

June 23, 1954

THE MARITIME LAW ASSOCIATION
OF THE UNITED STATES

ANNUAL MEETING—MAY 14, 1954

The Fifty-fifth Annual Meeting of the Association was held at the Association of the Bar of the City of New York on Friday, May 14, 1954, at 2:30 P. M., following the regular meeting of the Executive Committee, with the President, Cletus Keating, presiding.

PRESENT :

Cletus Keating, President
Arthur J. Santry, First Vice President
Charles S. Haight, Second Vice President
George F. Tinker, Treasurer

and the following 95 members:

Ray Rood Allen	Brunswick G. Deutsch
Joseph Arcoleo	James B. Doak
Frederick K. Arzt	Sweeney J. Doehring
Horace T. Atkins	Joseph F. Dolan
Benn Barber	William B. Druex
Carlyle Barton, Jr.	David W. Dyer
Douglas D. Batchelor	Clarence S. Eastham
William T. Beeks	Robert Eikel
Sol C. Berenholtz	Charles N. Fiddler
George Whitefield Betts, Jr.	Gilbert S. Fleischer
Tallman Bissell	Henry J. Forman
Charles A. Blocher	Abraham E. Freedman
Stuart B. Bradley	John F. Gerity
John R. Brown	Richard A. Hagen
Thomas E. Byrne, Jr.	Wilbur H. Hecht
John T. Casey	Charles B. Howard
Andre V. Chebonnier	Henry E. Howell, Jr.
Victor S. Cichanowicz	Patrick J. Hughes
William E. Collins	T. K. Jackson, Jr.
William I. Connelly	Nelson J. Johnson
Theodore R. Dankmeyer	Thomas M. Johnston
MacDonald Deming	Charles B. Kelly
Martin P. Detels	John J. Killea

Arnold W. Knauth
 Leslie C. Krusen
 Nicholas D. Lamorte
 Richard I. Leightner
 Joseph Lieberman
 Alfred A. Lohne
 Henry N. Longley
 Arthur O. Louis
 Wilder Lucas
 Harry E. McCoy, Jr.
 Andrew J. McElhinney
 P. J. R. McEntegart
 James McKown, Jr.
 Mark W. Mackey
 Russell A. Mackey
 Leonard J. Matteson
 Hugh S. Meredith
 Thomas H. Middleton
 John C. Moore
 Russell T. Mount
 Thomas F. Mount
 Harold A. Mouzon
 J. Newton Nash
 Francis E. Pegram, Jr.
 John C. Prizer

Charles E. Quandt
 Clement C. Rinehart
 Bernard Rohnick
 E. Curtis Rouse
 E. R. Seaver
 Donald H. Serrell
 John B. Shaw
 R. F. Shaw
 Roger Siddall
 Seymour Simon
 John W. Sims
 John H. Skeen, Jr.
 Edward L. Smith
 Archie M. Stevenson
 John J. Sullivan
 Lane Summers
 William G. Symmers
 Eugene Underwood
 Thomas H. Walsh
 Otto Wolff, Jr.
 George F. Wood
 William H. Woolley
 Benjamin W. Yancey
 Hervey Yancey

John C. Moore acted as Secretary of the meeting in the absence of Mr. Henry C. Blackiston, Secretary.

On motion duly made and seconded, the reading of the minutes of the Annual Meeting of May 8, 1953 was dispensed with and they were approved as set out in Document No. 371 which had been distributed to all members.

On motion duly made and seconded, the reading of the minutes of the Executive Committee meetings during the year October 2, 1953 and March 30 and May 14, 1954 was dispensed with as the principal matters transacted at those meetings are included in the report of the Secretary.

REPORT OF THE EXECUTIVE COMMITTEE AND THE SECRETARY'S ANNUAL REPORT

There were three meetings of the Executive Committee during the year, namely on October 2, 1953, March 30 and May 14, 1954.

At the meeting of October 2, 1953 the principal matters considered were:

A resolution was made to continue for another year our previous annual contribution of \$840. to the Comité Maritime International.

Reference was made to various Coast Guard proposals for amending certain licenses and certificates of merchant seamen. The President stated that he had appointed a Committee on Regulations for Preventing Collisions at Sea consisting of the following members:

John F. Gerity of New York, Chairman
Henry C. Eidenbach of New York
Andrew J. McElhinney of New York
Eugene Underwood of New York
Claude E. Wakefield of Seattle
Harvey Wienke of Chicago

The above matter was referred to that committee inasmuch as the question of the revocation of licenses often grew out of collisions.

The President referred to a questionnaire sent out by the International Subcommittee of the Comité Maritime International dealing with the subject of Liability of Carriers by Sea Towards Passengers. To assist Mr. Russell A. Mackey, this Association's representative on the International Subcommittee, the following Committee on Liability of Carriers by Sea Towards Passengers was appointed:

L. deGrove Potter of New York, Chairman
Charles S. Bolster of Boston
Charles S. Haight of New York
Russell A. Mackey of San Francisco
Walter E. Maloney of New York
Stanley R. Wright of New York

Reference was made to the meeting of the above mentioned International Subcommittee to be held in Amsterdam, October 23, 1953. Inasmuch as Mr. Mackey was unable to attend, Mr. Arnold W.

Knauth was appointed this Association's representative to attend in Mr. Mackey's place, but as an observer and without authority to commit the Association.

The President reported that under date of September 18, 1953 this Association received formal notice that the House of Delegates of the American Bar Association approved at its last meeting the application of The Maritime Law Association for representation in the House of Delegates as an affiliated organization. On motion duly made and seconded Mr. Cletus Keating was duly elected this Association's delegate to the House of Delegates of the American Bar Association for a one year term expiring at the adjournment of the 1954 Annual Meeting.

It was decided that the charge at the Testimonial Dinner, November 20, 1953 for members shall be \$9.00 and the charge for guests shall be increased to \$14.00 with the provision that only 100 guest tickets will be available, it being understood that the President and Chairman of the Dinner Committee have the authority to increase that number should it become practicable to do so.

The following seventeen lawyers were elected to Active Membership:

Roger B. Bagley
The Travelers Fire Insurance Co.
700 Main Street
Hartford 15, Connecticut

Charles L. Black, Jr.
Columbia University
Kent Hall
New York 27, New York

Robert L. Casey
Walton, Hubbard, Schroeder, Lantaff & Atkins
916 Alfred I. DuPont Building
Miami 32, Florida

Robert T. Creasey
Seafarers' Welfare Plan
11 Broadway (Rm. 1060)
New York 4, New York

Francis N. Crenshaw
Baird, White & Lanning
National Bank of Commerce Building
Norfolk 10, Virginia

Charles J. Dolan
Marine Office of America
116 John Street
New York 38, New York

Joseph Dean Edwards
144 John Street
New York 38, New York

George H. Hauerken
Hauerken, St. Clair & Viadro
235 Montgomery Street
San Francisco 4, California

Laurence K. Hawkins
United Fruit Company
80 Federal Street
Boston 10, Massachusetts

Robert V. Holland
Bogle, Bogle & Gates
603 Central Building
Seattle, Washington

Wendell W. Lang
United States Steel Corporation
71 Broadway
New York 6, New York

Randolph P. Rogers, Jr.
Morrison, Hecker, Buck, Cozad & Rogers
1701 Bryant Building
Kansas City 6, Missouri

Stanley H. Rudman
Schneider, Reilly, Rudman & McArdle
11 Beacon Street
Boston 8, Massachusetts

John J. Ryan, Jr.
United Fruit Company
80 Federal Street
Boston 10, Massachusetts

Arthur V. Savage
Lord, Day & Lord
25 Broadway
New York 4, New York

E. Robert Seaver
Department of Justice
Admiralty & Shipping Section
U. S. Courthouse, Foley Square
New York 7, New York

Bernard Tomson
Bernstein, Weiss, Tomson, Hammer & Parter
70 Pine Street
New York 5, New York

The following two judges were elected to Associate Membership:

Hon. George H. Boldt
United States District Judge
United States District Court
Western District of Washington
Seattle, Washington

Hon. William J. Lindberg
United States District Judge
United States District Court
Western District of Washington
Tacoma, Washington

The subject of the election of non-lawyers was considered. Although there were several vacancies it was decided not to fill these vacancies but to continue the practice of leaving a number of vacancies to permit invitations to membership to be issued from time to time to distinguished non-lawyers.

At the meeting of March 30, 1954 the principal matters considered were:

Reference was made to a plan submitted to this Association by the Bertholon-Rowland Corp. for group type health and accident insurance for its members. In view of the fact that a similar proposal has previously been considered in June 1950 and rejected no action was taken on the matter.

The President referred to a letter from the International Maritime Committee referring to a meeting of the International Maritime Committee to be held from September 20th to September 25th, 1954 at Brighton, England. It was decided that the matter should be referred to the incoming President.

Approval was given to the arrangements for the Annual Meeting and Annual Dinner to be held at the Biltmore Hotel whereby the charge for members should be \$9.00 and the charge for guests \$14.00, with a total of 100 guests permitted.

The following twenty-five lawyers were elected to active membership:

Carlyle Barton, Jr.
Niles, Barton, Yost & Dankmeyer
800 Baltimore Life Building
Baltimore 1, Maryland

Comdr. Harold Woodall Bieseimer, USN
Office of the Judge Advocate General
Admiralty Division, Navy Department
Washington 25, D. C.

Parker Brownell
Seatrains Lines, Inc.
15 Broad Street
New York 5, New York

Hubert F. Carr
Moore-McCormack Lines, Inc.
11 Broadway
New York 4, New York

Albert S. Commette
Budd, Quencer & Commette
420 Lexington Avenue
New York 17, New York

Edwin D. Ferretti
Department of the Navy
Office of the Judge Advocate General
Washington 25, D. C.

Robert E. Kline, Jr.
Kirlin, Campbell & Keating
322 Munsey Building
Washington 4, D. C.

John F. Lang
McNutt & Nash
84 William Street
New York 38, New York

Donald A. Lindquist
Chaffe, McCall, Toler & Phillips
1500 Nat'l Bank of Commerce Bldg.
New Orleans 12, Louisiana

Dennis J. Lindsay
Krause, Evans & Lindsay
916 Portland Trust Building
Portland, Oregon

Thomas O. Markey
Tiernan & Tiernan
111 Fulton Street
New York 38, New York

Joseph J. Murphy
225 South 15th Street
Philadelphia 2, Pennsylvania

Alex L. Parks
White, Sutherland and Parks
1100 Jackson Tower
Portland 5, Oregon

Frank Pellegrini
132 3rd Street, S.E.
Washington, D. C.

Paul Pennoyer, Jr.
Bigham, Englar, Jones & Houston
99 John Street
New York 38, New York

Herbert Resner
3460 Wilshire Boulevard
Los Angeles 5, California

Albert J. Rudick
American-Hawaiian Steamship Co., Inc.
90 Broad Street
New York 4, New York

Harry J. Scanlan
McNutt & Nash
84 William Street
New York 38, New York

William F. Scowcroft
Johnson & Higgins
63 Wall Street
New York 5, New York

Israel G. Seeger
Seymour W. Miller
26 Court Street
Brooklyn 1, New York

Gerald F. Swanton
Moore-McCormack Lines, Inc.
11 Broadway
New York 4, New York

Melvin J. Tublin
Hill, Rivkins, Middleton, Louis & Warburton
96 Fulton Street
New York 38, New York

Philip K. Verleger
McCutchen, Black, Harnagel & Greene
Roosevelt Building
Los Angeles 17, California

Thomas J. White
White, Sutherland & Parks
1100 Jackson Tower
Portland 5, Oregon

William F. White
White, Sutherland & Parks
1100 Jackson Tower
Portland 5, Oregon

The following six judges were elected to Associate Membership:

Hon. Guthrie F. Crowe
United States District Judge
U. S. District Court, District of the Canal Zone
Ancon, Canal Zone

Hon. Walter Bruchhausen
United States District Judge
U. S. District Court, Eastern District of New York
Brooklyn 1, New York

Hon. David N. Edelstein
United States District Judge
U. S. District Court, Southern District of New York
Foley Square
New York 7, New York

Hon. John M. Harlan
United States Circuit Judge
U. S. Court of Appeals, Second Circuit
U. S. Court House, Foley Square
New York 7, New York

Hon. Carroll C. Hincks
United States Circuit Judge
U. S. Court of Appeals, Second Circuit
315 United States Court House and Post Office Bldg.
New Haven 6, Connecticut

Hon. Edward Weinfeld
United States District Judge
U. S. District Court, Southern District of New York
Foley Square
New York 7, New York

The Secretary was requested to ascertain and report at the next meeting the names of all Federal Judges in other circuits having some maritime business who are not now members of the Association for the purpose of considering such names for election to Associate Membership.

At the meeting of May 14, 1954 the principal matters considered were:

The Secretary reported a list of 14 Federal Circuit Judges and 68 Federal District Judges in Circuits and Districts containing maritime areas, who are not now members of the Association. After discussion and upon motion duly made and seconded these judges were elected to Associate Membership, subject to their acceptance, and the Secretary was directed to notify them accordingly.

Chief Justice Frederick W. Brune of the Supreme Court of Maryland, who has been an Active Member of the Association since 1927, was elected to Associate Membership, subject to his acceptance, and the Treasurer was directed to notify him accordingly.

The subject of non-lawyer membership was discussed at length and tabled for further study.

The President read a letter from Lily W. Reed on behalf of the National Maritime & Aeronautical Association with regard to the 100th Anniversary of the birth of Mr. Andrew Furuseth. The Executive Committee expressed appreciation of the life work of Mr. Furuseth on this the occasion of the 100th Anniversary of his birth and expressed the hope that a suitable marker would be erected to his memory.

The following twenty-three lawyers were elected to Active Membership:

Harvie Branscomb, Jr.
Branscomb & Foy
1510 Driscoll Building
Corpus Christi, Texas

Stephen J. Buckley
Kirlin, Campbell & Keating
120 Broadway
New York 5, New York

Joseph A. Calamari
Department of the Navy
Military Sea Transportation Service, Atlantic Area
58th Street and First Avenue
Brooklyn 50, New York

Ronald A. Capone
Kirlin, Campbell & Keating
Room 917, Munsey Building
1329 E Street, N.W.
Washington 4, D. C.

Paul Cherin
Dow & Symmers
70 Pine Street
New York 5, New York

Sirius Cram Cook
Thacher, Proffitt, Prizer, Crawley & Wood
72 Wall Street
New York 5, New York

William B. Eley
Vandeventer, Black & Meredith
819 Citizens Bank Building
Norfolk, Virginia

James W. Fay
Law Department, City of New York
Municipal Building
New York 7, New York

Joseph V. Ferguson, II
Cobb and Wright
Whitney Bank Building
New Orleans 12, Louisiana

Horace M. Gray
Gray & Wythe
42 Broadway
New York 4, New York

Joseph F. Hanley, Jr.
Kirlin, Campbell & Keating
120 Broadway
New York 5, New York

William C. Harvin
Baker, Botts, Andrews & Shepherd
Esperson Building
Houston 2, Texas

Joseph J. Leibell
Thacher, Proffitt, Prizer, Crawley & Wood
72 Wall Street
New York 5, New York

Truman H. Luhrman
Wood, Werner, France & Tully
25 Broad Street
New York 4, New York

David J. Markun
Panama Canal Company
Box 393
Balboa Heights, Canal Zone

Lansing L. Mitchell
Deutsch, Kerrigan & Stiles
17th Floor, Hibernia Bank Building
New Orleans 12, Louisiana

Hubert H. Margolies
Department of Justice
Admiralty and Shipping Section
Washington 25, D. C.

James K. Nance
Baker, Botts, Andrews & Shepherd
Esperson Building
Houston, Texas

John F. O'Connell
Lord, Day & Lord
25 Broadway
New York 4, New York

Robert Sharp Stitt
Thacher, Proffitt, Prizer, Crawley & Wood
72 Wall Street
New York 5, New York

James H. Tully
Wood, Werner, France & Tully
25 Broad Street
New York 4, New York

Robert J. Ward
Mendes & Mount
27 William Street
New York 5, New York

William Edward Woods
Thacher, Proffitt, Prizer, Crawley & Wood
72 Wall Street
New York 5, New York

65 lawyers have been elected to Active Membership during the year. 1 member has been transferred from Active to Associate Membership. 8 United States District and Circuit Judges have

been elected to Associate Membership. 8 lawyers and 3 non-lawyers have resigned from Active Membership. 14 lawyers have been dropped for non-payment of dues.

We report with deep regret the deaths of the following members:

Associate Members

Hon. Hugh D. McLellan (1934)
of Boston

Hon. John A. Peters (1929)
of Ellsworth, Maine

Active Members

E. Myron Bull (1942)
of New York City

Robert Branand, Jr. (1931)
of Chicago

Charles A. Buono (1949)
of New York City

Harold S. Deming (1918)
of New York City

Thomas M. Dougherty (1945)
of New York City

Charles F. Dutch (1916)
of Boston

Carl V. Essery (1925)
of Detroit

Irving L. Evans (1935)
of New York City

George S. Franklin (1947)
of New York City

Parker McCollester (1942)
of New York City

Raymond Parmer (1923)
of New York City

James W. Ryan (1922)
of New York City

The total membership of the Association is now:

Honorary Members		5
Associate Members		73
Active Members:		
Lawyers	878	
Non-Lawyers	90	968
	<hr/>	<hr/>
		1046

There are 22 law libraries on the mailing list making a total mailing list of 1068.

The publications of the Association for the year have been as follows:

May 1953—Document No. 370—Secretary's Notice regarding Admiralty Rules Committee report.

June 1953—Document No. 371—Report of Annual Meeting May 8, 1953.

June 1953—Document No. 372—Secretary's Notice regarding Special Meeting to consider report of Committee on the Supreme Court Admiralty Rules.

July 1953—Document No. 373—Report of Special Meeting, June 30, 1953.

July 1953—Document No. 374—Secretary's Notice of Boston Luncheon Meeting.

Aug. 1953—Document No. 375-375A—Report of Committee on Supreme Court Admiralty Rules regarding Proposed Admiralty Rules of Procedure.

Oct. 1953—Document No. 376—Notice of Testimonial Dinner.

Dec. 1953—Document No. 377—Memorials of:

Everett H. Brown, Jr.

Arthur W. Clement

Carl V. Essery

Raymond F. Farwell

Frank H. Gerrodette

Charles H. Leavy

Howard M. Long

John C. Mahoney

A. Gordon Murray

Leon T. Seawell

W. Parker Sedgwick

James Neill Senecal

David A. Simmons

Harry F. Stiles, Jr.

Delbert M. Tibbets

Dec. 1953—Document No. 378—Membership List.

Apr. 1954—Document No. 379—Notice of Annual Meeting.

Apr. 1954—Document No. 380—Reminder of Annual Dinner Meeting.

HENRY C. BLACKISTON,
Secretary.

TREASURER'S ANNUAL REPORT**Annual Meeting, May 14, 1954**

Balance on Hand May 8, 1953.....	\$11,842.58
Dues received	9,790.00
Balance on Subscription to 1953 Annual Dinner.....	1,269.00
Sale of List to Members.....	1.00
Subscription to 1953 Fall Dinner.....	6,048.00
Refund on Unused Stamped Envelopes.....	3.84
Subscription to 1954 Annual Dinner.....	6,786.00
TOTAL.....	<u>\$35,740.42</u>

Less Checks Drawn and one Bank Charge:

No. 518	May 21, 1953—The Hecla Press— Printing 1300 copies Report of the Committee on Supreme Court Ad- miralty Rules	\$ 256.50
No. 519	May 21, 1953—The Biltmore— Cost of 1953 Annual Dinner.....	7,500.66
No. 520	May 21, 1953—Unz & Co.—4750 3¢ Government Envelopes, 500 Kraft Clasp Envelopes.....	241.28
No. 521	May 21, 1953—Dow & Symmers— Disbursements—Supreme C o u r t Admiralty Rules	59.41
No. 522	May 21, 1953—McNutt & Nash— Disbursements of J. Newton Nash, Chairman of Special Committee to Oppose Jury Trials in Admiralty..	241.54
No. 523	May 21, 1953—Lord, Day & Lord —Fares, postage, stenographic serv- ices 11/29/52-5/9/53	320.21
No. 524	May 21, 1953—Hill, Rivkins, Mid- dleton, Louis & Warburton—Cleri- cal work, stenography and typing, telephone calls, etc.	318.90

No. 525	May 21, 1953—The M. A. Goerl Company—Multigraphing 160 copies of letter.....	5.41
No. 526	May 21, 1953—W. H. Joseph & Son, Inc.—Two rubber stamps.....	4.33
No. 527	May 21, 1953—The Hecla Press—Printing 1100 copies Secretary's Notice	12.36
No. 528	May 26, 1953—William J. Tillinghast, Jr.—Overtime and incidental expenses re Annual Dinner.....	79.50
No. 529	May 29, 1953—The Hecla Press—Printing 1000 Annual Dues Cards...	7.73
No. 530	June 19, 1953—Unz & Co.—Altering die and furnishing 1000 Bond Letterheads and 1500 Air Mail Letterheads	89.78
No. 531	June 19, 1953—Unz & Co.—1300 Government 3¢ Stamped Envelopes and 1000 Kraft Clasp Envelopes printed	98.23
No. 532	June 19, 1953—The Association of the Bar of the City of New York—Use of Meeting Hall, Loud Speaker and Cromwell Room	125.00
No. 533	June 19, 1953—The Hecla Press—Printing 1050 copies Secretary's Notice	12.36
No. 534	June 19, 1953—Addressograph-Multigraph Corporation—Plates	4.40
No. 535	June 22, 1953—George W. P. Whip—Refund Dinner Ticket.....	9.00
No. 536	June 22, 1953—Bernard Rolnick—Refund Dinner Ticket of Rochelle Quen	12.00
No. 537	June 22, 1953—James L. Adams—Refund Dinner Ticket.....	9.00
No. 538	June 22, 1953—Fred L. Gobel—Refund Dinner Ticket.....	9.00
No. 539	June 22, 1953—Haight, Deming, Gardner, Poor & Havens—Refund Dinner Ticket (Overpayment).....	3.00

No. 540	June 22, 1953—Lord, Day & Lord —Refund Dinner Ticket of Henry C. Blackiston	9.00
No. 541	June 22, 1953—Frederic Conger— Refund Dinner Ticket	9.00
No. 542	June 22, 1953—Leavenworth Colby —Refund Dinner Ticket of Hon. Warren E. Burger.....	12.00
No. 543	June 22, 1953—Bailey & Muller— Refund Dinner Ticket of Robert F. Doran	12.00
No. 544	June 22, 1953—Carl H. Watson, Jr. —Refund Dinner Ticket of Cletus Keating, Jr.	12.00
No. 545	June 22, 1953—Kirlin, Campbell & Keating—Refund 5 Dinner Tickets plus overpayment on one Dinner Ticket	57.00
No. 546	June 22, 1953—Edward F. Platow —Refund Dinner Ticket.....	9.00
No. 547	June 23, 1953—The Hecla Press— Printing 1080 copies Booklet—An- nual Meeting	453.98
No. 548	June 23, 1953—Parker McCollester —Reimbursement for payment of bill of The Century Association— Executive Committee Luncheon, May 8, 1953.....	72.23
—	June 30, 1953—Charge of The Hanover Bank for Canadian Clear- ing House fee on check drawn on Canadian bank15
No. 549	July 3, 1953—The Association of the Bar of the City of New York— Use of Evarts and Carter Rooms for Special Meeting, June 30, 1953	20.00
No. 550	July 31, 1953—The Hecla Press— Printing 1130 copies Booklet—Spe- cial Meeting, June 30, 1953; print- ing 1060 copies Secretary's Notice Boston Luncheon Meeting	66.61

No. 551	August 31, 1953—The Hecla Press —Printing 1050 double Government Post Cards	30.90
No. 552	September 4, 1953—The Hecla Press—Printing 1800 copies Pro- posed Admiralty Rules of Pro- cedure	422.34
No. 553	September 11, 1953—Unz & Co.— Printing 1000 Kraft Clasp En- velopes	26.01
No. 554	September 30, 1953—A d d r e s s o- graph - Multigraph Corporation— Plates	12.37
No. 555	Cancelled	
No. 556	October 13, 1953—Lord, Day & Lord—Fares, postage, telephone, overtime, stenographic services.....	349.29
No. 557	October 13, 1953—Unz & Co.— 2000 Kraft Clasp Envelopes and 3000 Government 3¢ stamped en- velopes	184.37
No. 558	October 14, 1953—Comité Mari- time International—Contribution.....	840.00
No. 559	October 27, 1953—The M. A. Goerl Company—Multigraph 60 copies letter re Fall Dinner.....	5.15
No. 560	October 27, 1953—The Hecla Press —Printing 1060 copies Fall Dinner Notices and Reservation Forms.....	32.96
No. 561	October 27, 1953—The Hecla Press —Printing 750 cards re Fall Dinner	7.21
No. 562	November 5, 1953 — Hasbrouck, Thistle & Co., Inc.—Minute Book..	13.13
No. 563	November 13, 1953—The Hecla Press — Furnishing and printing 1050 Government 2¢ Post Cards.....	36.45
No. 564	November 13, 1953 — Addresso- graph - Multigraph Corporation— Plates	2.88

No. 565	November 28, 1953 — Addressograph - Multigraph Corporation — Ribbons	3.30
No. 566	December 1, 1953—The Biltmore—Cost of 1953 Fall Dinner.....	6,756.60
No. 567	December 1, 1953—William J. Tillinghast, Jr.—Overtime and incidental expenses re Fall Dinner.....	82.00
No. 568	Cancelled	
No. 569	December 1, 1953—Thomas H. Walsh—Refund Dinner Ticket.....	9.00
No. 570	Cancelled	
No. 571	Cancelled	
No. 572	December 1, 1953—William A. Skeen—Refund Dinner Ticket.....	9.00
No. 573	December 1, 1953—Joseph Cardillo, Jr.—Refund Dinner Ticket.....	9.00
No. 574	December 1, 1953—Charles Dimaria—Refund Dinner Ticket of William Belmont	14.00
No. 575	December 1, 1953—Joseph Schatz, Jr.—Refund Dinner Ticket.....	9.00
No. 576	Cancelled	
No. 577	December 1, 1953—P. J. R. McEntegart—Refund Dinner Ticket.....	9.00
No. 578	Cancelled	
No. 579	December 1, 1953—Charles N. Fidler—Refund Dinner Ticket.....	9.00
No. 580	December 1, 1953—John F. Quarto—Refund Dinner Ticket.....	9.00
No. 581	December 1, 1953—Nelson, Healy, Baillie & Burke—Refund Dinner Ticket (overpayment).....	5.00
No. 582	December 1, 1953—Kirlin, Campbell & Keating—Refund 5 Dinner Tickets plus overpayment on 1 Dinner Ticket	65.00

No. 583	December 1, 1953—Haight, Deming, Gardner, Poor & Havens—Refund 7 Dinner Tickets, less charge for 2 substituted tickets issued.....	40.00
No. 584	December 2, 1953—Hill, Rivkins, Middleton, Louis & Warburton—Refund Dinner Tickets of George B. Warburton and Leo P. Cappelletti	18.00
No. 585	December 2, 1953—Macklin, Speer, Hanan & McKernan—Refund Dinner Tickets of Paul Speer and Nels Nelson	18.00
No. 586	December 2, 1953—Lord, Day & Lord—Refund Dinner Ticket of Henry C. Blackiston.....	9.00
No. 587	December 4, 1953—Macklin, Speer, Hanan & McKernan—Balance of Refund due a/c Dinner Ticket of Nels Nelson, non-member	5.00
No. 588	December 14, 1953—The Hecla Press—Printing 1075 copies Memorials	247.20
No. 589	December 17, 1953—Unz & Co.—Furnishing and Printing 500 Government 3¢ Stamped Envelopes.....	29.87
No. 590	December 23, 1953—The Hecla Press—Printing 100 copies Application for Membership	10.30
No. 591	December 30, 1953—Robert F. Ewald—Refund overpayment of Dues	15.00
No. 592	January 4, 1954—The Hecla Press—Printing 1100 copies By-Laws and List of Members.....	1,219.96
No. 593	January 15, 1954—Unz & Co.—Printing 500 Letterheads.....	17.51
No. 594	January 18, 1954—Allen W. Wasmund—Bookbinding	3.00
No. 595	March 31, 1954—Lord, Day & Lord—Postage, photostats, fares, telephone, stenographic services.....	326.70

No. 596	April 2, 1954—The M. A. Goerl Company—Multigraphing 60 copies of letter re Annual Dinner Meeting	5.15
No. 597	April 17, 1954—The Hecla Press—Printing 1050 copies Notice of Annual Meeting; 1050 copies Reservation Forms; 700 Dinner Cards	38.11
No. 598	April 19, 1954—The Hecla Press—Printing 1500 Annual Dues Cards.....	10.30
No. 599	April 28, 1954 — Addressograph-Multigraph Corporation—Plates	2.72
No. 600	April 28, 1954 — Addressograph-Multigraph Corporation—Plates47
No. 601	May 4, 1954—The Hecla Press—Printing 1080 copies—Reminder—Annual Dinner Meeting	41.20
No. 602	May 10, 1954—Unz & Co.—500 Kraft Clasp Envelopes.....	15.71
No. 603	May 10, 1954—Unz & Co.—2500 3¢ Government Stamped Envelopes	119.74
		<u>\$21,297.47</u>
	TOTAL DISBURSEMENTS	<u>\$21,297.47</u>
	BALANCE MAY 14, 1954.....	\$14,442.95

RECAPITULATION

Balance on Hand May 8, 1953.....	\$11,842.58
Income	23,897.84
	<u>TOTAL.....</u>
	\$35,740.42
Less checks drawn and one bank charge.....	21,297.47
Balance on Hand May 14, 1954.....	<u>\$14,442.95</u>

SUMMARY OF DISBURSEMENTS

Cost of 1953 Annual Dinner and 1953 Fall Dinner, including miscellaneous expenses in connection therewith	\$14,464.08
Printing costs incidental to 1954 Annual Dinner.....	84.46
Refunds on Dinner Tickets.....	399.00
Stationery and Supplies	891.89
General Printing and Multigraphing.....	2,743.47
Addressograph Costs	26.14
Contribution—Comité Maritime International.....	840.00
Expenses of 1953 Annual Meeting and 1953 Special Meeting	217.23
Stenography and clerical, telephone calls, postage, carfare, etc.	1,616.05
Refund of overpayment of dues.....	15.00
Bank charge15
TOTAL DISBURSEMENTS.....	<u>\$21,297.47</u>
BALANCE AS OF MAY 14, 1954.....	<u><u>\$14,442.95</u></u>

GEORGE F. TINKER,
Treasurer.

REPORTS OF COMMITTEES

Committee on Supreme Court Admiralty Rules:

Mr. William G. Symmers, Chairman, read the following report:

Following the stated annual meeting of the Association in May, 1953, at which this Committee's Proposed Admiralty Rules of Procedure, as printed in Document 369, were approved in principle, a special meeting of the Association was held on June 30, 1953 further to consider the proposed revisions. At the June meeting the revisions were definitely approved, and the Committee was authorized to make such editorial changes and refinements as it considered advisable.

An editorial subcommittee accordingly brought the proposals incorporated in Document 369 into more practical form, as appears from the finished product, Document No. 375, dated August 7, 1953. Document 375 represents the considered and completed proposal of this Committee and of the Association.

On September 14, 1953 the Proposed Admiralty Rules of Procedure (Document 375) were submitted to the Supreme Court by the President of the Maritime Law Association. Formal endorsements of the proposals thereafter were forwarded to the Court by interested groups, including the Standing Committee of Admiralty and Maritime Law of the American Bar Association, and the Committee on Admiralty of the Association of the Bar of the City of New York.

In arriving at its finished product, Document No. 375, this Committee and its predecessors devoted intensive study and effort over a three-year period. Successive drafts were evolved, and as the work progressed the membership of the Committee was enlarged to encompass experienced practitioners from the principal admiralty jurisdictions of the Atlantic and Pacific Coasts, as well as the Gulf and the Great Lakes. Printed interim reports and drafts were circulated to the entire membership of the Association, including the Federal District and Circuit Judges of Districts bordering the navigable waters of the United States. The response has been overwhelmingly favorable to the Committee's proposals. Not a single adverse suggestion was received by the Committee in response to the various Committee documents circulated by the Association from the more than three score members of the federal judiciary who are Associate Members of this Association.

In the interests of continuity, it is recommended that the Committee continue to cooperate with the President and the Executive Committee should the Supreme Court request additional information or further assistance from the Association before promulgating revised Admiralty Rules of Procedure.

It is further recommended that the Association adopt a formal Resolution as follows recommending favorable action by the Supreme Court on the Proposed Admiralty Rules of Procedure.

WHEREAS revised Supreme Court Admiralty Rules of Procedure have been drafted after intensive study by a nationwide committee of the organized admiralty bar of the United States in consultation with members of the Federal judiciary, have been widely circulated to the bench and bar and have been approved by the Maritime Law Association of the United States and other interested organizations, it is

RESOLVED that the proposed Admiralty Rules of Procedure as printed in Maritime Law Association Document 375 be commended to the Supreme Court of the United States for the Court's favorable consideration and adoption, and it is further

RESOLVED that the President and appropriate committees of the Maritime Law Association offer their continued cooperation in connection with consideration of the proposed Rules by the Court or by any Advisory Committee or other group to which the proposals may be referred by the Court.

CHARLES S. BOLSTER, of Boston, *Vice Chairman*
 LANE SUMMERS, of Seattle, *Vice Chairman*
 JOHN C. CRAWLEY, of New York, *Vice Chairman*
 EDWARD R. BAIRD, of Norfolk
 GEORGE WHITEFIELD BETTS, JR., of New York
 ARTHUR M. BOAL, of New York
 STUART B. BRADLEY, of Chicago
 JOHN R. BROWN, of Houston
 CHARLES N. FIDDLER, of New York
 J. FRANKLIN FORT, of Washington
 CODY FOWLER, of Tampa
 LASHER B. GALLAGHER, of Los Angeles
 FARNHAM P. GRIFFITHS, of San Francisco
 JOSEPH W. HENDERSON, of Philadelphia
 LYMAN HENRY, of San Francisco
 FRANCIS H. INGE, of Mobile
 ARNOLD W. KNAUTH, of New York
 RUSSELL A. MACKEY, of San Francisco
 ROBERT G. MCCREARY, of Cleveland
 FREDERICK W. MUELLER, of New York
 FRANK B. OBER, of Baltimore
 CLAUDE E. WAKEFIELD, of Seattle
 BENJAMIN W. YANCEY, of New Orleans

On motion duly made and seconded, the report was approved.

On motion of Mr. John F. Gerity, seconded by Mr. John C. Prizer and unanimously carried, the Committee was commended for

the extraordinary amount of hard work it had done and the excellent results it had achieved.

Committee on Arbitration:

Mr. Clement C. Rinehart, Chairman, read the report of the Committee on Arbitration. As this report and the text of the bill proposed by the Committee on Arbitration have been circulated as Association Document No. 381, they are not set forth here.

On motion duly made and seconded, it was

RESOLVED, that the report and the proposed bill should be printed and circulated to the membership and that the Executive Committee, after having given the membership opportunity to comment with regard to the report and the proposed bill, should be authorized to take appropriate action, including steps looking toward enactment of appropriate legislation.

Committee on Comité Maritime International:

Mr. Archie M. Stevenson, Chairman, read the following report:

There have been no activities of this Committee during this year. However, since the functions of the Committee are to maintain contact with the officers and the so-called "International Commissions" or Committees of the Comité with a view to keeping our membership abreast of the various matters which are being considered by the Comité, and since it is entirely possible that during the coming year the Comité may consider questions in which this Association will be interested, it is recommended that the President of the Association be authorized and directed to continue the Committee, to be composed of such members as he shall designate.

ARCHIE M. STEVENSON, *Chairman*
WILBUR H. HECHT
JOHN C. MOORE
WILLIAM G. SYMMERS
OWEN C. TORREY

On motion duly made and seconded, the report was approved.

Committee on Liability of Carriers by Sea Towards Passengers:

In the absence of Mr. L. deGrove Potter, Chairman, Mr. Russell A. Mackey, a member of the Committee, read the following report:

The Comité Maritime International appointed a sub-committee to consider international uniformity in the laws covering liability of water carriers to passengers.

The French Maritime Law Association prepared a draft of uniform rules to be used as a working basis or guide for further discussion. Copies of this draft were sent to the Maritime Law Associations of member countries of the Comité, together with a questionnaire intended to ascertain the existing law relating to the liability of water carriers to passengers of the member countries.

Mr. Russell A. Mackey was appointed this Association's delegate to the meeting of the Comité's sub-committee. The President appointed our committee, which included Mr. Mackey, to assist and advise him "in connection with this questionnaire and such other duties as he may be called upon to perform in his capacity as a delegate". So far as we are aware Mr. Mackey has not been called on to perform any other duties to date.

Mr. Mackey prepared a draft of answers to the questionnaire which was submitted to this committee. The committee has prepared a redraft of answers which, together with the questionnaire, is attached to this report. It was not possible for Mr. Mackey to attend the meeting of the Comité's sub-committee on October 23 and 24 last at Amsterdam, nor was it feasible to prepare and present this Association's answers to the questionnaire at that time.

Mr. Arnold W. Knauth was requested by the President to, and did attend the meeting at Amsterdam.

The Dutch, British, the four Scandinavian and some other countries answered the questionnaire. However, no action was taken or recommended at the meeting. The British and, it is believed to a lesser extent, some of the other members took the position that no progress could be made toward such uniformity by the member countries unless this country would modify or change its law that a common carrier is absolutely liable for injury to, or death of, passengers caused by negligence and that any contract provisions limiting or exempting carriers from such liability are invalid as against public policy.

The committee appointed by the British Maritime Law Association said in its communication to the sub-committee of the Comité:

"We feel, therefore, that it would be useless to try and persuade British, or such Continental owners as enjoy the same freedom of contract, to accept a Convention of this nature unless they could be assured that the United States would also become a party to it—a contingency of which we must confess we see no prospect at the present time."

Apparently no single factor lends itself more to the desired uniformity than a greater freedom of contract on the part of a carrier.

It is the view of this committee that there is no likelihood whatever of obtaining Congressional approval of a convention providing for international uniformity which would result in permitting a common carrier to limit or exempt itself from liability or negligence in case of injury or death of a passenger. Since such disasters as the Morro Castle and the Vestris the trend of the law makers of this country has been to the contrary.

This committee does not recommend attempting to obtain Congressional approval of such changes in our law.

Accordingly in our answers to the sub-committee, while indicating this Association's agreement to the desirability of uniformity in such matters, we say there is practically no hope of Congress approving a convention that would require such changes in our law and that any efforts toward a convention now are futile. However, we answered some of the questions contained in the questionnaire which we considered might be of interest to other members of the sub-committee.

We annex copies of the answers to the questionnaire of the British, Dutch, Swedish, Norwegian, Finnish, Danes, Swiss, Italians, Greeks and Yugoslavs committees or representatives.

In transmitting the answers to the sub-committee it is suggested that the Association write that while we consider that at present there is no hope of this country entering into any such Convention we will be interested in keeping in touch with any progress that may be made by others toward such unification.

L. DEGROVE POTTER, *Chairman*
 CHARLES S. BOLSTER
 CHARLES S. HAIGHT
 RUSSELL A. MACKEY
 WALTER E. MALONEY
 STANLEY R. WRIGHT

Mr. Arnold W. Knauth stated that he had attended the Amsterdam meeting at which the proposed convention was discussed. He reported that the representatives of countries other than the United States, all of whose laws permit carriers of passengers by sea to contract for exemption from liability even for negligence, were not prepared to agree to the proposed convention unless the United States would also agree. Mr. Knauth also reported that until two years ago British carriers of passengers by air within Britain could contract for exemption from liability, but that the Warsaw Convention has been extended to cover British domestic air transport.

On motion duly made and seconded, the report was approved.

Committee on the Disposition of Wages and Effects of Deceased and Deserting Seamen:

In the absence of Mr. James B. Magnor, Chairman, Mr. Sol C. Berenholtz, a member of the Committee, read the following report:

No action has been taken at the present session of Congress to introduce any of the legislation with respect to the disposition of wages and effects of deceased and deserting seamen, which had been proposed to Congress by the Judicial Conference of the United States.

Accordingly, your committee has nothing to report on the matter. However, it is probable that such legislation will be introduced in the future and it is the recommendation of your committee that it be continued to deal with any proposals placed before Congress.

JAMES B. MAGNOR, *Chairman*
SOL C. BERENHOLTZ
SEYMOUR H. KLIGLER
FRANCIS E. PEGRAM, JR.
BERNARD ROLNICK
WILLIAM L. STANDARD

On motion duly made and seconded, the report was approved.

Committee to Consider the Translation and Publication of Foreign Laws and Decisions Relating to Admiralty:

Mr. Arnold W. Knauth, Chairman, read the following report:

The translation difficulty continues to be a serious problem both because of the cost and the time consumed and the ever-present doubt as to the accuracy of the translation.

At Columbia University, the Parker School is compiling a huge bibliography of foreign texts available in English. However, the scope of the work at present does not cover maritime law. The Parker School would apparently be happy if our Association would contribute information but is not prepared to dig it up without assistance.

During the year, the new Swiss navigation statute has become available in French, German and Italian.

Further progress in unifying maritime law in Egypt has been delayed by the political disturbance in that country.

New Zealand has enacted a statute (in English) relating to the jurisdiction over offenses committed in ships on the high seas or in territorial waters. The text is in 1954 AMC, at page 636.

These seem to be the principal movements reported during the year.

ARNOLD W. KNAUTH, *Chairman*
P. J. KOOIMAN
EDWIN LONGCOPE
EDWARD H. MAHLA
ERNEST C. STEEFEL

On motion duly made and seconded, the report was approved.

Committee on the Enforcement of Foreign Mortgages:

Mr. John C. Prizer, Chairman, read the following report:

The bill to amend the United States Ship Mortgage Act of 1920 to give the United States Admiralty Courts jurisdiction to foreclose foreign ship mortgages, which was drawn by a predecessor Committee, was first introduced in the Senate on July 31, 1950, and a second time on March 9, 1951. It was introduced into the House of Representatives on August 23, 1951. Those earlier bills failed to reach a hearing before the Committees to which they had been referred in the respective Houses of Congress. Members of the then Committee of this Association made several trips to Washington, conferring personally with representatives of the Department of Justice, the Maritime Administration, and the Bureau of the Budget, for the purpose of clearing the bills through the various Federal Departments preparatory to Congressional hearings. The final difficulty as reported by your last year's Committee, appeared to be in the Bureau of the Budget.

In view of the pressure of Congressional work following the change of administration at the beginning of 1953, the bills were not re-introduced until July 1953. At that time your Committee received information leading it to hope that the Senate Committee on Interstate and Foreign Commerce might be able to give early consideration to the bill if it were re-introduced. Your Chairman accordingly went to Washington, where, with the assistance of the Washington office of Mr. Geary's firm, he conferred personally with a representative of the Bureau of the Budget and also with the counsel of the Senate Committee on Interstate and Foreign Commerce. Although your Committee failed to ascertain whether the Bureau of the Budget would approve the bill in the form previously introduced, the counsel of the Senate Committee and other persons in Washington familiar with legislative procedure, strongly advised your Committee to have the bills re-introduced in the same form as the previous bills, regarding which various Federal Departments had submitted letters of approval.

A meeting of your Committee was held in New York on July 7, 1953, at which it was determined to request the re-introduction of the previous bills in the same form, leaving the proviso regarding the subordination of the mortgage lien to other maritime liens unchanged.

The bill was re-introduced into the Senate by Senator Potter (for himself and Senator Magnuson) on July 17, 1953. It was re-introduced by Congressman Allen of California into the House of Representatives on July 14, 1953. Your Committee was not able, however, to bring either bill on for a hearing before the Congress recessed at the end of July.

During the past winter repeated efforts have been made to bring the bills on for hearings before the respective Committees of the two Houses and recently we have been fortunate in obtaining hearings in both Houses. On April 8th a hearing was had before the Water Transportation Sub-Committee of the Senate Committee on Interstate and Foreign Commerce. Your Committee submitted a memorandum in support of the bill and its Chairman attended, accompanied by Mr. Geary's Washington partner, and argued in support of the bill. Mr. Arnold W. Knauth attended at the request of the Chairman of the Committee on Admiralty and Maritime Law of the American Bar Association and also presented an argument in support of the bill. Mr. Leavenworth Colby, the Chief of the Admiralty Section, Civil Division, of the Department of Justice, appeared on behalf of his Department and advocated the passage of the bill. No one appeared in opposition. The bill was favorably reported out of Committee on April 15th and passed the Senate on April 19th. A copy of the bill as it passed the Senate, is annexed hereto.

The full Committee of the Merchant Marine and Fisheries of the House of Representatives granted a hearing on May 11th. Your Committee prepared and submitted a memorandum prior to that hearing and upon the hearing your Chairman and Mr. Knauth and Mr. Colby again attended and advocated the passage of the bill. The presentation seemed to be well received and as there was no opposition your Committee is hopeful that the House Committee will report the bill with a favorable recommendation.

The Senate Committee before recommending the bill adopted an amendment which the Secretary of Commerce requested and upon which his approval was conditional, adding to the proviso at the end of the bill the words "performed or supplied in the United States". The bill as passed by the Senate accordingly contained those words. During the hearing before the Committee of the House your Committee and Mr. Knauth and Mr. Colby consented that the same amendment be made in the House bill so that the bills as passed by the two Houses might be identical.

The Committee wishes to express its gratitude to two Washington members of our Association, namely, Mr. Robert E. Kline, Jr., the Washington partner of your Committee member, Donald D. Geary, and Mr. Frank Pellegrini, both of whom gave a great deal of their time to assisting your Committee and thereby saving your Committee members many additional trips to Washington.

JOHN C. PRIZER, *Chairman*
JOSEPH CARDILLO, JR.
DONALD D. GEARY
GARRARD W. GLENN
RUSSELL T. MOUNT
BURTON H. WHITE

Calendar No. 1219

83D CONGRESS
2D SESSION

S. 2407

[Report No. 1213]

IN THE SENATE OF THE UNITED STATES

JULY 17 (legislative day, JULY 6), 1953

Mr. POTTER (for himself and Mr. MAGNUSON) introduced the following bill; which was read twice and referred to the Committee on Interstate and Foreign Commerce

APRIL 15 (legislative day, APRIL 14), 1954

Reported by Mr. BRICKER, with an amendment

[Omit the part struck through and insert the part printed
in italic]

A BILL

To amend the Ship Mortgage Act, 1920, as amended.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That section 30, subsection K, of the Act of June 5, 1920, as amended, known as the Ship Mortgage Act, 1920 (41 Stat. 1003), is hereby amended by adding at the end of subsection K the following provision:

“FOREIGN SHIP MORTGAGES.—As used in subsections K, L, M, and N of this section, the term ‘preferred mortgage’ shall

include, in addition to a preferred mortgage made pursuant to the provisions of this section, any mortgage, hypothecation, or similar charge created as security upon any documented foreign vessel (other than a towboat, barge, scow, lighter, car float, canal boat, or tank vessel, of less than two hundred gross tons), if such mortgage, hypothecation, or similar charge has been duly and validly executed in accordance with the laws of the foreign nation under the laws of which the vessel is documented and has been duly registered in accordance with such laws in a public register either at the port of registry of the vessel or at a central office; and the term 'preferred mortgage lien' shall also include the lien of such mortgage, hypothecation, or similar charge: *Provided, however,* That such 'preferred mortgage lien' in the case of a foreign vessel shall also be subordinate to maritime liens for repairs, supplies, towage, use of drydock or marine railway, or other ~~necessaries~~ *necessaries, performed or supplied in the United States.*"

On motion duly made and seconded, the report was approved.

**Committee to Consider the Proposed Revision of
Title 46, United States Code:**

Mr. Henry N. Longley, Chairman, stated that his Committee was not called upon to take any action in connection with the proposed revision of Title 46 during the past year and that revision of Title 46 is apparently in abeyance. He recommended that the Committee be continued in the event that action should be taken by Congress toward revision of Title 46.

**Committee to Consider Amendment of Section 1500,
Title 28, U. S. Code:**

In the absence of Mr. J. Franklin Fort, Chairman, Mr. Eugene Underwood read the following report:

The Committee appointed to consider amendment of Section 1500, Title 28, U. S. Code, has agreed upon the text of the attached bill, to be introduced into Congress, if approved by the Association.

This bill takes a different approach to the problem than the bill approved by the Association in 1952. The 1952 bill would have permitted two cases to be filed—one in the district court and another in the Court of Claims on the same cause of action. The attached proposed bill does not contemplate concurrent suits, but provides

for transfer of cases, if necessary, between the district courts and the Court of Claims. Thus, if a case is brought in the district court in admiralty, it may, under the proposed bill, be transferred to the Court of Claims if it develops that it should have been brought originally in the latter court. The bill also provides for the transfer of a case from the Court of Claims to the appropriate district court, if the case should have originally been brought in the district court.

The substance of the bill has been discussed informally with both the Office of the Legislative Counsel of the House of Representatives and with representatives of the Department of Justice, and they see no basic objection to its provisions. The bill will accomplish the same purpose as the amendment of Section 1500. It will avoid a cause of action being barred if counsel has guessed wrong as to whether the vessel involved was employed as a merchant vessel, or was a public vessel, or whether a contract was maritime or non-maritime. The bill will not, however, permit avoidance of the two-year statute of limitations covering admiralty suits against the United States by filing in the Court of Claims more than two years after the claim accrues, and then transferring the case to a district court.

* * * * *

Your Committee recognizes that after the legislation is introduced, questions will arise with respect to court procedure under the transfer provisions. A number of such questions have already been considered by your Committee, and we believe that they should be reserved for consideration at the time of the Congressional hearings, with the expectation that they can be dealt with satisfactorily in the legislative history and reports. If an attempt is made to cover these matters in the bill as introduced, it will become unnecessarily complicated and its passage would be jeopardized. For example, the legislative history should make it clear that where a case is transferred, the court to which transfer is made is expected to adopt local rules dealing with the use of testimony already taken, the number of copies of pleadings to be filed, bonds, etc. The legislative history should also make it clear that where an appeal court decides that the case has been improperly filed, the case is to be remanded to the lower court for transfer. Similarly, if the Court of Claims transfers the case to a district court which does not comply with the venue provisions of the applicable statutes, then further venue transfers between the district courts can be worked out under existing provisions of the district court code.

* * * * *

We would appreciate an indication from the Association if the proposed legislation is acceptable, in which event we shall take steps to introduce it into Congress.

Your Committee also suggests that its name be changed from "Committee to Consider Amendment of Section 1500, Title 28, U. S.

Code”, to “Committee to Propose Legislation to Provide Transfer of Cases Between District Courts and the Court of Claims”.

J. FRANKLIN FORT, *Chairman*
JOHN W. CRANDALL
JOHN HAYS
WARNER PYNE
EUGENE UNDERWOOD

Mr. Underwood also read the following proposed bill:

A BILL

To amend Title 28 of the United States Code to provide for transfer of cases between the district courts and the Court of Claims.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That Section 1406 of Title 28 of the United States Code is amended by adding at the end thereof the following new subsection:

“(c) If a case within the exclusive jurisdiction of the Court of Claims is filed in a district court, said district court shall, unless the parties consent to dismissal, transfer such case to the Court of Claims.”

Sec. 2(a) Chapter 91 of Title 28 of the United States Code is amended by adding at the end thereof the following new section:

“§ 1506. Transfer to cure defect of jurisdiction

“If a case within the exclusive jurisdiction of the district courts is filed in the Court of Claims, the Court of Claims shall, unless the parties consent to dismissal, transfer such case to any district court in which it could have been brought at the time such case was filed.

“(b) The analysis of Chapter 91 of Title 29 of the United States code is amended by adding at the end thereof the following:

“§ 1506. Transfer to cure defect of jurisdiction.”

Sec. 3 The amendments made by this Act shall apply to any case or proceeding pending on, or brought after, the date of enactment of this Act in the district courts or the Court of Claims.

* * * * *

The Committee’s recommendation that its name be changed was ruled not to be appropriate for action by the Association. On motion duly made and seconded the Committee’s report was approved in

all other respects and the bill proposed by the Committee was approved and the Committee was authorized on behalf of the Association to take steps to introduce the bill into Congress.

Committee on Government Plans for Merchant Shipping:

Mr. Charles S. Haight, Chairman, read the following report:

Government plans for merchant shipping are developing along the following lines:

MARITIME ADMINISTRATION

We understand that the Maritime Administration favors the following proposals:

(1) Amendment to Title XI of the Shipping Act of 1936, so as to allow the Government to guarantee 100% of the amount of private ship mortgages, instead of the present maximum guarantee limit of 90%. Such increase has been proposed in Senate Bill 3219 and House Report 8637. While the Secretary of the Treasury and the Bureau of the Budget are in accord with the objective of obtaining an increase in private ship financing, they have stated that they are opposed to an increase in the guarantee limit. The Maritime Administration continues strongly in favor of the proposal of increasing the guarantee limit, as one of the practical steps toward obtaining an increase in private ship financing, but it is considered that strong support of the shipping industry will be needed in order for such an amendment to be accomplished.

(2) While the Maritime Administration is in favor of an appropriate amendment of Title V of the Shipping Act of 1936, regarding differential construction subsidies, so as to accomplish finality with respect to determination of subsidy amounts, the Administration considers that the proposal put forward by Senator Butler contains unworkable procedures and that revision thereof is required.

(3) Development of a Trade-in-and-Build tanker program, to prevent block obsolescences of present tanker tonnage.

(4) Development of a building program for additional tankers and increasing from one to ten years the period for which MSTs may charter tankers.

(5) Conversion of liberty ships in the Reserve Fleet to diesel or gas propulsion and installation of improved cargo gear. The Maritime Administration is making such an experimental conversion with respect to four liberty vessels. If the conversion

proves successful, then it is expected that the liberty vessels, after such conversion, will be made available for commercial operators through charter or sale.

FEDERAL MARITIME BOARD

The Federal Maritime Board has filed with the Supreme Court a petition for a writ of certiorari on appeal from the recent decision of the District Court for the District of Columbia in the Japan Atlantic Freight Conference case, requiring advance approval, after the holding of public hearings, of conference rates, including dual rates. The effect of the decision of the District Court is to prevent conference rates from becoming effective, and to remove the protection of the Anti-Trust Provisions in the Shipping Act with respect to Conference action, unless the Federal Maritime Board has first held public hearings and has approved in advance the proposed rates. The Federal Maritime Board takes the position that such procedure is impractical and is not required under the Shipping Act.

CONGRESS

(1) Hearings are being held with respect to the Butler Bill (Senate No. 3233) which would amend the Shipping Act of 1936 and would provide in substance with all government aid type cargoes must be carried exclusively in United States vessels, unless the Secretary of Commerce, after holding public hearings, certifies that there are not available a sufficient number of United States vessels, and that in any event 50% of such cargoes must be carried in United States vessels. This would constitute permanent legislation, as compared to the existing temporary government aid legislation. Under existing procedures and government aid legislation, 50% of such cargoes may be carried in foreign Flag vessels without the necessity of holding public hearings. Also, under the present Aid Programs and legislation, vessels of third Flag nations (i.e., nations other than the United States and the nation receiving the government aid cargo) are permitted to participate in the carrying of the excess and over 50% of such cargoes; whereas under the proposed Butler amendment such third Flag participation would be seriously restricted. The Butler bill is opposed by the Department of State on its own account and with reference also to representations made by the governments of Norway, Sweden, Denmark, Great Britain, The Netherlands and Western Germany. We understand that the bill will be opposed by other United States Government Agencies.

(2) Hearings are being held by the Water Transportation Subcommittee, headed by Senator Butler, of the Senate Interstate and Foreign Commerce Committee, to determine the effect of MSTs operations on the private merchant marine. A similar investigation is being carried on by a Subcommittee, headed

by Congressman Allen, of the House Merchant Marine and Fisheries Committee. The shipping industry has taken a strong position that the point has now been reached where MST'S operations should be reduced.

MARINER CLASS VESSELS

The building of approximately 30 Mariner Class vessels has now been completed. The vessels have been priced for sale to private purchasers at a price ranging between \$4,000,000 and \$4,500,000. This price is based on the cost of construction of a similar vessel in a competitive British shipyard and at British labor costs. The price has been approved by the Comptroller General.

MARITIME POLICY REPORT

The Department of Commerce on May 3, 1954, released a Maritime Policy Report, prepared with the assistance of the Maritime Administration, devised to inform both Congress and the Public as to the long range objectives of the Department with respect to the Shipping and Shipbuilding industry. A comprehensive summary made by Senator Butler of the Report will be found in the issue of the Congressional Record for May 3, 1954, on pages 5542-5547. Among the major proposals made in the Report are the building of 60 ocean-going ships a year for the next 20 years; and various measures to promote the financing of such vessels by both government and private funds.

INTERNATIONAL SHIPPING POLICY

The Committee understands that its duties relate primarily, of course, to plans of the United States Government in Merchant Shipping.

However, the Committee wishes to add this reference to a discussion of International Shipping Policy by Mr. Bernt Lund, Managing Director of the Norwegian Shipowners' Association, which was published in the November-December, 1953 issue of *The Norseman*. The article by Mr. Lund deals with shipping problems concerning the Norwegian and other merchant fleets, and arising out of government policies. A copy of Mr. Lund's article will be submitted to the Secretary for filing with this Report.

RECOMMENDATION

It is recommended that the Committee on Government Plans for Merchant Shipping be continued; and that, as continued, the membership of the Committee should include one or more members of the Association who reside in Washington, D. C., as such members would be exceptionally well located to keep in close touch with the

Maritime Administration and the other Government Agencies concerned.

CHARLES S. HAIGHT, *Chairman*
 MACDONALD DEMING
 FARNHAM P. GRIFFITHS
 BENJAMIN E. HALLER
 P. J. R. MCENTEGART
 ADRIAN J. O'KANE

On motion duly made and seconded, the report was accepted and order filed.

Committee to Oppose Jury Trials in Admiralty:

Mr. J. Newton Nash, Chairman, reported informally that there have been no hearings or other activity within the scope of his Committee during the past year. He stated that no bill had been introduced in Congress and that it seemed unlikely that any action would be taken in the current session of Congress. However, he recommended that the Committee should be continued. On motion duly made and seconded the continuation of the Committee was approved.

Committee on the Unratified Brussels Conventions:

In the absence of Mr. Oscar R. Houston, Chairman, and Mr. Harold M. Kennedy, Vice-Chairman, Mr. Wilbur H. Hecht read the following report:

The Committee has considered all of the seven Unratified Brussels Conventions in the light of the previous action taken by the Association in respect of each of them.

In the Committee's opinion, the mortgage provisions of the 1926 Convention on Maritime Liens and Mortgages are definitely beneficial to the United States.

It is common knowledge that the United States Government and United States citizens hold mortgages in large amounts on a considerable number of ocean-going ships flying foreign flags. At the present time there is substantial doubt as to the jurisdiction of the Admiralty Courts of the United States to foreclose such mortgages even if the vessel is found in a port of the United States. The right to foreclose such mortgages by judicial proceedings in other countries may be still more doubtful. The Convention establishes the right of any signatory to foreclose a mortgage held by itself or its citizens in the courts of any of the other signatories. As the value of the mortgages held by American citizens on foreign flag vessels

is probably greater than that held by the nationals of any other country, ratification of the Convention for mortgage purposes will obviously be beneficial to the interests of the United States in that it will improve the security of the United States and its nationals and will facilitate the enforcement of the mortgages for their benefit. In addition it will facilitate the foreclosure in foreign ports of American mortgages on American ships. This Convention also deals with creation and priority of maritime liens and contains some changes from existing law which might be objectionable to American interests. The Committee believes that these changes require further consideration.

Two other Conventions, the 1926 Convention on the Immunity of State-owned Vessels with the 1934 Protocol and the 1952 Convention Relating to Penal Jurisdiction in matters of collisions or other incidents of navigation, are, in the Committee's opinion, beneficial to the United States, and the Committee recommends that they be submitted to the Senate for consideration.

The 1926 Convention on Immunity of State-owned Vessels is in accord with the modern trend, both in the United States and abroad, toward subjecting the sovereign to the normal processes of the courts when it engages in commercial transactions, in the same manner as a private party would be subjected under similar circumstances. When this Convention was previously considered by the Association in 1927, the Association opposed its ratification "until the other principal maritime nations enact legislation substantially in accord with existing American law". Some such legislation has been enacted in other countries as, for example, the Crown Practice Act of Great Britain. The same result has also been achieved by court decisions in many of the European and South American countries and by the ratification of the Convention in question by fifteen countries. It is the Committee's view that the time is now ripe for the United States to ratify the Convention. So far as the United States is concerned, such action would merely ratify, on the international level, the position already taken by the United States in the various Acts subjecting the United States to the courts in commercial matters and the parallel position taken by the Maritime Administration and the State Department.

The 1952 Convention on Penal Jurisdiction in matters of Collision and other incidents of navigation was approved by this Association at its annual meeting on May 8, 1953.

The four other Unratified Brussels Conventions dealing with Arrest of Seagoing Ships; Certain Rules concerning Civil Jurisdiction in matters of Collision; Limitation of Shipowners' Liability; and Collision Liability, have on prior occasions all been disapproved by our Association. There have been no developments during the past year which suggest to your Committee any change with respect to this Association's prior disapproval of these Conventions.

An informal interdepartmental Governmental Committee on the Brussels Convention was organized during 1953 to deal with all of the Unratified Conventions. This Committee consisted of Francis T. Greene (Maritime Administration), J. R. Saugstad and Victor Wallace (State Department), Leavenworth Colby (Justice Department), Commander W. I. Connelly (Coast Guard), and E. B. Hayes (Department of Defense). The Chairman of your Committee had been in communication with Mr. Francis T. Greene, setting forth the views of the Association and your Committee on the various Unratified Conventions.

Mr. Greene advised the Chairman of your Committee that concerning the Convention on Maritime Liens and Mortgages, there was no division of opinion on the desirability of ratification in so far as it affected mortgages. He stated that in view of the changes in the creation and priority of maritime liens the Governmental Committee would have to examine the changes further before recommending ratification of that Convention as it was considered that care must be taken to assure that ratification of the Convention for purposes of mortgages would not result in serious detriment to American lien holders.

In preparation for this report, inquiry was made of Mr. Wallace of the State Department as to what action, if any, had been taken by the Governmental Committee. The reply received from Mr. Wallace was to the effect that nothing had been done at the Government end by way of submission to Congress of legislation implementing the Conventions. Mr. Wallace stated that there was doubt concerning the feasibility of legislation implementing any Convention except possibly that dealing with Maritime Liens and Mortgages, and he promised that he would request Governmental comment on this legislation.

It is probably of incidental interest that on May 9, 1953, the Executive Committee of the Canadian Maritime Law Association went on record as favoring the Brussels Conventions relating to the Arrest of Seagoing Ships; on Certain Rules governing Civil Jurisdiction in matters of collision; and the Convention on Penal Jurisdiction in matters of collision.

Your Committee has nothing further to report.

OSCAR R. HOUSTON, *Chairman*
 HAROLD M. KENNEDY, *Vice-Chairman*
 WILBUR H. HECHT
 L. DEGROVE POTTER
 GREGORY S. RIVKINS

Mr. Betts pointed out that some years ago the Association disapproved the Brussels Collision Convention of 1910 because of the Proportionate Fault Rule but that as there are now more American shipowners than there were then our position might be reconsidered.

Mr. John C. Prizer pointed out that some countries lay great stress on the Brussels Convention on the recognition of foreign mortgages.

Mr. Hecht pointed out that the Committee's report did not include any recommendation regarding the Convention on recognition of foreign mortgages.

On motion duly made and seconded, the report was approved.

Committee on Regulations for Preventing Collisions at Sea:

Mr. John F. Gerity, Chairman, read the following report:

The Association's Committee on Regulations for Preventing Collisions at Sea reports that:

The Committee was appointed by the President on September 9, 1953. On September 23, 1953 the scope of its work was extended to include matters concerning declarations of policy and regulation amendment in regard to Coast Guard disciplinary proceedings, proposed by the U. S. Coast Guard, Merchant Marine Council, in its Agenda scheduled for a hearing on September 29, 1953.

Collision regulations. The following (a) amendment and (b) new regulation were proposed:

(a) Pilot Rules—Inland (Par. 80.32(c)), Great Lakes (Par. 90.21(b)) and Western Rivers (Par. 95.37(c)) reads:

“Lights for rafts and other water craft operating by hand power, horsepower, or current.

(c) The white lights required by this section for rafts and other water craft shall be carried, from sunset to sunrise, in a lantern so fixed and constructed as to show a clear, uniform, and unbroken light, visible all around the horizon, and of such intensity as to be visible on a dark night with a clear atmosphere at a distance of at least 1 mile. The lights for rafts shall be suspended from poles of such height that the lights shall not be less than 8 feet above the surface of the water.” (R. S. 4233A, Art. 9(d), 30 Stat. 98; 33 U. S. C. 178, Pub. Law 544, 80th Cong.)

Columbia River interests petitioned the Coast Guard to modify, by amendment to the Rules, the last sentence to provide:

“The lights for rafts shall be suspended from poles of such height that the lights shall not be less than 4 feet above the surface of the water.”

The Committee suggested as a condition to the amendment, that the intensity of the light be increased to a visibility of two miles. Western River interests filed objections to the proposed amendment on the ground that, low-lying river mists in that area would obscure such a light carried at a height of four feet above the water.

(b) New Regulation. An optional Great Lakes Pilot Rule (33 CFR 90.4a) was proposed, reading:

“90.4a *Visual signal.* All whistle signals may be further indicated by a visual signal consisting of an amber colored light so located as to be visible all around the horizon for a distance of not less than one mile. This light, if carried, shall be so devised that it will operate simultaneously and in conjunction with the whistle sounding mechanism, and remain ignited or visible during the same period as the sound signal.”

A similar Rule is now in force, with certain exceptions, for vessels in the Western Rivers—33 C. F. R. 95.21. The proposal authorizing vessels navigating the Great Lakes to use light-whistle signals is recognition of a prevailing local custom now in force of equipping vessels in those waters with synchronized visual-audible signal device.

The new Rule has merit proved by usage. We are aware of no objections to this new Rule.

Neither of the foregoing proposals was adopted by the Commandant of the Coast Guard.

The Committee recommends that consideration of the wisdom of enacting optional Rule 90.4a be continued.

It is appropriate to record that the International Regulations for Preventing Collisions at Sea, 1948, became law on January 1, 1954. However, no matters requiring consideration by the Association's Committee have arisen concerning those Rules.

* * * * *

The extension of the Committee's duties, September 23, 1953, embraced consideration of portions of the Agenda published by the U. S. Coast Guard, Merchant Marine Council, September 29, 1953; in particular items XV and XVI of the Agenda. The subject matter dealt with proposed courses of action to be enacted by declared policy or regulation amendment, in regard to suspension and revocation rules and proceedings thereunder, involving mariners' licenses.

The foregoing proposals were somewhat extensive in scope and a full discussion here would be unnecessarily involved. Epitomized,

the material proposals concerned—(1) revocation of documents of seamen guilty of violation of narcotic drug laws; (2) a restrictive definition of a lawful order; (3) consideration for handicapped seamen and (4) provisions authorizing a unilateral appeal *de novo* by the Coast Guard from an Examiner's findings, etc.

(1) We commend the Coast Guard for its determination to remove from our Merchant ships seamen who are properly found to be narcotic drug violators. We were not wholly in agreement with the proposed methods to do so. However, we are now informed that the Coast Guard has sponsored a bill, H. R. #8538, to effectively deal with the matter.

2-3 The Coast Guard proposed enacting as policy, the following:

(2) "137.03.15. *Refusal or failure to obey an order.* Charges shall not be preferred unless the evidence indicates that an 'order' (as distinguished from a request) was given; that it was properly communicated to the person charged; and that it was lawful, and directly connected with the safety of the vessel or its operation.

(3) "137.03.20. *Mental or physical incompetence.* Sympathetic treatment shall be accorded licensed or certificated mariners who, because of physical or mental disability, are incapacitated to perform their duties."

Both of these proposals were objected to by the Committee on the grounds that:

(2) The restrictive definition of a lawful order would tend to further deteriorate discipline on Merchant ships, and its self-evident provisions invaded a ship-master's prerogative to require obedience to orders concerning the orderly management of a vessel; and

(3) The sentence as written was open to many justified, but probably unintended, interpretations, for example—that the sympathetic treatment to be accorded to such seamen required returning them to duty despite serious mental or physical disabilities.

Neither of these proposals was adopted.

(4) This proposal is stated to stem from a desire to correct "certain inequities". In summary, the Coast Guard proposed, by direction of the Commandant or a District Commander, authorizing an appeal *de novo* from an Examiner's findings, conclusions and order in disciplinary proceedings in circumstances when no appeal is taken by the person charged. The person charged would not be a party to the appeal, but would be safeguarded by a provision in that, the Commandant's decision on appeal would not result in reversing an Examiner's order of not guilty so as to affect that person or increase any penalty imposed by the Examiner. However, the decision ren-

dered would be binding on Examiners resolving future cases involving similar principles.

On the objections of the Committee and other interested parties the proposals were modified to limit such appeals to cases involving findings of guilt. The modification removed in part the Committee's objections. Without that modification the regulations were objectionable on grounds including:

That such an appeal, applicable to findings of guilty or *not guilty*, would place prosecutors in a position to exert pressure on Examiners.

Basically, our position was that the proposed regulations are contrary to the policy of Congress and provisions of the Administrative Procedure Act; in particular are contrary to the principle and spirit of Section 5(c) of that Act, if not a literal violation. Accepted interpretation of that section and the basic purpose of the Act requires an almost complete separation, directly or indirectly, of the investigating-prosecuting function and judicial function in the conduct of administrative proceedings to assure and preserve the independence of Examiners and achieve impartial judgments of issues.

The provisions proposed at the outset opened the door to abuse by subordinate crusading prosecutors, who would be placed in a position to exert pressure on Examiners by constant threat of unilateral "review", to the end that Examiner's impartial judgment and independence is jeopardized.

The inevitable result would not have been elimination of "inequities", but a compounding of inequities which may now exist. Under such conditions it would be a human trait for some Examiners to follow the path of least resistance by adopting prosecutors' views and impose more severe penalties than otherwise warranted by an impartial assessment of the facts and applicable law, and findings of guilt in borderline cases contrary to the burden of proof which rests upon prosecutors.

If the power was abused, the result could be that Examiners may be pressured by repeated "reviews" of their decisions into rubber stamping the contentions made by the numerical majority comprising the investigator-prosecutor branches of the Coast Guard. The result that could follow is that the separation of the two functions necessary to assure the impartiality required by law may be materially, though indirectly, impaired.

The Committee informed the Coast Guard that if given sufficient time and adequate knowledge of the particular inequities which it is believed require remedial measures, it would have been glad to cooperate by participation in any endeavor to correct appropriate situations by just measures. However, time limitations imposed by the Coast Guard precluded a conclusive study of these matters by the Committee.

The term of this Committee has now expired. The Committee recommends that the Association:

(1) Continue a Committee on Regulations for Preventing Collision at Sea composed of members to be appointed by the President-Elect.

(2) That a new Committee composed of lawyers and Industry representatives, be appointed and charged with the duty of dealing with general matters concerning Coast Guard Regulations, Rules and Policy relative to our Merchant Marine.

JOHN F. GERITY, *Chairman*
HENRY C. EIDENBACH
ANDREW J. McELHINNEY
EUGENE UNDERWOOD
CLAUDE E. WAKEFIELD
HARVEY WIENKE

On motion duly made and seconded the report was approved.

Nominating Committee:

Mr. Archie M. Stevenson, Chairman, read the following report:

Your Nominating Committee proposes the nomination of the following officers for the ensuing year:

For President:

Charles S. Haight
of Haight, Deming, Gardner, Poor & Havens
80 Broad Street
New York City

For First Vice-President:

Joseph J. Geary
of Lillick, Geary, Olson, Adams & Charles
311 California Street
San Francisco, Cal.

For Second Vice-President:

John W. Crandall
of Hunt, Hill & Betts
120 Broadway
New York City

For Secretary :

Wilbur H. Hecht
of Mendes & Mount
27 William Street
New York City

For Treasurer :

George F. Tinker
of Burlingham, Hupper & Kennedy
27 William Street
New York City

For members of the Executive Committee for the term expiring 1957 :

John W. Sims
of Phelps, Dunbar, Marks & Claverie
United Fruit Building
New Orleans, La.

E. Robert Seaver
Department of Justice, Admiralty & Shipping Section
Foley Square
New York City

Claude E. Wakefield
of Bogle, Bogle & Gates
Central Building
Seattle, Wash.

Term expiring 1956 :

Henry C. Blackiston
of Lord, Day & Lord
25 Broadway
New York City

ARCHIE M. STEVENSON, *Chairman*
JAMES S. HEMINGWAY
JOSEPH W. HENDERSON
L. DEGROVE POTTER
GREGORY S. RIVKINS
STANLEY R. WRIGHT

On motion duly made and seconded, the report of the Nominating Committee was unanimously adopted and the nominees were declared elected to their respective offices.

Mr. Lane Summers moved that the Association consider holding a meeting on the West Coast. The matter was left for consideration by the new Officers and Executive Committee.

There being no further business, the meeting was, on motion duly made and seconded, adjourned.

ANNUAL DINNER MEETING

The Dinner Meeting was convened at 6:45 P. M. on May 14, 1954 at the Biltmore Hotel with 666 members and guests in attendance. The following Federal Judges were present as guests of the Association:

Hon. William Bondy
Hon. Walter Bruchhausen
Hon. Edward A. Conger
Hon. Clarence A. Galston
Hon. John Marshall Harlan
Hon. Richard Hartshorne
Hon. Robert A. Inch
Hon. Vincent L. Leibell
Hon. Thomas M. Madden
Hon. Thomas F. Murphy
Hon. Sylvester J. Ryan

Mr. Cletus Keating, the outgoing President and Mr. Charles S. Haight, the new President, both spoke briefly. A rising vote of thanks and appreciation was given to Mr. Keating for his services to the Association as President during the past two years.

An attractive menu and seating list was prepared under the supervision of the Dinner Committee and was printed without charge by The Hecla Press, to which the thanks of the Association are extended.

The members of the Dinner Committee were:

William J. Tillinghast, Jr., Chairman
John W. Castles, 3rd
Herbert M. Lord

JOHN C. MOORE,
Acting Secretary.