

DOCUMENT No. 155

## MARITIME LAW ASSOCIATION OF THE UNITED STATES

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April 15, 1929.

The annual meeting of the Maritime Law Association of the United States will be held on Friday, May 17, 1929, at 8.00 P. M. at the house of the Association of the Bar in the City of New York.

In addition to the call for reports from officers of active committees, the following subjects will be brought before the meeting:

THE PRESENT STATUS OF THE MERCHANT SHIPPING CODE BILL.—Mr. John S. Woodruff, who was placed in charge of this work by the Shipping Board, died suddenly of influenza on January 13, 1929. The Shipping Board has designated no one to take up the task which he had carried substantially to the point of completion. The question is whether our Association desires to take any action to restart Shipping Board and legislative interest in this subject.

THE PRESENT STATUS OF THE WOODRUFF OMNIBUS BILLS TO EFFECT MINOR AMENDMENTS TO THE MERCHANT SHIPPING CODE.

*The International Governmental Conference on Safety of Life at Sea* will be in session at the time of our meeting. The work of our Committee on Proposed Revision of the Rules for Prevention of Collisions at Sea was completed last fall and there does not appear to be any question connected with the Conference requiring our attention.

LEGAL COSTS IN ADMIRALTY.—Since the last meeting, the President has appointed a Committee on Legal Costs to consider

whether a reform can be introduced to place upon the unsuccessful litigant a larger share of legal costs, including reasonable counsel fees of the successful party, with the following members: John M. Woolsey, Chairman, George deForest Lord, T. Catesby Jones.

While it is understood that the Committee is not yet ready to make a report, a preliminary outline of its scope will be presented and the President and Committee will be glad to have suggestions from the members.

1929 CONFERENCE OF THE INTERNATIONAL MARITIME COMMITTEE.—No agenda of the Conference has been received, and at the present time it seems unlikely that there will be any Conference this year.

Members who would be in a position to attend a Conference, if one is held, and desiring credentials as delegates of the Association, are invited to communicate with the President.

POSSIBLE LEGISLATION RESULTING FROM THE VESTRIS DISASTER.—Several Senators and Representatives have expressed themselves in favor of radical changes in the law of salvage, limitation of liability statutes, the steamboat inspection statutes and other matters, as a result of the *Vestris* disaster on November 12, 1928, in view of the investigation and report of Commissioner O'Neill and the investigation and report of Supervising Inspector General Hoover of the Steamboat Inspection Service. In official circles, there appears to be a willingness to await the findings of the British Board of Trade, whose investigation is now scheduled to begin in London during April, 1929. The Board of Trade hearings may still be going on when our meeting is held. It seems premature to consider the appointment of Committees. The President would, however, welcome some discussion to guide himself and the Executive Committee in case any of these proposals take such concrete form as to suggest that action by the Association might be appropriate.

AUGUSTUS N. HAND,  
*President.*