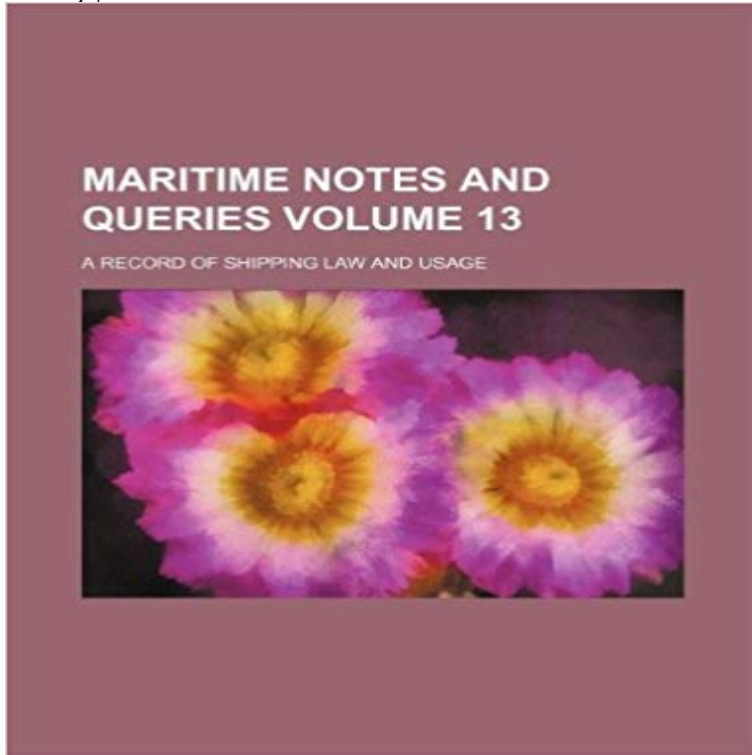


Maritime notes and queries Volume 13; a record of shipping law and usage



This historic book may have numerous typos and missing text. Purchasers can download a free scanned copy of the original book (without typos) from the publisher. Not indexed. Not illustrated. 1900 Excerpt: ...of the steamer in this case. Yours, &c., Captain Ruricon. The underwriters on the cargo seem clearly not liable, for the simple reason that the cargo has not been lost. If the deduction from the freight was justified, it was so on the ground that there was a breach of the contract by the shipowner--a breach for which the shipowner would be liable. SIGNALS FOR PILOT AND TUG. Sie,--I should feel obliged if you will give your opinion as regards signals required to be shown at night when requiring a pilot or a tug to come out. I was bound to Yarmouth with a cargo of coal, and the Yarmouth beachmen put off and tug came out. Both want to claim compensation, ?10 and-?7. 10s. I was close to Yarmouth Harbour, say Yarmouth Roadstead. The Bignal I did show was a flare before the fore rigging, dipping same constantly, the whole time not occupying more than three minutes. I brought up with iey anchor, it being fine weather, and half an hour after a tug took me in tow and towed me into Yarmouth, I expected for the usual towage, but they now require ?7. lot. Regular towage one guinea. Yours, &c., November 20, 1899. Master. The proper night signals for a pilot are either (1) a blue light every fifteen minutes, or (2) a bright white light Sashed or shown at short or frequent intervals just above the bulwarks for about a minute at a time. There is no statutory Bignal for a tug. The use of ambiguous signals when a tug is required is on old grievance. (See Maritime Notes and Queries, Vol. XII., p. 91.) STAMP.-BOTTOMRY BOND. Sie,--A bottomry bond, executed abroad, to be collected in this country. Is it necessary to have it stamped to make it valid, and, if so, the value of the stomp? An answer through

your columns will oblige. Yours, &c.,
Newcastle-on...

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