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

MEMORIALS

OF

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MEMORIAL OF GEORGE BRICK SMITH

By LEON T. SEAWELL

George Brick Smith, member of the Maritime Law Association since 1931, departed this life at Newport News, Virginia, May 16, 1942, in the forty-ninth year of his age. Born in Washington, D. C., December 22, 1894, he attended the University of Michigan where he took a four-year course in naval architecture and marine engineering. He then came to Virginia and for three years attended the night school of William and Mary College, studying law. He was admitted to the Bar in Virginia December 15, 1928. He was married April 3, 1920 to Lucille Kemp Alexander by whom he is survived.

Though he had equipped himself for the legal profession, his first love of things maritime became the controlling influence in his life, and he devoted his talents to the further studying and practice of his chosen profession, naval architecture. He was a member of numerous technical societies, including among them American Society of Naval Architects and Marine Engineers, American Society of Naval Engineers, American Society of Marine Draftsmen, and The United States Naval Institute; and was the author of sundry monographs published in engineering periodicals. For a number of years before his death he had been employed as naval architect by the Newport News Shipbuilding & Drydock Corporation.

He was an outstanding citizen of his community, intensely interested in his community's welfare and devoted considerable time and effort to its various civic activities.

MEMORIAL OF VICTOR LEOVY

BY GEO. H. TERRIBERRY

Victor Leovy of the New Orleans Bar passed away November 10, 1942. He was born on March 9, 1867, the son of Henry Jefferson Leovy and Elizabeth Adair Leovy. He received his A.B. degree at Davidson College in 1884 and LL.B. at Tulane University in 1888. On admission to the bar he became associated with his father in the firm of Leovy, Blair & Leovy. After his father's death, he and J. P. Blair joined George Denegre and Walter D. Denegre in forming the firm of Denegre, Blair & Denegre, which later, on the retirement of Walter D. Denegre, became Denegre & Blair and remained so until 1913, when Mr. Blair removed to New York to become general counsel for the Southern Pacific Company. Thereupon George Denegre, Victor Leovy, and Henry H. Chaffe formed the firm of Denegre, Leovy & Chaffe, under which style, with varying changes in personnel, Victor Leovy practiced until his death.

He was an honorary member of the Order of the Coif. For many years he sat on the Supreme Court Commission on Admissions and Disbarment.

In 1911 he married Alice Galleher Sessums. To them was born a daughter, Barbara Castleman (Mrs. John Dabney Miller, Jr.).

His firm throughout its history has been preeminent. While its practice was in all branches of civil law, it embraced in the main railroad and admiralty matters.

Victor Leovy's general education was based on the classics; his intellect was of the highest order; and, as a trial lawyer, he was ever ready, resourceful, and brilliant. Towards his opponents at the bar he was always the embodiment of fairness, ethics, and honor. In his passing, Louisiana has lost a valued citizen, the administration of law, an outstanding leader, and his friends, a cherished companion.

MEMORIAL OF JEREMIAH NETERER

BY LAWRENCE BOGLE

Jeremiah Neterer, Senior District Judge for the Western District of Washington, Northern Division until his retirement in 1934, died at San Diego, California, on February 2, 1943 at the age of 81 years. He had been an associate member of The Maritime Law Association since 1927.

Judge Neterer was born in Goshen, Indiana, January 24, 1862. He was educated in the public schools and at Valparaiso University, Indiana. In 1890 Judge Neterer moved to the State of Washington and established his home at Bellingham, where he practiced law and took an active part in church, fraternal and civic affairs of his community and state. In 1893 he was elected City Attorney and later Superior Court Judge for Whatcom County. He was a regent of the Western Washington College of Education at Bellingham, and an overseer of Whitman College. On July 21, 1913 he was appointed United States District Judge for the Western District of Washington by President Wilson, and remained in continuous active service until his legal retirement in 1934. After retirement Judge Neterer preferred to continue his judicial duties, and by special assignments he remained in active judicial service until the date of his death. Although his own court work was extremely heavy and exacting, Judge Neterer was frequently called, particularly after his legal retirement in 1934, to sit upon the Circuit Court of Appeals for the Ninth Circuit, and to assist the other District Courts of that Circuit. He was distinguished as an able trial judge and also as an outstanding authority on admiralty law.

Judge Neterer demonstrated great capacity for sustained judicial labor, which he performed faithfully to the end of his long and distinguished career of over 29 years on the Federal Bench. His wholehearted, rugged patriotism, his frankness and sincerity, the courage with which he held his convictions, the unbending integrity of his judicial life and his friendliness on the Bench in his daily intercourse with the members of the Bar, gained for him the approval, confidence and respect of all who knew him or practiced in his Courts, and brought honor to the Court which he served so faithfully and so long.

MEMORIAL OF JULIAN WILLIAM MACK

BY C. C. BURLINGHAM

Julian William Mack, 1866-1943.

Judge Mack was born in San Francisco, but his family moved to Cincinnati when he was a mere child, and there he attended the public schools until he was 18. He then entered the Harvard Law School, graduating with high honors in 1887 and receiving a Parker fellowship, which enabled him to spend four years in Germany at the Universities of Berlin and Leipzig. In 1890 he was admitted to the bar in Chicago. From 1895-1902, he was a Professor of Law in Northwestern University and after that in the University of Chicago. He served as a Civil Service Commissioner in Chicago for a few months in 1903 until he was elected a Judge of the Circuit Court of Cook County. This post he held until 1911, when he was appointed United States Circuit Judge by President Taft. While a City Judge in Chicago, he was assigned to the Juvenile Court for three years. This was pioneer work and he made his Court a model for many other cities. He served also for several years on the appellate branch of the Cook County Court.

When Judge Mack was appointed United States Circuit Judge, he was assigned to the Commerce Court, on which he served until that Court was abolished in 1913. He was then assigned to the 6th Circuit and later to the 2nd Circuit. He was one of the ablest judges of his time—learned, with a keen analytic mind and a clear judicial style. His colleagues on the Federal bench held him in highest esteem for his contributions in knowledge and wisdom in conference, and those who tried cases or who argued appeals before him found him an ideal judge.

Judge Mack's interests were not limited to the law. He was interested in labor relations, in the protection of immigrants, in the welfare of Jews and in Zionism. He was a Director and Chairman of the Board of the *Survey*, the well known monthly published in New York. He served as a member and as chairman of many committees. He was a member of the Harvard Board of Overseers and was President of the Harvard Club of Chicago. He is survived by his wife and by one daughter, Mrs. Ruth Brunswick.

MEMORIAL OF ALEXIS T. GRESHAM

BY PALMER PILLANS

With the passing of Alexis Tardy Gresham, the Admiralty Bar of the Gulf Coast lost an outstanding member; his associates, a staunch and loyal friend; his family, a devoted husband and father.

Mr. Gresham was born at Huntsville, Alabama, in March, 1892 to James and Clara (Tardy) Gresham; and died suddenly at his home in Mobile on September 18th, 1943.

Like so many men who achieve success in our America, he achieved it the hard way. Mr. Gresham's father died when the boy was a lad of tender years, leaving the widow and her young son to fight the battle of life. The son went to work very early in his life and soon exhibited the qualities that characterized him throughout his career. His studious habit and intense nervous energy drove him onward and his ambition aspired to the Bar. He mastered shorthand and became an expert reporter—an accomplishment that stood him in good stead in his later years when he easily took copious notes in the trial of his cases, and in the examination of witnesses.

Mr. Gresham's early youth was spent in Huntsville and Birmingham. In the latter city he read law in a law office, where he was employed; passed his bar examination, and entered the practice, first as a law clerk for an established law firm and later on his own.

Mrs. Clara Gresham was a highly educated gentlewoman of rare accomplishments, and she managed to supplement her son's schooling so as to give him a sound grounding, particularly in the art of English composition.

In 1918 he came to Mobile to enter the office of Palmer Pillans as law clerk. He proved his worth so speedily that in 1920 he became a partner and remained such in that firm and its successors until very shortly before his untimely death.

Mr. Gresham was blessed with keen intellectual capacity, cogent reasoning power, and a realistic approach to problems. With these were combined indefatigable industry and a driving force; and were coupled high ethical perceptions that were not only held but practiced. Those entrusting to him matters for professional attention could rest assured that no avenue of consideration, whether of fact or of law, would be left without thorough exploration. His conclusions were grounded on sure bases of fact and exhaustive study of the applicable law. In the trial of cases he had the advocate's ardent conviction of the worthiness of his client's cause, and he embarked with crusading zeal upon the establishment of that conviction. The French strain that came to him through his mother, evidenced itself in this Gallic intensity, in his thick black hair and his sparkling dark eyes. He had no flair for the histrionic hokum that forms so important a weapon in the arsenal of the jury advocate—he gained his causes by sheer weight of accumulated fact and convincing reasoning.

On June 1st, 1943, Mr. Gresham left the general practice to become General Attorney for the Waterman Steamship Corporation, where his years of admiralty experience made him invaluable.

In 1920, after a romantic courtship, he married Miss Julia Bishop in Mobile; who now survives him with two sons, the elder in the Army and the younger in a Junior College.

Mr. Gresham's life centered in his home and his profession—it may truly be said that he had a passion for the law. But he found time to serve on the Executive Committee of the Maritime Law Association, and as Arbitrator on the American Arbitration Association Panel. He was a member also of the Alabama State Bar and of the Mobile Bar Association.

While Mr. Gresham was a rounded general practitioner, yet his love was the Admiralty, and he confined himself to that, so far as practicable.

His death leaves a void that will be long in filling.

MEMORIAL OF BRADEN VANDEVENTER

BY BARRON F. BLACK

Often times have I heard the subject of these inadequate remarks describe the relation between law partners as an intimate one, second only to the estate of matrimony in its interdependence of the one partner on the other.

And so from the standpoint of almost twenty years of partnership with Braden Vandeventer, during which I so frequently sought from him advice on troublesome questions of law, problems of ethics, and just ordinary questions of justice and injustice, right and wrong, and during which Braden Vandeventer, to my great satisfaction, discussed similar problems of his own with me, a very vivid and clear picture of the character of the man has been shown me.

I feel that it is a privilege to record in this memorial that vivid picture. Time is so fleeting, and our memories, even of those who are dear to us, are so short, that whatever may be done to imprint more firmly the record of a fine life is, in a small way, a service.

Braden Vandeventer was a Virginian by birth and breeding. He had the strong opinions of a Southern gentleman of an earlier generation, even many of the prejudices of that fine type of man, yet he never let those prejudices overcome his keen sense of justice ingrained in him both by character itself and by his legal training. His sense of the rightness of things always prevailed.

He was born in Loudoun County, Virginia, on May 5th, 1878. He received his education at Washington and Lee and Georgetown Universities, at which latter institution he was awarded his law degree.

There was an indefinable magnetism in his personality which subtly affected those who knew him. Perhaps it was his dignity, or perhaps it was the air of alertness, the impression of a wide-awake individual, keen and interested in what was going on in the world in general, and in his own intimate circle in particular.

Be that as it may, he was a man who would be picked as a leader in any group in which he found himself.

Truly remarkable was his ability to adjust himself to the particular type of person with whom he was at the moment engaged in conversation.

In appearance he had the bearing and mien of a person of distinction.

He was a man who had never been touched by age. Both in his physique and in his outlook on life, he was mature but never "old" in the sense we use the word in describing one who has been affected by the ravages of age.

As an advocate he was resourceful and had a ready flow of language.

In the field of admiralty law he was highly regarded. So far had he mastered this branch that he was invited to occupy the Chair of Admiralty Law at Georgetown University, which invitation he accepted, and successfully taught admiralty law at this University from 1923 to 1925. He was Chairman of the Admiralty Committee of the American Bar Association in 1932. For many years he met with the admiralty lawyers of this country at the annual meeting of the Maritime Law Association of the United States of which he was an active member. Few lawyers had as many warm friends and admirers as he from the cities of New York, Baltimore, Philadelphia and the other coastal cities.

In all, his period of law practice covered the span of forty-three years. During the period of his residence in Norfolk he was in partnership, first with Floyd Hughes under the firm name of Hughes and Vandeventer. Later, John W. Eggleston's name was added and the firm became Hughes, Vandeventer and Eggleston. Upon the elevation of Judge Eggleston to his present position on the Supreme Court of Appeals of Virginia, the firm became Vandeventer and Black, and the partnership then was composed of Braden Vandeventer and Barron F. Black. All of his partnership associations were harmonious, and his tact and fairness had much to do with bringing this about. His partners regarded him with affection and respect.

Many large cases were under his personal direction. Of importance in the field of International Law was the seizure of the Steamship *Appam* and the resultant litigation between the British owners, represented by the firm of Hughes and Vandeventer, and the German government, represented by Hughes, Little and Seawell.

Absorbing as was his practice, he always found time for public service. He served effectively, kindly and without clamor or fanfare. He served for the love of the service itself.

He was vice-chairman of the Norfolk City School Board for three years, President of the Norfolk-Portsmouth Bar Association, a member of the Virginia State Conservation Commission, vice-chairman of the Hampton Roads Sanitation Commission and a director and chairman of the Legislative Committee of the Norfolk Association of Commerce.

At the request of the Governor of Virginia he served as special counsel for the Commonwealth in the investigation of the insurance rate structure of this State. The result of this much needed investigation was to lift from the shoulders of the citizens of Virginia a heavy burden of insurance premiums. The work which he did covered a long period of time and required all of his energy, patience and skill. It was without compensation to him.

The success of this investigation was largely due to a strong trait of character exhibited by Braden Vandeventer in every act he performed. This trait was his insistence on a painstaking and meticulous thoroughness, his blunt refusal to overlook a single vital and controlling fact, no matter how much surplusage he had to wade through in order to reach this basic fact. And this, in turn, was founded on an uncompromising attitude toward evasion of any kind. He took the words "Know the truth and it shall make you free" literally.

Much the same trait of character showed itself in his political views. There never was a half-way position for him. Nor did he shrink from the unpopular side of a question. His debates and talks on the iniquitous court packing scheme, and his argu-

ments against the abolition of the poll tax in Virginia in the last years of his life, are well remembered for their basic sincerity and fearlessness.

He was an honored citizen and a loyal friend, and a kind and affectionate husband and father.

Sorrow attended his passing—sorrow always comes when there is a separation—but surely there must be a certain joy in the hearts of those who knew him in the record of accomplishment, the honesty of purpose, the unselfishness of service which marked the life of Braden Vandeventer.

The distinguished editor of the Norfolk Ledger Dispatch expresses the thought far more forcibly :

“For all the demands that were made upon his time and his energies and his talents he sought no reward in the shape of public acclaim. The service performed was reward enough. He went along his way quietly, with unfailing dignity, winning and holding the esteem and affection of those who knew him. His life in all its phases was founded upon an unshakable integrity which manifested itself in all that he did and in all that he was. He will be remembered with honor.”

MEMORIAL OF LUTHER BYNUM WAY

BY LEON T. SEAWELL

Honorable Luther Bynum Way, Judge of the District Court of the United States for the Eastern District of Virginia, died at Norfolk, Virginia, October 23, 1943, at the age of 64.

Luther B. Way was born in Alamance County, North Carolina, September 26, 1879. He received his early education at Oakdale Academy from which he graduated in 1900, after which, for a period of three years, he taught in the public school system of North Carolina. In 1903 he entered Oak Ridge Institute where he took a year's course in literature and business, after which he came to Norfolk, Virginia, and took a clerical position in the law office with which he was subsequently associated. After privately studying law for a while, in 1905 he entered the University of Virginia Law School from which he was graduated in 1907. He passed the Virginia Bar examination while still a law student. Upon completion of his scholastic term, he returned to Norfolk and entered into partnership with his former employer in the practice of law.

In 1922 he was appointed special assistant to the United States Attorney for the Eastern District of Virginia, a position which he retained until his nomination to the judgeship. On February 21, 1931, he was nominated by President Hoover to be Judge of the District Court of the United States for the Eastern District of Virginia. He took the oath of office on March 7, 1931, and immediately launched upon a judicial career in which his activities increased in size and in importance until the very time of his death.

Naturally, presiding in the Hampton Roads area, Judge Way was confronted with many problems dealing with maritime affairs. These often affected matters of world-wide significance, and he wrote numerous decisions which are outstanding and are often referred to.

One of the earliest of these opinions was that in the case of the *Maria* (*Gladioli v. Standard Export Lumber Company, Inc.*, 20 Fed. Sup. 284; affirmed 91 Fed. [2] 819). The main point

of controversy in that matter was the unseaworthiness of the vessel by reason of failure to have on board late and revised charts and other navigational data. Judge Way held that this was a failure to render the vessel seaworthy at the beginning of the voyage, and his position was upheld by our appellate court.

Another case of much interest was that of *United States v. 12536 Gross Tons of Whale Oil ex the Charles Racine*, 29 Fed. Sup. 262. This was a proceeding in admiralty, whereby the United States sought the forfeiture of a cargo of whale oil transported in the Norwegian ship *Charles Racine* from the American factory ship *Ulysses* in Shark Bay, Australia, to Norfolk, Virginia, upon the ground in substance that the whale oil was being transported by a Norwegian ship "between points in the United States" in violation of the Merchant Marine Act. This was a very novel case in which there were no precedents that might be helpful. Judge Way held, however, that the position of the Government was not sound and dismissed the libel.

A recent and important decision was that of the *San Guiseppe*, affirmed on appeal in 122 Fed. (2) 579 (*M. Cook & Sons, Ltd. v. Saglietto*). This was a proceeding by the owners of the cargo laden upon the Italian steamship *San Guiseppe*, first, for a recapture of the cargo and, second, for substantial damages based upon a claim of deviation into the port of Norfolk while on a voyage from New Orleans to London. This being one of the new war cases, aroused a great deal of interest and was hotly contested. The court held that the act of the Italian master in putting into the port of Norfolk for bunkers and for secret orders did not amount to an unreasonable deviation which would subject the ship to damages.

In addition to the heavy press of ordinary business which was forced upon him, Judge Way handled two railway receiverships of major proportions. That of the Norfolk Southern Railway Company was instituted in July, 1932, and Judge Way had the great pleasure of seeing it wound up for all practical purposes just before his death. The other receivership was that of the Seaboard Air Line Railway Company which was instituted in December, 1930. Owing to its massive complications and the intricate financial setup of the road, it was impossible to bring

this receivership to a close although it was being hastily brought into its concluding phases at the time of his death. Both of these railway receiverships were matters which taxed his time and strength, but were handled by him intelligently and courageously.

The career of Judge Way is an inspiration and is an imperishable example of the results achieved by right thinking, clean living, and the highest use of one's talents. The predominant traits of Judge Way were, first, that he was a good man knowing the right and following it undeviatingly; he was also a just man, but with him justice was no mere abstraction—he exemplified it in his private life and public duties; he was humane in the administration of justice; and coupled with these characteristics was an accurate knowledge of legal principles, a ripe and varied experience, and a vast fund of common sense.

In 1909 he was married to Miss Ione Hornaday. Mrs. Way died in December, 1940. Judge Way is survived by two sons, both in the service, Lieutenant Franklin Way being stationed at Fort Sill and Lieutenant Luther B. Way, Jr., now on duty overseas.

MEMORIAL OF EDWARD E. CUSHMAN

BY JOHN W. GRIFFIN

Edward E. Cushman was born in Iowa on November 26, 1865. On the death of his father, his family were left in straitened circumstances. They acquired a homestead in Iowa on which he grew up doing the manual labor of a teamster, lumberjack and farmer. His early education was obtained in Iowa City and, after reading law, he engaged in private practice in Nebraska from 1888 to 1893, when he moved to Tacoma, Washington, and continued his practice there until 1900. In that year, he was appointed Assistant United States Attorney for the District of Washington, in which capacity he served for four years. He then became Assistant United States Attorney General in the Ninth Judicial Circuit and held that position until 1906. Three years later, he was appointed by President Taft United States District Judge for the District of Alaska, Third Division, and, in 1912, United States District Judge for the Western District of Washington. He served on the Bench until his retirement on November 3, 1939. His death occurred in Tacoma on January 25, 1944. His public service thus covered a period of about 40 years. His services as District Judge included the hearing and decision of a large proportion of the admiralty cases arising in the Western District of Washington.

On February 5, 1944, exercises in memory of Judge Cushman were held in the United States District Court at Tacoma, Washington. Warm tributes were paid to his character and to his judicial services by members of the Bar and by members of the Supreme and Superior Courts of the State of Washington, as well as by his three colleagues on the District Court Bench, Honorable John C. Bowen, Honorable Charles H. Leavy and Honorable Lloyd L. Black. The following may be quoted from Judge Bowen's remarks:

"For more than 27 years Judge Cushman gave the full measure of his outstanding ability to the service of this Court and the federal judiciary. His conscientious attention to the Court's work characterized his long career on the bench. He was noted for his painstaking consideration and limitless patience. His presence on the bench guaranteed to a litigant

his day in court, and no one was turned away without a full hearing.

“It has been my happy privilege to have appraised Judge Cushman’s work from the standpoints of both a lawyer practicing before him and a colleague on the bench working with him. He loved the work and life of a judge, and by his constant attitude and conduct he unfalteringly upheld and strengthened the highest traditions and integrity of the federal Courts. * * * No judge ever succeeded more than did Judge Cushman in bringing real satisfaction to those affected favorably or unfavorably by his decision.”

MEMORIAL OF GEORGE NOYES SLAYTON

By C. C. BURLINGHAM

George Noyes Slayton died at his home in Millburn, New Jersey, February 1, 1944. He was born in Morrisville, Vermont, August 21, 1888; prepared for college at Bordentown Military Institute at Hightstown and graduated from Amherst College in 1911 with the degree of A.B.; attended the Harvard Law School for two years and was then transferred to the Columbia School of Law where he received the degree of LL.B. in 1914. In that year he was admitted to the New York Bar. For the next six years he was associated with the firm of Burlingham, Montgomery & Beecher. In 1920 he opened an office of his own and two years later joined with James W. Jackson in forming the firm of Slayton & Jackson. The practice of this firm was largely in Admiralty.

Slayton was a typical Vermonter, skillful, shrewd, humorous and witty, an able lawyer, a doughty opponent.

In 1916 he married Pauline F. Boynton of Rutland, Vt., and settled in Millburn. From 1924 until his death he was Recorder of Millburn. For the past eight years he had been President of the Millburn School Board. He was a member of the Millburn Zoning & Library Committee and a member of the New York State Aviation Commission; he was Advisory Trustee of Bordentown Military Institute. He was a member of the New York County Lawyers Association, the American Bar Association and the Maritime Law Association.

He is survived by his widow, two daughters, Lucene and Carolyn, and a son, Henry A. B. Slayton, First Lieutenant in the Army Air Forces.

MEMORIAL OF SAMUEL DEEMS McCOMB

BY ARCHIBALD G. THACHER

Samuel Deems McComb, a member of the Maritime Law Association of the United States since 1935, died in New York on the 17th day of March, 1944, at the age of sixty-four years.

For the greater part of his life he was an industrious and able servant of those "that go down to the sea in ships, that do business in great waters". He was well aware that "an ocean is forever asking questions", and his life was spent in fitting himself, both by preliminary education and by long experience, to answer those questions for the benefit and insurance protection of those who confided their interests to his care.

Mr. McComb was born in New York City; was educated both at New York University and at the Webb Institute of Naval Architecture, thereafter working as a naval architect. This training laid a sound foundation for his insurance career which began in 1906, when he became a marine surveyor.

Ten years later he organized the insurance firm of S. D. McComb & Company, Inc., and upon the formation of the Marine Office of America in March, 1919, he became its Manager. He was elected President of the United States P. & I. Agency, Inc. in 1929, when it was acquired by companies of the Marine Office of America. During 1919 important insurance hearings were held before the Committee on Merchant Marine and Fisheries of the House of Representatives of the United States, together with members of the Senate, and in these proceedings Mr. McComb and leading marine underwriters took an active and valuable part. The results of these hearings were the recognition by the Congress and other Federal marine agencies of the importance of so strengthening marine insurance in the United States that it might better compete in the marine insurance markets of the world, for the benefit and protection of American shipowners. This appreciation by the Federal authorities of the necessity for the further development of a domestic marine insurance market brought about the formation in 1920 of the American Marine Insurance Syndicates, at the request and with the cooperation of the Committee on Merchant Marine and Fisheries of the House of Repre-

sentatives. With other leading marine insurance companies, the companies represented by Mr. McComb became original members of the Syndicates, thereby rendering a great service to American shipowners and to the principle of cooperation among marine underwriters. Mr. McComb was one of the members of the first Board of Managers of the Syndicates, and continued on the Board until his death. He became Vice-Chairman of the Board of the American Marine Hull Insurance Syndicate, which, in 1944, succeeded the original Syndicates.

Mr. McComb's insurance interests were not, however, limited to the United States, nor were they confined solely within the field of marine insurance: He took an active part in international maritime relations. In 1928 he represented not only the Board of Underwriters of New York upon the American Load Line Committee formed at the request of Mr. Herbert Hoover, then Secretary of Commerce, which advised the Department in the formulation of Rules and Regulations for the enforcement of then pending legislation establishing load lines for American merchant vessels engaged in foreign trade, but also was nominated to represent the American Institute of Marine Underwriters and the Association of Marine Underwriters of the United States upon that Committee. As a member of the American delegation, he attended the International Load Line Conference in London in June, 1930, in which the representatives of twenty-seven nations participated, and at which on 9 July, 1930, there was signed the International Convention establishing uniform regulations for the loading of cargo vessels engaged in foreign trade.

During his active years he served as Director, and later as President, of the Board of Underwriters of New York (marine); was an officer of the American Bureau of Shipping; was a member of the Executive Committee of the American Cargo War Risk Reinsurance Exchange and a Director of the United States Salvage Association. He was a member of the Executive Committee, and had held the office of President of the Association of Marine Underwriters of the United States. He was also a director of the American Institute of Marine Underwriters and of the Insurance Society of New York, and was a national councillor to the Chamber of Commerce of the United States. His insurance connections also extended to the National Fire Protection Associa-

tion, of which he was President from 1938 to 1940, and for several years he was Chairman of the Marine Section of that Association.

Slight of body, but keen of mind, he was not only quick to recognize opportunity, but also helped during his career to create it. He was appreciative of ability and knowledge in others, but did not quickly yield his opinion, once formed. The underlying kindness of his nature was quickly extended to younger men. He liked to debate with other seniors of the underwriting profession, but while his keen sense of individualism made him enjoy competition, his sound judgment of values rightly caused him to modify his own judgment when cooperation with others was for the best interests of the insuring public.

His lifelong work and experience were devoted to maritime affairs, and "The Marine Office of America" was typical of the man and his ambitions. Until his death he was a prominent figure among American marine underwriters who, through their sound competition in the free insurance markets of the world, have continued to make possible the ancient career of "merchant adventurer", thus fostering trade by land and sea and protecting its carriage to the far corners of the earth. Samuel McComb was a trained and skilled stevedore of marine ideas, both original and acquired. He had a quick imagination and his brain-cargo was neatly and scientifically stowed, readily available to serve the needs of the mercantile community.

When a tired heart forced him to appreciate that his active days were nearing their end, the words of Masfield may well describe his passing thoughts :

"I must go down to the seas again, to
the lonely sea and the sky,
And all I ask is a tall ship and a
star to steer her by."