

CHAP. 875.—An act in regard to collision at sea.

September 4, 1890.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That in every case of collision between two vessels it shall be the duty of the master or person in charge of each vessel, if and so far as he can do so without serious danger to his own vessel, crew, and passengers (if any), to stay by the other vessel until he has ascertained that she has no need of further assistance, and to render to the other vessel, her master, crew, and passengers (if any) such assistance as may be practicable and as may be necessary in order to save them from any danger caused by the collision, and also to give to the master or person in charge of the other vessel the name of his own vessel and her port of registry, or the port or place to which she belongs, and also the name of the ports and places from which and to which she is bound. If he fails so to do, and no reasonable cause for such failure is shown, the collision shall, in the absence of proof to the contrary, be deemed to have been caused by his wrongful act, neglect, or default.

Collision of vessels at sea.

Duty of master of vessel to stay by other vessel.

To render assistance.

To give name, etc., of his vessel.

Consequence of failure to comply.

SEC. 2. That every master or person in charge of a United States vessel who fails, without reasonable cause, to render such assistance or give such information as aforesaid shall be deemed guilty of a misdemeanor, and shall be liable to a penalty of one thousand dollars, or imprisonment for a term not exceeding two years; and for the above sum the vessel shall be liable and may be seized and proceeded against by process in any district court of the United States by any person; one-half such sum to be payable to the informer and the other half to the United States.

Crime.

Penalty.

Vessel liable to seizure, etc.

Process in district court.

Moiety payable to informer, etc.

SEC. 3. That this act shall take effect at a time to be fixed by the President by Proclamation issued for that purpose.

Operation.

Post, p. 1561.

Approved, September 4, 1890.

CHAP. 876.—An act to provide an American register for the steamer Italia.

September 4, 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 Italia, wrecked on Watlings Island, and purchased and owned wholly by American citizens and repaired by American workmen, to be registered as a vessel of the United States upon completion of said repairs.

"Italia."

American register granted to foreign-built steamer.

SEC. 2. That the Secretary of the Treasury be, and hereby is, authorized and directed to authorize and direct the inspection of said vessel, steam-boiler, steam-pipes, and the appurtenances of said boiler, and cause to be granted the register 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 to be applied in the inspection of said boilers, 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 the fact that said boiler, steam-pipes, and appurtenances not being constructed pursuant to the requirements of the laws of the United States, and are 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.

Approved, September 4, 1890.