Affirmed.

Brown & Brune, Treadwell Cleveland, Arthur George Brown, and William V. Rowe, for appellant.

Robert H. Smith, for appellee.

Before BOND and GOFF, Circuit Judges, and HUGHES, District Judge:

HUGHES, District Judge. The schooner R. D. Bibber received in Philadelphia a cargo of 780 tons of steel rails, to be delivered in good condition at Galveston, Tex., subject to the usual exception of the "dangers of the seas." With this cargo she drew 13 feet 9 inches aft and 13 feet 6 inches forward. She reached the outer harbor of Galveston on the 17th of January, 1887, and came to anchor. On a voyage a few months before she had taken a cargo of 780 tons of rails to the same port, and, without lightering, had passed over the bar of that port, safely, into the wharf. On this second trip her master went ashore to the office of the pilots in Galveston, to inquire about the depth of water on the bar. Informed that this was 13 feet 6 inches on a tide, and having consulted his broker, he engaged a lighter, and went out with it to his vessel on the morning of the 18th, and took off 100 tons of rails; by doing which the draft of his vessel was reduced to 13 feet 3 inches aft and 13 feet forward, as indicated by the marks on her sternpost and stem. There-