

[CHAPTER 128]

AN ACT

To amend laws for preventing collisions of vessels.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That article 11 of section 1 of the Act of June 7, 1897 (U. S. C., 1934 edition, title 33, sec. 180), be, and is hereby, amended to read as follows:

"ART. 11. A vessel under one hundred and fifty feet in length when at anchor shall carry forward, where it can best be seen, but at a height not exceeding twenty feet above the hull, a white light in a lantern so constructed as to show a clear, uniform, and unbroken light visible all around the horizon at a distance of at least one mile: *Provided*, That the Secretary of War may, after investigation, by rule, regulation, or order, designate such areas as he may deem proper as 'special anchorage areas'; such special anchorage areas may from time to time be changed, or abolished, if after investigation the Secretary of War shall deem such change or abolition in the interest of navigation: *Provided further*, That vessels not more than sixty-five feet in length when at anchor in any such special anchorage area shall not be required to carry or exhibit the white light required by this article.

"A vessel of one hundred and fifty feet or upward in length, when at anchor, shall carry in the forward part of the vessel, at a height of not less than twenty and not exceeding forty feet above the hull, one such light, and at or near the stern of the vessel, and at such a height that it shall be not less than fifteen feet lower than the forward light, another such light.

"The length of a vessel shall be deemed to be the length appearing in her certificate of registry."

SEC. 2. Rule 9 of section 1 of the Act of February 8, 1895, as amended (U. S. C., 1934 edition, title 33, sec. 258), be, and is hereby, amended to read as follows:

"RULE 9. A vessel under one hundred and fifty feet register length, when at anchor, shall carry forward, where it can best be seen, but at a height not exceeding twenty feet above the hull, a white light constructed so as to show a clear, uniform, and unbroken light visible all around the horizon at a distance of at least one mile: *Provided*, That the Secretary of War may, after investigation, by rule, regulation, or order designate such areas as he may deem proper as 'special anchorage areas'; such special anchorage areas may from time to time be changed, or abolished, if after investigation the Secretary of War shall deem such change or abolition in the interest of navigation: *Provided further*, That vessels not more than sixty-five feet in length, when at anchor, in any such special anchorage area shall not be required to carry or exhibit the white light required by this article.

"A vessel of one hundred and fifty feet or upward in register length, when at anchor, shall carry in the forward part of the vessel, two white lights at the same height of not less than twenty and not exceeding forty feet above the hull and not less than ten feet apart horizontally and athwartships, except that each need not be visible all around the horizon but so arranged that one or the other, or both, shall show a clear, uniform, and unbroken light and be visible from any angle of approach at a distance of at least one mile; and at or near the stern of the vessel two similar lights, similarly arranged and at such a height that they shall not be less than fifteen feet lower than the forward lights. In addition the four anchor lights above specified, at least one white deck light shall be displayed in every interval of one hundred feet along the deck measuring from the forward lights, said deck lights to be not less than two feet above the

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Navigation rules for harbors, etc., generally.
30 Stat. 98.
Post, p. 163.
Anchor lights on small vessels.

Provisos.
"Special anchorage areas."

Exempted vessels.

Large vessels.

Vessel length defined.

28 Stat. 647.

Great Lakes, etc.
Anchor lights on small vessels.

Provisos.
"Special anchorage areas."

Exempted vessels.

Large vessels.

deck and arranged, so far as intervening structures will permit, so as to be visible from any angle of approach.”

SEC. 3. Rule 10 of section 4233 of the Revised Statutes, as amended (U. S. C., 1934 edition, title 33, sec. 319), be and is hereby, amended to read as follows:

“RULE 10. All vessels, whether steam vessels or sail vessels, when at anchor in roadsteads or fairways, shall, between sunset and sunrise, exhibit where it can best be seen, but at a height not exceeding twenty feet above the hull, a white light in a globular lantern of eight inches in diameter, and so constructed as to show a clear, uniform, and unbroken light, visible all around the horizon, and at a distance of at least one mile: *Provided*, That the Secretary of War may, after investigation, rule, regulation, or order, designate such areas as he may deem proper as ‘special anchorage areas’; such special anchorage areas may from time to time be changed, or abolished, if after investigation the Secretary of War shall deem such change or abolition in the interest of navigation: *Provided further*, That vessels not more than sixty-five feet in length when at anchor in any such special anchorage area shall not be required to carry or exhibit the white light required by this article.”

Approved, April 22, 1940.

[CHAPTER 129]

AN ACT

Authorizing the reconstruction or replacement of certain bridges necessitated by the Rio Grande canalization project and authorizing appropriation for that purpose.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Secretary of State, acting through the American Section, International Boundary Commission, United States and Mexico, is authorized to reconstruct or replace certain bridges over the Rio Grande within the Rio Grande canalization project known as the Courchesne, Country Club, Borderland, and Vinton Bridges in El Paso County, Texas, and the Berino, Vado, Mesquite, Shalem, and Hatch-Rincon Bridges in Dona Ana County, New Mexico, and such other bridges within said project as the Secretary of State may determine to include.

SEC. 2. That notwithstanding the limitation imposed on the total cost of construction of the Rio Grande canalization project by section 2 of the Act entitled “An Act authorizing construction, operation, and maintenance of Rio Grande canalization project and authorizing appropriation for that purpose”, approved June 4, 1936, there is authorized to be appropriated the sum of \$350,000, which shall be in addition to appropriations heretofore authorized for such project, for the purposes of carrying out the provisions of section 1 hereof, other than for operation and maintenance, including salaries and wages, fees for professional services; rents, travel expenses; per diem in lieu of actual subsistence; printing and binding, lawbooks and books of reference; purchase, exchange, maintenance, repair, and operation of motor-propelled passenger- and freight-carrying vehicles; hire with or without personal services, of work animals and animal-drawn and motor-propelled vehicles and equipment; acquisition by donation, condemnation, or purchase of real and personal property; transportation (including drayage) of personal effects of employees upon change of station; telephone, telegraphic, and air-mail communications; rubber boots for official use by employees; ice; equipment, services, supplies, and materials and other such miscellaneous expenses as the Secretary of State may deem necessary prop-

28 Stat. 672.

Rivers emptying into Gulf of Mexico. Anchor lights on vessels in roadsteads or fairways.

Provisos. “Special anchorage areas.”

Exempted vessels.

April 22, 1940
[H. R. 7809]
[Public, No. 472]

Rio Grande canalization project. Reconstruction or replacement of certain bridges authorized.

Additional appropriation authorized.

49 Stat. 1463.
Post, p. 650.

Expenses included.