[OFFICIAL]

LAWS OF THE UNITED STATES.

PASSED AT THE THIRD SESSION OF THE FORTY-FIRST CONGRESS.

ALBANY REGISTER.

Supplement. No. 8.

[GENERAL NATURE—No. 35.]

AN ACT to provide for the better security of life on board of vessels propelled in whole or in part by steam, and for other purposes.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled:

That no license, register or enrollment shall be granted, or other papers issued, by any collector or other chief officer of the customs, to any vessel propelled in whole or in part by steam, until he shall have satisfactory evidence that all the provisions of this act shall have been fully complied with; and if any such vessel shall be navigated without complying with the terms of this act, the owner or owners thereof shall forfeit and pay to the United States the sum of five hundred dollars for each offense, one-half for the use of the informer, and for which sum the steamboat or vessel so engaged shall be liable, and may be seized and proceeded against by way of libel in any district court of the United States having jurisdiction of the offense.

SEC. 2. *And be it further enacted*, That every steamer so propelled, and carrying passengers or freight, shall be provided with suitable pipes and valves attached to the boiler to convey steam into the hold and the different compartments thereof to extinguish fire; and every stove used on board of any such vessel shall be securely fastened, so as to prevent it from being moved or overthrown, and all wood-work or other ignitible substances about the boilers, chimneys, cook houses, and stovepipes, exposed to ignition shall be thoroughly shielded by some incombustible material, in such a manner as to leave the air to circulate freely between such material and wood work or other ignitible substance; and before granting a certificate of inspection, the inspector shall require all other necessary provisions to be made throughout such vessel to guard against loss or danger from fire.

SEC. 3. *And be it further enacted*, That every steamer permitted by her certificate of inspection to carry as many as fifty passengers, or upwards, and any steamer carrying passengers, and shall also carry cotton, hay, or hemp, shall be provided with a good double-acting steam fire-pump, or other equivalent apparatus for throwing water; said pump or other apparatus for throwing water shall be kept at all times and at all seasons of the year in good order and ready for immediate use, having at least two pipes of suitable dimensions, one on each side of the vessel, to convey the water into the upper decks; to these pipes there shall be attached, by means of stop-cocks or valves, both between decks and on the upper deck, good and suitable hose of sufficient strength to stand a pressure of not less than one hundred pounds to the square inch, long enough to reach to all parts of the vessel, and promptly provided with nozzles, and kept in good order and ready for immediate service. And every steamer carrying fifty and upwards and less than one hundred tons burden, and carrying passengers shall be provided with two good double acting fire-pumps, to be worked by hand; each chamber of said pumps shall be of sufficient capacity to contain not less than one hundred cubic inches of water, said pumps shall be placed in the most suitable parts of the vessel for efficient service, having suitable well-fitted hose to each pump, of at least one-half the vessel in length, kept at all times in perfect order and properly up, and ready for immediate use; and on every such steamer not exceeding two hundred tons, one of such pumps can be dispensed with, and each fire-pump thus provided for shall be supplied with water by means of a suitable pipe connected therewith, and passing through the side of the vessel so low as to be at all times under water when she is afloat; and no fire-pump thus provided for shall be placed below the lower deck of any such vessel; and every steamer shall be provided with a pump which shall be of sufficient strength and suitably arranged to test the boilers thereof. But the capacity of one hundred cubic inches, as herein required, shall not apply to steamers now in service.

SEC. 4. *And be it further enacted*, That no loose hay, loose cotton or loose hemp, camphene, nitro-glycerine, naptha, benzine, benzole, coal oil, crude or refined petroleum, or other like explosive burning fluids, or like dangerous articles, shall be carried as freight or used as stores on any steamer carrying passengers; nor shall baled cotton or hemp be carried on such steamers unless the bales are compactly pressed and thoroughly covered with bagging or similar fabric, and secured with good rope or iron bands; and every bale of cotton or hemp that shall be shipped or carried on any passenger steamer without complying with the provisions of this section shall be subject to a penalty of five dollars; which bales shall be liable to seizure and sale to secure the payment of such penalty; nor shall gun powder be carried on any such vessel, except in case of special license granted by inspectors as hereinafter provided; nor shall oil of vitriol, nitric or other chemical acids be carried on such steamers except on the decks or guards thereof, or in such other safe part of the vessel as shall be prescribed by the inspectors. Refined petroleum which will not ignite at a temperature less than one hundred and ten degrees of Fahrenheit, thermometer, may be be carried on board such steamers upon routes where there is no other practical mode of transporting it, and under such regulations as shall be prescribed by the board of supervising inspectors, with the approval of the Secretary of the Treasury, and oil or spirits of turpentine may be carried on any such steamer when the same shall be put up in good metallic vessels, or casks, or barrels, well and securely bound with iron, and stowed in a secure part of the vessel; friction matches may also be carried on such steamers when securely packed in strong tight chests or boxes, the covers of which shall be well secured by locks, screws, or other reliable fastenings, and stowed in a safe part of the vessel, at a secure distance from any fire or heat; and all such other provisions shall be made on every steamer carrying passengers or freight to guard against and extinguish fire as shall be prescribed by the board of supervising inspectors, and approved by the Secretary of the Treasury: *Provided*, That the Secretary of the Treasury may grant a permission to the owner of any steam vessel for the use of any invention or process for the utilization of petroleum or other mineral oils or substances in the production of motive power, and he shall have power to make and enforce regulations concerning the application and use of the same for such purpose; and no permission shall be granted unless upon the certificate of the supervising inspector of steamboats for the district wherein said vessel is registered, and other satisfactory proof that the use of the same is safe and efficient; and upon such proof, and the approval of such certificate by the Secretary of the Treasury, a special license for the use of such process or invention, as aforesaid, shall issue under the seal of the Treasury Department.

SEC. 5. *And be it further enacted*, That all gunpowder, nitro-glycerine, camphene, naptha, benzine, benzole, coal oil, crude or refined petroleum, oil of vitriol, nitric or other chemical acids, oil or spirits of turpentine, friction matches, and all other articles of like character, when packed or put up for shipment, shall be securely packed and put up separately from each other and from all other articles, and the package, box, cask, or other vessel containing the same shall be distinctly marked on the outside with the name or description of the article contained therein; and every person who shall pack or put up, or cause to be packed up for shipment, any gunpowder, nitro-glycerine, camphene, naptha, benzine, benzole, coal oil, crude or refined petroleum, oil of vitriol, nitric or other chemical acids or spirits of turpentine, friction matches, or other articles of like character, otherwise than as aforesaid, or shall knowingly ship or attempt to ship the same, or shall deliver the same to any such vessel as stores, unless packed and marked as aforesaid, shall be deemed guilty of a misdemeanor, and upon conviction thereof by any court of competent jurisdiction, shall be punished by fine not exceeding two thousand dollars, or imprisonment not exceeding eighteen months, or both, one-half of the fine to go to the informer and the articles to be liable to seizure and forfeiture.

SEC. 6. *And be it further enacted*, That every vessel so propelled by steam and carrying passengers in the night-time shall keep a suitable number of watchmen in the cabins and on each deck to guard against fire or other dangers, and to give alarm in case of accident or disaster, and for every neglect of this duty the license of the officer in charge of the vessel for the time being shall be revoked; and the board of supervising inspectors may require every such steamer, and also steamers carrying freight, to be provided with such number and kind of portable fire-extinguishers as in the judgment of the board may be necessary to protect them from fire when such steamers are moored or lying at a wharf, without steam to work the pumps; and if any owner of such vessel shall neglect or refuse to furnish the requisite number of men necessary to keep watch as herein required, he shall be fined one thousand dollars.

SEC. 7. *And be it further enacted*, That, every steam vessel navigating rivers only (except ferry-boats, freight-boats, canal-boats and towing-boats of less than fifty tons) shall have at least one good, substantial boat, with lines attached, and properly supplied with oars, and kept in good condition at all times and ready for immediate use; and in addition thereto, every such steamer carrying passengers shall have one or more metallic life-boats, of such dimensions and arrangements as the board of supervising inspectors by their rules and regulations shall prescribe, which boats shall be carried in the most convenient manner so as to be brought into immediate use in case of accident: *Provided*, That where the character of the navigation is such that in the opinion of the supervising inspector the metallic life-boats can be dispensed with, he is hereby authorized to exempt any such steamer from carrying the same, or may require a substitute thereof, at his discretion.

SEC. 8. *And be it further enacted*, That every such vessel carrying passengers shall be provided with a good life-preserver, made of suitable material, for every cabin passenger for which she shall have accommodations, also a good life-preserver or float for each deck or other class passenger which the inspector's certificate shall allow her to carry, including the officers and crew, which life-preservers or floats shall be kept in convenient and accessible places on such vessel and in readiness for immediate use in case of accident; and every such vessel of two hundred tons or less shall also keep at least eighteen fire-buckets and two barrels, and shall have not less than four axes; and every such steamer of over two hundred tons, and not less than five hundred tons burden, shall carry not less than twenty-four buckets, four water barrels, and six axes; and every such steamer of over five hundred tons shall carry not less than thirty-five buckets, six water barrells, and eight axes. The buckets and barrels shall be kept in convenient places and filled with water, to be in readiness in case of fire, and the axes shall be kept in good order and ready for immediate use: *Provided, however*, That tanks of suitable dimensions and arrangement, or buckets in sufficient number may be substituted for barrels.

SEC. 9. *And be it further enacted*, That every such vessel carrying passengers on the main deck shall be provided with permanent stairways and other sufficient means convenient to such passengers, for their escape to the upper deck, in case the vessel sinking or other accident endangering life; and in the stowage of freight upon such deck, where passengers are carried, gangways or passages sufficiently large to allow persons to pass freely through them, shall be left open both fore and aft of the vessel, and also to and along the guards on each side; and it shall be the duty of the captain or mate of such vessel to assign to all deck passengers when taking passage the space on deck which they may occupy during the voyage, and such space shall not thereafter be occupied by freight, nor overcrowded by other persons, nor shall freight be stowed about the boilers or machinery in such a manner as to obstruct or prevent the engineer from readily attending to his duties; and for every violation of this section relating to the carriage and accommodation of passengers, the owners of the vessel shall pay a fine of three hundred dollars.

SEC. 10. *And be it further enacted*, That every steamer carrying passengers shall be provided with wire tiller-ropes or iron rods or chains, for the purpose of steering and navigating the vessel, and shall employ wire bell-pulls for for signalizing the engineer from the pilot house, together with tubes of proper size so arranged as to return the sound of the engine bells to the pilot house, or other arrangement to repeat back to original: *Provided*, That on such vessel, navigated by the mariner's compass, so much of such wire rope or chain may be dispensed with and disused as shall influence or disturb the working of such compass.

SEC. 11. *And be it further enacted*, That upon the passage of this act the offices of all local inspectors who have not the qualifications prescribed in this act shall be deemed vacated, and that when any vacancy shall occur in any local board of inspectors now existing, or whenever local inspectors are to be appointed for a new district, the supervising inspector shall notify the collector or other chief officers of the customs for the district; and the judge of the district court of the United States for the district in which such appointment is to be made, who, together with the supervising inspector, shall meet together as a board of designators; and it shall be the duty of such board, or the major part thereof, one of which majority shall be the supervising inspector, when designating an inspector of hulls, to select a person or good character and suitable qualifications and attainments, to perform the services required of him by this act, who, from his practical knowledge of ship-building and navigation shall be full competent to make a reliable estimate of the strength, seaworthiness, and other qualities of the hulls of steamers and their equipment deemed essential to safety of life in the navigation of such vessel, to be called the inspector of hulls; and when designating the inspector of boilers, to select a person of good character and suitable qualifications and attainments to perform the services required of him by this act, who from his knowledge and experience of the duties of an engineer employed in navigating vessels by steam, and also in the construction and use of boilers and machinery, and appurtenances therewith connected, shall be able to form a reliable opinion of the strength, form, workmanship, and suitableness of such boilers and machinery to be employed without hazard to life, from imperfection in the material, workmanship, or arrangement of any part of such apparatus for steaming, to be called the inspector of boilers; and these two persons, when approved by the Secretary of the Treasury, shall, from the date of designation, constitute a board of local inspectors, and shall be empowered and required to perform the duties herein specified, to wit:

First. Upon application in writing of the master or owner they shall, once in every year at least, carefully inspect the hull of each steamer within their respective districts, and shall satisfy themselves that every such vessel so submitted to their inspection is of a structure suitable for the service in which she is to be employed, has suitable accommodations for passengers and the crew, and is in a condition to warrant the belief that she may be used in navigation as a steamer, with safety to life, and that all the requirements of law in regard to fires, boats, pumps, hose, life-preservers, floats, anchors, cables, and other things, are faithfully complied with; and if they deem it expedient, they may direct the vessel to be put in motion, and may adopt any other suitable means to test her sufficiency and that of her equipment.

Second. They shall also inspect the boilers of all steamers before the same shall be used, and once at least, in every year thereafter, subjecting them to the hydrostatic pressure prescribed by this act, and satisfy themselves by thorough examination that the boilers are well made, of good and suitable material; that the openings for the passage of water and steam, respectively, and all pipes and tubes exposed to heat, are of proper dimensions and free from obstruction; that the spaces between and around the flues are sufficient, and that the flues are circular in form, and the fire-line of the furnace is at least two inches below the prescribed minimum water-line of the boilers; and that the arrangement for delivering the feed-water is such that the boilers cannot be injured thereby; and that such boilers and the machinery, and the appurtenances, may be safely employed in the service proposed in the application without peril to life; and shall also satisfy themselves that the safety-valves are of suitable dimensions, sufficient in number, and well arranged, (one of which may, if necessary, in the opinion of the inspectors, to secure safety, be taken from the control of all persons engaged in navigating such vessel, and secured by the inspectors,) and that the weights of the safety-valves are properly adjusted, so as to allow no greater pressure in the boilers than the amount prescribed by the inspection certificate; that there is a sufficient number of guage-cocks properly inserted, and to indicate the pressure of steam, suitable steam registers that will correctly record each excess of steam carried above the prescribed limit and the highest point attained, which shall be taken wholly from the control of all persons navigating such vessel, and secured by the inspectors, and reliable low-water gauges; and that fusible metals are properly inserted so as to fuse by the heat of the furnace when the water in the boilers shall fall below its prescribed limits; and that adequate and certain provision is made for an ample supply of water to feed the boilers at all times, whether such vessel is in motion or not, so that in high pressure boilers the water shall not be less than four inches above the top of the flues; and also that means for blowing out are provided, so as to thoroughly remove the mud and sediment from all parts of the boilers when they are under pressure of steam: *Provided, however*, That no kind of instrument, machine, or equipment, for the better security of life, provided for by this act, shall be used on any such vessel which shall not first be approved by the board of supervising inspectors, and also by the Secretary of the Treasury.

Third. That in subjecting to the hydrostatic tests boilers called and usually known under the designation of high-pressure boilers, the inspector shall assume one hundred and ten pounds to the square inch as the maximum pressure allowable as a working power for a new boiler forty-two inches in diameter, made in the best manner, of inspected iron plates one-fourth of an inch thick, and of a quality required by law, and shall fix the working power of all high-pressure boilers, whether old or new, according to their strength, compared with this standard, and in all cases the test applied shall exceed the working power allowed in the ratio of one hundred and sixty-five to one hundred and ten; and in subjecting to the test aforesaid that class of boilers usually designated and known as low-pressure boilers, the said inspectors shall allow as a working power of each new boiler pressure of only three-fourths the number of pounds to the square inch to which it shall have been subjected by the hydrostatic test, and found to be sufficient therefor; but should such inspectors be of the opinion that said boiler by reason of its construction or material, will not safely allow so high a working pressure, they may, for reasons to be stated specially in their certificate, fix the working pressure of said boiler at three-fourths of said test pressure; but all boilers used on steam-vessels, and constructed of iron or steel plates, inspected under the provisions of section thirty-six of this act, shall be subjected to a hydrostatic test, in the ratio of one hundred and fifty pounds to the square inch to one hundred pounds to the square inch of the working steam-power allowed; and no boiler or pipe, or any of the connections therewith, shall be approved which is made, in whole or in part, of bad material, or is unsafe in its form, or dangerous from defective workmanship, age, use, or other cause.

Fourth. When the inspection is completed, and the inspectors approve the vessel and her equipment throughout, they shall make and subscribe a certificate to the collector or other chief officer of the customs of the district in which such inspections shall be made, in accordance with such form and regulations as the board of supervising inspectors shall prescribe; which certificate shall be verified by the oaths of the inspectors signing it, before the chief officer of the customs of the district, or any other person competent by law to administer oaths; and in case the said inspectors refuse to grant a certificate of approval, they shall state in writing, and sign the same, their reason for their disapproval.

SEC. 12. *And be it further enacted*, That upon the application of any master or owner of any steamer employed in the carriage of passengers, for a license to carry gunpowder, the said inspectors shall examine such vessel, and if they find that she is provided with a chest or safe composed of metal, or entirely lined and sheathed therewith, or if the vessel has one or more compartments, thoroughly lined and sheathed with metal at a secure distance from any fire, they may grant a certificate to that effect, authorizing such vessels to carry as freight, within such chest, safes, or compartments, the article of gunpowder.

SEC. 13. *And be it further enacted*, That the said inspectors shall keep a record of certificates of inspection of vessels, their boilers, engines, and machinery, and of all their acts in their examination and inspection of steamers, whether of approval or disapproval, and when a certificate of approval is recorded, the original shall be delivered to the collector or the chief officer of the customs of the district; they shall also keep a like record of certificates authorizing gunpowder to be carried as frieght by any steamer carrying passengers, and shall keep a like record of all licences granted to captains, mates, pilots, and engineers, and of all refusals of the same; also, of all suspensions and revocations of license; also, of all refusals, suspensions, or revocations of which they shall receive notices from other districts; and shall report to the supervising inspector of their respective districts, in writing, their decisions in cases of refusal of licenses, or the suspension or revocation thereof, and all testimony received by them in such proceedings. They shall also report promptly to such supervising inspector all violations of the steamboat law as shall come to their knowledge.

SEC. 14. *And be it further enacted*, That the inspectors shall license and classify the captains, chief mates, engineers, and pilots of all steam vessels, and it shall be unlawful to employ any person or for any person to serve as a captain, chief mate, engineer, or pilot on any steamer who is not licensed by the inspectors; and any one so offending shall forfeit one hundred dollars for each offense; and no steamer carrying passengers shall depart from any port unless she shall have in her service a full complement of officers and crew, sufficient at all times to manage the vessel, including the proper number of watchmen: *Provided, however*, That if any such vessel, on her voyage, is deprived of the services of any licensed officer, without the consent, fault or collusion of the master, owner, or of any person interested in the vessel, the deficiency may be temporarily supplied until others licensed can be obtained.

SEC. 15. *And be it further enacted*, That when any persons apply to be licensed as captain or master of steam vessels, the inspector shall make diligent inquiry as to his character, and shall carefully examine the applicant as well as the proofs which he presents in support of his claim, and if they are satisfied that his capacity, experience, habits of life, and character are such as to warrant the belief that he can be safely intrusted with the duties of the station for which he makes application, they shall grant him a license authorizing him to discharge such duties on any such vessel for the term of one year; but such license shall be suspended or revoked, upon satisfactory proof of bad conduct, intemperate habits, incapacity, inattention to his duties, or the willful violation of any provision of this act.

SEC. 16. *And be it further enacted*, That when any person shall apply for authority to be employed as chief mate of steam vessels, the inspectors shall require satisfactory evidence of the knowledge, experience, and skill of the applicant in lading cargo, the handling and stowage of freight, and shall examine as to his knowledge and ability in navigation and managing such vessels, and all other duties pertaining to his station; and if satisfied of his qualifications and good character, they shall grant him a license authorizing him to perform such duties for the term of one year; but such license shall be suspended or revoked upon satisfactory proof of bad conduct, intemperate habits, unskillfulness, or want of knowledge of the duties of his station, or the willful violation of any provisions of this act.

SEC. 17. *And be it further enacted*, That when any person shall apply for authority to perform the duties of engineer of any steamer, the inspectors shall examine the applicant as to his knowledge of steam machinery, and his experience as an engineer, and also the proofs which he produces in support of his claim; and if, upon full consideration, they are satisfied that his character, habits of life, knowledge and experience in the duties of an engineer are all such as to authorize the belief that the applicant is a suitable and safe person to be intrusted with the powers and duties of such a station, they shall grant him a license, authorizing him to be employed in such duties for the term of one year, in which they shall assign him to the appropriate class of engineers; but such license shall be suspended or revoked upon satisfactory proof of negligence, unskillfulcess, intemperance, or the willful violation of any provision of this act; but if complaint be made against any engineer holding a license authorizing him to take charge of the boilers and machinery of any steamer, that he has, through negligence or want of skill, permitted the boilers in his charge to burn or otherwise become in bad condition, or that he has not kept his engine and machinery in good working order, it shall be the duty of the inspectors, upon satisfactory proof of such negligence or want of skill, to revoke his license and assign such engineer to a lower grade or class of engineers if they find him fitted thereof.

SEC. 18. *And be it further enacted*, That whenever any person claiming to be a skillful pilot of steam vessels shall offer himself for a license, the inspector shall make diligent inquiry as to his character and merits, and if satisfied from personal examination of the applicant, with the proof that he shall offer, that he possesses the requisite knowledge and skill, and is trustworthy and faithful; they shall grant him a license for the term of one year to pilot such steam vessel within the limits prescribed in the license; but such license shall be suspended or revoked upon satisfactory evidence of negligence, unskillfulness, or inattention to the duties of his station, or for intemperance, or the willful violation of any provisions of this act. And every such captain, mate, engineer, and pilot who shall receive a license as aforesaid shall, when employed upon any such vessel place his certificate of license (which shall be framed under glass) in some conspicuous place in such vessel, where it can be seen by passengers and others at all times; and for every neglect to comply with this provision by any such captain, mate, engineer or pilot, he shall be subject to a penalty of one hundred dollars fine, or to the revocation of his license: *Provided*, That in cases where the captain or mate is also pilot of the vessel, he shall not be required to hold two licenses to perform such duties, but the license of pilot shall stand in its place that he is authorized to act in such double capacity.

SEC. 19. *And be it further enacted*, That the said local boards of inspectors shall investigate all acts of incompetency or misconduct committed by any such licensed officer while acting under the authority of his license, and shall have power to summon before them any witness within their respective districts, and compel their attendance by the similar process as in the United States circuit or district courts; and such local inspectors are hereby authorized to administer all necessary oaths to any witnesses thus summoned before them, and after reasonable notice in writing, given to the alleged delinquent, of the time and place of such investigation, the said witness shall be examined under oath touching the performance of duties by such licensed officer, and if the board shall be satisfied that any such licensed officer is incompetent, or has been guilty of misbehavior, negligence, unskillfulness, or has endangered life, or willfully violated any provision of this act, they shall immediately suspend or revoke his license, and the chief officer of the customs for the district shall pay out of the revenues received under the provisions of this act such fees to the United States marshal for his services, and to any witness so summoned for his actual travel and attendance, as shall be officially certified to by any inspector bearing the case upon the back of such summons, not exceeding the rate allowed for fees and to witnesses for travel and attendance in any circuit or district courts of the United States.

SEC. 20. *And be it further enacted*, That whenever any board of local inspectors refuse to grant a license to any person applying for the same, or shall suspend or revoke the license of any captain, mate, engineer, or pilot, person deeming himself wronged by such refusal, suspension, or revocation, may, within thirty days thereof, on application to the supervising inspector of the district, have his case examined anew by such supervising inspector, and the local board shall furnish to the supervising inspector, in writing, the reasons for their doings in the premises; and such supervising inspector shall examine the case anew, and he shall have the same powers to summon witnesses and compel their attendance, and to administer oaths, that are conferred in the local inspectors by the terms of this act, and such witnesses and the marshal shall be paid in the same manner as herein before provided for; and such supervising inspector may revoke, change, or modify the decision of such local board; and like proceedings may be had by any master or owner of any steam vessel in relation to the inspection of such vessel, or her boilers or machinery, by any such local board; and in case of repairs, and in and investigation or inspection where there shall be a disagreement between the local inspectors, the supervising inspector, when so requested, shall investigate and decide the case.

SEC. 21. *And be it further enacted*, That in addition to the annual inspection, it shall be the duty of the local inspectors to examine, at proper times, steamers arriving to and from their respective ports so often as to enable them to detect any neglect to comply with the requirements of law, and also any defects or imperfections becoming apparent after the inspection aforesaid, and tending to render the navigation of the vessels unsafe; and if they shall discover any omission to comply with the law, or that repairs have become necessary to make the vessel safe, the said inspectors shall at once notify the master in writing, stating in the notice what is required; and if the master deems the requirements unreasonable or unnecessary, he may apply for a reexamination of the case before the supervising inspector, as hereinbefore provided; and if the master or owner shall refuse or neglect to comply with the requirements of the local inspectors, and shall, contrary thereto and while the same remains unreversed by the supervising inspector, employ the vessel by navigating her, the master and owners and the vessel itself shall be liable to the penalty as prescribed by the first section of this act, and in addition thereto shall be liable for any damage to passengers and their baggage which shall occur from any defects as stated in the notice aforesaid. And all inspections and orders for repairs shall be promptly made by the inspectors, and when it can be safely done in their judgment, they shall permit repair to be made where those interested can most conveniently do them; and no inspectors of one district shall modify or annul the doings of the inspectors of another district in regard to repairs unless there is a change in the state of things, demanding more repairs than were thought necessary when the order was made, nor shall the inspectors of one district license a person coming from another district, if such person has been rejected for unfitness or want of qualifications.

SEC. 22. *And be it further enacted*, That the said local boards, when so requested in writing by any master or owner, shall, under the direction of the supervising inspector, inspect steamers in other collection districts where no such board is established; and if a certificate of approval is not granted, no other inspection shall be made by the same or any other board until the objections made by such local board and unreversed by the supervising inspector of the district are removed: *Provided, however*, That nothing herein contained shall impair the right of the inspectors to permit such vessel to go to another port for repairs, if in their opinion it can be done with safety.

SEC. 23. *And be it further enacted*, That in order to carry this act fully into execution, the ten supervising inspectors now in office shall continue in commission; and whenever a vacancy occurs, from death, resignation, or removal, the President of the United States shall, with the advice and consent of the Senate, fill the vacancy by appointing a successor, who shall be selected for his knowledge, skill, and practical experience in the uses of steam for navigation, and is a competent judge of the character and qualities of steam vessels, and of all parts of the machinery employed in steaming. The said supervising inspectors and the supervising inspector general, shall assemble together as a board, once in each year, at the City of Washington, District of Columbia, on the third Wednesday in January, and at such other times as the Secretary of the Treasury shall prescribe, for joint consultation, and shall assign to each of the supervising inspectors, respectively, the limits of the territory within which he shall perform his duties, and the said board shall establish all necessary rules and regulations required to carry out in the most effective manner the provisions of this act for the safety of life, which rules and regulations when approved by the Secretary of the Treasury, shall have the force of law: *Provided, however*, That the supervising inspector for the district embracing the Pacific coast shall not be under obligation to attend the meetings of the board oftener than once in two years, and when he does not attend such meetings, he shall make his communications thereto, in the way of a report, in such a manner as the board shall prescribe.

SEC. 24. *And be it further enacted* That each supervising inspector shall watch over all parts of the territory assigned to him, shall visit, confer with, and examine into the doings of the local boards of inspectors within his district, and shall instruct them in the proper performance of their duties; and shall, whenever he thinks it expedient, visit such vessels licensed, and examine into their condition for the purpose of ascertaining whether the provisions of this act have been observed and complied with, both by the board of inspectors and the master and owners; and it shall be the duty of all masters, engineers, mates, and pilots of such vessels to answer all reasonable inquiries, and to give all the information in their power in regard to any such vessel so visited, and her machinery for steaming, and the manner of managing both.

SEC. 25. *And be it further enacted*, That whenever a supervising inspector ascertains to his satisfaction that any master, mate, engineer, pilot, or owner of any such vessel fails to perform his duties according to the provisions of this act, he shall report the facts in writing to the board in the district where the vessel was inspected or belongs; and, if need be, he shall cause the offending party to be prosecuted; and if the supervising inspector has good reason to believe there has been, through negligence, or any other cause, a failure of the board who inspected the vessel to do its duty, he shall report the facts in writing to the Secretary of the Treasury, who shall cause immediate investigation into the truth of the complaint, and, if he deems the cause sufficient, shall remove the delinquent.

SEC. 26. *And be it further enacted*, That it shall be the duty of such supervising inspectors to see that the said several boards within their respective districts execute their duties faithfully, promptly, and, as far as possible, uniformly in all places, by following out the provisions of this act according to the true intent and meaning thereof; and they shall, as far as practicable, harmonize differences of opinion when they exist in different local boards.

SEC. 27. *And be it further enacted*, That the said supervising inspectors shall also visit collection districts in which there are no boards of inspectors, if there be any, where steamers are owned or employed, and each one shall have full power to inspect any such steamer or the boilers of such steamer in any such district, or in any district where, from distance or other cause, it is inconvenient to resort to the local board, and to grant certificates of approval, and to do and perform all the duties imposed upon local boards by this act.

SEC. 28. *And be it further enacted*, That it shall be the duty of the board of supervising inspectors to establish such rules and regulations as may be necessary to make known in a proper manner to local inspectors the names of all persons licensed under the provisions of this act, the names of all persons from whom licenses have been withheld, and the names of all whose licenses have been suspended or revoked; and also names of all steam vessels neglecting or refusing to make such repairs as may be ordered under the provisions of this act, and the names of all that have been refused certificates of inspection. And each supervising inspector shall report, in writing, at the annual meetings of the board, the general business transacted in his district during the year, embracing all violations of the steamboat laws, and the action taken in relation to the same, all investigations and decisions by local inspectors, and all cases of appeal, and the result thereof; and the board shall examine into all the acts of each supervising inspector and local board, and all complaints made against the same, in relation to the performance of their duties under the law, and the judgment of the board in each case shall be entered upon their journal; and the board shall, as far as possible, correct mistakes where they exist.

SEC. 29. *And be it further enacted*, That it shall be the duty of the board of supervising inspectors to establish such rules and regulations to be observed by all steam vessels in passing each other as they shall from time to time deem necessary for safety, two printed copies of which rules and regulations, signed by said inspectors, shall be furnished to each of such vessels, and shall at all times be kept up in conspicuous places in such vessels, which rules shall be observed both night and day. Should any pilot, engineer, mate, or master of any steam vessel neglect or willfully refuse to observe such regulations so established, any delinquent so neglecting or refusing shall be liable or a penalty of fifty dollars, and to fill damages done to any passenger, in his person or baggage, by such neglect or refusal.

SEC. 30. *And be it further enacted*, That it shall be the duty of the collectors, or other chief officers of the customs, and of the inspectors aforesaid within the said several districts, to enforce the provisions of law against all steamers arriving and departing; and upon proof that any collector, or other chief officer of the customs, or inspector, has negligently or intentionally omitted his duty in this particular, such delinquent shall be liable to removal from office, and to a penalty of one hundred dollars for each offense, to be sued for in an action of debt before any court of competent jurisdiction.

SEC. 31. *And be it further enacted*, That every collector or other chief officer of the customs shall retain on file all original certificates of the inspectors required by this act to be delivered to him, and shall give to the master or owner of the vessel therein named three certified copies thereof, two of which shall be placed by such master or owner in conspicuous places in the vessel where they will be most likely to be observed by passengers and others, and there kept at all times, framed under glass; the other shall be retained by such master, or owner as evidence of authority thereby conferred; and if any passenger shall be received on board any steamer not having the certified copies of the certificate of approval as required by this act, placed and kept as aforesaid, or if any passenger steamer shall receive or carry any gunpowder on board, not having a certificate authorizing the same, and a certified copy thereof placed and kept as aforesaid, or shall carry any gunpowder at a place or in a manner not authorized by such certificate, such steamer shall be held liable for a penalty of one hundred dollars for each offense, to be recovered in any court of competent jurisdiction.

SEC. 32. *And be it further enacted*, That every inspector who shall willfully certify falsely touching any vessel propelled in whole or in part by steam, as to her hull, accommodations, boilers, engines, machinery, or their appurtenances, or any of her equipments, or any matter or thing contained in any certificate signed and sworn to by him, shall, on conviction thereof, be punished by fine not exceeding five hundred dollars, or imprisonment not exceeding six months, or both.

SEC. 33. *And be it further enacted*, That no person interested, either directly or indirectly, in any patented life preserver, life boat, gauge, or any article required to be used on any steamer by this act, or who is a member of any association of owners, masters, engineers, or pilots of steamboats, or who is directly or indirectly pecuniarily interested in any steam vessel, or who has not the qualifications and acquirements as prescribed by this act, or who is intemperate in his habits, shall be eligible to hold the office of either supervising or local inspector, or discharge the duties thereof; and if any such person shall attempt to exercise the functions of the office of steamboat inspector, it shall be a misdemeanor, for which he shall be subject to a penalty of five hundred dollars, and shall be dismissed from office.

SEC. 34. *And be it further enacted*, That any inspector who shall, upon any pretense, receive any fee or reward for his service rendered under this act, except what is herein allowed him, shall forfeit his office, and if found guilty, on indictment, or otherwise, punished, according to the aggravation of the offense, by fine not exceeding five hundred dollars, or imprisonment not exceeding six months, or both.

SEC. 35. *And be it further enacted*, That every boiler manufactured after twelve months from the passage of this act, to be used on steam vessels, and made of iron or steel plates, shall be constructed of plates that have been stamped in accordance with the provision of this act; and if any person shall construct a boiler, or steam pipe connecting the boilers, to be so used, of iron or steel plates which have not been stamped and inspected according to the provisions of this act, or otherwise as herein provided, who shall knowingly use any defective, bad, or faulty iron or steel in the construction of such boilers; or shall drift any rivet-hole to make it come fair; or shall deliver any such boiler for use, knowing it to be imperfect in its flues, flanging, riveting, bracing, or in any other of its parts, shall be fined one thousand dollars, one half for the use of the informer: *Provided, however*, That nothing in this act shall be so construed as to prevent from being used, on any steamer, any boiler or steam generator which may not be constructed of riveted iron or steel plates, when the board of supervising inspectors shall have satisfactory evidence that such boilers or steam generators is equal in strength, and as safe from explosion, as a boiler of the best quality, constructed of riveted iron or steel plates.

SEC. 36. *And be it further enacted*, That after twelve months from the passage of this act, every iron or steel plate used in the construction of steamboat boilers, and which shall be subject to a tensile strain, shall be inspected in such manner as shall be prescribed by the board of supervising inspectors and approved by the Secretary of the Treasury, so to enable the inspectors to ascertain its tensile strength, homogeneousness, toughness, and ability to withstand the effect of repeated heating and cooling; and no iron or steel plate shall be used in the construction of such boilers which has not been so inspected and approved under the rules prescribed as aforesaid.

SEC. 37. *And be it further enacted*, That every such plate of boiler iron or steel, made for use in the construction of steamboat boilers, shall be distinctly and permanently stamped by the manufacturer thereof, and, if practicable, in such a place on the plate that the marks shall be left visible when such plates shall be worked into boilers, with the name of the manufacturer, the place where manufactured, and the number of pounds tensile strain it will bear to the sectional square inch; and the inspectors shall keep a record in their office of the stamps upon all boiler plates and boilers made under the provisions of this act, which they shall inspect.

SEC. 38. *And be it further enacted*, That if any person shall counterfeit, or cause to be counterfeited, any of the marks or stamps required by this act, or shall designedly stamp or cause to be stamped falsely any boiler iron or steel plates, or if an person shall stamp or mark, or cause to be stamped or marked, any such iron or steel plates with the name or trade-mark of another, with the intent to mislead or deceive, any person or persons shall, upon conviction thereof, be fined two thousand dollars, one-half to the use of the informer, and may, in addition thereto, at the discretion of the court, be imprisoned not exceeding two years.

SEC. 39. *And be it further enacted*, That after one year from the passage of this act, no iron or steel plates shall be used in the construction of boilers for steam vessels unless they have been inspected in accordance with the provisions of this act; and the working steam pressure allowable on such boilers when single riveted shall not produce a strain to exceed one-sixth of the tensile strength of the iron or steel plates of which such boilers are constructed; but where the longitudinal laps of the cylindrical parts of such boilers are double riveted, and the rivet holes of such boilers have been fairly drilled instead of punched, an addition of twenty per centum to the working pressure provided for single riveted may be allowed: *Provided*, That all other parts of said boilers shall correspond in strength to the additional allowances so made; and no split calking shall in any case be permitted. And every such boiler shall be provided with a good, well-constructed safety valve or valves, of such number, dimensions and arrangements as shall be prescribed by the board of supervising inspectors, and shall also be provided with a sufficient number of gauge cocks and a reliable low water indicator that will give alarm when the water falls below its prescribed limits; and in addition thereto there shall be inserted, in a suitable manner, in the flues, crown sheet, or other parts of the boiler most exposed to the heat of the furnace when the water falls below its prescribed limits, a plug of good Banca tin, and no boiler to which the heat is applied to the outside of the shell thereof shall be constructed of iron or steel plates of more than twenty-six one-hundredth of an inch in thickness, the ends or heads of the boilers only excepted, and every such boiler employed on steamers navigating rivers flowing into the Gulf of Mexico, or their tributaries, shall have not less than three inches space between and around its internal flues; and the feed water shall be delivered into the boilers in such manner as to prevent it from contracting the metal, or otherwise injuring the boilers. And when boilers are so arranged on a steamer that there is employed a water connecting pipe through which the water may pass from one boiler to another, there shall also be provided a similar steam connection, having an area of opening into each boiler of at least one square inch for every two square feet of effective heating surface contained in any one of the boilers so connected, half the fire and all other fire surfaces being computed as effective. And adequate provision shall be made on all steamers to prevent sparks or flames from being driven back from the fire doors into the vessel.

SEC. 40. *And be it further enacted*, That if any person shall intentionally load or obstruct, or cause to be loaded or obstructed, in any way or manner, the safety valve of a boiler, or shall employ any other means or device whereby the boiler may be subjected to a greater pressure than the amount allowed by the certificate of the inspectors, or shall intentionally derange or hinder the operation of any machinery or device employed to denote the state of water or steam in any boiler, or to give warning of approaching danger, or shall intentionally permit the water to fall below the prescribed low water line of the boiler, it shall, in any such case, be a misdemeanor, and any and every person concerned therein, directly or indirectly, shall forfeit two hundred dollars, and may, at the discretion of the court, be, in addition thereto, imprisoned not exceeding five years.

SEC. 41. *And be it further enacted*, That all