

In the Privy Council

On Appeal from the Supreme Court of Canada.

BETWEEN

OIVIND LORENTZEN, as Director of Shipping
and Curator of The Royal Norwegian Govern-
ment,
(Plaintiff) *Appellant.*

AND

THE SHIP "ALCOA RAMBLER" (Alcoa Steam-
ship Company Inc. Owners),
(Defendant) *Respondent.*

Record of Proceedings

PART II

RECORD
PART II

*In the
Exchequer
Court of
Canada.*

Defendants
Exhibit.

No. 1
Port of
Halifax
Public
Traffic
Regulations

PART 11

EXHIBIT NO. 1

ALCOA RAMBLER

DEFENDANTS EXHIBIT

NOTICE TO MARINERS

PORT OF HALIFAX NOVA SCOTIA

PUBLIC TRAFFIC REGULATIONS

BY ORDER OF REAR ADMIRAL COMMANDING ATLANTIC
COAST OF CANADA WITH CONCURRENCE OF MILITARY AUTHORITY 10

1. Until further notice the following regulations which cancel all former Public Traffic Regulations are to be observed by Merchant Vessels (*see* definitions paragraph 6) approaching or within the limits of the Port of Halifax, N. S.
2. The limits of the port are all that portion of the harbour and its approaches lying to the Northward of a line drawn from Chebucto Head Light to Devil's Island east light.
3. These regulations are issued for the guidance of Masters of vessels using the Port and must be obeyed or their ships will be treated as hostile. 20 They will remain in force until amended or cancelled by a Notice to Mariners.
4. These Regulations are supplementary to the general Rules and Regulations concerning caution when approaching and navigation within British and Canadian Ports issued in British and Canadian Notices to Mariners, and to such other orders for the regulations of shipping as may be issued from time to time in British and Canadian Notices to Mariners.
5. Unless overruled by these Regulations, the ordinary Regulations of the Port are to be adhered to.
6. *Definitions.*—For the purpose of these Regulations:-- 30

RECORD
PART II

*In the
Exchequer*

*Court of
Canada.*

Defendants
Exhibit.

No. 1

Port of
Halifax
Public
Traffic
Regulations
(continued).

- (a) Fog, thick weather, snow or low visibility is considered to exist when it is impossible, owing to meteorological or other conditions affecting visibility, to communicate between the Examination Vessel and Examination Battery.
- (b) “*Merchant Vessels.*” For the purpose of these Regulations the term Merchant Vessels includes all vessels other than the examination Vessels and British and Foreign War Vessels.
- (c) “*Small Craft*” refers to all vessels and boats other than ocean-going Merchant Vessels or those wearing the White Ensign or a foreign Naval Ensign. 10
- (d) “*Night*” refers to the period between fifteen minutes after sunset to fifteen minutes before sunrise.

PART 11—INTERNAL MOVEMENTS

31. The Chief Examining Officer is in charge of movements of all Merchant Vessels within the port and in the Examination Anchorage.

32. No vessel may change her berth without obtaining the consent of the Chief Examining Officer. This consent may be applied for by the Master or Agent verbally, in writing or by telephone. The pilot or the Master is responsible for obtaining permission for the actual movement, as short a time as possible before the sailing of the vessel. 20

AMMUNITION AND OIL SUPPLY SHIPS

33.(a) Ships entering harbour and carrying explosives, will be escorted from the Boom to the Quarantine Anchorage by a Naval Craft flying International letters I. C. They will remain in Quarantine Anchorage until they have been examined and found to be in safe condition and will then be moved to a berth in Bedford Basin. On this passage the Naval Craft will again provide escort. All ships seeing the Naval vessel flying International are to keep well clear.

- (b) Ammunition or oil supply ships, tankers or lighters, carrying explosive cargo are never to be alongside or anchored near vulnerable areas, except when necessary for embarking or disembarking ammunition or fuel. 30
- (c) Ammunition ships loading or unloading may not remain alongside their piers after eleven o'clock at night if stevedoring cannot be continued after that hour.

RECORD
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Port of
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Regulations
(Continued).

- (d) Unless stevedoring is to continue, no explosive freight may be unloaded from cars which cannot be stevedored on the ship before eleven o'clock at night, and the ship must be moved off to an anchorage outside the vulnerable area and not returned prior to seven o'clock in the morning and then only provided the cargo can be ready for loading at eight o'clock.
- (e) The Agent responsible for loading or discharging explosives to or from a ship anchored in the Harbour or Basin is to have a tender in attendance during the entire operation.
- (f) Within the meaning of these Regulations, that part of Halifax 10 Harbour from and including the Narrows southward to a line drawn 090 degrees true from Herring Cove Light, with the exception of the Quarantine Anchorage and the Examination Anchorage, shall be considered to be a vulnerable area.

34. Every vessel within the ports of Canada or Canadian Waters, as defined in the Customs Act, shall comply with such orders regulating the movement, navigation, pilotage, anchorage, mooring, berthing, lighting and related matters with respect to the vessel as may be issued by or on behalf of the Minister of National Defence for Naval Services and shall obey any orders incidental to such matters issued by the Naval Officer in charge of the 20 Port or the Naval Officer charged with the administration of the Port and shall obey any order given, whether by signal or otherwise, by any Officer in Command of any of His Majesty's Canadian ships or any other of His Majesty's ships or any Naval, Military or Air Force Officer engaged in the defence of the coasts of Canada. Extract from Defence of Canada Regulations (Consolidation) 1941 Para. (40) (1).

35. The Ordinary Regulations of the Port must be strictly adhered to, except as affected by the Public Traffic Regulations.

RECORD
PART II
*In the
Exchequer*

*Court of
Canada*

Defendants
Exhibit

No. 3
Abstract of
Deck Log
of S S
Norefjord
(translation)

S/S NOREFJORD

EXHIBIT NO. 3.

(DEFENDANT)

DEFENDANT'S EXHIBIT DATED JULY 24, 1942.

**Abstract of Deck Log for Voyage from Port Sulphur
to the United Kingdom.**

Friday, July 24th, 1942.

Sailed from Port Sulphur at 1525 with a cargo of 4,653 tons of sulphur destination the U.K. The vessel was in all ways seaworthy. Draft forward 23'0": aft 24'6": mean 23'9'. 10

Saturday August 15th, 1942.

Anchored in Halifax Harbour at 1950 with 45 fathoms starboard Anchor. Draft forward 21'0": aft 23'3": mean 22'1½".

Monday August 17th, 1942.

Having received bunkers, the vessel anchored in Bedford Basin at 2125 with 75 fathoms starboard anchor. Draft forward 22'6": aft 24'6": mean 23'6".

Thursday August 20th, 1942.

Took on pilot C.T. Hayes at 0840 and tug boat came alongside. Started to weigh at 0850. At 0905 under way to D.G. range according to the 20 pilot's directions. The Captain, 3rd Officer and helmsman Ivan Nilsen were on the bridge. 0915 full speed astern. 0916 full speed ahead. 0917 full speed astern. 0918 engines stopped. 0918 collision occurred. The ship was rammed on the port side by the bulkhead between the stokehold and cross bunker by the U.S. freighter "Alcoa Rambler". All the bilges were sounded immediately. No leakage could be observed. 0922 slow speed ahead. 0935 the water had risen five feet above the engineroom floor and caused everything to stop. A collision mat was rigged outside over the damage. As the water was rising rapidly in the engineroom and stokehold, it was decided to beach the ship. At 1015 the ship was beached, assisted by 30 a tug. Soundings were taken all around the ship. Forward sounding 21' aft 32': midships 26'. At 1115 Inspector Bakken and Mr. Lorry, representing the insurance company arrived on board. 1220 a pump was brought alongside and taken onboard. At 1300 discharging of the water began from

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Exhibit.

No. 3

Abstract of
Deck Log
of S. S.
Norefjord.
(translation
(Continued))

No. 3 hatch. The pump was not working efficiently due to a faulty hose. Work was discontinued from 1430 to 1550 while the hose was being replaced and the pump itself repaired. At 1640 a diver came alongside and managed to stop the largest leak. Another pump was brought on board at 1830 and discharging continued from the stokehold. Bilges and tanks are sounded continually. Two mates and three of the crew were on duty during the night. The rest of the crew stood by. The water rose up in the shelter deck and flooded aft and down in No. 4 and 5 hatches, as the pump in No. 3 was not able to control the leakage. The water began to fall in No. 3 and in the engine room by 1900.

10

Friday August 21st, 1942.

At 0030 two small pumps were rigged on the after deck, one in No. 4 and one in No. 5. The diver returned at 0900 and continued work on the damage for the whole forenoon.

At 1420 a pilot was taken onboard and two tugs came alongside to pull the ship off. At the same time the S. T. "Banspray" arrived to supply the ship with steam. The ship was afloat by 1515. At 1520 the ship touched a lighter, with her rudder but no damage was done to the lighter. 1615 anchored with 45 fathoms starboard anchor. Discharging of the water continued by shore pumps and by the ship's own pumps. The water was falling in all holds. Tanks and bilges were sounded continually. At 1700 draft forward 23'6": aft 29'6" mean '26". The tug "Hanrahan" stood by during the night and one mate and three of the crew were on deck. Soundings were taken every second hour.

20

T: NILSEN
A.B

SIGMUND BERGAN
3rd. Officer

MICH F. STRUM
Chief Officer

J. R. SKJELBRED
Master

EXHIBIT NO. 7

ALCOA RAMBLER

30

DEFENDANT'S EXHIBIT DATED AUGUST 20, 1942

Defendants
Exhibit.

No. 7

Port Log
of S. S.
Alcoa
 Rambler.

Leaving Anchorage August 20th A.M. Cut boilers in at 6.00 Tested steering engine and Engine telegraph at 7.27 Found O.K. Stand by 8.41—Slow astern 8.42—Stop 8.43—Slow ahead 8.44—Stop 8.45. Slow astern 8.51 Stop 8.52. Full ahead. 8.53. Half ahead. 8.56. Slow ahead 9.03. Half ahead, 9.12. Slow and 9.14. Stop 9.15. Full astern 9.16½. Full astern 9.17 Full astern 9.17½. Stop 9.19 Slow ahead 9.20 Slow astern 9.22. Half astern 9.23. Stop 9.24. Half ahead. 9:27. Stop 9.30 Slow ahead 9.30 Stop 9.34. Half

RECORD
PART II
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Exhibit.

No. 7

Port Log
of S. S.
Alcoa
Rambler.
(Continued).

astern 9.35. Stop 9.35½. Slow astern 9.37½. Stop 9.41½. Slow ahead. 9.47
Stop 9.48. Slow ahead 9.48½ Stop 9.49½ Slow ahead. 9.52. Half ahead.
9.53. Slow ahead 9.59. Stop 10.10 Full astern 10.13. Stop 10.17. Finished
with Engines 10.17½. 9.18 a heavy jar was felt in Engine Room ap-
parently caused by vessel striking something. Examined all Engine Room
equipment. No evidence of damage was found.

The above is a true and correct
record of the engine operations
of this vessel for this date.

E. HENKE *Master*
(Sgd.) J. Carbajal
Chief Engineer

10

EXHIBIT NO. 8.

ALCOA RAMBLER

S. S. ALCOA RAMBLER—VOYAGE 7

Defendants
Exhibit.

No 8

Extract of
Deck Log
of S. S.
Alcoa
Rambler.

Extract of Deck Log as dated August 20, 1942. Vessel collided with S.S.
NOREFJORD while manoeuvring in Bedford Basin at 9.18 a.m.

8. 50 A.M. August 20th.

Hove up anchor and proceeded from our anchorage berth, 2D, Bedford
Basin toward the Narrows. Master and Halifax Pilot, R. L. Clarke in 20
charge. About 9.13 A.M. noticed on our Starboard another vessel under-
way and apparently heading for the Narrows too. Shortly afterwards
observed that the other was turning towards us and attempting to cross
our bow. Stopped and reversed our engines to full astern, dropped star-
board anchor, sounded 3 blasts on our whistle, following with the danger
signal.

At 9. 18 A.M. our vessel collided with the S.S. Norwegian Norefjord.
As a result of this collision our vessel sustained damage to her bows. The
NOREFJORD seriously damaged on port side amidships.

9.30 A.M.—Hove up anchor. Found degaussing cable foul of anchor. 30

9.52 A.M. Cleared degaussing cable from anchor and dropped to the
bottom and proceeded back to out anchorage berth, 2D,
Bedford Basin.

RECORD
PART II

REMARKS

*In the
Exchequer
Court of
Canada.*Wind Direction NNE—Force 2.
Temperature 51 degrees 0
Weather cloudyDefendants
Exhibit.

No. 8

Extract of
Deck Log
of S. S.
Alcoa
Rambler.
(Continued).

7.27 A.M. tested steering gear whistle, etc. and compared clocks with E.R.
8.30 Pilot, R. L. Clarke aboard. 8.30 started to heave anchor up. 8.41
S.B.E. 8.42-half astern. 8.43—stop. 8.44—slow ahead. 8.45 stop. 8.51 slow
astern. 8.52 stop. 8.55 anchor aweigh. 8.56 half ahead. 9.03 slow ahead.
9.12 half ahead. 9.14 slow ahead. 9.16 stop. Let go starboard anchor 30
fathoms in water. 9.16½ full speed astern. 9.17 full speed astern jingle. 10
9.17½ full speed astern jingle. 9.18 collided S.S. NOREFJORD, struck on
port side amidships. 9.19 stop. 9.20 slow ahead. 9.22 slow astern. 9.23 half
astern 9.24 stop. 9.27 half ahead. 9.30 stop. anchors aweigh. 9.30 slow
ahead. 9.34 stop. 9.35 half astern. 9.35½ stop. 9.37½ slow astern. 9.41½
stop. 9.47 slow ahead. 9.48 stop 9.48½ slow ahead. 9.49½ stop. 9.52 slow
ahead. 9.52 cleared the degaussing cable from the anchor. 9.53 half ahead.
9.59 slow ahead. 10.10 stop. 10.13 full speed astern. 10.17 stop. let
st'b'd. anchor, 60 fathoms in water. 10.17 stop. 10.17½ F. W. E. In anchor-
age 2D. Master on bridge. Pilot assisting, Anchor watch maintained.
11.30 A.M. bilges sounded. Bearings checked. 11.30 Master & Pilot 20
ashore. 11.50 a.m. A. Dumont Jr., Port Engineer of U.S. War Shipping
Administration board. 11.59 a.m. A Dumont Ashore. Also American Bur-
eau of Shipping Representative on board surveying damage
WSA—H

(Sgd.) E. HENKE

Master

EXHIBIT 9

ALCOA RAMBLER

Defendants
Exhibit.

No. 9

OCT. 26. 1942

Port Log,
Deck Dept.
of S. S.
Alcoa
Rambler.**PORT LOG Deck Dept. Port of Halifax Date August 20, 1942 30****Name of Berth—**Anchorage (Basin) Bedford Basin, 2D.
Men for Lines, Tugs Etc. Pilot R.L. Clarke.**8.50 A.M. AUGUST 20th.**

Hove up anchor and proceeded from our anchorage berth 2D, Bedford
Basin, towards the Narrows. Master and Halifax Pilot, R.L. Clarke in
charge. About 9.13 a.m. noticed on our starboard another vessel under-

RECORD
PART II
*In the
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Canada.*

Defendants
Exhibit.

No. 9

Port Log
Deck Dept.
of S. S.
Alcoa
Rambler.
(Continued).

way and apparently heading for the Narrows too. Shortly afterwards observed that the other was turning towards us and attempting to cross our bow. Stopped and reversed our engines to full astern, dropped starboard anchor, sounded 3 blasts on our whistle following with the danger signal.

AT 9.18 A.M. our vessel collided with the S/S Norwegian Norefjord. As a result of this collision our vessel sustained damage to her bow. The Norefjord seriously damaged on port side amidship.

9.30 A.M. Hove up anchor. found degaussing cable foul of anchor.

9.52 A.M. Cleared Degaussing cable from anchor dropped the bottom, and proceeded to our anchorage berth 2D Bedford Basin. 10

Master

REMARKS

(Average)

Weather Cloudy

7.27 A.M. tested steering gear, whistle etc. compared clocks with E.R.

8.30 A.M. Pilot R.L. Clarke aboard 8.36 started to heave anchor up

8.41 S.B.E. 8.42 half astern. 8.43 stop. var. bells lagged in bell book.

8.55 a.m. anchor aweigh, var. bells 9.16 let go st'b'd anchor, 30 fathoms

in water var. bells 9.52 cleared Degaussing cable from anchor var. bells

10.11 a.m. let go st'b'd anchor 60 fathoms in water 10.17 stop. 10.17½ 20

F.W.E. In anchorage 2D. Master on bridge, pilot assisting. Anchor

watch maintained. 11.30 a.m. Bilges sounded. Bearings checked. 11.30

Master & Pilot ashore. 11.50 a.m. Mr. A. Dumont port engineer of U.S.

W. S. A. aboard. 11.59. Mr. Dumont ashore. Also American Bureau of

Shipping representative aboard surveying damage.

RECORD
PART II

*In the
Exchequer
Court of
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Defendants
Exhibit.

No. 14

Abstract of
Deck Bell
Book of
S. S. Alcoa
Rambler.

EXHIBIT NO. 14

ALCOA RAMBLER

S. S. ALCOA RAMBLER
Halifax, Aug. 20, 1942

Abstract of deck bell book, appertaining to collision with the Norwegian S. S. Norefjord on August 20th, 1942, at Halifax, N. S.

Aug. 20, 1942, 8.30 a.m. Pilot R. L. Clarke on board, started to heave up anchor.

8.41 "	Stand by engines.	
8.42 "	Half astern	10
8.43 "	Stop	
8.44 "	Slow ahead.	
8.45 "	Stop	
8.51 "	Slow astern.	
8.52 "	Stop	
8.55 "	Anchor away	
8.56 "	Half ahead	
9.03 "	Slow ahead	
9.12 "	Half ahead	
9.14 "	Slow ahead	20
9.16 "	Stop	
9.16 "	Let go Starboard anchor, 30 fathoms shackle in the water.	
9.16½ "	Full astern	
9.17 "	Full astern, jingle.	
9.17 "	Full astern, jingle	
9.18 "	Collided with S.S. Norefjord, struck her on port side amidships.	
9.19 "	Stop	
9.20 "	Slow ahead	30
9.22 "	Slow astern	
9.23 "	Half astern	
9.24 "	Stop	
9.27 "	Half ahead	
9.30 "	Stop anchor aweigh	
9.30 "	Slow ahead	
9.34 "	Stop	
9.35 "	Half astern.	
9.36 "	Stop	
9.37½ "	Slow astern	40
9.41½ "	Stop	
9.47 "	Slow ahead	
9.48 "	Stop	

RECORD
PART II

*In the
Exchequer*

*Court of
Canada.*

Defendants
Exhibit.

No. 14

Abstract of
Deck 'e l
Book of
S. S. Alcoa
Rambler.
(Continued).

9.48 $\frac{1}{2}$ " Slow ahead
9.49 $\frac{1}{2}$ " Stop
9.52 " Cleared degaussing cable, slow ahead
9.53 " Half ahead
9.59 " Slow ahead
10.10 " Stop
10.13 " Full astern
10.17 " Stop, let go starboard anchor, 60 fathoms chain
10.17 $\frac{1}{2}$ " Finished with engines

(Sgd.) E. HENKE 10
Master S. S. Alcoa Rambler

**EXHIBIT No. 17
BRANCH PILOT'S REPORT
ALCOA RAMBLER**

Norefjord (Nor) Master—H. Olsen Pilot—C. T. Hayes
Reg. tonnage: 1918
Draught forward: 23 Feet. Draught aft: 24 ft.
Under Steam Agents: T. A. S. DeWolf
Piloted from Anchorage to Range in Bedford Basin.
Departed 8.30 a.m. 20-8-42 Arrived 11 a.m., 20-8-42 20

ACCIDENTS, REMARKS, ETC.

I have to report that on the morning of the above date while piloting the "NOREFJORD" from anchorage in Bedford Basin to D. G. Range, collided with "ALCOA RAMBLER." Anchor was hove away in Bedford Basin B at 9.10 a.m. Ships head approx. N. W. by compass tug boat "BANSURF" on starboard bow pushed vessel round until vessel head was heading toward centre of Turple Head and D. G. Range. Tug Boat was let go from ship and telegraph was put full speed ahead. Tug boat with Barge was proceeding in Basin on my starboard bow I blew one blast and altered my course to starboard when vessel was clear of said tug and Barge, I port- 30
ed easy to clear a ship at anchor after clearing ship at anchor I noticed spars of "Alcoa Rambler" on other side of a ship at anchor heading toward Narrows approx. one cable away on my Port bow. Fearing a collision I blew one short blast and put wheel hard a starboard as soon as vessel started to swing I blew three blasts, and came full speed astern to put vessel parallel with "ALCOA RAMBLER" but ships were too close at this time to avoid collision and Alcoa Rambler hit said vessel approx. amidships on port side. I was informed by Chief Engineer, vessel was leaking and instructed by Captain to beach vessel as soon as possible, which I did with the assistance of tug boat "Bansurf" south of Irving Oil Wharf 40

C. T. HAYES,
Branch Pilot

DATED at Halifax, N. S., August 20th, 1942.

Defendants
Exhibit.

No. 17

Branch
Pilot's
Report.

R. L. Clarke Plot

8³⁰ Started to heave
anchor up.

8 ⁴¹ S. R. E	8 ⁵² X
8 ⁴² —	8 ⁵⁵ anchor
8 ⁴³ X	8 ⁵⁵ 4
8 ⁴⁴ L	8 ⁵⁶ 4
8 ⁴⁵ X	9 ⁰⁵ L
8 ⁵¹ —	9 ¹⁰ 4

9¹⁴ L
 9¹⁵ X let go st'bd
 anchor
 9^{16^{1/2}} ++
 9¹⁷ ++
 9¹⁹ X
 9²⁰ L

9¹⁸ CollisionNOREF
NOREFjord L

9²² —
 9²³ ++
 9²⁴ X
 9²⁷ 4
 9³⁰ X anchor
 9³⁰ L

9³⁴ X
 9³⁵ ++
 9^{36^{1/2}} X
 9^{37^{1/2}} —
 9^{41^{1/2}} X
 9⁴⁷ L
 9⁴⁸ X
 9^{48^{1/2}} L

9^{49^{1/2}} X
 9⁵² cleared the
 negansung
 cable
 9⁵² L
 9⁵³ 4
 9⁵⁹ 4
 10¹⁰ X
 10¹⁸ ++
 10¹⁸ let go *
 st'bd anchor
 60 bathoms in water

10¹⁹ X
 10^{17^{1/2}} F.W.E.

Aug 20 - 1942 Halifax Harbour

SS ALCOA RAMBLER

8³⁰ Sam Pilot aboard 8³⁰ Started to heave anchor
 up 8⁴¹ S.B.E 8⁴² + 8⁴³ x 8⁴⁴ L 8⁴⁵ X
 8⁵¹ L 8⁵² X 8⁵⁵ anchor awligh 8⁵⁰ + 9⁰³ L
 9¹² + 9¹⁴ L 9¹⁵ X 9¹⁵ let go stbd anchor, 30 fathoms
 shackle in the water 9^{16 1/2} + 9¹⁷ jingle
 9^{17 1/2} + jingle 9¹⁹ X 9²⁰ L 9²² L 9²³ +
 9²⁴ X 9²⁵ L 9³⁰ X 9³⁰ L 9³⁴ X 9³⁵ + 9^{35 1/2} X
 9^{37 1/2} L 9^{41 1/2} X 9⁴² L 9⁴⁸ X 9^{48 1/2} L 9^{49 1/2} X
 9⁵² L 9⁵³ + 9⁵⁹ L 10⁰⁰ X 10¹³ + 10¹⁷ let
 go stbd anchor, 60 fathoms shackle in
 the water 10¹⁷ X 10^{17 1/2} F.W.E.

Alcoa Rambler Exp 10
for Ident.

Oct 26/42

WAB

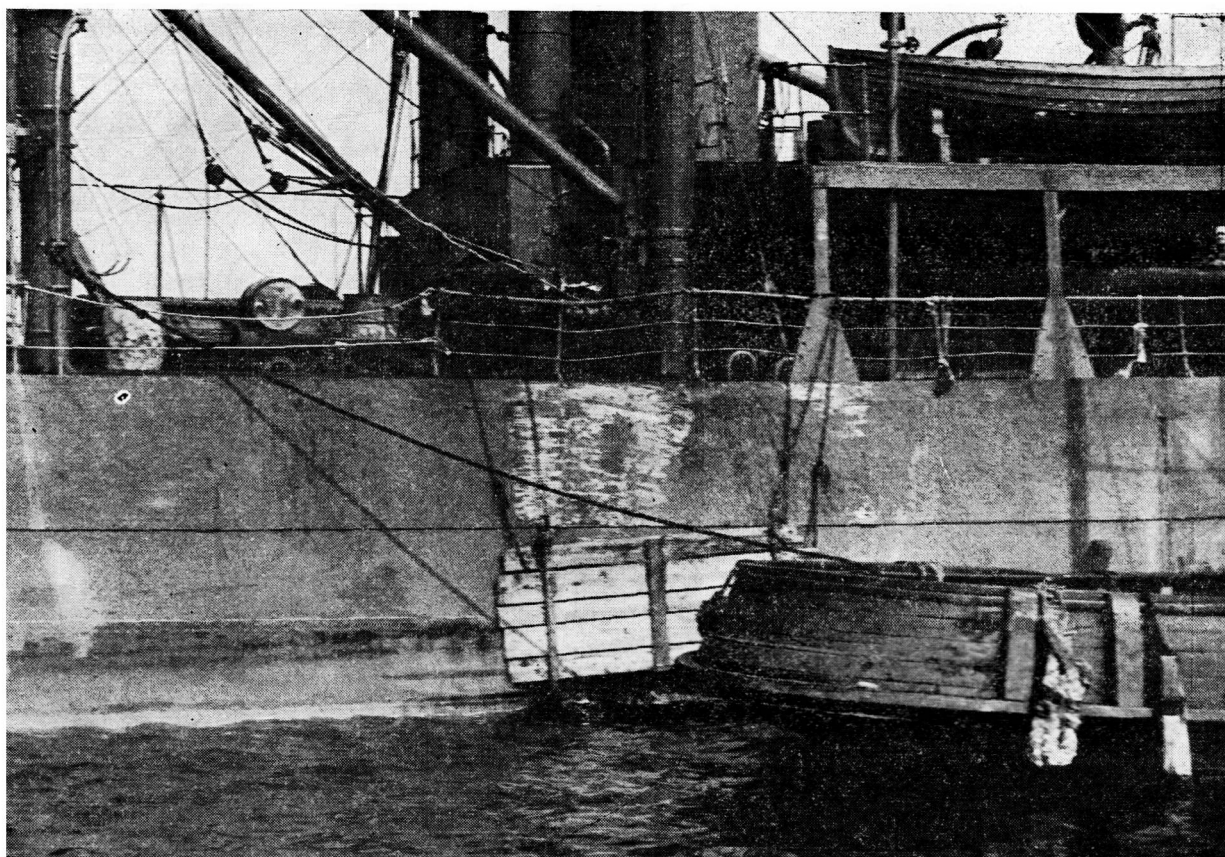
In evidence

10/26/42

7000

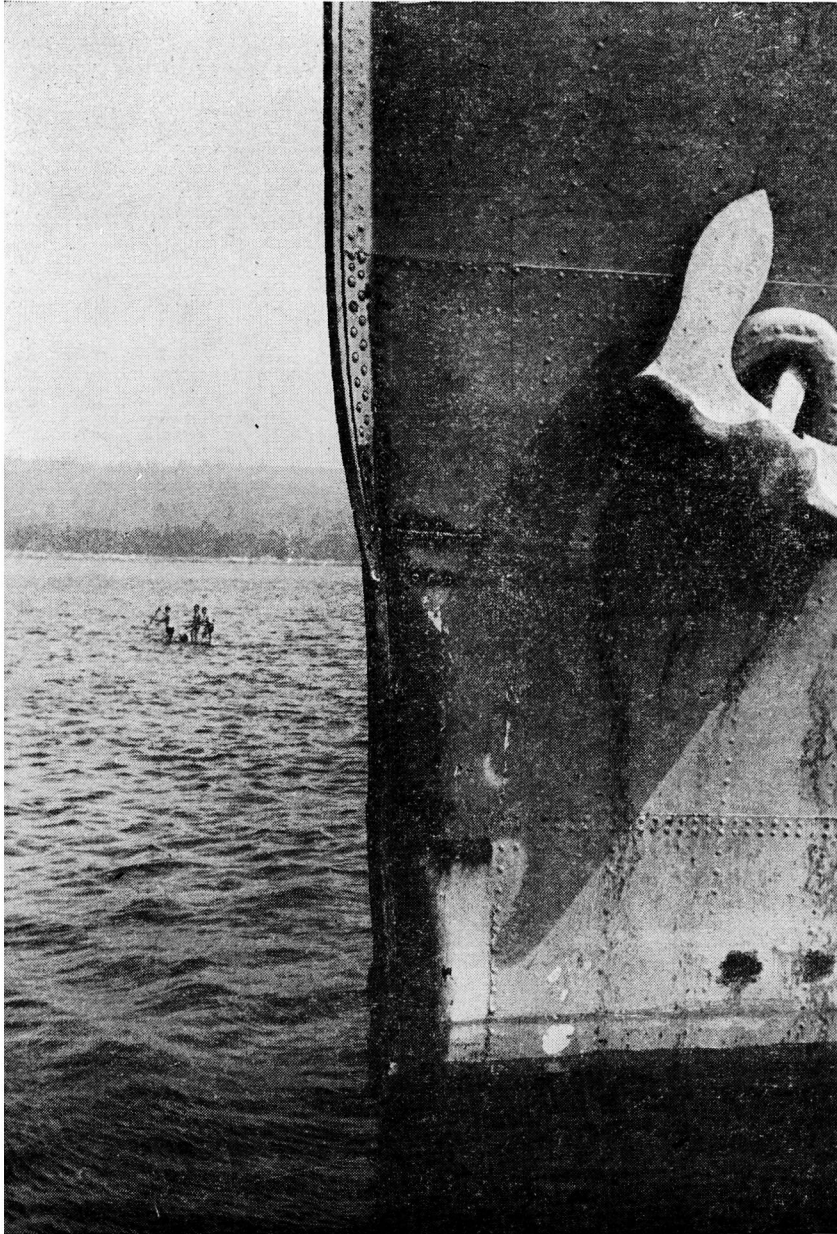
(See Page 36)

Exhibit No. 2
Alcoa Rambler (Defendants)
Photograph of S. S. Norefjord



(See Page 154

**Norefjord's (Plaintiff's)
Exhibit No. 11
Photograph of Alcoa Rambler**



Norefjord (Plaintiff's)
Exhibit No. 2

(See Page 23)

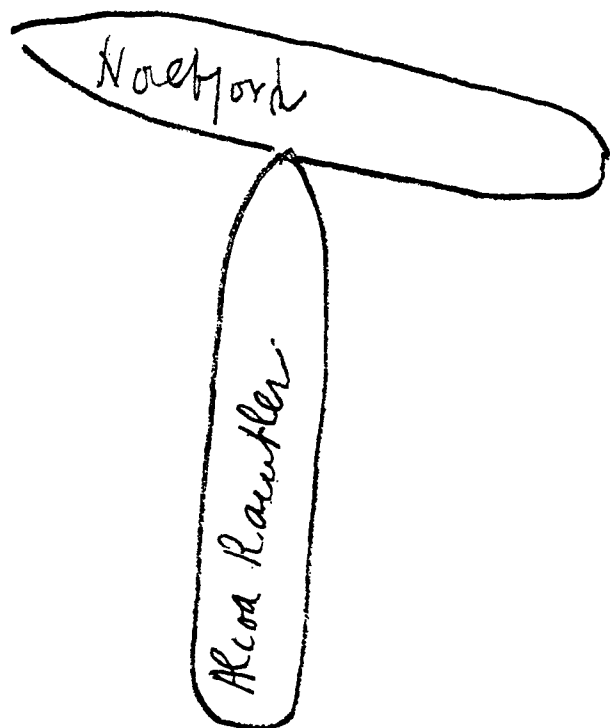
Position of ships by Master of Norefjord

Alcoa Rambler

Norefjord

**Norefjord's (Plaintiff's)
Exhibit No. 3**

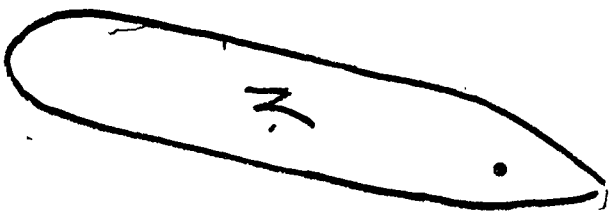
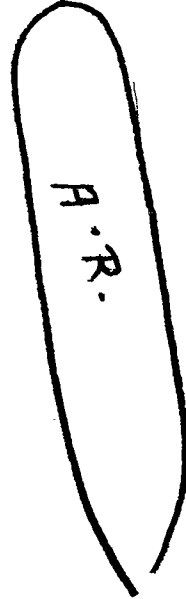
(See Page 26)



Position of ships by Master of "Norefjord."

**Norefjord's (Plaintiff's)
Exhibit No. 6**

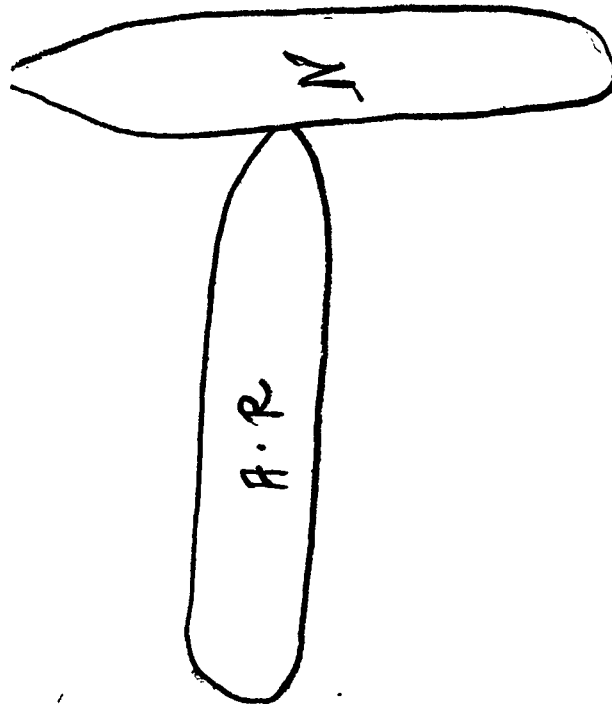
(See Page 61)



By Chief Officer "Norefjord"

(See page 64)

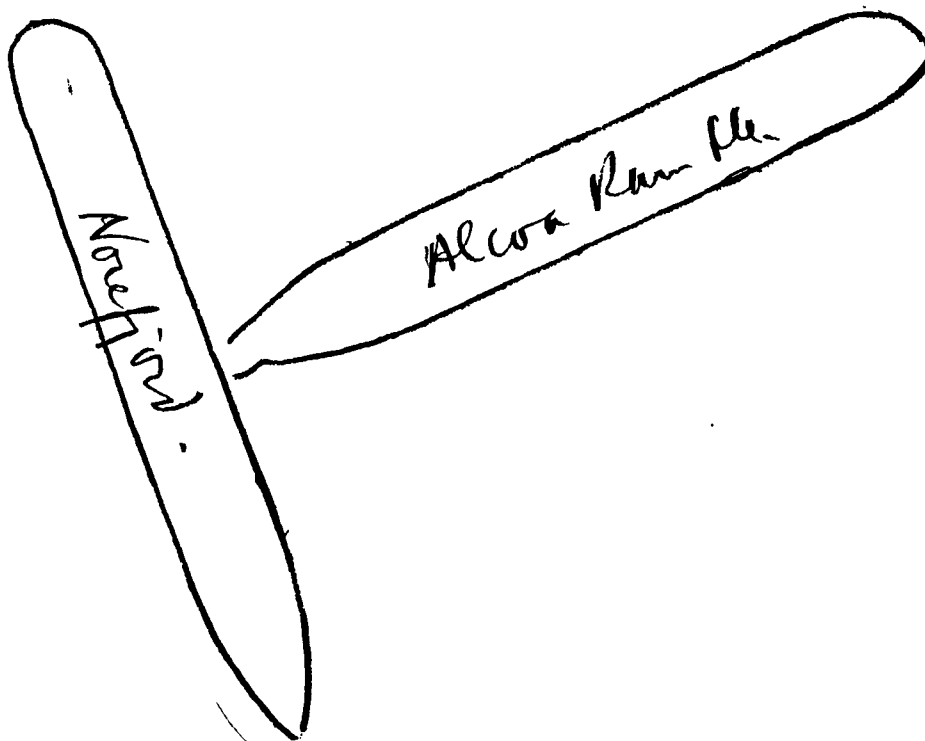
**Norefjord's (Plaintiff's)
Exhibit No. 7**



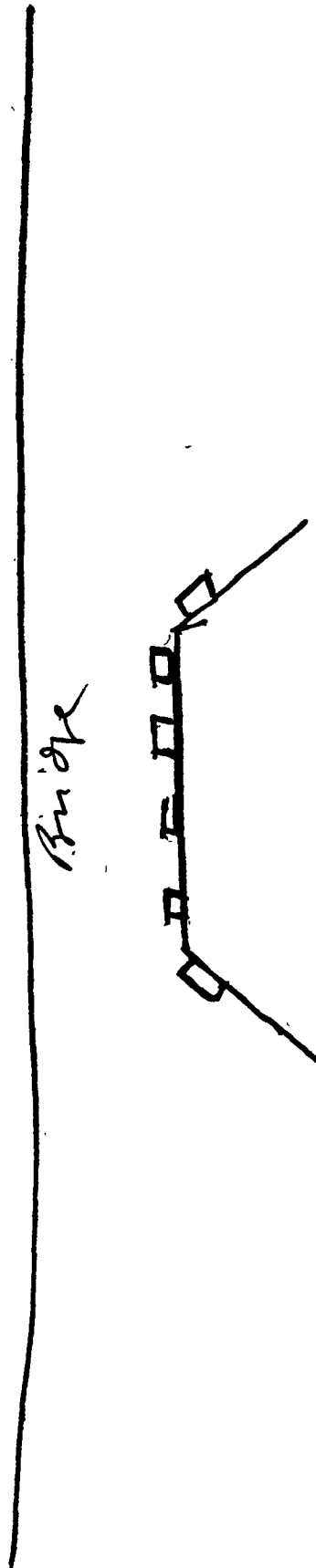
By Chief Officer "Norefjord"

**Alcoa Rambler's (Defendant)
Exhibit No. 5**

(See Page 146)



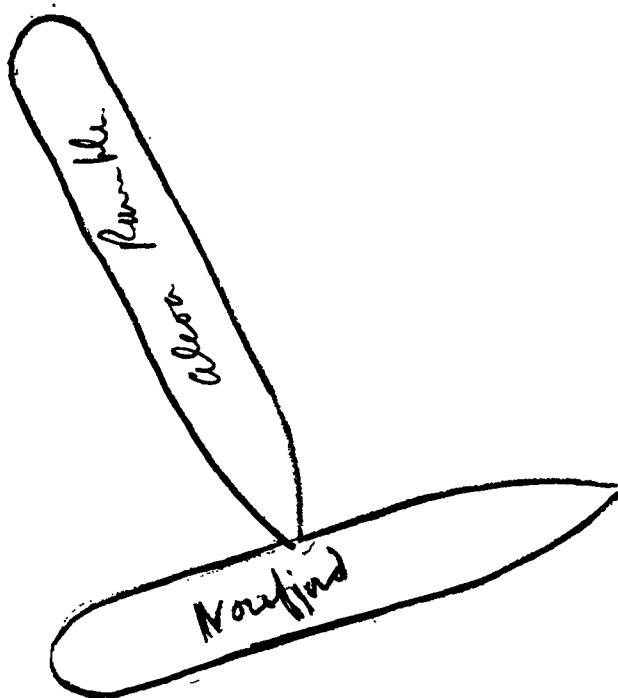
Position of ships by Master "Alcoa Rambler"



By Master Alcoa Rambler

**Alcoa Rambler's (Defendant)
Exhibit No. 12**

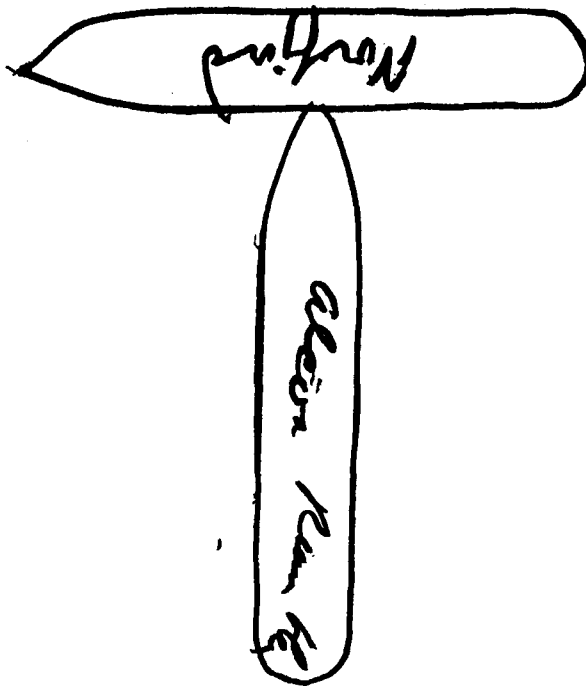
(See Page 165)



By Chief Officer Alcoa Rambler

**Alcoa Rambler's (Defendant)
Exhibit No. 13**

(See Page 172)



By Third Officer Alcoa Rambler

Alcoa Rambler's (Defendant)
Exhibit No. 16

(See Page 107)

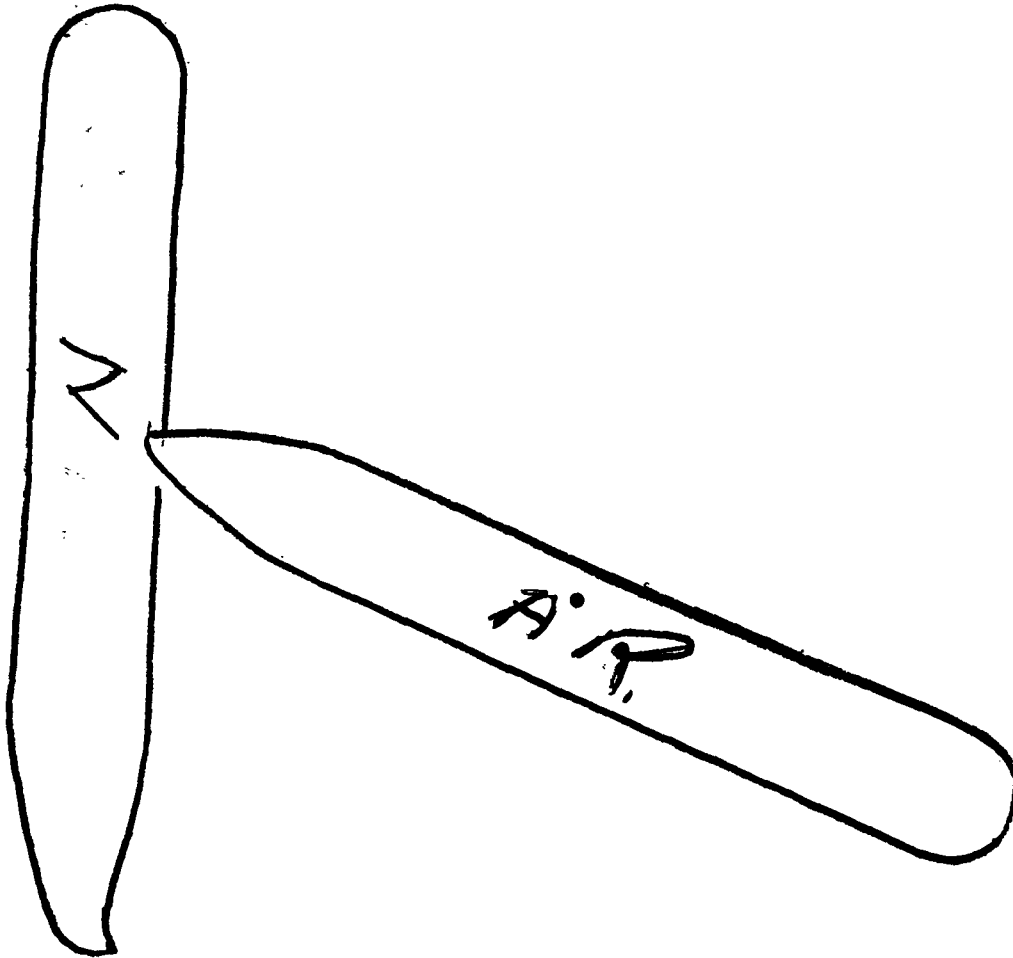


Diagram of collision
by C. Tupper Hayes