

## Chartered Vessels and War Region Risks.

The appeal of the Maskinonge Steamship Co. against a judgment in favor of the Dominion Coal Co., as charterer of the s.s. Maskinonge, in respect of insuring the vessel against war risks, was before the English Court of Appeal recently. The s.s. Maskinonge was originally chartered by the Dominion Coal Co. in 1909, for seven seasons, and in 1915 another agreement was entered into for a further six years. In this latter agreement, it was provided that should the vessel be ordered by the charterer into the war region, the war risk insurance premium payable by the owner should be refunded by the charterer. In Oct., 1916, the vessel was ordered by the charterer to go to Boston, Mass., and on or about Oct. 8, a German submarine appeared off Nantucket and sank about six vessels. From this, the appellant claims that that part of the U.S. coast became a part of the war region, and the vessel was insured against war risks. The matter really resolved itself into the definition of the term war region in the agreement, and the appellant contended that as soon as it became clear that the region in which the vessel was trading was one in which there was real apprehension of enemy activity, that district became a war region. The war risk insurance for three months was £1,750.

The judgment was that the appeal be allowed, and the decision of the lower court reversed, the appellant's claim being allowed in full with full costs in the appeal and in the lower court. The judge held that when, as in this case, there had actually been warlike operations by the appearance of a German submarine and the sinking of vessels in the area in which this vessel was trading or ordered to trade in the future, and that there was reasonable apprehension that these operations would recur, and no reasonable grounds for coming to the conclusion that this was a mere sporadic attack, then that constituted this area a war region within the meaning of the contract.

## Requisitioning Ships for Government Purposes.

A Dominion order in council was passed on April 24, repealing orders passed Nov. 24, 1916, and Mar. 31, 1917, and providing as follows: Whereas by order in council of Nov. 24, 1916, certain regulations were enacted under the provisions of the War Measures Act, 1914, for the requisitioning of any British ship registered in Canada by and on behalf of His Majesty for the carriage of foodstuffs and of any other articles of commerce; and whereas by order in council of Mar. 31, 1917, further regulations were made and enacted under the provisions of the said act for the requisitioning, for the said purpose, of any ship under construction or about to be constructed in any shipyard in Canada for neutral owners; and whereas it has been represented that it is essential that provision be made for the requisitioning of any British ship registered in Canada, for any other purpose whatsoever, including the requisitioning of any cargo space therein, and also for the requisitioning of any ship under construction or for the construction of which a contract has been entered into, in any shipyard in Canada, whether for British or for foreign ownership; therefore the Governor-General in council, under and

in virtue of the provisions of the War Measures Act, 1914, orders as follows:

Any British ship registered in Canada may until further order be requisitioned by and on behalf of His Majesty for the carriage of foodstuffs and of any other articles of commerce, or for any other purpose whatsoever. Any cargo space in any British ship registered in Canada may until further order be requisitioned in whole or in part by and on behalf of His Majesty for any purpose whatsoever. Any ship under construction or for the construction of which a contract has been or may be entered into in any shipyard in Canada, even in cases where the export thereof for foreign registry has been authorized by the Governor in council, may until further order be requisitioned by and on behalf of His Majesty for the carriage of foodstuffs or for other articles of commerce or for any other purpose whatsoever. The Minister of Marine and Fisheries is authorized and directed to give effect to these regulations by causing notice of requisition to be served on the owner of any such ship, or the builder in the case of a ship under construction, or for the construction of which a contract has or may be entered into.

We were officially advised on May 16 that no requisitions had been passed under the provisions of the order in council quoted above. As stated in previous issues of Canadian Railway and Marine World, the Dominion Government, between Sept. 19 and Nov. 15, 1916, authorized the exportation to Norway on completion of 18 cargo steamships to be built at New Glasgow, N.S., Montreal, Toronto, Port Arthur, Ont., and Vancouver, B.C., and for the exportation to the United States of two others to be built at Toronto. On May 16 we were officially advised that the only companies that had actual contracts for the construction of vessels for neutral owners were: Canadian Vickers, Ltd., Montreal, 2; Polson Iron Works, Toronto, 2; Thor Iron works, Toronto, 2. There appears to be little doubt that these will be taken over for the British Government.

## Proposed Shipbuilding in New Brunswick.

The question as to what steps the New Brunswick Government should take in promoting and encouraging shipbuilding within the province was discussed at an impromptu meeting at Fredericton, N.B., led by T. H. Estabrooks. The scheme of aiding the construction and operation of vessels, as being carried out by the British Columbia Government, and also the proposals suggested under the Nova Scotia scheme, were outlined and discussed, and the history of shipbuilding in New Brunswick was reviewed. In the main, it was suggested that the N.B. Government should appoint a commission of business men, some of whom should have some knowledge of the shipbuilding business, with authority to proceed as speedily as possible with the construction of vessels of a suitable type to meet immediate needs. The commission should be provided with a fund of \$1,000,000 for the proper carrying on of the work and for assisting such construction as deemed advisable. The type of vessel to be adopted, method of propulsion, etc., should be left for decision by experts. It was suggested that instead of setting aside the sum suggested to promote the business, the Government should pay a bonus on a tonnage basis. A resolution calling upon the government to take such

steps as would eventually lead to the re-establishment of the shipbuilding industry in the province was passed and sent to the government, and T. H. Estabrooks and J. A. Likely were appointed to select a representative committee to meet members of the government to discuss the proposals.

## Repairing the Damaged German Ships Interned in the U. S.

Chairman Denman of the United States Shipping Board has announced that a detailed survey of each of the 71 German and Austrian ships interned in the U. S. has been made, disclosing the damage done each; that draughtsmen have prepared drawings from which the impaired or destroyed parts of the machinery can be fashioned; and that the necessary repair work is being rushed under the supervision of a corps of marine architects in private shipping yards. Mr. Denman said: "Immediately after the removal of the crews from the interned vessels the Shipping Board undertook to repair them. It organized a committee of experts, including F. S. Martin, of New York, and S. Taylor, Chairman of the American Bureau of Shipping. The committee directed a survey of each ship. It was found that many important parts of the machinery had been destroyed or thrown overboard—parts that connected the power with the propelling mechanism. Draughtsmen were engaged to draw designs for the missing machinery, and repairs are being made in U. S. factories. Many of the interned ships were constructed in British yards. The British authorities are furnishing us with the original plans. Within five months the most seriously damaged of the ships will be ready to put to sea. The smaller ships will be prepared for commission in a much shorter time."

The Shipping Board's survey of ships interned in U.S. ports has disclosed that the three great steamships of the Hamburg-American Line, the President Lincoln, the President Grant, and the Pennsylvania, are the most extensively damaged of the German vessels. The repairs on each of these ships will approximate \$250,000.

Rideau Steamboat Co., Ltd. has been incorporated under the Dominion Companies Act, with \$50,000 capital and office at Ottawa, Ont., to own and operate steam and other vessels, and to carry on a general transportation and vessel owning and chartering business. The provisional directors are: F. F. Pardee, A. S. Burnham, N. St. C. Gurd, W. J. Barber, F. W. McKinnon and Andrew Haydon, Ottawa, Ont.

Landbo Transportation Co., Ltd., has been incorporated under the Ontario Companies Act, with \$40,000 capital and office at Sarnia, to own and operate steam and other vessels for the conveyance of passengers and merchandise, and to carry on the general business of common carrier. The incorporators are: W. E. Beaton, W. J. Best, A. W. Campsall, and F. R. Reeves, Sarnia, Ont.

Increased Pilotage Tariff at Montreal.—An order in council has been passed increasing the pilotage tariff at Montreal, on coasting and sea going steamships by 25c a foot draught, making the new tariff \$2.75 for each foot of draught for any coasting steam vessel, and \$3.25 for each ocean going steam vessel. The tariff for piloting inland vessels remains as heretofore, \$2.50 per foot draught.