

April, 1935.

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

PENDING PROPOSALS FOR LEGISLATION

COMMITTEE ON CURRENT LEGISLATION

SUPPLEMENTAL LIST OF BILLS IN THE PRESENT CONGRESS
RECEIVED BY EMORY H. NILES, CHAIRMAN,
FEBRUARY 23, 1935, TO APRIL 9, 1935

NOTE: The first and second lists have been printed in Document
No. 200.

LIST No. 3

House Bills:

H. R. 19191:

To authorize the use of condemned Government vessels for breakwater purposes.

H. R. 6016:

To regulate the transportation of persons and property in interstate and foreign commerce by motor carriers operating on the public highways. This Bill places motor carriage under the jurisdiction of the Interstate Commerce Commission.

H. R. 6035*:

To provide for a technical staff in the Bureau of Marine Inspection and Navigation in the Department of Commerce. The object is to provide the staff to pass on plans and specifications for steam vessels.

*H. R. 6035 to 6044, inclusive, were all introduced by Mr. Bland, and correspond with the Bureau of Navigation program of legislation.

H. R. 6036*:

To provide for the establishment of load lines for American vessels in the coastwise trade.

H. R. 6037*:

To amend R. S. 4426 by providing for inspection of the hull and boilers of every ferryboat, canal boat, yacht or other small craft propelled by steam.

H. R. 6038*:

To change the name of the Bureau of Navigation and Steamboat Inspection to the Bureau of Marine Inspection and Navigation.

H. R. 6039*:

To provide seamen on American vessels with a continuous discharge book.

H. R. 6040*:

To amend Section 13 of the Seamen's Act of 1915, providing certificates for able seamen and lifeboat men.

H. R. 6041*:

To amend Section 2 of the Seamen's Act of 1915, providing for the division of crews into three watches, etc.

H. R. 6042*:

To provide for the investigation and trial of officers of vessels in case of disaster. Provides for traveling inspectors to constitute boards of investigation. The Bill gives traveling inspectors powers of inspection of local districts.

H. R. 6043*:

To provide for the inspection and regulation of vessels engaged in the transportation of inflammable, explosive and like dangerous cargoes in navigable waters.

H. R. 6044*:

To improve the living accommodations on vessels under 100 tons.

*H. R. 6035 to 6044, inclusive, were all introduced by Mr. Bland, and correspond with the Bureau of Navigation program of legislation.

H. R. 6045:

To maintain discipline on shipboard. Provides for issuance of certificates to pursers, radio operators, chief and assistant stewards, and for the revocation of such certificates in case of breach of discipline or evidence of incompetence.

Senate Bills:

S. 1948:

Provides that existing laws covering the inspection of steam vessels are made applicable to vessels of 100 gross tons and over propelled in whole or in part by internal combustion engines as may be required by regulations of the supervising inspectors.

LIST No. 4

Senate Bills:

S. 1999. Senator Copeland:

To amend Section 27 of the Merchant Marine Act, 1920 (46 U. S. C. 883. Relates to transportation of coastwise trade in American ships.

S. 2011. Senator Copeland:

To fix the liability of owners of vessels. A general revision of the limitation of liability statutes providing \$100 per ton for personal injury and \$50 per ton for damage to goods; provides for insurance to create limitation fund; amends Harter Act by provisions relative to bills of lading. Appears to be similar to other bills previously introduced.

S. 2043. Senator Lonergan:

Amends Merchant Marine Act of 1920 by changing subsection D(a) by abolishing the limit of 200 tons and upwards for vessels upon which preferred mortgages can be created.

S. 2127. Senator Copeland:

To amend R. S. 4471 to provide that every steamer permitted to carry fifty passengers or more shall be equipped with an automatic sprinkler system.

House Bills:

H. R. 6189. Mr. Sweeney:

To amend R. S. 4399 to provide that every steam vessel shall be required to have on board a licensed engineer at all times while the boiler is generating steam.

H. R. 6191. Mr. Bland:

Authorizing the use of condemned naval vessels for break-water purposes.

H. R. 6202. Mr. Sweeney:

To amend R. S. 4463 providing for increase in number of licensed officers; that no officer remain on duty more than eight hours in twenty-four; prohibiting deck and engineer officers from taking charge on leaving port unless they have had six hours off duty within the twelve hours immediately preceding sailing, etc.

H. R. 6203. Mr. Sweeney:

To apply laws covering steam vessels to vessels of 15 gross tons and over propelled by internal combustion engines.

H. R. 6283. Mr. Bland:

To provide for the measurement of vessels using the Panama Canal.

H. R. 6363. Mr. Ramspeck:

To amend R. S. 4471 to provide that every steamer permitted by her certificate to carry as many as fifty passengers shall be equipped with an automatic sprinkler system. This bill appears to be a duplicate of S. 2127.

H. R. 6425. Mr. Bland:

To provide for a technical staff in the Bureau of Marine Inspection and Navigation which shall pass upon all plans and alterations of passenger vessels.

H. R. 6671. Mr. Kelly:

To limit the working hours of all persons working on dredges or tugs on the Great Lakes to eight hours a day.

LIST No. 5

Senate Bills:

S. 1632. Senator Wheeler (by request) :

This Bill was noted on List No. 2, February 22, 1935. It is the Water Carrier Act of 1935. On February 4, 1935, it was read twice and referred to the Committee on Interstate Commerce. On March 13, 1935, an amendment was offered by Senator McNary amending the Bill to make it unlawful to prevent carriers from extending service to any port located on any improvement project authorized by Congress at which the majority of the vessels of said carrier may safely call, unload and load at the same rates which it charges at its nearest regular port of call, etc.

S. 2288. Senator Clark :

To provide for the measurement of vessels using the Panama Canal. Cf. H. R. 6283 (List No. 4).

S. 2368. Senator Gibson :

To promote safety of life and property at sea by authorizing the Secretary of the Treasury to assign a commissioned officer of the United States Coast Guard to any merchant vessel or to any ocean-going aircraft or vessel to inspect all apparatus and equipment necessary for the safety of life at sea, etc. This Bill is a counterpart of H. R. 7040 listed below.

S. Res. 7. Senator Wagner :

This is the Morro Castle resolution submitted by Senator Wagner and noted in List No. 1. It was introduced January 3, 1935, and was reported on February 7th with amendment by Senator Copeland and referred to the Committee to audit and control the contingent expenses of the Senate. On March 13, 1935, it was reported by Senator Byrnes, considered, amended, and agreed to with preamble stricken out.

House Bills:

H. R. 6811. Mr. Sumners :

To enforce the Twenty-first Amendment.

H. R. 6912. Mrs. Norton:

To extend certain benefits of the Public Health Service to certain seamen.

H. R. 6991. Mr. Smith of Virginia:

To amend R. S. 4488 to provide that a life preserver so devised and constructed that it will keep the wearer's head and shoulders above water, and keep the wearer's body dry, shall be carried for every person on board.

H. R. 7040. Mr. Hamlin:

To promote safety of life and property at sea; a duplicate of S. 2368 mentioned above.

H. R. 7205. Mr. Sirovich:

To amend the Ship Mortgage Act to allow preferred mortgages to be placed upon vessels of less than 200 gross tons. Appears to be the same as S. 2043 (List No. 4).

S. 2582 and H. R. 7521. Senator Copeland and Mr. Bland:

To provide subsidies for shipbuilding, ship operation and maintenance of trade routes, and adjust ocean mail contracts. Also to create the "Office of Maritime Affairs" in the Department of Commerce, administered by an Assistant Secretary of Commerce for Maritime Affairs; to create the "United States Maritime Authority" with the powers of the U. S. Shipping Board and additional powers; to create the "Joint Transportation Board" to co-ordinate the work of the Interstate Commerce Commission and the Maritime Authority. Also requiring three watches in the deck department, eight hours work in port, citizenship of seamen, continuous discharge books. Also providing for requisition of ships, trade promotion, participation in conferences, rate regulation, and "fighting ships"; and authorizing deferred rebates. Also authorizing appropriations. To be cited as the Merchant Marine Act of 1935.

These identical bills seek to embody the recommendations contained in the President's message of March 4, 1935, and the Reports submitted therewith (1935 A. M. C. 347). They also embody parts of the Department of Commerce program of legislation previously introduced in various bills already listed.

Hearings, set for April 22nd, have been deferred until April 24th.