O.S.
No. 240

Anchor lost 1/2B

16/4/26

B. T.

LLOYD'S PROVING HOUSE—TIPTON,

FOR TESTING ANCHORS AND CHAIN CABLES.

(L.P.H.–T.)

LICENSED BY THE BOARD OF TRADE,
UNDER THE ANCHORS AND CHAIN CABLES ACT, 1899.
(62 & 63 VICT., CH. 23.)

No. of this Certificate 59447

Tipton, February 19th 1926

This is to Certify *that the* Stockless *Anchor described herein has been weighed and proved to the strain appropriate for such an anchor, as set forth in the Second Schedule to the Anchors and Chain Cables Act, 1899, or as approved by the Board of Trade under Section 8 of the said Act, at the above Testing Establishment, by Apparatus and Machinery therein, and at present licensed by the Board of Trade for the testing of Anchors and Chain Cables, and has been examined, after having been tested, and marked as under; and that the following particulars are correct:—*

	Cwt.	qrs.	lbs.		ft.	in.		
Weight of Anchor (ex stock.)	19	1	10	*Length of Shank*	5	1½	*Diameter of Trend*	8" x 5"
Weight of Stock*				*Length of Arm*	2	7	*Description*	Taylor's Dreadnought
							Deflection	1/8" & 1/8"

*Here insert Iron or Wood, as the case may be.

Proof Strain (applied by Machine No. 4.) T. 20 · 4 · 0 · 7

Mark L. P. H. – T. 30 · J · 59447 · 4·25 · 20 · 4 · 0 · 7 · B. T.

Maker's Name Samuel Taylor & Sons (Burley Hill) Ltd

Per Ditto

Head & Shank :- Forged Open Hearth Ingot Steel
Shackle :- Unwelded Steel

Witness my hand,

W. A. Drysdale.
SUPERINTENDENT
Appointed by the Committee of Lloyd's Register of Shipping.

This Certificate is only to be used when Anchors are tested in accordance with the Anchors and Chain Cables Act, 1899.

NOTE.—*If the Superintendent is unable to fill in any of the particulars for which space is provided, the space should be overlined, and no alterations in or additions to this Certificate are to be made except by the Superintendent.*

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Name and Official No. of Ship to which the Anchor described herein has been supplied } S.S. "Homewood" No.

Signature of person responsible for the accuracy of the above } R. Tailey SURVEYOR TO LLOYD'S REGISTER BARROW-IN-FURNESS

CONDITIONS ON WHICH THIS CERTIFICATE IS ISSUED.

Should the Anchor described herein be lost or destroyed, this Certificate is to be returned to the Committee of Lloyd's Register of Shipping, for the purpose of being cancelled.

EXTRACT FROM THE RULES OF LLOYD'S REGISTER OF SHIPPING.

FOR STEAM VESSELS.—TABLE 53.

Equipment Letters.	a	b	c	d	e	f	g	h	i	j	k	l	m	n	o	p	q	r	s	t	u	v	w	x	y	z	a†	b†	c†	d†	e†	f†	g†	
Number of Bowers.	2	2	2	2	2	2	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	No.
Weight of Bower Anchors Stockless.	$4\frac{1}{2}$	$5\frac{1}{4}$	$6\frac{1}{4}$	$7\frac{1}{4}$	$8\frac{1}{4}$	9	$10\frac{1}{4}$	$12\frac{1}{2}$	$14\frac{1}{2}$	$16\frac{3}{4}$	19	$21\frac{1}{4}$	$23\frac{1}{4}$	$25\frac{1}{2}$	28	$30\frac{1}{2}$	33	$35\frac{1}{2}$	$38\frac{3}{4}$	42	45	$48\frac{3}{4}$	$52\frac{1}{2}$	$56\frac{1}{4}$	60	$63\frac{3}{4}$	68	$72\frac{1}{2}$	77	$81\frac{1}{4}$	$85\frac{1}{2}$	90	95	Cwt.
Test.	$61\frac{7}{20}$	$71\frac{1}{20}$	$81\frac{9}{20}$	$92\frac{9}{20}$	$102\frac{7}{20}$	$112\frac{9}{20}$	$124\frac{4}{20}$	$144\frac{6}{20}$	$162\frac{1}{20}$	18	$19\frac{17}{20}$	$21\frac{16}{20}$	$23\frac{6}{20}$	$25\frac{3}{20}$	$27\frac{2}{20}$	29	$30\frac{17}{20}$	$32\frac{15}{20}$	$34\frac{13}{20}$	$37\frac{2}{20}$	$39\frac{5}{20}$	$41\frac{11}{20}$	$43\frac{18}{20}$	$46\frac{3}{20}$	$48\frac{7}{20}$	$50\frac{7}{20}$	$52\frac{12}{20}$	55	$57\frac{5}{20}$	$59\frac{2}{20}$	$61\frac{5}{20}$	$63\frac{5}{20}$	$65\frac{7}{20}$	Tons.
Collective Weight of Bowers Stockless.*	$8\frac{3}{4}$	$10\frac{1}{2}$	$12\frac{1}{2}$	$14\frac{1}{4}$	$16\frac{1}{4}$	18	$29\frac{1}{4}$	$35\frac{1}{2}$	$41\frac{3}{4}$	48	$54\frac{1}{4}$	$60\frac{1}{2}$	$66\frac{3}{4}$	73	80	87	94	101	110	$119\frac{1}{2}$	128	139	$149\frac{1}{2}$	160	$170\frac{1}{2}$	182	$194\frac{1}{2}$	207	$219\frac{1}{2}$	232	$244\frac{1}{2}$	$257\frac{1}{2}$	271	Cwt.
Weight of Bower Anchors, ex. Stock.*	$3\frac{1}{2}$	$4\frac{1}{4}$	5	$5\frac{3}{4}$	$6\frac{1}{2}$	$7\frac{1}{4}$	$8\frac{1}{4}$	10	$11\frac{3}{4}$	$13\frac{1}{2}$	$15\frac{1}{4}$	17	$18\frac{3}{4}$	$20\frac{1}{2}$	$22\frac{1}{2}$	$24\frac{1}{2}$	$26\frac{1}{2}$	$28\frac{1}{2}$	31	$33\frac{1}{2}$	36	39	42	45	48	51	$54\frac{1}{2}$	58	$61\frac{1}{2}$	65	$68\frac{1}{2}$	72	76	Cwt.
Test.	$51\frac{8}{20}$	$61\frac{2}{20}$	$72\frac{7}{20}$	8	$81\frac{5}{20}$	$92\frac{9}{20}$	$102\frac{7}{20}$	12	$131\frac{2}{20}$	$152\frac{3}{20}$	$162\frac{14}{20}$	$182\frac{5}{20}$	$192\frac{13}{20}$	$212\frac{3}{20}$	$221\frac{5}{20}$	$242\frac{6}{20}$	26	$271\frac{0}{20}$	$292\frac{7}{20}$	$312\frac{5}{20}$	$332\frac{2}{20}$	$352\frac{2}{20}$	$372\frac{3}{20}$	$392\frac{5}{20}$	$412\frac{0}{20}$	43	$452\frac{1}{20}$	$472\frac{5}{20}$	$492\frac{3}{20}$	51	$522\frac{8}{20}$	$542\frac{5}{20}$	$562\frac{15}{20}$	Tons.
Collective Weight of Bowers, ex. Stock.*	7	$8\frac{1}{2}$	10	$11\frac{1}{2}$	13	$14\frac{1}{2}$	$23\frac{1}{2}$	$28\frac{1}{2}$	$33\frac{1}{2}$	$38\frac{1}{2}$	$43\frac{1}{2}$	$48\frac{1}{2}$	$53\frac{1}{2}$	$58\frac{1}{2}$	64	$69\frac{1}{2}$	75	81	88	$95\frac{1}{2}$	103	111	$119\frac{1}{2}$	128	$136\frac{1}{2}$	$145\frac{1}{2}$	$155\frac{1}{2}$	$165\frac{1}{2}$	$175\frac{1}{2}$	$185\frac{1}{2}$	$195\frac{1}{2}$	206	217	Cwt.
Weight of Stream Anchor, ex. Stock.	$\frac{3}{4}$	$1\frac{1}{4}$	$1\frac{3}{4}$	$2\frac{1}{4}$	$2\frac{3}{4}$	3	$3\frac{1}{2}$	4	$4\frac{1}{4}$	$4\frac{3}{4}$	$5\frac{1}{4}$	$5\frac{3}{4}$	6	$6\frac{1}{2}$	7	$7\frac{3}{4}$	$8\frac{1}{2}$	$9\frac{1}{4}$	10	11	12	13	14	15	$16\frac{1}{4}$	$17\frac{1}{2}$	19	$20\frac{1}{2}$	22	$23\frac{1}{2}$	25	$26\frac{1}{2}$	28	Cwt.

Equipment Letters.	h†	i†	j†	k†	l†	m†	n†	o†	p†	q†	r†	s†	t†	
Number of Bowers.	3	3	3	3	3	3	3	3	3	3	3	3	3	No.
Weight of Bower Anchors Stockless.	100	$104\frac{1}{2}$	109	$113\frac{1}{2}$	118	$122\frac{1}{2}$	127	132	137	142	$147\frac{1}{2}$	153	159	Cwt.
Test.	$67\frac{5}{20}$	$68\frac{12}{20}$	$70\frac{12}{20}$	$72\frac{6}{20}$	74	$75\frac{10}{20}$	$76\frac{18}{20}$	$78\frac{10}{20}$	$80\frac{1}{20}$	$81\frac{12}{20}$	$83\frac{6}{20}$	85	$86\frac{10}{20}$	Tons.
Collective Weight of Bowers Stockless.*	285	298	311	324	336	349	362	376	390	404	420	436	452	Cwt.
Weight of Bower Anchors, ex. Stock.*	80	$83\frac{1}{2}$	87	91	$94\frac{1}{2}$	98	$101\frac{1}{2}$	$105\frac{1}{2}$	$109\frac{1}{2}$	$113\frac{1}{2}$	118	$122\frac{1}{2}$	127	Cwt.
Test.	$58\frac{10}{20}$	$60\frac{5}{20}$	$61\frac{17}{20}$	$63\frac{12}{20}$	$65\frac{3}{20}$	$66\frac{10}{20}$	$67\frac{16}{20}$	$69\frac{6}{20}$	$70\frac{18}{20}$	$72\frac{6}{20}$	74	$75\frac{10}{20}$	$76\frac{18}{20}$	Tons.
Collective Weight of Bowers, ex. Stock.*	228	238	248	259	269	279	290	301	312	324	336	349	362	Cwt.
Weight of Stream Anchor. ex. Stock.	$29\frac{1}{2}$	31	$32\frac{1}{2}$	34	$35\frac{1}{2}$	$37\frac{1}{4}$	39	$40\frac{3}{4}$	$42\frac{1}{2}$	$44\frac{1}{4}$	46	$47\frac{3}{4}$	$49\frac{1}{2}$	Cwt.

FOR SAILING VESSELS.—TABLE 54.

Equipment Letters.	a	b	c	d	e		g	h	i	j	k	l	m	n	o	p	q	r	s	t	u	v	w	x	y	z	
Number of Bowers.	2	2	2	2	2	2	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	No.
Weight of Bower Anchors, ex. Stock.*	$3\frac{1}{2}$	$4\frac{1}{4}$	5	$5\frac{3}{4}$	$6\frac{1}{2}$	$7\frac{1}{4}$	$8\frac{1}{4}$	10	12	$13\frac{1}{2}$	$15\frac{1}{4}$	17	19	21	$23\frac{1}{2}$	$25\frac{1}{2}$	$27\frac{3}{4}$	30	32	34	$36\frac{1}{2}$	38	40	42	45	48	Cwt.
Test.	$51\frac{8}{20}$	$61\frac{2}{20}$	$72\frac{7}{20}$	8	$81\frac{5}{20}$	$92\frac{9}{20}$	$102\frac{7}{20}$	12	$131\frac{7}{20}$	$152\frac{3}{20}$	$162\frac{14}{20}$	$182\frac{5}{20}$	$192\frac{17}{20}$	$212\frac{12}{20}$	$231\frac{0}{20}$	$252\frac{3}{20}$	$262\frac{18}{20}$	$282\frac{12}{20}$	$302\frac{2}{20}$	$312\frac{12}{20}$	$332\frac{8}{20}$	$342\frac{10}{20}$	$352\frac{15}{20}$	$372\frac{2}{20}$	$392\frac{5}{20}$	$412\frac{2}{20}$	Tons.
Collective Weight of Bowers, ex. Stock.	7	$8\frac{1}{2}$	10	$11\frac{1}{2}$	13	$14\frac{1}{2}$	$23\frac{1}{2}$	$28\frac{1}{2}$	$34\frac{1}{4}$	$38\frac{1}{2}$	$43\frac{1}{2}$	$48\frac{1}{2}$	54	60	67	$72\frac{3}{4}$	79	$85\frac{1}{2}$	$91\frac{1}{4}$	97	104	$108\frac{1}{4}$	114	$119\frac{3}{4}$	$128\frac{1}{4}$	137	Cwt.
Weight of Stream Anchors. ex. Stock.	$\frac{3}{4}$	$1\frac{1}{4}$	$1\frac{1}{2}$	$1\frac{1}{2}$	2	$2\frac{1}{4}$	$2\frac{1}{2}$	$3\frac{3}{4}$	4	$4\frac{3}{4}$	$5\frac{1}{4}$	$5\frac{1}{2}$	$6\frac{1}{2}$	$7\frac{1}{4}$	8	$8\frac{1}{2}$	$8\frac{3}{4}$	$9\frac{1}{2}$	$10\frac{1}{2}$	$10\frac{3}{4}$	$11\frac{1}{4}$	$11\frac{1}{2}$	12	$13\frac{1}{2}$	$15\frac{1}{4}$	17	Cwt.
Weight of Kedge.	$\frac{1}{2}$	$\frac{1}{2}$	$\frac{3}{4}$	$\frac{3}{4}$	1	1	$1\frac{1}{4}$	$1\frac{3}{4}$	2	$2\frac{1}{2}$	$2\frac{1}{2}$	$2\frac{3}{4}$	$3\frac{1}{4}$	$3\frac{1}{2}$	4	$4\frac{1}{4}$	$4\frac{1}{2}$	$4\frac{3}{4}$	$5\frac{1}{4}$	$5\frac{1}{2}$	$5\frac{1}{2}$	$5\frac{3}{4}$	6	$6\frac{3}{4}$	$7\frac{1}{2}$	$8\frac{1}{2}$	Cwt.

* STEAMERS—Provided the collective weight of the bower anchors is not less than set forth above, then:—
(1) The bower anchors may be of equal weight; or
(2) Where three bower anchors are required, one of them may be 15 per cent. and another 7½ per cent. lighter than the weight required by the Table; or
(3) Where only two bower anchors are required, one of them may be 7½ per cent. lighter than the weight required by the Table.
SAILING VESSELS.—One of the bower anchors must have the weight prescribed, but otherwise the weights of the bower anchors may be regulated as for steamers.
All anchor stocks are to be of acknowledged and approved description, and equal to one-fourth of the specified weight of the anchor.
In the case of stockless anchors for steam vessels an addition to the weight specified in the Table must be made of one-fourth to compensate for the deficiency in weight consequent on the absence of the stock.
The heads of stockless anchors are not to be less than three-fifths of the total weight of the anchor.

28-6-23.

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