

January, 1937

**THE MARITIME LAW ASSOCIATION
OF THE UNITED STATES**

MIDWINTER DINNER, FRIDAY, FEBRUARY 5, 1937.

The President has appointed the following committee to manage the informal dinner to be held at the University Club, 54th Street and Fifth Avenue, New York City, Friday evening, February 5th, at 7 P. M.:

MORRIS DOUW FERRIS, *Chairman.*

EDWARD ASH	HENRY M. HEWITT
ARTHUR M. BOAL	ROBERT E. HILL
CHAUNCEY I. CLARK	MARK W. MACLAY, JR.
WILLIAM E. COLLINS	EDWIN S. MURPHY
JOHN W. CRANDALL	A. HOWARD NEELY
HENRY W. DIECK, JR.	F. HERBERT PREM
ROBERT S. ERSKINE	PAUL FEARSON SHORTRIDGE
EARLE FARWELL	G. NOYES SLAYTON
CHARLES W. HAGEN	PAUL SPEER
JAMES A. HATCH	GEORGE C. SPRAGUE
JAMES S. HEMINGWAY	

Members desiring to attend will please send their checks to Arnold W. Knauth, Treasurer. The charge for the dinner will be \$3.50, including refreshments; guests may accompany members, at a charge of \$5.00. There will be no speakers; formal dress is unnecessary. Committee chairmen are urged to bring their committees together on this occasion, when the Executive Committee will also meet.

OPERATION OF VESSELS BY RECEIVERS.

The Committee (Messrs. T. Catesby Jones, Chairman, William H. McGrann and George Whitefield Betts, Jr.) report that the following Rule relating to the protection of maritime liens has been submitted to the United States District Court for the

Southern District of New York by the Special Rules Committee appointed by that Court to recommend Rules to be adopted by that Court in connection with the new provisions of the Bankruptcy Act:

“SECTION 77B-10. OPERATION OF VESSELS AND PROTECTION OF MARITIME LIENS.

(a) In all proceedings for the relief accorded by the Bankruptcy Act (including Section 77B) 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 any one 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 the pleadings shall be tried on the admiralty side of the court.”

The effective date of the new rule has not yet been fixed.

SAFETY LAWS—LIMITATION LAWS.

The House of Delegates of the American Bar Association on January 6, 1937, meeting at Columbus, Ohio, received the report of its standing committee on Admiralty and Maritime Law, recently distributed as Document 231, and resolved to continue the consideration of the matter until the annual meeting to be held at Kansas City in September, 1937.

MARINE ACCIDENT INVESTIGATIONS.

The Department of Commerce has issued some of the regulations concerning the conduct of investigations under the new Act of May 27, 1936 (1936 A. M. C. 1456). Accidents are to be classified as A, B and C. Class A accidents are those in which life is lost. Class B accidents are serious accidents not involving loss of life. Class C embraces all other accidents. The Regulations relating to Class A Boards have not yet been promulgated. The Regulations relating to Class B Boards and also Class C Boards will be found in the Federal Register for September 12, 1936, or may be had on application to the Department of Commerce.

EXECUTIVE COMMITTEE.

The next regular quarterly meeting is to be held February 5, 1937.

ANNUAL MEETING.

The annual meeting is at present set for Friday, May 7, 1937.

INTERNATIONAL MARITIME COMMITTEE.

Word has been received that a meeting is tentatively set to be held in Paris in the latter part of May, 1937. The committee has not met since the meeting at Oslo in 1933.

ARNOLD W. KNAUTH,
Secretary and Treasurer,
80 Broad Street,
New York City.