

and put it in Str. 'T. W. Snook,' getting pump fixed up. 3rd. Didn't get to pumping until afternoon; got her pumped out. 4th. Taking coal off and pumping all day." The time lost was estimated at 12 hours, but, as the first day's pumping became useless by the stoppage of the pump and the sinking again of the "Monguagon," and as it was not until the afternoon of the third day that the pump was sufficiently repaired to allow the pumping to be commenced again, I think the deduction for the lost time should have been two and one-half days, instead of one day; and therefore I deduct the expenses for one day and one-half day of the charge for the pump and for the time of the men operating it, which deduction I find amounts to \$64.50.

2. The services rendered by the tug "Cadillac." This tug was used to assist in steering the "Monguagon" from Sandusky to Detroit, her rudder having been broken by the collision. The evidence as to this is as follows: "Q. Was it necessary to have another boat in towing her across the lake? A. Yes, sir. Q. What boat was engaged? A. The tug 'Cadillac.'" The evidence further states that while the "Monguagon" was going along nicely, two steamers pulling her, "she took a sheer and parted the line, and one had then to go back and steer her." I think this charge was properly allowed: see *The "Inflexible,"* Swab. 200.

3. The charge for the surveyors' report. In *Sawyer v. Oakman*, 7 Blach. at p. 306, Woodruff, J., said: "Such surveys are customary; often quite necessary as a safe guide to the conduct of the owners, and often quite important in reference to the relations of owners to insurers, and to regulate the conduct of master or owner in respect to any attempt to repair where it is apprehended that the cost of repairs will exceed the value of the vessel when repaired; and when the question of abandonment is presented to the owners. Such expenses are constantly allowed, as against insurers, and surely a tort-feasor stands in no more favourable position." See, further, *The "City of Chester,"* 34 Fed. R. 429, and *The "Alaska,"* 44 Fed. R. 498. This charge was therefore properly allowed.

4. Salvage charges. In *Marsden on Collisions*, it is stated that "if the injured ship sinks in consequence of the collision, the expense of raising and docking her are recoverable as damages:" p. 119. *Spencer on Collisions* concurs that "salvage expenses incurred by an injured vessel in being