

THE WILLIAM SMITH.¹

CLYDE STEAMSHIP CO. v. THE WILLIAM SMITH.

(District Court, S. D. New York. December 8, 1893.)

SALVAGE—DERELICT—STRANDING DURING SALVAGE SERVICE ONE OF SALVOR'S RISKS.

The sum of \$8,336.23 represented the entire net proceeds of a schooner found derelict at sea, and brought safely into Southport, N. C., by libellant's large and valuable passenger steamship, and afterwards towed, by agreement, to New York for sale. After deducting the necessary expenses of the last-named towage, there was left \$5,450.77 of the proceeds of sale in New York as the true net proceeds. Of this, 70 per cent., or \$3,815.54, was allowed as salvage. During the salvage, stranding of the schooner occurred, which cost the steamer \$1,000. *Held*, that this item was not taxable as an expense, being a salvor's risk, and, as such, to be taken into account incidentally only.

In Admiralty. Libel for salvage. Decree for libellant.

Mr. Ward and Mr. Hough, for libellant.

Wing, Shoudy & Putnam and Mr. Burlingham, for respondents.

BROWN, District Judge. The whole net proceeds of vessel, cargo and freight amount to \$8,336.23. From this should be deducted, first, the expenses of bringing the schooner to New York from Southport, N. C., where the salvage service proper was completed. From there she was brought by the libellant, at the request and for the benefit of all parties in interest, and the result has been, doubtless, advantageous to all. This expense amounts, as I find, to \$2,885.46, after excluding therefrom certain charges incidental to the salvage proper, and also the sum of \$1,000, paid to a tug at Southport for getting the schooner off the bar, where she had grounded in the course of the salvage enterprise. This was an expense incident to the risk of the salvage operation, and was, therefore, at the risk of the salvors. This risk, however, is an element which is considered and allowed for in the percentage hereafter given to the salvors, and is covered by that allowance. Deducting the \$2,885.46 from \$8,336.23, leaves \$5,450.77, as the true net proceeds.

The schooner was a derelict; she had drifted in the ocean about 120 miles before she was picked up by the libellant's steamer *Seminole*. She is a large passenger steamer, worth about \$225,000, and had on board a cargo worth about \$370,000, as well as passengers impatient for the completion of the voyage. She was detained about 15 hours by the salvage service. The personal services of most of the ship's company in this case were comparatively small, and without danger; the expense and risk were chiefly on the part of the ship, and her owners. The salvage award, therefore, should go mainly to the latter. Seventy per cent. will, I think, be a proper allowance for the salvage service, which, computed upon \$5,450.77, makes \$3,815.54. Of this latter sum, \$200 should be reserved for

¹ Reported by E. G. Benedict, Esq., of the New York bar.

the master; \$150 for the first officer, Chichester; \$50 for the three seamen who were put aboard the schooner; \$200 for the other officers and men on board the steamer, to be distributed in proportion to their wages; and the residue, \$3,215.24, to the owners of the Seminole, besides the \$2,885.46 expenses above mentioned.

A decree may be entered in accordance herewith.

THE S. W. MORRIS.¹

PETRIE v. THE S. W. MORRIS.

NEWARK CHEMICAL WORKS v. SAME.

(District Court, S. D. New York. December 16, 1893.)

TOWAGE—STRANDING—OUT OF CHANNEL.

For getting upon rocks outside of the channel way at low tide without excuse, a tugboat is liable to her tow.

In Admiralty. Libels to recover damage to a tow and her cargo. Decree for libelants.

Goodrich, Deady & Goodrich, for Chemical Works.

Stewart & Macklin, for Petrie.

Hyland & Zabriskie, for claimants.

BROWN, District Judge. About noon on the 9th of August, 1893, the steam tug S. W. Morris, in towing the canal boat J. B. Devine alongside through the Kills towards Newark bay, ran upon a rock, or rocks, at low water, from 150 to 200 feet south of Bergen Point light, to the damage of the tow and cargo, for which the above libels were filed.

The evidence leaves no doubt that the shore off the Bergen Point light was known to be rocky and unsafe for loaded canal boats at low tide. The place of stranding was north of the proper channel course, which was at least 300 feet from the lighthouse. In the channel there was plenty of water, and plenty of space for navigation. Navigation out of the channel is at the risk of the tug, and not of the tow, which is without fault. It is not necessary that the pilot should have knowledge of the particular rock on which he strikes. His business is to keep the usual course, according to the time of tide, when he is navigating. For getting upon rocks out of the channel way without excuse, the tug is answerable. The Mascot, 48 Fed. 917, affirmed 6 C. C. A. 465, 57 Fed. 512; The Robert H. Burnett, 30 Fed. 214; The Ellen McGovern, 27 Fed. 868; The Ceres, 53 Fed. 667.

Decree for libelants.

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