

The following Rules, Specifications\* and Suggestions, relative to the Construction, Classification and Navigation of Sail Vessels and Propellers on the Lakes, were unanimously adopted:

## RULES, &c.

### *Relative to the Construction of Sail Vessels and Propellers to Class A 1.*

All the timber used must be of good quality, and free from sap and other defects.

## FRAMES.

The parts of each frame must be either bolted or treenailed together, and the laps in vessels of 200 tons and upwards, shall not be less than two feet, six inches, and joints well fitted. Each frame to be secured to the keel by two bolts, one through the floor and keel, the other through the keelson floor and keel.

### SISTER KEELSONS, BILGE STRAKES.

Vessels above 150 tons to have Sister Keelsons, well bolted, and all vessels to have Bilge Strakes; the collective breadth of the latter to be equal to one-eighth the vessel's beam, and every Strake must have one through bolt, and one blunt bolt, exclusive of spikes, in each frame. Vessels of 300 tons and upwards, must have their Bilge Strakes properly edge bolted.

## TRANSOM.

The main transom to have a knee at each end to connect it with the side of the vessel.

## BREAST HOOKS.

There must be one breast-hook for every four feet of the depth of hold, and to have at least three through bolts in each arm.

## GARBOARD STRAKES.

The garboard strake to exceed in thickness that of the bottom plank, one-half, and to be well bolted to the keel and floor timbers.