of plank to the outside of plank amidships at the point where the width of the boat is greatest. The depth shall be measured amidships from the top of the gunwale to the top of the bottom plank next to the keel, but the depth used in calculating the cubic capacity shall not in any case exceed 45 per cent. of the breadth.

If the oars are pulled in rowlocks the bottom of the rowlock is to be considered as the gunwale in measuring the depth of the boat.

If any question is raised requiring absolute accuracy of adjustment the cubic capacity of a boat shall be ascertained by Stirling's rule, subject to the foregoing provisions as to depth.

The cubic capacity of a decked lifeboat shall be deemed to be the number of cubic feet obtained by multiplying by 10 the number of persons the boat is deemed fit to carry.

No boat shall be carried in purported compliance with these rules of a capacity of less than 125 cubic feet, subject to the provisions of General Rule 16 (4).

5. Number of Persons for Boats.

(1.) Subject to the provisions of subsections (2) and (4) of this rule, the number of persons an open boat shall be deemed fit to carry shall be the number of cubic feet ascertained as in General Rule 4, divided by 10. The space in the boat shall be sufficient for the seating of the persons carried in it, and for the proper use of the oars.

(2.) An open lifeboat constructed after these rules come into force shall not be deemed to be fit to carry the number of persons ascertained as in subsection (1) of this rule unless it has passed a satisfactory test with that number on board, or unless the boat is so constructed that it has a mean sheer of at least half an inch for each foot of its length; that the boat's half-girth amidships measured outside the planking, from the centre-line of the keel to the top of the gunwale, is at least equal to eighty-eight hundredths of the sum of the boat's depth inside and half its maximum breadth amidships; and that the mean of the half-girths measured in the same manner at two points, one-quarter of the length of the boat from the stem and stern-post respectively, is at least equal to eight-tenths of the sum of the depth inside and half the maximum breadth amidships. If the sheer and the girths do not comply with this subsection the number of persons shall be found by dividing the number of cubic feet by 12, unless and until the boat has been tested afloat with its equipment and a number of persons on board, when the number allowed shall be the number which the boat is able to carry subject to the provisions of subsection (1).

The number of persons a boat of Section D shall be deemed fit to carry shall be determined in the same manner, except that the half-girth amidships and the mean of the half-girths at one-quarter of the length from the ends shall be 86 per cent. and 78 per cent. respectively of the sum of the boat's depth and half-breadth amidships.

The number of persons that an open boat constructed before the commencement of these rules shall be deemed fit to carry is to be found by the following rule, unless and until the boat has been tested afloat with its equipment and a number of persons on board, when the number allowed shall be the number which the boat is able to carry subject to the provisions of subsection (1) above: When the mean of the two half-girths, measured as described in subsection (2) at one-quarter of the length of the boat from the stem and stern-post respectively, is 78 per cent. or more of the sum of the boat's depth inside and half its maximum breadth amidships, the number of cubic feet is to be divided by 10; when the mean of the two half-girths is 74 per cent. of the sum of the depth and half-breadth, the number of cubic feet is to be divided by 12; and when the percentage is between 78 and 74 or less than 74, the divisor is to be in proportion.

(3.) The number of persons a decked boat shall be deemed fit to carry shall be such that the top of the deck amidships shall be at such height above the water as may be approved by the Marine Department when the boat is so loaded, subject to there being a deck-space of at least 4 square feet for each person: Provided, however, that if the boat is so constructed that persons can be accommodated below the deck the Marine Department may allow a deck-space of less than 4 square feet for each person.

When the dimensions and form of the boat are such that in the opinion of the Marine Department a practical test of the boat afloat is unnecessary, and the boat is not so constructed that persons can be accommodated below the deck, the number of persons the boat is fit to carry shall be deemed to be the number obtained by dividing the area of the deck in square feet by 4.

(4.) If the depth of an open boat exceeds 3·6 ft. the number of persons the boat is deemed fit to carry shall be determined by the Marine Department on the application of the owner, and until the application of the owner has been received and determined the depth of the boat for the purpose of ascertaining its cubic capacity shall be deemed not to exceed 3·6 ft.

(5.) If the Surveyor is doubtful as to the number of persons any open or decked boat is fit to carry he may require the boat to be tested afloat with the intended number of persons on board.

(6.) Boats that have been properly marked need not be remeasured, unless there is reason to believe that the marks have been tampered with or are otherwise defective or improper.

6. Stowage of Boats.

(1.) A decked lifeboat may be stowed underneath an open lifeboat, and decked lifeboats may be stowed in sets of three, one above another.

(2.) Where a boat is stowed underneath another boat there shall be provided approved removable supports or other approved appliances, so as to secure that the weight of a boat is not unduly supported by the boat underneath it.

7. Appliances for lowering Boats.

(1.) The davits or appliances for lowering boats shall be fitted on one or more of the decks in such positions that the boats can be efficiently lowered from them. Davits shall not be fitted in the bows of a ship, but they may be fitted in any other position in the ship, provided that the boats are not brought into dangerous proximity to a propeller on being lowered into the water.

Where boats are stowed on more than one deck the arrangements for lowering them shall be such as to prevent the boats from a lower deck being fouled by those from a deck above.

(2.) Appliances for getting a boat into the water must fulfil the following conditions: Means are to be provided for speedily, but not necessarily simultaneously or automatically, detaching the boats from the falls. The boats placed under davits are to be attached to the falls and kept ready for service. The davits are to be so spaced and placed that the boats can be swung out with facility. The points of attachment of the boats to the falls are to be sufficiently away from the ends of the boats to ensure their being easily swung clear of the davits. The boat's chocks shall be of such construction and arrangement as shall be satisfactory to the Marine Department. The strength of the davits, falls, blocks, and all other gear required for lowering the boats shall be to the satisfaction of the Marine Department; and in the case of foreign-going passenger-steamers launched on or after the 1st October, 1914, when the deck from which the passengers will ordinarily enter any boat is 12 ft. or more above the centre of the load-line disc, the davits and all the gear shall be of sufficient strength to lower such boat when loaded with its full complement of persons and equipment. The boat's falls are to be long enough to lower the boat into the water with safety when the vessel is light. Life-lines shall be fitted to the davit-spans, and shall be long enough to reach the water when the vessel is light. Hooks are not to be attached to the lower tackle-blocks.

(3.) If a boat is not attached to davits the appliance or appliances or arrangements for getting it into the water must be such as to ensure it being put into the water speedily to the satisfaction of the Marine Department.

(4.) Where more than three boats are served by one set of davits there shall be provided an approved appliance for lowering the boats in turn and rapidly.

(5.) The Marine Department may accept, in lieu of the appliances for lowering boats described in this rule, any other appliance, appliances, or arrangements which appear to them at least as effective as the appliances herein described.

8. Equipment for Boats and Life-rafts.

(1.) *Boats.*—Every boat which is carried by any ship shall be equipped as follows:—

(*a.*) With the full single-banked complement of oars and two spare oars.

(*b.*) With two plugs for each plug-hole attached with lanyards or chains, and one set and a half of thole-pins or crutches attached to the boat by sound lanyards.

(*c.*) With a sea-anchor, a bailer, a galvanized-iron bucket, a rudder and a tiller or yoke and yoke-lines, a painter of sufficient length, and a boat-hook. The rudder, the bailer, and the bucket shall be attached to the boat by sufficiently long lanyards, and kept ready for use. In a boat where there may be a difficulty in fitting a rudder a steering-oar may be provided instead.

(*d.*) With two hatchets, one to be kept in each end of the boat, and to be attached to the boat by a lanyard