

they must be well and securely bolted; and the mast partners must be double kneed.

LIMBERS.

In vessels of 300 tons, limbers to be $1\frac{3}{4}$ by $3\frac{1}{2}$ inches—in larger or smaller vessels to be in proportion—and limber chains to be provided in all steamers and propellers; and the Board would recommend their general adoption in sailing vessels.

COVERING BOARD.

The joints in the covering board and rail to be scarfed, the length of scarf not to be less than four times the breadth.

PUMPS.

All vessels to have at least two good pumps, exclusive of bilge pumps; pumps to be cased, and in those whose bulk-head forward does not come down to the skin, one pump must be cased not less than three by two feet, to receive the suction-pipe of steam pump in case of accident.

SALTING.

All vessels hereafter built, and otherwise entitled to be classed A 1, must be salted, and the stops shall not be less from the covering board than one-fifth of the depth of the hold.

WATER-TIGHT BULKHEADS, &c.

All vessels entitled to class A, 1, shall be provided with a water-tight fore-castle bulkhead, from ceiling to deck, built in a staunch and reliable manner, with gates or slides to the limbers immediately under it, and so constructed that they may be easily opened and shut. It is strongly urged on masters and owners of vessels carrying grain in bulk, to use good and sufficient *shifting boards*, it being the opinion of this Board, that without them, a vessel is not really seaworthy. It is desirable to have chocks on the keel between the floor timbers, with a limber cut through them to prevent the violent washing of the water from side to side.