| WRIGHT'S - TIPTON ANCHORS \& CABLES |  |  | vg gazette <br> HED 1734 <br> SDAY, JUNE 5, 1946 | STC | M.WAWN\&SON |
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THE LONDON STEAM-SHIP OWNERS' MUTUAL

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FREIGHT DEMURAAE AND
DEFENEE WAR RISKS, MARINE RISK8 (HULLS)


LAW REPORTS
HOUSE OF LORDS

## general average claim

 MORRISON STEAMSHIPCOMPANY, LTD. V. THE OWNERS
$\qquad$



| Judgment <br> Giving judgment dismissing the appeal, Lord Justice Scort said that at the trial the defendants conceded that the Priam's voyage was a warlike operation, and the Court agreed that in law the conclusion was rightly made. Mr. Justice Atkinson had said that damage caused to a ship by heavy weather while engaged in a warlike operation was not a consequence of that operation in the absence of any special circumstances. He had also said that it was not necessary to decide the case on that issue raised by the plaintiffs succeeded on their second contention that the special circumstances of the Priam's particular warlike claimed was caused by it. There were at least two respects in which this warlike operation of the Priam differed from a normal peacetime voyage from Liverpool to the Cape-first, the carriage of heavy derk cargo of war stores on a winter voyage across the Atlantic, speed in excess of her normal speed in heavy weather hecause of the requirements of the Army in the field, and that these two aspects of the Priam's of the damage <br> He (Lord Justice Scott) agreed with both conclusions, though he did not think the evidence justified a finding | to starboard. The Freden went hard- a-port, with several short blasts and the ringing of her bell. The Katingo Hadjipatera, with her port bow, struck the starboard and scraped along the starboard side of the Freden. <br> The Freden blamed the other for being improperly under way and going at excessive speed. She failed to reverse and put her wheel to starboard, and she ported at an improper time. She failed to let go an anchor or to sound any signals. <br> The defence and counterclain gave the tomage of the Katingo Hadiipatera as 3661 tons gross, and her length as 350 ft . She was proceeding towards the northern end of the Bic the island, in charge of a pilot, preparing to come to an anchor. She was on a course of $\mathbf{E}$. by N. ${ }_{4}^{3} \mathrm{~N}$. by compass, or E. by N. $亠$ N. magnetic, and was running off her way from two knots. She was sounding prolonged blasts. No fog bell was heard in the Freden, which was at anchor, and she loomed out of the fog at less than half a ship's length, on the port bow. The Katingo Hadjipatera went hard-a- starboard and full astern, with three short blasts, but her port bow could not be prevented from striking the Freden's starboard side amidships. The Preden. was blamed for not sounding her bell, or giving warning of her position in time. <br> Evidence was taken for the plaintiffs, and the hearing was adjourned. |
| :---: | :---: |


| the Army in the field. The master's attitude was dictated by his fear of enemy submarines. But all such features of the voyage were just particular steps to carry out the warlike operation. They were all consequential on " hostilities or warlike operations," because they were for thase purposes, and in that true sense they were "consequences of hostilities or warlike operations.' <br> His Lordship regarded the carriage of a deck cargo which was a potential source of danger and its stowage as " consequences" of the "hostilities " in which the British Empire was engaged. or of the "warlike opera- |
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thes "a a consequence of the warlike
thatVAGE ON PLUCKINGTON BANK
operation "of the Priom end specifically, and so far as that stowage
was the cause of the damage which
resulted therefrom to the ship, the M.S. "MAD. OWNERS OF
His Lordship held that the whole of
the damage was proximately consequences of hostilities or warlike
operations "within the meaning of th
policy.
The appeal would be dismissed.
Lord Justice Tucker and Lord Ju
tice Bucknilu agreed. Leave to appeal to the House
Lords was granted.
[A full report of the judgmen
will be given in "Lloyd's List La
Reports."]

## ADMIRALTY DIVISION

| COLLISION IN ST, LAWRENCE OWNERS OF S.S. "FREDEN" r . OWNERS OF S.S. "KATINGO HAD.JIPATERA <br> Before Mr. Justice Willmer, sitting with Captain G. Curtris and Captain C. St. G. Gilasson, Elder Brethren of Trinity House <br> This was an action in which the owners of the Swedish steamer Freden claimed damages from the nwners of the steamship Kafingo Hadjipatera, of the port of Chios, for a collision in fog in the St. Lawrence River on the morning of Oct. 4, 1942. The defendants put the blame solely on those in the Freden. |
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## PROVINCIAL REPORTS

From our Own Correspondents
LIVERPOOL, Tuesday
Orders are quoting freely, with the
general clartering position showing
steadiness on restricted tomnage offers.

Active Time Charter Inquiry

By Our Own Correspondent
THF BALTIC, Tuesday
In the freight market there has been
a continuance of the demand for grain
carriers from the River Plate to the
Continent. while chartering has been
resumed for coal from Hamptun Roads
for South American discharging ports.
An active inquiry has again been in
evidence for vessels on time-clarter
basis. Another vessel is required for
delivery this side and re-delivery South
Africa, while there is a new inquiry for
the second half of June for delivery
North-East Coast and re-delivery
India. Further tonnage is required
for six months' Australian trading at
the unchanged rate of 19s. 6d., and
there is a maintenance of the demand
for West Indies business. There have

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LLOYD'S LIST
Wed., June 5, 1946

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North American demand inclades coal
nd Gulf sulphur, with Cuba sugar also

## rench ports at around Holland and

Mediterranean, African and Eastern
shippers have many requirements.
CARDIFF, Tuesday
Little fresh foreign business offers,
but tomnage for the slorter trades is
scarcer. Quiet conditions rule in the

There is little improverment in the
nusually amply obtainable
business is still limited.

Baltic and near Continental operay
difficulty in securing the release of any
cargoes. Business is limited, being
mostly confined to special priorities.
There is a keen inquiry in the home
coasting section for all this month,

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oastwise trades nothing is working for
revand or the South Coast, and it is
umoured that Belfast intend putt

MONEY MARKET

COAL EXPORTERS (6)

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## SHIPPING \& GOAL COMPANY. LIMITED



NATAL NAVIGATION GROUP GOAL
BUNKERS AT SOUTH AFRICAN EASTERN PORTS

Special Market Reports
From Our Own Correspondents
CARDIFF

at
ade
gnt
fft,
EXCHANGE

## Quieter conditions Dull

 interest mainly centred in certain
South African gold mining issues. In
the gilt-edged section there South African gold mining issues. In
the gilt-edged section there was a fair
inquiry for British Government issues,
which were $1-16$ to $\frac{t}{2}$ higher where
changed, the old Consols showing the changed, the old Consols showing the
larger movement at $97 \frac{1}{3}$. Home rail-
Wrater larger movement at 97 s . Home rail-
way Ordinary stocks continued to lose
ground. Southern Preferred way drdinary stocks continued to lose
ground. Southern Preferred gave way
another $\frac{3}{4}$ to 75 , the Deferred
$\frac{1}{4}$ to 20 another s. to 75, the Deferred $\frac{1}{4}$ to 20
and London Transport "C" a like Fairly active conditions continued
to rule in the market for shipping issues, but the tone was uncertaing.
India General were marked down to
23, Isle of Man 1s. 6d. to 46 s . 6 d , and
Firness, Withy 6d. to 34s. 6d. On the 23, Isle of Man 1s. 6d. to 46 s . 6 d ., and
Furness, Withy 6.d. to 34s. d.
onther the
other hand, Britain recovered 1s. to 3d. to 21s. 6 d .
Business in commercial and indus
trial issues was on a reduced scale, and trial issues was on a reduced scale, and
with few exceptions movements were unfavourable to holders. Rolls-Royce
weakened ${ }^{1-32}$ to $729-32$, and Courtaulds were $7 \frac{1}{d}$ d. easier at 57 s . 3d. Smaller losses
were shown in Associated Cement to 68s. 9d., British Celanese to 36s. 3d
British Plaster Board to 37s. 6d., Havilland to 42s. 9d., London Brick to
75s. 3d., Marks. \& Spencer to 82s. 9d. and Woolworth to 94 s . 9 d . Cable and
Wireless were quoted $\frac{1}{2}$ higher at $102 \frac{3}{4}$, Wireless were quoted $\frac{1}{2}$ higher at 1023 ,
while Guinness gained 1 s , to 155 s ., International Tea 7 id d. to 20 s . 9 d ., an
Leyland bl . to 102 s .6 d .
Oils suffered from profit-taking. Oils suffered from profit-taking

Royal Dutch were marked down | $6 \frac{3}{3}$, while Shell weakened $\frac{1}{4}$ to $425-32$, |
| :--- |
| Anglo-Iranian $1-16$ to $57-32$, Burmah | A 24 s . 3 d .

$$
\begin{aligned}
& \text { REPORTS AND DIVIDENDS } \\
& \text { BRITISH \& EUROPEAN INSUR- } \\
& \text { ANCE COMPANI, LTD.-The report } \\
& \text { for the } 12 \text { months ended Dec. 31 last } \\
& \text { states that the net fire pre- } \\
& \text { miums amounted to f79,116. Claims }
\end{aligned}
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## Round the Shipyards

Survey of Work and Prospects
By Our Own Correspondents
the civoe





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|

## ROUND THE SHIPYARDS

| wre accorded special priority is it possible to maintain regular deliveries of material withont which the shiphuilding programme would be seriously retarded. Now that the Government has secured a mandate for the of the steel industry whether the matter for speculation with the shipyards will be maintained Possibly apprehensions will prove to be groundless, but in some quarters the fear exins ther free flow of coppli from the steel works to the shipyards which is essential to the maintenance of full scale activity. <br> An anmouncement from the Ministry able adjustment of the labour problem Mr. Isaacs has stopped the transfer o painters, plumbers, electricians and oiners from the shipyards to the build ing trades. This may only be a temporary expedient due to the slow progress with the housing programme. But for the time being these skilled and their services will be of material assistance in the speed up of new construction in the North-East Coast yards. Local ship repairers are also working to capacity and there is a long haul and $\qquad$ <br> SOUTH WALES |
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Labour Discontent Continues
 Work has been carDintarined suesiay steadily
in the slipip-repairing industry during the past week. A A number of big con-
thacts are still in hand, and there
tran wares mare stin in thand, anrivals, so that the the
wry docks were very well occupied. Mis-
dre dry docks sere ver'y well occupied. Mis-
cellaneous work was carried out on
vescel in the Vessels in the wet docks. As an oot-
come of the continued han on overtime and the restriction of piece-work by
the boilermakers, a strive of platers
has developed at Penarth. When a gang of men were asked to transfer
rom one ship to another they refused because some of their number were
idle and had not had a turn at work.
The employers contended that the
embarg embargo was creating redundancy
amonge the workers and in the circumanong the workers and in the circum-
stance they
men whino hanl not agree to engage Mountstauart Dry Docks, L.td., and
their associated companies at Cardiff,
 number ontside. The Aletta,

$\qquad$
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$\qquad$
$\qquad$ Ship-Repairing Company, Ittd.. continued work on the st. Julien, as well
as on four vessels afloat. The Prince of Wales Dry Dock Company
(Swansea)
Teglonne. Fort Hight field and Tilapa on
the blocks. The tug William. Ponlson remained in dry dock with the Por
Talbot Graving Dock Company, Ltd.

## THE WEAR

Shipbuilders and $\overline{\text { the }}$ the Government's Steel Plans SUNDERLAND, Tuesda
Shiphuilders have not said much, up Shiphuilders have not said much, up
to now, alout the proposed nationalito now. Alsout the proposed natiouali-
sation of the iron mad steel industry
butt they clearly talke but they clearly take $n$ very gloomy
view of the prospects of the shipbuild ing ind thstry if the Goverrmentit should Thompson Joseph L. Thompson it Sons, Ltd. speaking at the launcl of the motor
tanker British Rose said he hoped the tankerilding industry would be con-
ship
sulted greatest importance to shipbuilders and shipowners. Mr. Thompson also
emphasised what other Wear shipemphasised what other Wear ship

builders lave said about the disloca| tion of the shipbuilding programme if |
| :--- |
| priority for house building is rarried | too far. It will mean unemployment in the shipbuilding industry, the effect on

shipping and the country's food supply shipping and the country's food supply
and export trade would be serious, and the export of new ships themselves to
oreigu buyers would be held up. Surely. Mr. Thompson snggested, it is
better to export the finished ships better to export the finished shiph
rather than the steel with which to
huild then.
Mr. Thompson's disclosure the Wear firm booked orders for foreign owners
have he value of almost $£ 2.000,000$ can to the value of almost $£ 2,000,000$ ca The decision of the Mixistry Iabour tradesmen formerly engaged house building from shipyards and shiprepairing Jards back There is still $\mu$

propur can talk as long as you propulsion, Gas Turbines, Atomic energy, and all For a long time yet, ships will need Diesel Engines, for propulsion and auxiliaries.
I remember joining my first Motor ship-that would be about 1927. It was one of the first cargo liners to be fitted with Mirrlees Diesel Auxiliaries. Mind you, I'd seen Mirrlees before, on board our ship during the 1914 war, when $I$ was in the Royal Navy. I was a steam man then and hadn't much use for the new fangled Diesels.

Ive changed my mind since and have come to respect these sturdy little engines. I've seen those without trouble. You've got to work on board ship to know what it means to work an engine to death, and I reckon it speaks well for British workmanship and Mirrlees workmanship in particular
You take my tip... If you want an easy time in port, without much overhauling and maintenance work, see that you get a boat with British machinery on board. The first thing I do when I change my
ship is to look for the familiar Mirrlees nameplate,."

Mokers of the first Diesel
in this countr in 1897


Shipbuilding \& Engineering Section

## Work for the Shipyards

Orders Reported in "Lloyd's List" during the Week Ended June 4, 1946

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| A Buoyant Market | Reaction in Values |



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pecialists in Boiler, Ship Repairs and Site Work in the Bristol Channel area
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ROATH BASIN, CARDIFF


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Nor do low temperatures completely solve the problem, for taint can spread in the Nor do low temperatures completely solve the problem, for taint can spread in the
refrigerator as surely as in the hold : scientific treatment of the air is the only protection. Ozono generators liberate fresh vital ozone and destroy all Crosstainting or after-taint left by a previous cargo. Permanent units fit into the existing ventilation ducts; portable units leok after dangerous pockets. Current consumption and maintenance are negligible, and the units are supplied for any

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THE SECTO CO Mfg Chemists BLACKBURN

Shipbuilding \& Engineering Section GERMAN SHIP DESIGN

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LIST OR TRIM
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LLOYD'S LIST Wednesday, June 5, 1946 Page
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