

Reserve Act of 1941, as amended, is further amended by adding at the end thereof the following: "Appropriations of the Coast Guard shall also be available for the payment for constructive or actual total loss occurring after March 1, 1942, of any motorboat or yacht, utilized pursuant to section 6 of this Act, where it is determined under regulations prescribed by the Commandant that responsibility for such loss rests with the Coast Guard."

Approved September 30, 1944.

Post, p. 760.

[CHAPTER 450]

AN ACT

September 30, 1944
[H. R. 4114]
[Public Law 448]

To amend section 3 (b) of Public, 49, Seventy-eighth Congress, first session (War Overtime Pay Act of 1943).

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That section 3 (b) of the War Overtime Pay Act of 1943 (Public, 49, Seventy-eighth Congress) is hereby amended to read as follows:

"Any officer or employee to whom this Act applies and who is entitled to no additional compensation under subsection (a) or subsection (c) for a pay period shall be paid for such pay period, in lieu of overtime compensation under section 2, additional compensation at the rate of (1) \$300 per annum if his earned basic compensation is less than \$2,000 per annum, or (2) 15 per centum of so much of his earned basic compensation as is not in excess of \$2,900 per annum if his earned basic compensation is at the rate of \$2,000 per annum or more, unless his overtime compensation under section 2 for such pay period is at least equal to such additional compensation."

Approved September 30, 1944.

War Overtime Pay Act of 1943, amendment.

57 Stat. 76.
50 U. S. C., Supp. III, app. § 1403 (b).
Additional pay in lieu of overtime pay.

57 Stat. 76.
50 U. S. C., Supp. III, app. § 1402.

[CHAPTER 451]

AN ACT

September 30, 1944
[H. R. 4163]
[Public Law 449]

To amend section 2 of Public Law 17, Seventy-eighth Congress, relating to functions of the War Shipping Administration, and for other purposes.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That section 2 (relating to seamen's insurance) of the Act entitled "An Act to amend and clarify certain provisions of law relating to functions of the War Shipping Administration, and for other purposes", approved March 24, 1943 (Public Law 17, Seventy-eighth Congress; 57 Stat. 45), is amended as follows:

(1) By inserting after the first sentence of subsection (b) thereof a new sentence to read as follows: "There shall be no recovery of any money paid on account of insurance provided for the master, officers, or members of the crew of, or individuals transported on, any vessel under this subsection or under Subtitle—Insurance of title II of the Merchant Marine Act, 1936, as amended, from any person who in the judgment of the Administrator, War Shipping Administration, is without fault, and when in the judgment of the Administrator such recovery would defeat the purposes of benefits otherwise authorized or would be against equity and good conscience."

(2) By adding at the end of said section new subsections to read as follows:

"(c) The Administrator, War Shipping Administration, is also authorized to make payments, in accordance with rate schedules provided by the United States Employees' Compensation Act, to a master, officer, or member of the crew of, or any persons transported on, a vessel owned by or chartered to the Maritime Commission or

Seamen's insurance.

57 Stat. 47.
50 U. S. C., Supp. III, app. § 1292.

Waiver of recovery of certain payments.

56 Stat. 214.
46 U. S. C., Supp. III, §§ 1128-1128h.
Ante, p. 216.

Payments for permanent total or partial disability.
39 Stat. 742.
5 U. S. C. §§ 751-791, 793; Supp. III, § 793.
Ante, p. 712; *post*, p. 387.

the War Shipping Administration or operated by, or for the account of, or at the direction or under the control of the Commission or the Administration, for permanent total or partial disability as long as such disability resulting from causes related to the war effort whether heretofore or hereafter arising exists; such payments to commence if and when insurance benefits provided by the War Shipping Administration for such person shall have been exhausted.

“(d) The War Shipping Administration shall have the right of intervention and a lien and right of recovery in the cases and to the extent of any payments paid and payable under this section or under Subtitle—Insurance of title II of the Merchant Marine Act, 1936, as amended, in the manner provided in the last paragraph of subsection (c) of section 105 of the Act approved December 2, 1942 (Public Law 784, 77th Congress; 42 U. S. C., sec. 1701), as amended by Public Law 216, 78th Congress, approved December 23, 1943. Any amounts recovered under this provision shall be covered into the marine and war-risk insurance fund, War Shipping Administration.”

Approved September 30, 1944.

Right of recovery in certain cases.

56 Stat. 214.
46 U. S. C., Supp.
III, §§ 1128-1128h
Ante, p. 216.

56 Stat. 1032.
57 Stat. 627.
42 U. S. C., Supp.
III, § 1705 (c).

[CHAPTER 452]

AN ACT

To authorize the construction and operation of a free highway bridge across the Monongahela River in the county of Allegheny, Pennsylvania.

September 30, 1944
[H. R. 4206]
[Public Law 450]

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That in order to facilitate interstate commerce, improve the postal service, and provide for military and other purposes, the county of Allegheny, Pennsylvania, its successors and assigns, is hereby authorized to construct, maintain, and operate a free highway bridge and approaches thereto at any or all of the following points within the county of Allegheny, Pennsylvania:

Monongahela River,
Bridge, Allegheny
County, Pa.

(a) Across the Monongahela River, at a point suitable to the interests of navigation, from the borough of Dravosburg, Pennsylvania, to a terminus at or near the dividing line between the city of McKeesport and the borough of Glassport, Pennsylvania, to replace the existing Dravosburg Bridge, from Dravosburg to McKeesport, Pennsylvania, all in accordance with the provisions of the Act entitled “An Act to regulate the construction of bridges over navigable waters”, approved March 23, 1906, subject to the conditions and limitations contained in this Act.

Dravosburg to McKeesport-Glassport.

SEC. 2. Construction of the bridge authorized by this Act shall commence within three years after its approval by the President of the United States, and shall be completed within five years from the time of the said approval.

34 Stat. 84.
33 U. S. C. §§ 491-496.
Time limitation.

SEC. 3. The right to alter, amend, or repeal this Act is expressly reserved.

Approved September 30, 1944.

[CHAPTER 453]

AN ACT

To amend the Coast Guard Auxiliary and Reserve Act of 1941, as amended.

September 30, 1944
[H. R. 5255]
[Public Law 451]

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Coast Guard Auxiliary and Reserve Act of 1941, as amended, be, and the same is, hereby further amended as follows:

Coast Guard Auxiliary and Reserve Act of 1941, amendments.

55 Stat. 9.
14 U. S. C., Supp.
III, § 261.

Section 2 of said Act is hereby amended to read as follows: