

Cooperation of Gov-
ernment agencies.

Technical advisory
committees.

Professional, etc.,
services.

Jurisdiction.

Appropriation
authorized.
Post, p. 1795.

Conflicting laws re-
pealed.

SEC. 4. The Secretary, in administering this Act, is authorized to cooperate with and may seek and accept the assistance of any Federal, State, or municipal department or agency, or any educational or scientific institution, or any patriotic association, or any individual.

(b) When deemed necessary, technical advisory committees may be established to act in an advisory capacity in connection with the restoration or reconstruction of any historic or prehistoric building or structure.

(c) Such professional and technical assistance may be employed without regard to the civil-service laws, and such service may be established as may be required to accomplish the purposes of this Act and for which money may be appropriated by Congress or made available by gifts for such purpose.

SEC. 5. Nothing in this Act shall be held to deprive any State, or political subdivision thereof, of its civil and criminal jurisdiction in and over lands acquired by the United States under this Act.

SEC. 6. There is authorized to be appropriated for carrying out the purposes of this Act such sums as the Congress may from time to time determine.

SEC. 7. The provisions of this Act shall control if any of them are in conflict with any other Act or Acts relating to the same subject matter.

Approved, August 21, 1935.

[CHAPTER 594.]

AN ACT

August 21, 1935.
[S. 2156.]
[Public, No. 293.]

To extend the times for commencing and completing the construction of a bridge across the Chesapeake Bay between Baltimore and Kent Counties, Maryland.

Chesapeake Bay.
Time extended for
bridging, between Bal-
timore and Kent Coun-
ties, Md.
Vol. 47, p. 1560; Vol.
48, p. 939.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the times for commencing and completing the construction of a bridge across the Chesapeake Bay between Baltimore and Kent Counties, Maryland, authorized to be built by the Chesapeake Bay Bridge Company by section 11 of the Act of Congress approved March 4, 1933, and extended by Act of Congress approved June 12, 1934, are hereby further extended one and three years, respectively, from the date of approval hereof.

Amendment.

SEC. 2. The right to alter, amend, or repeal this Act is hereby expressly reserved.

Approved, August 21, 1935.

[CHAPTER 595.]

AN ACT

August 21, 1935.
[S. 2556.]
[Public, No. 294.]

To amend and supplement the steering rules respecting orders to helmsmen on all vessels navigating waters of the United States, and on all vessels of the United States navigating any waters or seas, in section 1 of the Act of August 19, 1890, section 1 of the Act of June 7, 1897, section 1 of the Act of February 8, 1895, and section 1 of the Act of February 19, 1895.

Navigation of vessels;
steering rules.
Vol. 25, p. 320.
U. S. C., p. 1449.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That section 1 of the Act of August 19, 1890 (ch. 802, 26 Stat. 320; U. S. C., title 33, secs. 61 to 141, arts. 1 to 31), is amended and supplemented by adding at the end thereof as section 142, title 33, of the United States Code the following:

"ART. 32. All orders to helmsmen shall be given as follows:

" 'Right Rudder' to mean 'Direct the vessel's head to starboard.' "

" 'Left Rudder' to mean 'Direct the vessel's head to port.' "

SEC. 2. Section 1 of the Act of June 7, 1897 (ch. 4, 30 Stat. 96; U. S. C., title 33, secs. 154 to 231, arts. 1 to 31), is amended and supplemented by adding at the end thereof as section 232, title 33, of the United States Code the following:

"ART. 32. All orders to helmsmen shall be given as follows:

"'Right Rudder' to mean 'Direct the vessel's head to starboard.'"

"'Left Rudder' to mean 'Direct the vessel's head to port.'"

Article 18, rule VIII, of said section 1 is amended to read as follows:

"RULE VIII. When steam vessels are running in the same direction, and the vessel which is astern shall desire to pass on the right or starboard hand of the vessel ahead, she shall give one short blast of the steam whistle, as a signal of such desire, and if the vessel ahead answers with one blast, she shall direct her course to starboard, or if she shall desire to pass on the left or port side of the vessel ahead, she shall give two short blasts of the steam whistle as a signal of such desire, and if the vessel ahead answers with two blasts, shall direct her course to port; or if the vessel ahead does not think it safe for the vessel astern to attempt to pass at that point, she shall immediately signify the same by giving several short and rapid blasts of the steam whistle, not less than four, and under no circumstances shall the vessel astern attempt to pass the vessel ahead until such time as they have reached a point where it can be safely done, when said vessel ahead shall signify her willingness by blowing the proper signals.

"The vessel ahead shall in no case attempt to cross the bow or crowd upon the course of the passing vessel."

SEC. 3. Section 1 of the Act of February 8, 1895 (ch. 64, 28 Stat. 645; U. S. C., title 33, secs. 241 to 293, rules 1 to 28), is amended and supplemented by adding at the end thereof as section 294, title 33, of the United States Code the following:

"RULE 29. All orders to helmsmen shall be given as follows:

"'Right Rudder' to mean 'Direct the vessel's head to starboard.'"

"'Left Rudder' to mean 'Direct the vessel's head to port.'"

SEC. 4. Section 1 of the Act of February 19, 1895 (ch. 102, 28 Stat. 672; U. S. C., title 33, secs. 301 to 351, rules 1 to 26), is amended and supplemented by adding at the end thereof as section 352, title 33, of the United States Code, the following:

"RULE 27. All orders to helmsmen shall be given as follows:

"'Right Rudder' to mean 'Direct the vessel's head to starboard.'"

"'Left Rudder' to mean 'Direct the vessel's head to port.'"

SEC. 5. The provisions of this Act shall become fully effective for all ocean and coastwise vessels on January 1, 1936, and for all vessels on the Great Lakes, bays, sounds, harbors, rivers, and lakes other than the Great Lakes, of the United States on January 1, 1937.

Approved, August 21, 1935.

[CHAPTER 596.]

AN ACT

To amend the Act entitled "An Act to authorize the construction and operation of certain bridges across the Monongahela, Allegheny, and Youghiogheny Rivers in the county of Allegheny, Pennsylvania", approved June 4, 1934.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That clause (c) of section 1 of the Act entitled "An Act to authorize the construction and operation of certain bridges across the Monongahela, Allegheny, and Youghiogheny Rivers in the county of Allegheny, Pennsylvania",

Vol. 30, p. 96.
U. S. C., p. 1454.

Passing signals.

Rules governing
Great Lakes, etc.
Vol. 28, p. 645.
U. S. C., p. 1458.

Rules for certain in-
land waters.
Vol. 28, p. 672.
U. S. C., p. 1461.

R. S., sec. 4233, p. 815.

Effective dates.

August 21, 1935.
[H. R. 7438.]
[Public, No. 295.]

Bridge construction
in Allegheny County,
Pa.
Vol. 48, p. 837.
Post, p. 1197.