

Boat-disengaging apparatus.

Rules and regulations.

safety of all persons on board such vessel in case of disaster; and every seagoing vessel carrying passengers, and every such vessel navigating any of the northern or northwestern lakes, shall have the lifeboats required by law, provided with suitable boat-disengaging apparatus, so arranged as to allow such boats to be safely launched. And the Board of Supervising Inspectors shall fix and determine, by their rules and regulations, the character and arrangement of boat-disengaging apparatus and the character of lifeboats, floats, rafts, life-preservers, line-carrying projectiles, and the means of propelling them, and drags that shall be used on such vessels, and also the character and capacity of pumps or other appliances for freeing the steamer from water in case of heavy leakage, the capacity of such pumps or appliances being suited to the navigation in which the steamer is employed."

Approved, August 10, 1939.

[CHAPTER 644]

AN ACT

August 10, 1939  
[H. R. 7091]

[Public, No. 372]

To amend section 4471 of the Revised Statutes of the United States, as amended (U. S. C., 1934 edition, title 46, sec. 464).

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That section 4471 of the Revised Statutes of the United States, as amended (U. S. C., 1934 edition, title 46, sec. 464), is hereby amended to read as follows:

"SEC. 4471. Every steamer permitted by her certificate of inspection to carry as many as fifty passengers, or upward, and every steamer carrying passengers, which also carries cotton, hay, or hemp, shall be provided with a good double-acting steam fire pump, or other equivalent apparatus for throwing water. Such pump or other 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 which pipes there shall be attached, by means of stopcocks 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 properly provided with nozzles, and kept in good order and ready for immediate service. Each fire pump thus prescribed 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. Every steamer shall also be provided with a pump which shall be of sufficient strength and suitably arranged to test the boilers thereof.

"On and after October 1, 1937, every passenger vessel with berthed or stateroom accommodation for fifty or more passengers shall be equipped with an automatic sprinkler system, which shall be in addition to any other device or devices for fire protection, of a type prescribed by the Board of Supervising Inspectors and approved by the Secretary of Commerce. All enclosed portions of such vessels accessible to passengers or crew (except cargo holds, machinery spaces, and, when of fire-resisting construction, toilets, bathrooms, and spaces of similar construction) shall be protected by an automatic sprinkler system: *Provided*, That if after investigation the Bureau of Marine Inspection and Navigation finds in the case of a particular vessel the application of this paragraph is unnecessary properly to protect life on such vessel, an exception may be made. The Bureau of Marine Inspection and Navigation shall cause to be made suitable tests and inspections as will insure the proper working of such systems. In

Steam vessels, fire protection.

R. S. § 4471.  
46 U. S. C. § 464;  
Supp. IV. § 464.

Fire pump, pipe, and hose requirements.

Pump to test boilers.

Automatic sprinkler system.

*Proviso.*  
Exception.

Tests and inspections.

carrying out the provisions of this paragraph the Bureau of Marine Inspection and Navigation is hereby authorized and directed to prescribe the particular approved type, character, and manner of installation of systems to be fitted. The term 'type' as used in this paragraph shall be considered to mean any system which will give a prescribed or required efficiency and shall not mean some peculiar shape or design and shall not be confined to some certain brand or make."

Approved, August 10, 1939.

"Type" defined.

[CHAPTER 645]

JOINT RESOLUTION

Giving the consent of the Congress to an agreement between the States of Iowa and Missouri establishing a boundary between said States.

August 10, 1939  
[S. J. Res. 181]  
[Pub. Res., No. 47]

Whereas, under date of December 13, 1937, the State of Missouri commenced suit against the State of Iowa in the Supreme Court of the United States for the purpose of determining the boundary line between the county of Clark in the State of Missouri and the county of Lee in the State of Iowa; and

Iowa and Missouri  
boundary.  
Preamble.

Whereas, by stipulation filed in the said Supreme Court of the United States, it was proposed that the Legislature of Iowa and the Legislature of Missouri pass like bills, the State of Missouri waiving and relinquishing to the State of Iowa all jurisdiction to lands lying north and east of the Des Moines River, now in the county of Clark, State of Missouri, and the State of Iowa waiving and relinquishing to the State of Missouri all lands lying south and west of the Des Moines River, and now in the county of Lee, State of Iowa, and that said acts be submitted to the Congress of the United States for its approval; and

Whereas, in accordance with said stipulation, the Forty-eighth General Assembly of the State of Iowa did at such session pass such act, this act being known and designated as House File Numbered 651, Acts of the Forty-eighth General Assembly of Iowa, bearing the signatures of John R. Irwin, speaker of the house; Bourke B. Hickenlooper, president of the senate; and the signature and approval of George A. Wilson, Governor of Iowa, under date of April 18, 1939, said act being thereupon properly published and becoming law under date of April 23, 1939; and

Whereas said act provided in substance that the Des Moines River in its present course as heretofore declared by the Congress of the United States shall be and remain the true boundary line between the State of Missouri and the State of Iowa; that the State of Iowa relinquishes all jurisdiction to all lands in Lee County lying south and west of the Des Moines River, being south and east of the east and west boundary line between the States of Iowa and Missouri, and that the effective date of the relinquishment of jurisdiction shall be as of midnight of the 31st day of December following the passage of the Act of Congress approving the relinquishment of jurisdiction; and

Whereas, in accordance with stipulation as aforesaid, the Sixtieth General Assembly of the State of Missouri did, at such session, pass a like act, this act being known and designated as senate bill 350 of the acts of the Sixtieth General Assembly of Missouri and bearing the signature and approval of Lloyd C. Stark, Governor of Missouri, under date of June 16, 1939; and

Whereas said act provides in substance that the Des Moines River shall be the true boundary line as between Missouri and Iowa; that the State of Missouri relinquishes all jurisdiction to all lands lying north and east of the Des Moines River and that the effective date