LAWS
OF THE
UNITED STATES,
PASSED AT THE
Third Session of the Forty-First Congress.

CHAP. C.—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 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 to the United States the sum of five hundred dollars for each offence, 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 offence.

SEC. 2. And be it further enacted, That every steamer 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 any such vessel shall be well and 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 stove-pipes 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 upward, or any steamer carrying passengers, and [which] 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 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 to 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 [properly] provided with nozzles, and kept in good order and ready for immediate service. And every steamer exceeding two 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 shipped up, and ready for immediate use; and on every such steamer not exceeding two hundred tons, one of such pumps may be dispensed with, and such 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 bales of 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 conforming to 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 gunpowder 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 Farenheight thermometer, may 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 packed in good metallic vessels; 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 screws, other than ordinary fastenings, and stowed in a safe part of the vessel, or 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 permission to the owner of any steam-vessel for the use of any invention or process for the utilization of petrolium 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, naptha, benzine, benzole, coal-oil, crude or refined petroleum, oil of vitriol, nitric or any 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 or put up for shipment any gunpowder, nitro-glycerine, camphine, naptha, benzine, benzole, coal-oil, crude or refined petroleum, oil of vitriol, nitric or other chemical acids, oil or spirits of turpentine friction matches, or other articles of like character, otherwise than 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 during 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 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 good and efficient 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 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, fire-proof, and in all respects good and substantial 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 judgment 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, as his discretion.

SEC. 8. And be it further enacted, That ever such vessel carrying passengers shall be provided with a good life-preserver, made of suitable material, for every cabin passenger for whom she will have accommodation, and also a good life-preserver or buoy for each deck or other class passenger which the inspector's certificate shall allow her to carry, indicating the officers and crew, which life-preservers or floats shall be kept in convenient and accessible places on such vessel 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 not have 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 buckets, six water barrels, 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 leaks or suitable substitutes shall be furnished, or provided in sufficient number, may be substituted for buckets.

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, attached to such passenger, for their escape to the upper deck, in case of fire, when sleeping or other cause necessitate the; and in the stowage of freight, passenger stairways or means of egress to every entry, gangway or passage, from which shall be left open both fore and aft or the vessel, and also to and along the guards on both sides; and it shall be the duty of the captain or master of such vessel to assign to all such passengers when taking passage the specific deck to which they may resort during the night, such deck being one to which access can be readily had by such passengers.

SEC. 10. And be it further enacted, That no passenger shall be stowed about the boilers or machinery in such a manner as to 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 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 the signal: Provided, That on any such vessel, navigated by the mariners' 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 of 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 and the uses of steam in navigation, shall be fully 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 an 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 to 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 boiler; 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 written 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 wholly 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 gauge-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 engaged in 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 provisions 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 adopted by the Secretary of the Treasury.

Third. That in inspecting the hydrostatic pressure of 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, sound, thirty-two inches in diameter, made in the best manner, of inspected iron plates, one fourth of an inch thick, and of quality required by law, and shall rate 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 a 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 such boiler at less than three fourths of said test pressure; but all boilers used on steam-vessels, and constructed of iron and 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 inspection shall be made, in accordance with such forms 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 with metal, as 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 other chief officer of the customs of the district; they shall also keep a like record of certificates authorizing gunpowder to be carried as freight by any steamer carrying passengers, and shall keep a like record of all licenses granted to captains, masters, pilots, and engineers, and of all refusals of the same; also, of all suspensions, or revocations of licenses; also, of all such 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 their refusal of license, 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 laws that 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 offence; 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 navigate the vessel safely, including the proper officers and pilots; 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 any person interested in the vessel, the deficiency may be temporarily supplied until she shall reach a port where such officer can be obtained.

SEC. 15. And be it further enacted, That when any person shall apply to be licensed as captain or master of a steamer, the inspectors shall make strict inquiry of his character, and shall carefully examine the applicant as well as the testimony he may produce 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 is competent to command a steamer, and that he is a person of care, sobriety, and good habits, they shall then issue to him a license for the term of one year, specifying the station for which he makes application, they shall grant him a license authorizing him to discharge the duties of any such station for the term of one year; authorize their clerk to issue certificates of license, authenticated by their official seal, to such persons as shall pass the required examination, and perform all the duties required of them by this act.

SEC. 16. And be it further enacted, That the said inspectors shall examine all persons who may apply for license as pilots, by regulating and navigating steamers, and those shall be such as shall satisfy them of their competency, by reasonable proofs, to perform such duties, and shall grant to such persons licenses, authenticated by their official seal, for the term of one year, specifying the station for which such license is granted, and for which such pilot is competent; and they shall also issue a license to any such pilot who shall be recommended by the board of supervising inspectors of any district, 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, unskillfulness, intemperance, or the wilful 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 shall find it expedient so to do.

SEC. 17. 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[s] shall make diligent inquiry as to his character and merits, and if satisfied from personal examination of the applicant, with 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 one year to pilot any such 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 wilful violation of any provision 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 and 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; or, in the revocation of his license: Provided, That in case 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 issued shall state on its face that he is authorized to act in such double capacity.

SEC. 18. And be it further enacted, That the said local boards of inspectors shall investigate all acts of incompetency or misconduct committed by such 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 a 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, to which he shall be invited, such witness shall be examined under oath touching the performance of his duties by any such licensed officer, and if the board shall be satisfied that such licensed officer is incompetent, or has been guilty of misbehavior, negligence, unskillfulness, or has endangered life, or wilfully 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, and shall satisfy himself that the battery of such summons, not exceeding the rate allowed for fees and to witnesses for travel and attendance in any circuit or district courts in 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, any person deeming himself wrongfully 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 decision 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 on the local inspectors by the terms of this act, and such witnesses and the marshal shall be paid in the same manner as hereinbefore 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 any 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 and departing to and from their respective ports so often as to enable them to detect any neglect to comply with the requirements of law, and 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 re-examination of the case to 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 repairs to be made where those interested can most conveniently do them; and no inspector 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 collecting districts where by 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 appointed 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 obtaining such ratings for 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 thereof, in "the way of a report, in such 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 deems 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 he shall be the judge of all masters, engineers, and pilots, and of such vessels to answer all questions, and give all the information in their matters, and shall report to the inspectors, in such power in regard to any such vessel so visited, and her machinery, equipment, and the manner of managing her.

SEC. 25. And be it further enacted, That whenever a supervising inspector reports to the inspectors any master, owner, or other person, as guilty of a violation of any provision of this act, or of any neglect to the provisions of this act, he shall report the facts in writing to the board in the district where the vessel was when the offence was committed, and the board shall cause the accused party to be summoned to appear and answer the charge, and if the supervising inspector believes the evidence sustains the charge, he shall report the case to the district court of the district where the offence was committed, or to the district court of the district where the offender may be found, and it shall be the duty of the district attorney to prosecute the case to final judgment, and to report to the Secretary of the Treasury the proceedings and result in each case; and the supervising inspector shall report to the Secretary of the Treasury the name of every person who has been licensed by the inspectors, and the facts in each case of neglect or violation of law by any person or persons, and the action of the district attorney in each case.

SEC. 26. And be it further enacted, That the said supervising inspector-general shall make an annual report to the Secretary of the Treasury, of the operations of the office of inspectors of steam-vessels, showing the number of vessels inspected, the number of accidents to steamers, the number of lives lost by accidents to steamers, and the causes thereof, with such other information as may be deemed of public importance; and he shall also report the name of every person who has received a license from the inspectors, and the number of licenses revoked; and he shall also report such matters as may be deemed by him of importance, and such as may be required by the Secretary of the Treasury; and he shall also report such modifications of the laws of the United States as will, in his judgment, promote the safety of life on steamers; and he shall also report such matters as may be required by the Secretary of the Treasury.

SEC. 27. And be it further enacted, That the said supervising inspector-general shall be ex-officio a member of the board of supervising inspectors, and shall be their clerk, and shall perform such other duties as may be required by the Secretary of the Treasury; and he shall receive from the Treasury a salary of two thousand five hundred dollars per annum, and his necessary expenses while on the business of his office, when out of the city of Washington, to be paid in the same manner as those of the supervising inspectors.

SEC. 28. And be it further enacted, That the said supervising inspectors shall, at their first meeting after the passage of this act, and from time to time thereafter, make such rules and regulations as they shall deem necessary to carry into effect the provisions of this act, and the same, when approved by the Secretary of the Treasury, shall be of equal force with this act; and they shall also prescribe such forms and regulations as they shall deem necessary to secure the faithful execution of this act by the officers and crews of steam-vessels, and to prevent the evasion of the same, and to secure the attendance of witnesses, and the production of books and papers relating to the business of the boards of inspectors; and they shall also prescribe such forms of license for masters, engineers, and pilots, as they shall deem expedient, and such forms of oath to be taken by them, as they shall deem necessary to secure the faithful performance of their duties; and they shall also prescribe such forms of license for the officers of the boards of inspectors