the number of persons for whom there is seating-accommodation in the boat in question is greater than the number obtained by applying the above divisor : Provided always that the divisor adopted in place of 3¼ shall never be less than 3.

(5) The number of persons obtained by the above rules shall be reduced—

> (i) If it is greater than the number of persons for which there is proper seating-accommodation, the latter number being determined in such a way that the persons when seated do not interfere in any way with the use of the oars ; or

> (ii) If, in the case of boats other than open boats of Class 1, the freeboard when the boat is fully loaded is less than the freeboard required by these rules.

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

(7) The Department may limit the number of persons to be allowed in boats with very fine ends and in boats very full in form.

(8) Two children under the age of twelve years may be carried in place of one adult person.

7. Cubic Capacity of Open Boats of Class 1.

(1) In the case of an open boat of Class 1 the cubic capacity shall be determined by the following formula :—

$$\text{Capacity} = \frac{l}{12} (4A + 2B + 4C).$$

l denotes the *length* of the boat in feet from the inside of the planking or plating at the stem to the corresponding point at the stern-post ; in the case of a boat with a square stern the length is measured to the inside of the transom.

A, B, C denote respectively the *areas of the cross-sections* at the quarter-length forward, amidships, and the quarter-length aft, which correspond to the three points obtained by dividing l into four equal parts (the areas corresponding to the two ends of the boat are considered negligible).

The areas A, B, C shall be deemed to be given in square feet by the successive application of the following formula to each of the three cross-sections :—

$$\text{Area} = \frac{h}{12} (a + 4b + 2c + 4d + e).$$

h denotes the *depth* measured in feet inside the planking or plating from the keel to the level of gunwale, or, in certain cases, to a lower level, as determined hereafter.

a, b, c, d, e denote the *horizontal breadths* of the boat measured in feet to the inside of the planking at the upper and lower points of the depth, and at the three points obtained by dividing h into four equal parts (a and e being the breadths at the extreme points, and c at the middle point, of h).

(2) If the sheer of the gunwale, measured at the two points situated at a quarter of the length of the boat from the ends, exceeds 1 per cent. of the length of the boat, the depth employed in calculating the area of the cross-sections A or C shall be deemed to be the depth amidships plus 1 per cent. of the length of the boat.

(3) If the depth of the boat amidships exceeds 45 per cent. of the breadth, the depth employed in calculating the area of the midship cross-section B shall be deemed to be equal to 45 per cent. of the breadth, and the depth employed in calculating the areas of the quarter-length sections A and C shall be obtained by increasing this last figure by an amount equal to 1 per cent. of the length of the boat : Provided that in no case shall the depths employed in the calculation exceed the actual depths at these points.

(4) If the depth of the boat is greater than 4 ft. the number of persons given by the application of these general rules shall be reduced in proportion to the ratio of 4 ft. to the actual depth, until the boat has been tested afloat with that number of persons on board all wearing life-jackets, and the test has proved satisfactory.

(5) The cubic capacity of a boat may be assumed to be the product of the length, the breadth, and the depth multiplied by 0·6 in cases where it is clear that this formula does not give a greater capacity than that obtained by the above method. The dimensions shall then be measured in the following manner :—