

For Information

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May, 1935

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

COMMITTEE ON CURRENT LEGISLATION

*List of Bills Received by Emory H. Niles, Chairman,
April 10, 1935, to April 20, 1935*

LIST No. 6

Senate Bills

S. 2555. Senator Wagner.

To amend R. S. 4442 relative to licenses of pilots of steam vessels.

S. 2556. Senator Wagner.

To amend the steering rules respecting orders to helmsmen by providing for the terminology "Starboard or Right Rudder" to mean to direct the vessel's head to starboard, and "Port or Left Rudder" to mean to direct the vessel's head to port. Also amend Article 18, Rule VIII of Section 1 of the Act of June 7, 1897 (Inland Rules), relative to overtaking vessels, is amended to provide for directing the vessel's course to starboard rather than putting her helm to port.

S. 2582. Senator Copeland.

Ship subsidy bill divided into ten titles, as follows:

- I. Declaration of Policy.
- II. United States Maritime Authority.
- III. Ocean-Mail Routes and Adjustment of Ocean-Mail Contracts.

- IV. New Construction.
- V. Financial Aid to the Merchant Marine.
- VI. Merchant Marine Funds.
- VII. Regulatory Powers.
- VIII. American Seamen.
- IX. Administrative Powers.
- X. Miscellaneous.

House Bills

H. R. 7286. Mr. Connery.

To transfer to the Department of Labor the unlicensed personnel of the marine workers now vested in the Department of Commerce, to be known as the Seamen's Bureau.

H. R. 7290. Mr. Welch.

To amend certain laws relating to American seamen. A complicated amending statute, referring to additional places of shipment of seamen, unlawful performance of duties of Shipping Commissioner, seamen's agreements and exemptions therefrom, restriction of shipment of seamen, wages of seamen, shipment and discharge of seamen, seamen's continuous discharge books, extra wages and travel expenses, qualifications of able seamen, unlimited liability of owners, non-application of provisions relating to inciting revolt or mutiny, and regulations.

H. R. 7319. Mr. Dunn.

To amend R. S. 4463 relative to the number of licensed officers required on board steam vessels, and hours of duty of such officers.

H. R. 7521. Mr. Bland.

The subsidy bill, corresponding to S. 2582.

H. R. 7524. Mr. Fernandez.

To extend the benefits of the United States Public Health Service to certain seamen who have served forty days or more, regardless of precedence of application and employment status.

MARITIME LAW ASSOCIATION.

At 4:30 P. M. next Friday, June 14th, the Italian super liner "Rex", through the courtesy of the directors of the Italian Line, will be thrown open for inspection by all members of the Maritime Law Association at Pier 59, North River, foot of West 18th Street. This letter should be shown at the gangway. If a member desires to bring other gentlemen as guests, notice should be given of their names to James W. Ryan, 99 John Street (phone Beekman 3-5660). A short reception at 4:30 o'clock sharp will precede the inspection. Officers of the Italian Line will explain the construction and functioning of the various parts of the hull, machinery and equipment, and the precautions against fire, collision, storms, and sinking. Prominent men in the shipping world will then discuss what similar precautions should be taken on all ocean-going passenger vessels. The members present will then be divided into small groups for an inspection tour, in each of which will be an officer of the "Rex" and a naval architect, shipmaster or chief engineer. In Group 1 will be Captain George L. Fried, Supervising Inspector, Steamboat Inspection Service; in Group 2, James French, chief surveyor for Lloyd's Register of Shipping; in Group 3, Daniel H. Cox of Gibbs & Cox, naval architects; and in the remaining groups other equally well known experts.

THE "REX".

Atlantic crossing record August, 1933, Gibraltar (Cape Tarifa) to New York (Ambrose), 4 days, 13 hours, 58 minutes, average speed 28.92 knots. Length: 880 ft.; Beam: 97 ft.; Height from Keel to Captain's Bridge: 120 ft.; Gross Tonnage: 51,062; Number of Decks: 11; Watertight Compartments: 15.

The "Rex" has four independent groups of Parson's turbines, high-pressure, superheated steam type. She has 14 Boilers and burns liquid fuel (Naphtha). Each driving group actuates one of the four propellers. The Auxiliary Plant consists of: (a) 3 Turbo-Dynamos, 2 Diesel-Dynamos, 1 Diesel-Dynamo (Emergency), 1 Diesel-Dynamo (Salvage). (b) Circulating, Suction, Pressure, Feed Pumps, etc. (c) Apparatus for artificial ventilation (Thermotank System) with hot or cold air.

NAVIGATING AND STEERING APPARATUS: Compasses, Gyroscope and Magnetic; Lead (Ultra-Sounder Type); Rudder (Hydroelectric), Weight, 100 tons; Telemotors (Hydraulic); Automatic Pilot; Electric Log, Rudder-Angle Indicator; Course Indicator.

SAFETY APPLIANCES: The vessel is divided into 15 watertight compartments, fitted with doors, hydraulic system, workable from the Bridge, with signalling apparatus. The central part of the ship has bulwark cofferdams for a length of about 443 feet. The propelling machinery is separated in watertight compartments so that one-half of the turbines and boilers, as well as essential auxiliaries, can continue working in case the vessel is seriously damaged. There are 24 life-boats; 22 are motor-driven, 4 having Marconi Installation. To prevent fire from spreading, there are eight fire-proof bulkheads, with fire-proof doors. There is an automatic fire-signalling system (light and sound type); also a hand-signalling system in direct communication with the Bridge. The Water Plant for fire-extinguishing is especially complete. The fire-extinguishing devices include smoke-indicators, carbon hydride and foamite apparatus, hand fire-extinguishers, and portable gear working water, foamite and carbon tetrachloride. There is a staff of 15 firemen, some of whom are always on duty, equipped with all up-to-date appliances.

WIRELESS: The Marconi Station comprises: A long-range transmitting and receiving station (long and medium wave type); a station (short wave type); an automatic signaller (Marconi System) for S.O.S. signals; a wireless telephone station for transmitting and receiving messages.

SUN DECK, Bridge, Chart Room, and Commander's Cabin; Gallery for "Squash Tennis"; Shooting Gallery and Boxing Ring.

SPORTS' DECK—Starting from Forward: Belvedere (First Class Passengers); Officers' Verandah; Officers' Cabins; Marconi Station; "Squash Tennis" Space; Medical Cabinets; Gymnasium; Grand Sports' Deck.

PROMENADE DECK (Boat Deck)—Starting from Forward: Belvedere (Special Class Passengers); First Class Verandah; Children's Play Room (1st Class); Marionette Theatre; First Class Cabins (Nos. 1-15); First Class Apartments (A and B); Open-Air Promenade; Bar Fumoir (1st Class) with Verandah on "Lido" Deck; Swimming Pool (1st Class); The "Lido".

SOCIAL DECK—Starting from Forward: Belvedere (Tourist Class); Verandah (Tourist Class); Smoking Saloon (Tourist Class); Ladies' Saloon (Tourist Class); First Class Cabins with Private Verandahs (Nos. 31-42); Cabins C and D; Closed Verandah (First Class), Bar and Soda-Foun-

tain; Social and Concert Hall, Theatre and Saloon Accessory Service (Saloon in XVIIIth century style, 87 x 67 ft.—Grand Hall, 144 x 61 ft.); Reading and Writing Rooms; Show-Window Gallery; Shop; First Class Cabins (Nos. 43-47); Closed Promenade (1st Class), continuation of Verandah encircling Social Hall, with total development of 984 ft. and mean width of 20 ft.; Gymnasium (Special Class); Sport Deck (Special Class); Verandah, Bar, and Swimming Pool (Special Class). The furnishings in the First Class Saloons are by Ducrot; in the First Class Verandah by Giannini; in the Special Class Saloons by Monti. The tapestries in the First Class Saloons are authentic.

"A" DECK—Starting from Forward: Promenade (Third Class); Verandah (Third Class); Third Class Smoking Room and Ladies' Saloon; First Class Cabins (Nos. 101-171) and Apartments from E to R; Grand Entrance Hall (First Class) and Accessory Offices; Restaurant; Children's Room (Special Class), Marionette Theatre; Smoking Room, Hall, and Ladies' Saloon (Special Class); Verandah with Entrance to Special Class (Total Length: 262 ft., and Mean Width: 16 ft.); Open-Air Promenade (Special Class). First Class Saloons, by Ducrot; Special Class Saloons, by Monti; Third Class Saloons, by Gavarone.

"B" DECK—Starting from Forward: Third Class Dining Saloon; Tourist Class Dining Saloon; Small Dining Room; First Class Cabins (Nos. 201-255); First Class Entrance Hall; First Class Baggage Room and Flower Depot; The Chapel (Upper Floor); First Class Dining Saloon with Private Dining Rooms; Children's Dining Saloon (First Class); Dining Saloon (Special Class); Open-Air Promenade (Special Class). First Class Saloons, by Ducrot; Special Class Saloons, by Monti; Tourist Class Saloons, by Giannini; Third Class Saloons, by Gavarone.

"C" DECK—Starting from Forward: Third Class Cabins (Nos. 401-442); Third Class Entrance Hall; Tourist Class Entrance Hall; Tourist Class Cabins (Nos. 1-25); First Class Cabins (Nos. 301-349); The Chapel (Lower Floor); Special Class Cabins (Nos. 350-499); Special Class Entrance Hall. Church Furnishings, by Ducrot. The "Madonna" at the Altar by Gaudenzi.

"D" DECK—Starting from Forward: Third Class Entrance Hall; Third Class Cabins (Nos. 452-482); Tourist Class Cabins (Nos. 35-107); Tourist Class Cabins Interchangeable with Special Class (Nos. 501-667); Tourist Class Secondary Entrance Hall; Embarkation Hall; Main Longitudinal Corridors for Passengers and Service.

"E" DECK—Starting from Forward: Third Class Cabins (Nos. 490-520 and Nos. 131-302), interchangeable for Tourist Class; Third Class Entrance Hall; Entrance Hall for Embarking the Various Classes in a Roadstead; Garage for 15 Motor-Cars with Bulwark Ports.

"F" DECK—Third Class Cabins (Nos. 531-542 and Nos. 321-376); Interchangeable for Tourist Class.

"G" DECK—Service Rooms, Baggage Rooms, etc.

"H" DECK—Engines, Boilers, Auxiliaries.

PASSENGERS: (a) 378 First Class: 12 "De Luxe" apartments, bedroom, sitting-room, bath, and baggeroom, on the "Social Deck" and "A" Deck. 14 "De Luxe" Staterooms, with 2 Beds, Vestibule, Bath, Shower, WC and Private Verandah, on the "Social Deck". 128 First Class Staterooms (2 Berths) and 53 (1 Berth); on Promenade, "Social Deck", "A", "B" and "C" Decks; (b) 378 Special Class on "C" Deck; (c) 410 Tourist Class Passengers on "C" and "D" Decks; (d) 866 Third Class on "C", "D" and "E" Decks.

DINING SALOONS: Dining Saloons for All Classes are on "B" Deck. The First Class Dining Saloon accommodates 400 Persons. The First Class Restaurant or Grill is on "A" Deck, and accommodates 40 Persons. A small Dining Room accommodates 32 children. The Special Class Dining Saloon accommodates 410 Persons, the Tourist Class 428 and the Third Class 456.

The Kitchens occupy 5920 square feet. The electric ranges are of stainless steel, with automatic dish washers. In one hour the plant can serve: 700 Cups of Coffee; 500 Pieces of Toast; 1500 Cups of Tea; 1700 Rolls. In one day the Pastry Department can make 500 Pies or Tarts, 8500 Small Tarts, and 2200 Ices.

PERSONNEL: Commander, Second Commander, Seven Deck Officers, Chief Engineer, Twenty-four Engineers, Two Chief Electricians, Chief Purser, Four Pursers, Three Enquiry and Travel Office Clerks, Four Marconi Operators, Two Doctors, Chaplain. Deck Force (Seamen) 80; Engineers' Force 112. Chief Purser's Staff, 370. Kitchen Service Staff, 89.

There is dancing every evening in the First Class Social Hall, and in the Special Class and Tourist Class Saloons. First Class Ball Room, with Theatre, area 5382 sq. ft.; Special Class Hall, 2691 sq. ft.

There are two Swimming Pools, the First Class on the Promenade Deck 23 x 49 ft. and the Special Class on the "Social Deck," 23 x 16 ft. Both are encircled by large "Lido" Decks and Verandahs with Bars and Restaurant. The Pools can be filled with either seawater or fresh water.