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CHAP. 412.—An act for the registry or enrollment of the barges Herdis and Agostino C. June 11, 1890.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Commissioner of Navigation is hereby authorized and directed to admit to registry, as barges of the United States, the following-named foreign-built vessels, wrecked in American waters, purchased, repaired, and owned by C. C. Pinckney, junior, of Charleston, South Carolina, a citizen of the United States, namely, the Herdis and the Agostino C. Foreign-built vessels "Herdis" and "Agostino C." admitted to American registry.

Approved, June 11, 1890.

CHAP. 413.—An act to provide for an American register for a steamer to be named Australia, owned by a corporation of the State of California. June 11, 1890.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Commissioner of Navigation is hereby authorized and directed to cause the foreign-built steamer Australia, owned at the port of San Francisco, State of California, by the Oceanic Steam-ship Company, a corporation of said State of California, said steamer wrecked and rebuilt in the United States, to be registered as a vessel of the United States, under the name of Australia. Foreign-built steamer "Australia" admitted to American registry.

SEC. 2. That the Secretary of the Treasury be, and hereby is, authorized and directed to authorize and direct the inspection of said steam-vessel, steam-boiler, steam-pipes, and appurtenances of said boiler, and cause to be granted the proper and usual certificate issued to steam-vessels of the merchant marine, without reference to the fact that said steam-boiler, steam-pipes, and appurtenances, or some part thereof, were not constructed pursuant to the laws of the United States, and may not have been wholly constructed of iron stamped pursuant to said laws; and the tests to be applied on the inspection of said boiler, steam-pipes, and appurtenances will be the same in all respects as to strength and safety as are required in the inspection of boilers constructed in the United States for marine purposes, save that the fact that said boiler, steam-pipes, and appurtenances, or some part thereof, not being constructed pursuant to the requirements of the laws of the United States, and may be in part of unstamped iron, shall not be an obstacle to the granting of the usual certificate if said boiler, steam-pipes, and appurtenances are found to be of sufficient strength and safety. Inspection, etc. Certificate. Tests, etc.

Approved, June 11, 1890.

CHAP. 414.—An act to provide an American register for the steamer Sacrobosco. June 11, 1890.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Commissioner of Navigation is hereby authorized and directed to cause the foreign-built steamer Sacrobosco, purchased and wholly owned by American citizens, and repaired by them at New York, to be registered as a vessel of the United States under the name of Conemaugh. Foreign-built steamer "Sacrobosco" admitted to American registry as the "Conemaugh."

SEC. 2. That the Secretary of the Treasury be, and hereby is, authorized and directed to authorize and direct the inspection of said steam-vessel, steam-boiler, steam-pipes, and the appurtenances of said boiler, and cause to be granted the proper and usual certificate issued to steam-vessels of the merchant marine, without reference to the fact that said steam-boiler, steam-pipes, and appurtenances were not constructed pursuant to the laws of the United States, and were not constructed of iron stamped pursuant to said laws; and the tests Inspection, etc. Certificate. Tests, etc.