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908 ship

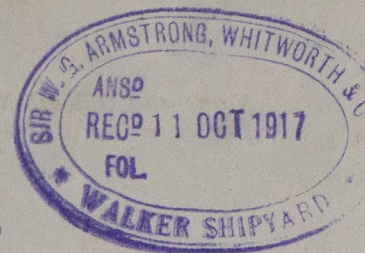
B.  T.

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 48633

Tipton, 20th August 1917.

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:—

Weight of Anchor 94 2 7
(or stock.)

Length of Shank 8 3 1/2

Diameter of Trend 12 5/8 x 10 9/16

Weight of * Stockless

Length of Arm 4 4

Description Hall's Pattern

Deflection 1/4 7/4

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

Proof Strain (applied by Machine No. 4) 65 7 2 0

Mark L.P.H.—T. 40. O. 48633. 4. 17. 65 7 2 0 B. T.

Maker's Name Joseph Wright & Co., Tipton

Per - ditto - Witness my hand,

J. M. Fursall.
Assistant SUPERINTENDENT

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

Appointed by the Committee of Lloyd's Register of Shipping.

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.

N.B. The Proof Test Certificate No. 1704 in respect to the Anchor referred to herein, is attached to the back of this Certificate J.M.F.

Name and Official No. of Ship to which the Anchor,
described herein has been supplied

S/S "TAIROA" No. 143569

Signature of person responsible,
for the accuracy of the above

W. T. Hudson

12th May, 1920.

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 31.

Equipment Letters for Iron or Steel Vessels.	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	af	bf	cf	df	ef	ff	gf
Weight of Bower Anchors, ex. Stock.*	3½	4½	5	5¾	6½	7½	8½	10	11¾	13½	15½	17	18¾	20½	22½	24½	26½	28½	31	33½	36	39	42	45	48	51	54½	58	61½	65	68½	72	76
Admiralty Proof.	5½	6½	7½	8	8½	9½	10½	12	13½	15½	16½	18½	19½	21½	22½	24½	26	27½	29½	31½	33½	35½	37½	39½	41½	43	45½	47½	49½	51	52½	54½	56½
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	
Collective Weight of Bowers.	7	8½	10	11½	13	14½	23½	28½	33½	38½	43½	48½	53½	58½	64	69½	75	81	88	95½	103	111	119½	128	136½	145½	155½	165½	175½	185½	195½	206	217
Weight of Stream Anchor, ex. Stock.	¾	1¼	1¾	2¼	2¾	3	3½	4	4¼	4¾	5¼	5¾	6	6½	7	7¼	8½	9¼	10	11	12	13	14	15	16¼	17½	19	20½	22	23½	25	26½	28
Weight of Kedge.	½	½	¾	¾	1	1¼	1½	1¾	2	2¼	2½	2¾	3	3½	4	4¼	4½	4¾	5	5¼	5½	5¾	6	6½	7	7½	8	9	10	11	12	13	14

Wt. Cwt. Cwt. No. Tons. Cwt. Letters.

Equipment Letters for Iron or Steel Vessels.	aa	ab	ac	ad	ae	af	ag	ah	ai	aj	ak	al	am	an	ao	ap	aq	ar	as	at	au	av	aw	ax	ay	az
Weight of Bower Anchors ex. Stock.*	80	83½	87	91	94½	98	101½	105½	109½	113½	118	122½	127													
Admiralty Proof.	18½	60½	61½	63½	65½	66½	67½	69½	70½	72½	74	75½	76½													
Number of Bowers.	3	3	3	3	3	3	3	3	3	3	3	3	3													
Collective Weight of Bowers.	228	238	248	259	269	279	290	301	312	324	336	349	362													
Weight of Stream Anchor, ex. Stock.	29½	31	32½	34	35½	37¼	39	40¾	42½	44½	46	47¾	49½													
Weight of Kedge.	15	16	17	18	19	20	21	22	23	24	25	26	27													

FOR SAILING VESSELS.—TABLE 30.

Equipment Letters for Iron or Steel Vessels.	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
Weight of Bower Anchors, ex. Stock.*	3½	4½	5	5¾	6½	7½	8½	10	12	13½	15½	17	19	21	23½	25½	27¾	30	32	34	36½	38	40	42	45	48
Admiralty Proof.	5½	6½	7½	8	8½	9½	10½	12	13½	15½	16½	18½	19½	21½	23½	25½	26½	28½	30½	31½	33½	34½	35½	37½	39½	41½
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	
Collective Weight of Bowers.	7	8½	10	11½	13	14½	23½	28½	34½	38½	43½	48½	54	60	67	72½	79	85½	91½	97	104	108½	114	119½	128½	137
Weight of Stream Anchors, ex. Stock.	¾	1¼	1¾	2¼	2¾	3	3½	4	4¼	4¾	5¼	5¾	6	7	8	8½	8¾	9½	10½	10¾	11½	11¾	12	13½	15½	17
Weight of Kedge.	½	½	¾	¾	1	1	1¼	1¾	2	2½	2½	2¾	3¼	3½	4	4¼	4½	4¾	5	5½	5½	5¾	6	6¾	7½	8½

* In order to meet the requirements of different trades, the weight of Anchors as given in the above Tables may be modified as under:—
Where two Bower Anchors only are required, one of them may be 15 per cent. lighter than the weight set forth above, provided the collective weight of the two Anchors is equal to that given in the Table.
In Sailing Vessels—Where three Bower Anchors are required, one of them may be 15 per cent. and another 7½ per cent. lighter than the weight set forth above, provided the collective weight of the three Anchors is equal to that given in the Table, but in no case may the best Bower Anchor be lighter than prescribed in the Table, nor the third Bower be lighter than is allowed by this footnote.
In Steamers—Where three Bower Anchors are required, one of them may be 15 per cent. and another 7½ per cent. lighter than the weight set forth in the Table, provided the collective weight of the three Anchors is equal to that given in the Table. Where it may be desired by the Owners, the Bower Anchors may be of equal weight, provided the collective weight be not less than required by the Table.
All Anchor Stocks must be of acknowledged and approved description, and be one-fourth the weight of the Anchor given in the Table.
STOCKLESS ANCHORS FOR STEAM VESSELS:—In the case of Stockless Anchors 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 stock.
The heads of Stockless Anchors should not be less than three-fifths of the total weight of the Anchor.