

THE MARITIME LAW ASSOCIATION OF THE UNITED STATES

ANNUAL MEETING, MAY 8, 1936

The Thirty-seventh Annual Meeting of the Association was held at the House of the Association of the Bar of the City of New York on Friday, May 8, 1936, at 8.30 P. M., following upon an informal supper, attended by twenty-two members, at the Harvard Club.

Present were: Hon. VanVechten Veeder, the President, presiding, Arnold W. Knauth, the Secretary, and the following sixty-one members: Ray Rood Allen, R. D. Alsop, Robert E. Ard, Edward A. Baisch, Henry I. Bernard, Harold F. Birnbaum, Henry J. Bogatko, George S. Brengle, A. V. Cherbonnier, Arthur W. Clement, John W. Crandall, Victor W. Cutting, William J. Dean, Martin Detels, Henry W. Dieck, Jr., LeRoy P. Earle, D. Roger Englar, Earle Farwell, Harold B. Finn, John J. Galey, J. F. Haggerty, Charles S. Haight, Charles Hann, Jr., Joseph K. Inness, Dr. P. J. Kooiman, Leslie C. Krusen, Paul H. Lacques, George M. Lanning, Henry N. Longley, John A. Lyon, Mark W. Maclay, Jr., Leonard J. Matteson, Karl S. Mayhew, P. J. R. McEntegart, F. N. Melius, Jr., Russell T. Mount, Thomas F. Mount, Emory H. Niles, William J. Nunnally, Alfred Ogden, Edward F. Platow, Charles F. Quantrell, Edward A. Quinlan, John L. Quinlan, Clement C. Rinehart, Gregory S. Rivkins, Miss Elizabeth Robinson, E. Curtis Rouse, James W. Ryan, Walter Schaffner, Paul Speer, George C. Sprague, Henry V. Stebbins, Richard Sullivan, Rush Taggart, Delbert M. Tibbetts, Eugene Underwood, Braden Vandeventer, Carver W. Wolfe, William H. Woolley, Charles E. Wythe and Peter S. Carter.

Reading of the minutes of the previous meetings of the year was dispensed with; annual reports of Secretary and Treasurer were read and ordered on file and are printed herewith.

ELECTION OF MEMBERS.

On recommendation of the Executive Committee and on motion duly made and seconded, the following were elected:

Associate Member:

HON. MATTHEW T. ABRUZZO,
United States District Judge, Eastern District of
New York,
United States Court House and Post Office,
Brooklyn, N. Y.

Active Members:

EDWARD A. BAISCH, Esq.,
Messrs. Platow, Lyon & Stebbins,
60 Broad Street,
New York, N. Y.

Proposed by MR. PLATOW.

VINCENT A. CATOGGIO, JR., Esq.,
Messrs. Emery & Pyne,
20 Exchange Place,
New York, N. Y.

Proposed by MR. PYNE.

SAMUEL C. COLEMAN, Esq.,
Messrs. Fearey, Allen, Coleman & Johnston,
70 Pine Street,
New York, N. Y.

Proposed by MR. KNAUTH.

OLIVER J. DU FOUR, Esq.,
American Marine Insurance Syndicates,
99 John Street,
New York, N. Y.

Proposed by MR. FARWELL.

LE ROY P. EARLE, Esq.,
Messrs. Platow, Lyon & Stebbins,
60 Broad Street,
New York, N. Y.

Proposed by MR. PLATOW.

JOHN F. HAGGERTY, Esq.,
Marine Office of America,
116 John Street,
New York, N. Y.

Proposed by MR. RIVKINS.

JAMES R. HOUSTON, Esq.,
Messrs. Kirlin, Campbell, Hickox, Keating &
McGrann,
120 Broadway,
New York, N. Y.

Proposed by MR. CHERBONNIER.

ROBERT A. LILLY, Esq.,
Messrs. Kirlin, Campbell, Hickox, Keating &
McGrann,
120 Broadway,
New York, N. Y.

Proposed by MR. CHERBONNIER.

JAMES H. MOLLOY, Esq.,
United States Commissioner,
Packard Building,
Philadelphia, Pa.

Proposed by MR. LONG.

DAVID F. PUGH, Esq.,
c/o H. C. Knight,
117 South 4th Street,
Philadelphia, Pa.

Proposed by MR. ARD.

JAMES R. ROBERTS, Esq.,
Messrs. Kirlin, Campbell, Hickox, Keating &
McGrann,
120 Broadway,
New York, N. Y.

Proposed by MR. CHERBONNIER.

HARRY D. THIRKIELD, Esq.,
84 Maiden Lane,
New York, N. Y.

Proposed by MR. RIVKINS.

CAMPBELL TURNER, Esq.,
The Diplomatic and Consular Institute,
712 Jackson Place, N. W.,
Washington, D. C.

Proposed by MR. KNAUTH.

ROBERT C. TUTTLE, Esq.,
The Atlantic Refining Company,
Marine Department,
Philadelphia, Pa.

Proposed by MR. LONG.

MICHAEL F. WHALEN, Esq.,
Messrs. Kirlin, Campbell, Hickox, Keating &
McGrann,
120 Broadway,
New York, N. Y.

Proposed by MR. CHERBONNIER.

COMMITTEE REPORTS.

Operation of Vessels by Receivers: Mr. T. Catesby Jones presented the report previously printed at page 2273, with the statement that the proposed rule has been slightly rephrased, as follows:

"RULE NO. 77B-10. OPERATION OF VESSELS AND PROTECTION OF MARITIME LIENS.

(a) In all proceedings for the relief accorded by the Bankruptcy Act (including section 77-B) in which the debtor is the owner, or the owner *pro hac vice*, of one or more vessels upon which maritime liens are asserted, upon application made at any time by the temporary trustee, or by the trustee, or by the debtor in possession, or by anyone asserting such maritime lien, the Judge shall, unless in his discretion he shall otherwise direct, make such provision as he shall deem wise for the protection by insurance or otherwise of the holders of such maritime lien, existing or claimed to exist at the time of the filing of the petition or arising thereafter, during such time as any such vessel may be operated by the temporary trustee or by the trustee, or by the debtor in possession, and, in the discretion of the Judge, during any period in which such vessel may be laid up.

(b) Any Maritime Lienor, notwithstanding any restraining order that may be issued in such proceeding, unless issued after hearing upon notice to him, shall be at liberty to file a libel in admiralty *in rem* against a vessel for the determination of his lien and the amount thereof, but without the right to issue process of attachment, or right of seizure, or of sale, or interference with the possession of the trustee or debtor in possession, except upon further order of the Judge, and upon the filing of such libel the trustee or trustees or debtor in possession shall file claim to the said vessel without being required to file any stipulation for costs or value and shall confess, or defend the libel as may to him or them seem proper, and in that event the issues raised by libel and answer shall be tried on the Admiralty side of the court."

Upon Mr. Jones' motion, duly seconded, the text was approved and adopted as the sense of the meeting, and the Committee was instructed to take the steps necessary to bring about its adoption.

Mr. Alsop, a member of Mr. Sunderland's committee, raised the question whether a libel filed by permission in a bankruptcy proceeding could be tried in admiralty; he expressed the view that it would have to be referred to a special master in bankruptcy, who might try it according to the practice prevailing in admiralty. He suggested that the rule might provide for a reference, in the discretion of the bankruptcy judge, either to a special master in bankruptcy or to the admiralty court.

Mr. Jones, pointing out that a libel and answer necessarily present an admiralty issue, doubted whether authority existed to present an admiralty issue to a special master or referee in bankruptcy, and referred to the efforts made by Judge Woolsey several years ago to expedite the admiralty calendar by referring admiralty cases to commissioners. It had been the consensus that such references were merely advisory in their nature and that the commissioners did not have the power of a judge to hear and determine the cases. Consequently a reference adds merely one more step to the proceeding, and the work of the referee or commissioner has to be passed upon by a District Judge.

The discussion developed that there was no difference of opinion as to the discretion of a bankruptcy judge in a 77-B proceeding to permit filing of the admiralty libel; when the trustee

has title or possession of the bankrupt's property, the marshal, armed with an admiralty libel, cannot reach it. But Mr. Jones argued that the bankruptcy judge cannot make an order affecting the admiralty lien, and stated the opinion of the admiralty bar that a court acting under Section 77-B cannot destroy the maritime lien and can only sell the bankrupt's property subject to that lien. This situation should be cleared up so that the bankruptcy court on a sale could give clear title free of admiralty liens. Mr. Jones urged that the rule recommended by this committee could clear this matter up.

Mr. Alsop, replying to a question from Mr. Tibbetts, stated that the bankruptcy practice in the Southern District is to allow admiralty libels *in rem* to be filed in the Southern District whenever vessels and maritime assets are in the custody or possession of that court or its trustee, regardless of where the maritime property may happen to be located physically.

Safety at Sea: Mr. Farwell presented the following report:

“REPORT OF COMMITTEE APPOINTED TO CONSIDER LEGISLATION RELATING TO SAFETY AT SEA.

To the Maritime Law Association:

Bills relating to safety at sea that have become law since April, 1935, are the following:

Load lines for vessels engaged in coastwise trade,
46 U. S. Code 88-88i.

Transportation of explosives and other dangerous cargo, 46 U. S. Code 178-179.

The following bills are in conference:

H. R. 8599 and S. 2001.

H. R. 8599 provides for the reorganization of the Bureau of Navigation and Steamboat Inspection, one of the provisions of which is that in marine accidents involving loss of life there is to be an investigating board appointed, the chairman of which is to be designated by the Attorney General, one member from the Coast Guard service, and the third member to be a supervising inspector from the Bureau of Navigation and Steamboat Inspection. The bill passed the House and was passed by the Senate

with minor amendments. It is expected that the conferees will agree upon the form of the bill and that it will then be passed by both Houses.

A similar situation exists with respect to *S. 2001*, providing for the inspection of motor vessels.

The progress during the past year in enacting legislation relating to safety of life at sea has been disappointing. Heretofore efforts to further such legislation have been haphazard and sporadic. However, last December the Secretary of Commerce, at the request of the President, appointed a National Committee on safety at sea. The membership of the Committee is such that its findings and recommendations should command attention. That Committee has held several meetings. It also held one public hearing, which was attended by the undersigned, who has also conferred with the Secretary of the National Committee.

The report of the National Committee is now in the course of preparation and should be released in a few days. The report, we understand, will be in the nature of a preliminary one and will recommend that further investigation be made. The Secretary of the National Committee has requested the co-operation of the Maritime Law Association. It is recommended that the present Committee on Safety at Sea of the Association be authorized to co-operate with the National Committee.

It is hoped that as a result of the work of the National Committee legislation will be suggested which will increase safety of life at sea.

Respectfully submitted,

EARL FARWELL,
Chairman.

Dated, New York, N. Y., May 7, 1936."

On motion duly made and seconded, the Committee was authorized to co-operate with the National Committee on Safety at Sea in all respects as necessary to bring about the desired action on this subject.

Appealable Arbitration: Mr. T. Catesby Jones reviewed the efforts which had been made to bring about amendment of the

United States Arbitration Act so as to permit appeal to the Court from the decisions of arbitrators on questions of the interpretation of maritime documents. Resort to arbitration is not as frequent as it might be because the same standard insurance policy or charter party or bill of lading may be interpreted differently by different arbitrators, without any method of controlling the result as to the uniform construction of uniform documents. Some years back, Mr. Jones and his committee had come to a substantial agreement with Mr. Kenneth Dayton and Mr. Julius Henry Cohen, representing the Arbitration Association and draftsmen of the Federal and New York Acts, for the purpose of instituting appeals from arbitrations relating to maritime documents. Progress had, however, practically ceased since Mr. Dayton had become one of the persons charged with the revision of the New York City Charter, a labor which has engrossed all of his attention. Mr. Jones therefore moved that the present committee should be discharged, and that the incoming president and executive committee should consider, in two or three months' time, the appointment of a new committee to confer with Mr. Dayton and Mr. Cohen and seek to prepare for action when the new Congress assembles in January, 1937. The motion was seconded and carried.

Committee on Current Legislation: Report No. 2 of 1936 is printed herewith.

Aviation and Admiralty: Mr. Knauth stated that the International Committee of Experts on Air Law (known as the "Citeja"), whose Paris meeting he attended in February, has drafted a Convention on Aviation Salvage at Sea, which contains provisions of considerable importance to shipowners and owners of vessel cargoes. The objections indicated in our Committee report in July, 1935, had only been partly heeded by the Citeja, and there remain six points which appear to require attention. Mr. Knauth moved the adoption of the resolution heretofore printed at page 2320 of Document No. 224. Mr. Jones suggested the clarification of the first point as to the status of vessel cargo, and Messrs. Sprague, Haight and Englar suggested the modification of the sixth point. The resolution as so amended was seconded and carried, as follows:

"WHEREAS, the International Technical Committee of Experts on Air Law has proposed a Draft Convention

concerning salvage operations at sea, in which aircraft may be concerned, and the same has been considered by the Aviation and Admiralty Committee of this Association, be it

RESOLVED that the Maritime Law Association of the United States, while approving the general principles expressed in the proposed Convention, urgently recommends that the following six points in the said Convention shall be reconsidered with a view to their amendment in the respects indicated:

1. Elimination of provisions as to salvage services rendered by aircraft to vessels, vessel cargoes and freights, the same being already adequately covered by law.

2. Cargo to pay the salvor directly for the salvage service, instead of through the carrier, who has no interest therein. The Convention should provide a maritime lien or a lien in the nature of a maritime lien directly upon all aircraft property, aircraft cargo and aircraft freight to which salvage services are rendered at sea by persons, aircraft and vessels.

3. The definition of 'cargo' to include all property in the aircraft, specifically baggage, personal possessions, parcel post and general mail matter.

4. An S.O.S. under the Aviation Salvage at Sea Convention to have precisely the same legal meaning and effect as an S.O.S. under the Maritime Safety at Sea Convention, London 1929, Section 45.

5. Reward of successful lifesaving efforts, requested by S.O.S., should consider speed, skill and courage in rendering or attempting to render the service as well as out-of-pocket expenses.

6. The obligation to search for fallen aircraft should be limited to such as the circumstances require, within the reasonable discretion of each ship master or aircraft pilot concerned.

The Secretary is directed to forward the foregoing resolution to the State Department and to seek the cooperation of the Admiralty Committee of the American Bar Association, the Admiralty Committee of the New

York City Bar Association, the Boards of Marine Underwriters of New York and San Francisco and the American Steamship Owners' Association in respect thereof."

Carriage of Goods by Sea—Hague Rules: Mr. Haight reported on the progress of the Hague Rules. The new American legislation has been printed and distributed as Document No. 223. The French Parliament has passed a law authorizing the President of France to ratify the Convention and has passed a domestic statute corresponding with the Rules, the text of which, recently received from the International Maritime Committee, has been distributed to those members interested. In Scandinavia, the Joint Committee which deals with the uniform maritime legislation of Norway, Sweden, Denmark and Finland, has voted for the enactment of the Hague Rules and a statute is actually pending in the Swedish Parliament, which is now in session. From Italy, news has just come that the assurance given two years ago that Italy would act if the United States did, will be made good, and that the Italian ratification is about to be deposited. In Canada, Parliament is now in session and the Government has stated its intention of bringing in a bill conforming the Canadian law to that of the United States, it being regarded in Canada as desirable that legislation of this type should be uniform in both countries; it is, however, reported that Canadian steamship owners are opposing a change in the present Canadian Water Carriage of Goods Act. The Rules have long been law in Great Britain, Australia, India, and in the British Colonies, Protectorates and Mandates; and in Belgium. They are optional in The Netherlands.

The general situation to-day is that about 75 per cent. of the ship tonnage of the world is now coming under the Hague Rules. In Germany and Japan, the principal countries remaining outside, powerful influences are at work in favor of the Rules. The work of fifteen years is thus coming to fruition.

Extension of Admiralty Jurisdiction: Mr. Ryan, as a member of the Admiralty Committees of the American Bar Association and the New York City Bar Association, stated that both of those Associations had endorsed a bill for the extension of admiralty jurisdiction to damages caused on land by ships, and that a bill (S. 4272, introduced by Senator Copeland) was now pending in the Senate. He moved that the bill should be ap-

proved and that Congress should be urged to enact it. The motion was seconded.

Mr. Ryan further stated that Mr. Betts (who was not present) had brought in a report favoring the bill in so far as it referred to property, but opposing it in so far as it referred to persons, for the reason that it would disturb the insurances as now settled and arranged in respect of Workmen's Compensation, the Jones Act, and the Longshoremen's Act.

There ensued a discussion between Mr. Ryan, Mr. Haight, Mr. Sprague, Mr. Jones and Mr. Rinehart. The view was expressed that the bill had originally been drafted to care for the situation of property owners whose waterfront property had been damaged by vessels in charge of compulsory pilots; that the original intention was to relieve property owners and not to deal with bodily injuries to persons. It was suggested that a change in the laws as to persons would upset the present satisfactory arrangements for insuring bodily injury risks as they occur on ships and on piers and wharfs. Mr. Ryan argued that if a dock accident also causes injuries to persons, convenience would be served by a single trial in the admiralty court. At the conclusion of the discussion Mr. Haight moved to refer the matter back to the Committee; as the bill is actually pending in the Senate and may make progress in the near future, the Committee was instructed to report as soon as possible to the Executive Committee, and the Executive Committee empowered to act before Congress in the name of the Association. The motion in this form was put and carried.

Limitation Practice Questions:

Costs in Limitation Contests: Miss Robinson, pointing out that the burden of costs is not at present equitably distributed where two or three claimants contest the petitioner's right to limit, sometimes on behalf of large numbers of claimants who make no contest, expressed the view that District Judges should be allowed by rule to impose a lien on the limitation fund for the expenses of the limitation trial. Judge Veeder thought that this was the present situation, but Miss Robinson referred to instances where a few contestants had had to foot the bill of costs while all the other claimants rode in as a result of their efforts. Thus, in the *Morro Castle* limitation proceeding, the proctors' committee has been doing all the work and the non-participating parties are ob-

taining the benefit of their efforts without sharing the expense. Miss Robinson moved that the President be empowered to appoint a committee to examine the advisability of framing a rule upon the subject. Mr. Haight seconded the motion, which was put and carried.

Fees of Commissioners to Receive Claims in Limitation Proceedings: Mr. Galey pointed out abuses which have developed in some recent limitation proceedings where commissioners, appointed by the Court to receive and classify the claims, have asked for fees largely in excess of those heretofore customary. Until recently, fees for such tabulations have run between \$50 and \$100, the largest fee of which the bar has been aware being that of \$500 in the *Titanic* proceeding in 1913. One commissioner has recently asked \$2,850, another \$1,600 and a third \$800. The Court has in each instance substantially reduced the fee, but the allowances have nevertheless been substantial and more than commensurate with the work required to be done. Mr. Galey, therefore, moved for the appointment of a committee to consider the advisability of some change in the practice under Southern District Admiralty Rule No. 35 of appointing commissioners to receive claims, and to suggest ways and means of solving the difficulty within the scope of Supreme Court Admiralty Rule No. 43.

Mr. Longley, in seconding the motion, mentioned an instance where a commissioner had asked \$2,000; the expense, he pointed out, falls either on the petitioner or on the fund, and consequently pinches either way. Mr. Underwood, in support of the motion, also suggested that the practice of filing objections to limitation petitions might be dispensed with or at least simplified. Mr. Jones pointed out the purpose was that the objections would stand in the place of an answer. The view was expressed that objections had become formal and that their presentation could be much simplified. Mr. Underwood's suggestion being presented as a motion and seconded, both Mr. Galey's motion and Mr. Underwood's motion were adopted and the chair stated that all three suggestions in respect of limitation practice would be referred to the same committee to be appointed.

Sirovich Limitation Bill: Mr. Ryan inquired whether there was a committee to consider any action on the pending Sirovich

Limitation Amendment Bill, and, if not, suggested the advisability of a committee. The chair stated that a committee consisting of Messrs. Englar, Campbell and Haight had been appointed in January, 1935, to watch the situation. Mr. Haight stated that in the summer of 1935, when both Senator Copeland and Congressman Bland had stated definitely that the limitation provisions (which were part of the subsidy legislation) could not possibly be acted upon, Senator King, Senator Black and Dr. Sirovich had, in the closing moments of the session, lifted the limitation provisions out of the subsidy bill and obtained their separate enactment without any hearings and without any report, and, he was informed, without any representative of steamship owning or operating interests being consulted. The bill thus enacted is now law; the text has been printed in Document No. 216. He then spoke of the new Sirovich amendments now pending in the House; some time ago he had drafted for the French Line a passenger ticket with an arbitration clause conforming to the United States Arbitration Act, with the object of bringing passengers' claims to quick hearing and adjustment, in order to obviate the delays of litigation. A passenger claim was subsequently brought to suit by the office of Mr. Axtell, whereupon Mr. Haight had applied for a stay pending arbitration and the stay had been granted. At the time of the argument, Mr. Haight had been assured that a bill would be introduced to invalidate arbitration clauses. The bill now pending is intended to accomplish that result; it also prohibits any agreement between carrier and passenger limiting to any amount of money whatsoever the sum recoverable by a passenger suffering bodily injury. The new bill proposes one substantial improvement upon the statute enacted in August, 1935, namely, that a shipowner petitioning for limitation need file only such a bond as is required by the Court commensurate with the showing of claims presented and is relieved of the necessity, apparently inherent in the August 1935 statute, of always filing a bond for \$60 per gross ton of the ship, which threatens to be an intolerable burden on the owners of larger vessels. Mr. Englar stated that his observations were similar to those of Mr. Haight.

Mr. Ryan moved the appointment of a committee to consider the state of the limitation of liability laws and proposed amendments thereto, and to report to the Association. Mr. Tibbetts seconded the motion and the same was put and carried, there being some votes in opposition.

Subsistence Pay of Federal Judges: Mr. Vandevanter stated that the present law provides \$5 per day for the subsistence of Federal Judges who sit outside their districts in order to help with crowded calendars—a sum obviously unreasonably small—and that Senator Wagner had brought in a bill to increase the subsistence allowance to the sum actually expended, not exceeding \$10 per day. The admiralty bar being deeply interested in the expediting of calendars and favoring the assignment of judges to assist where calendars were crowded, he moved that Senator Wagner's bill be endorsed and that the Executive Committee be instructed to take appropriate action to support it. The motion being seconded, was put and carried.

Election of Officers: Mr. Haight, Chairman of the Nominating Committee, stated that the committee had, to its regret, received peremptory instructions from Judge Veeder against his own renomination, and thereupon presented the following nominations:

President: D. Roger Englar.

Vice-President: Stuart S. Janney.

Secretary-Treasurer: Arnold W. Knauth.

Executive Committee for one year:

Mark W. Maclay (New York),
George deForest Lord (New York),
Farnham P. Griffiths (San Francisco).

Executive Committee for two years:

James Henry Bruns (New Orleans),
Joseph W. Henderson (Philadelphia),
John W. Griffin (New York).

Executive Committee for three years:

Charles S. Bolster (Boston),
John J. Galey (New York),
Clement C. Rinehart (New York).

There being no other nominations, Mr. Sprague moved that the nominations be closed and that the Secretary cast a single ballot for the persons nominated by the Committee; the same being seconded, was put by Mr. Haight and carried.

Mr. Haight thereupon moved a resolution of very sincere thanks to Judge Veeder for his services as President during the past six years, representing the transition between the former policy of choosing presidents from the bench and the future policy of choosing them from the bar. Mr. Englar thereupon took the chair; there being no further business, the meeting stood adjourned.

SECRETARY'S REPORT.

During the past year four meetings were held: on May 15, 1935, at Block Hall, a luncheon meeting addressed by naval architects and ship operators on the subject of "Safety at Sea"; on June 14th on the Italian liner *Rex*, with an inspection of that ship; on July 30th, on the French liner *Normandie*; on December 13th, a special meeting to act on the report of the Committee for the Revision of the By-Laws. The Executive Committee held two "quarterly" meetings, in compliance with the new By-Laws, on February 1st and May 8th.

The revised By-Laws, adopted at the December 13, 1935 meeting, became effective with the present meeting.

The number of dues-paying members is now 321, and the number of non-dues-paying members is 59. Nine libraries and law schools are also on the mailing list. Special pamphlets of the texts of the Limitation Laws as newly amended and of the Hague Rules as enacted by the Carriage of Goods by Sea Act have been prepared.

ARNOLD W. KNAUTH,
Secretary.

The following documents are available on application at 80 Broad Street, New York City (29th floor):

"Carriage of Goods by Sea Act, 1936, and the Pomerene Federal Bills of Lading Act, 1916, Annotated"—Document No. 223—25¢ a copy.

"Limitation of Liability Laws (as amended), 1935"—Document No. 216—25¢ a copy.

"Committee Report on the History and Present Status of Domestic and Foreign Laws Concerning Shipowners' Liability"—Document No. 196—50¢ a copy.

"Judge Hough's History of the Southern District Court"—Document No. 194—50¢ a copy.

The Yale University Press has a few copies of Judge Hough's *"Reports of Cases in Vice Admiralty of the Province of New York"* available, at \$4 per volume, in the Historical Series binding. An order should be sent to the Yale University Press, New Haven, Conn.

TREASURER'S REPORT

APRIL 1, 1936

BALANCE, April 1, 1935, at Central Hanover Bank.. \$ 741.40

RECEIPTS:

Current Dues.....	\$1,315.00
Arrears Collected.....	425.00
Sale of Documents.....	28.07
April, 1935, Supper Subscriptions...	112.75

TOTAL RECEIPTS..... 1,880.82

\$2,622.22

DISBURSEMENTS:

Meetings	\$ 186.60	
Printing Reports.....	1,000.26	
Addressing and Mailing.....	162.69	
Stationery	43.24	
Secretarial Expenses, Stenography, Postage, etc.....	521.00	
Committee Expenses.....	26.15	
American Maritime Cases.....	50.00	
Binding Reports.....	1.50	
Documents	20.00	
Bank Charge.....	3.00	
		\$2,014.44
BALANCE, March 31, 1936.....		607.78
		\$2,622.22

Dues in Arrears.

One Year—59 Members.....	\$295.00
Two Years—13 Members.....	65.00
Three Years—5 Members.....	25.00
	\$385.00

The Executive Committee has resolved to drop members three years in arrears who do not respond to dues notices by June 1st of the current year.

In consequence of one-month notices sent out in February, the names of eleven members have been dropped in accordance with this resolution.

ARNOLD W. KNAUTH,
Treasurer.

COMMITTEE ON CURRENT LEGISLATION

LIST OF BILLS RECEIVED BY EMORY H. NILES, CHAIRMAN
MARCH 7, 1936 TO MAY 11, 1936

1936 List No. 2

SENATE BILLS

S. 2625.

To extend the facilities of the Public Health Service to seamen on Government vessels not in the military or naval establishments. March 5, 1936, reported with an amendment, committed to the Committee of the Whole House.

S. 3500. Senator COPELAND.

This Act, cited as the Merchant Marine Act, 1936, was reported in List No. 1 of 1936. The new version in which the entire old bill is stricken out, and a new bill containing nine titles with the same headings as the old bill, was introduced March 26, 1936.

S. 4273. Senator COPELAND.

To amend R. S. 4321 by providing for the form of a license for carrying on the coasting trade or fisheries.

S. 4332. Senator GIBSON.

To provide for building up a strong American merchant marine.

This Act, which is a companion bill to H. R. 11966, is a less elaborate general act for creating a "Federal Maritime Commission," centralizing the activities of various Government agencies connected with shipping, appropriating \$300,000,000, of which \$100,000,000 shall be for repairs and reconditioning of vessels, and \$200,000,000 is a new construction fund for a five-year construction plan. The Act also provides that all passenger-carrying vessels shall carry P. & I. insurance in the amount of \$10,000 for each passenger.

S. 4495. Senator COPELAND.

To amend certain of the navigation laws of the United States to remove inconsistencies and inequalities therein. The Act covers equipment of small motor boats, provides that no foreign-built yacht, mechanically propelled, shall be admitted to documentation

under the laws of the United States; provides that any dredge other than a dredge built in the United States and owned by a citizen thereof found engaged in dredging in the United States shall be subject to forfeiture, and provides for a penalty against any tugboat not a vessel of the United States which shall tow any ship from one port in the United States to another port in the United States.

S. Res. 257. Senator SHIPSTEAD.

Authorizes the Committee on Interstate Commerce to study ocean, rail, inland-waterway, and truck and bus transportation in European countries, with a view to determining to what extent and in what manner such transportation is subjected to government regulation, and to report to the Senate.

HOUSE BILLS

H. R. 8525. Mr. COLLINS.

Prescribing regulations for carrying on the business of lighter service from any of the ports of the United States to stationary ships or barges located offshore, and making it unlawful to operate any ship on which passengers are carried to an anchored vessel standing three or more miles offshore without first obtaining a permit from the Secretary of Commerce.

H. R. 11915. Mr. BLAND.

To amend the Coastwise Load Line Act of 1935. Reported with amendments April 14, 1936.

H. R. 11966. Mr. CRAWFORD.

To provide for building up a strong American merchant marine, and for other purposes. A companion bill to S. 4332, noted above.

H. R. 12419. Mr. BLAND.

To apply laws covering steam vessels to seagoing vessels of 300 gross tons and over propelled by internal combustion engines, to such extent and upon such conditions as may be required by the regulations of the Board of Supervising Inspectors of Steam Vessels; excludes fishing vessels.

Section 2 defines the term "seagoing vessels" as "vessels which in the usual course of their employment proceed outside the line dividing the inland waters from the high seas as designated and determined under the provisions of Section 2 of the Act of February 19, 1895.