

inches thick; the plank for the case not less than six inches thick, secured with edge bolts of one inch iron, not more than two feet apart, each bolt to pass to the center of third strake of each bolting; the ends of the plank to be secured with  $\frac{3}{4}$  bolts, eight inches apart, driven through and clenched on each side, and to have not less than four stay rods on each side of case, of  $1\frac{1}{4}$  inch iron, running through the deck beams and bottom of vessel, and set up with screw. The first and second bolting of sides of case to pass through the keel and pocket piece and clenched. The head ledges to be secured by four one inch bolts at the lower ends, passing through the pocket piece and keel, and one through the keelson and clenched, the upper ends to be securely fastened to the beams. The keelson, along side the pocket piece, to be  $7 \times 16$  inches, and to extend sixteen feet forward and abaft the case, and be secured with four three-quarter bolts in each frame, and one seven-eighth bolt between the frames into pocket piece. All vessels, under or over 300 tons, shall have their center boxes built in proper proportion to the above rule.

#### DEAD RISE OF SAIL VESSELS.

One and a quarter inches to the foot dead rise, at one-third the breadth of beam from centre of the keel, shall be considered sufficient for A, 1 vessels, without bilge pumps and limbers. But, if provided with good bilge pumps and limbers, one inch to the foot shall be deemed sufficient. Vessels with less dead rise than one inch to the foot as above measured, shall not be entitled under any circumstances, to Class A, 1.

#### CHAIN PLATES.

Vessels of 300 tons shall have chain plates  $3 \times \frac{5}{8}$  inches, flat iron, or two parts of 1 inch, round iron, secured to the hull, with  $1\frac{1}{4}$  inch bolts and backers, eight inches long, secured with 1 inch bolts, and larger or smaller vessels in proportion.

#### MAST STEPS.

Mast steps are best fitted across the keelson, but however fitted