

between them before they met, in order to enable the tug and her tow to extricate themselves from a place where the vessels could not safely meet; that the tug and her tow were at this time on a course a little east of north-east, and the tug was proceeding at about half speed, that, is, about 5 miles an hour over the ground, the current there running at a great speed, and for a considerable distance almost at right angles to the direction of the ship channel, making navigation particularly difficult for a tug or tow. (3) That from 3 to 5 minutes after her first signal, the tug "Glide" again gave 3 blasts on her whistle for the same purpose, but the approaching ship, which was the "Norwalk," did not answer either of these signals or give any intimation that she was going to act in accordance therewith. (4) That as the "Norwalk" still came on, the tug "Glide" gave a single blast on her whistle as a warning to the "Norwalk" to keep her starboard side of the channel in any event; and the tug and the barges in tow put their wheels hard over to port and the "Norwalk" answered by one blast on her whistle. (5) That the ship channel below No. 3 lightship becomes very narrow and at No. 2 lightship the channel suddenly turns about due east; that after the tug "Glide" had rounded No. 2 lightship the "Norwalk" met her and passed by at some distance off on her port side; that the barges "Jet" and "Winnipeg" followed their tug, but the "Norwalk" swung to port and the bluff of the "Norwalk's" port bow came into collision with the port bow of the barge "Jet." (6) That the "Norwalk," when she collided with the "Jet," stove in the latter's port bow and shattered her planking and otherwise seriously injured her and her contents and equipment, and as a result of the collision the hawsers attaching the barges to the tug "Glide," and the lashings between the barges were broken; and the "Jet" began rapidly to fill with water, but managed to keep afloat until she settled on the shoals about a mile below lightship No. 2. (7) That the "Norwalk," had no proper lookout on duty, and (8) did not respect the right-of-way to which the other ship was entitled on account of the current, and (9) did not respect the right-of-way that the other ship was entitled to on account of being a tug with a tow. (10) That the "Norwalk" did not stop and wait a sufficient distance below the lightship to enable the tug and tow to round the bend in the channel without danger of a collision, and (11) did not keep her own starboard side of the