

NET (if not already recorded in Appendix to Register Book).  
Surveyed Afloat or in Dry Dock? Afloat Name of Dock Albert

Destined Voyage

Stull Rph No. 25887

DROP TEST CERTIFICATE,  
PORT Newcastle on Tyne No. 3470

**B T.**  
**LLOYD'S PROVING HOUSE—SUNDERLAND,**  
**FOR TESTING ANCHORS AND CHAIN CABLES.**

(L.P.H.-S.)

LICENSED BY THE BOARD OF TRADE,  
UNDER THE ANCHORS AND CHAIN CABLES ACT, 1899.

(62 & 63 VICT., CH. 23.)



No. of this Certificate 9859

Sunderland, July 9<sup>th</sup> 1904.

This is to Certify that the Byers 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 (on stock.)	<u>40</u>	<u>1</u>	<u>14</u>	Length of Shank	<u>6</u>	<u>2</u>	Diameter of Trend	<u>9 1/4" 4"</u>
Weight of * <u>Stock</u> <b>STOCKLESS.</b>				Length of Arm	<u>3</u>	<u>4</u>	Description	<b>STOCKLESS.</b>
* Here insert Iron or Wood, as the case may be.							Deflection	<u>1/4" 3/16"</u>

Proof Strain (applied by Machine No. 18) 36 0 2 14

Mark L. P. H. - S. 18.06.9859.36.0.2.14. **B T.**

Maker's Name \_\_\_\_\_

Per W. L. BYERS & Co., Ltd.  
**SUNDERLAND,**

Witness my hand,

[Signature]  
SUPERINTENDENT

Appointed by the Committee of Lloyd's Register of British & Foreign 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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Foundation  
w744-0120

of the Committee.

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

S/S. "UMBE" J.

Signature of person responsible for the accuracy of the above

S.S. Larthe

U. J. Doye



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 British and Foreign Shipping, for the purpose of being cancelled.

EXTRACT FROM THE RULES OF LLOYD'S REGISTER OF BRITISH & FOREIGN SHIPPING—TABLE No. 22. FOR STEAM VESSELS.

Numbers for Iron or Steel Vessels.	3000	3800	4600	5400	6200	7000	7800	8700	9600	10600	11600	12700	13900	15200	16600	18200	20000	22000	24300	26900	29800	32900	36100	39400	42800	46400	50200	54100	58100	62100	66200	70	
Ship's Tonnage.	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	aa	ab	ac	ad	ae		
Weight of Bower Anchors, ex Stock.*	3½	4½	5	5¾	6½	7¼	8¼	10	11	13½	15¼	17	18¾	20½	22½	24½	26½	28½	31	33½	36	39	42	45	48	51	54½	58	61½	65	68½	72	
Admiralty Proof.	5½ <sup>8</sup> / <sub>20</sub>	6½ <sup>12</sup> / <sub>20</sub>	7 <sup>7</sup> / <sub>20</sub>	8	8½ <sup>5</sup> / <sub>20</sub>	9 <sup>9</sup> / <sub>20</sub>	10 <sup>7</sup> / <sub>20</sub>	12	13	14½	16 <sup>5</sup> / <sub>20</sub>	18 <sup>5</sup> / <sub>20</sub>	19½ <sup>13</sup> / <sub>20</sub>	21 <sup>3</sup> / <sub>20</sub>	22½ <sup>5</sup> / <sub>20</sub>	24 <sup>9</sup> / <sub>20</sub>	26	27½ <sup>10</sup> / <sub>20</sub>	29 <sup>7</sup> / <sub>20</sub>	31 <sup>5</sup> / <sub>20</sub>	33 <sup>3</sup> / <sub>20</sub>	35 <sup>3</sup> / <sub>20</sub>	37 <sup>2</sup> / <sub>20</sub>	39 <sup>5</sup> / <sub>20</sub>	41 <sup>2</sup> / <sub>20</sub>	43	45 <sup>1</sup> / <sub>20</sub>	47 <sup>5</sup> / <sub>20</sub>	49 <sup>3</sup> / <sub>20</sub>	51	52½ <sup>8</sup> / <sub>20</sub>	54	
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
Collective Weight of Bowers.	7	8½	10	11½	13	14½	23½	28½	33	38	48½	53½	58½	64	69½	75	81	88	95½	103	111	119½	128	136½	145½	155½	165½	175½	185½	195½	205		
Weight of Stream Anchor, ex Stock.	¾	1¼	1¾	2¼	2¾	3	3½	4	4½	5¼	5¾	6	6½	7	7¾	8½	9¼	10	11	12	13	14	15	16¼	17½	19	20½	22	23½	25	26		
Weight of Kedge.	½	½	¾	¾	1	1¼	1½	1¾	2	2¼	2½	2¾	3	3½	4	4½	4¾	5	5½	5½	5¾	6	6½	7	7½	8	9	10	11	12	13		

Number for Iron or Steel Vessels.	78700	83000	87400	91900	96500	101200	106000	111000	116200	121600	127200	133000	139000 and under 145200
Weight of Bower Anchors, ex Stock.*	80	83½	87	91	94½	98	101½	105½	109½	113½	118	122½	127
Admiralty Proof.	58½ <sup>10</sup> / <sub>20</sub>	60 <sup>5</sup> / <sub>20</sub>	61½ <sup>7</sup> / <sub>20</sub>	63½ <sup>2</sup> / <sub>20</sub>	65 <sup>3</sup> / <sub>20</sub>	66½ <sup>10</sup> / <sub>20</sub>	67½ <sup>6</sup> / <sub>20</sub>	69 <sup>9</sup> / <sub>20</sub>	70½ <sup>6</sup> / <sub>20</sub>	72 <sup>6</sup> / <sub>20</sub>	74	75½ <sup>10</sup> / <sub>20</sub>	76½ <sup>8</sup> / <sub>20</sub>
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	44¼	46	47¾	49½
Weight of Kedge.	15	16	17	18	19	20	21	22	23	24	25	26	27

FOR SAILING VESSELS.

Numbers for Iron or Steel Vessels.	1900	2500	3100	3650	4200	4700	5150	6000	6800	7550	8250	8900	9600	10800	12000	13200	14400	15500	17600	19600	21600	23400	25100	29400	33400
Ship's Tonnage.	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
Weight of Bower Anchors, ex Stock.*	3½	4½	5	5¾	6½	7¼	8¼	10	12	13½	15¼	16¾	18	21	23½	25½	27¾	30	32	34	36½	38	40	42	45
Admiralty Proof.	5½ <sup>8</sup> / <sub>20</sub>	6½ <sup>12</sup> / <sub>20</sub>	7 <sup>7</sup> / <sub>20</sub>	8	8½ <sup>5</sup> / <sub>20</sub>	9 <sup>9</sup> / <sub>20</sub>	10 <sup>7</sup> / <sub>20</sub>	12	13½ <sup>7</sup> / <sub>20</sub>	15 <sup>3</sup> / <sub>20</sub>	16½ <sup>4</sup> / <sub>20</sub>	18	19	21½ <sup>8</sup> / <sub>20</sub>	23½ <sup>10</sup> / <sub>20</sub>	25 <sup>3</sup> / <sub>20</sub>	26½ <sup>10</sup> / <sub>20</sub>	28½ <sup>12</sup> / <sub>20</sub>	30 <sup>2</sup> / <sub>20</sub>	31½ <sup>8</sup> / <sub>20</sub>	33 <sup>8</sup> / <sub>20</sub>	34½ <sup>10</sup> / <sub>20</sub>	35½ <sup>10</sup> / <sub>20</sub>	37 <sup>2</sup> / <sub>20</sub>	39 <sup>5</sup> / <sub>20</sub>
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	34¼	38½	43½	47¾	51½	60	67	72¾	79	85½	91¼	97	104	108¼	114	119¾	128¼
Weight of Stream Anchor, ex Stock.	¾	1¼	1¾	2¼	2	2¼	2½	3¾	4	4¾	5¼	5½	6½	7¼	8	8½	9¾	10½	10¾	11¼	11½	12	13½	15¼	
Weight of Kedge.	½	½	¾	¾	1	1	1¼	1¾	2	2½	2½	2¾	3½	3½	4	4¼	4½	4¾	5¼	5½	5½	5¾	6	6¾	7½

\* In order to meet the requirements of different trades, the weights of Anchors as given in the above Table may be modified as under:—  
 Where two Bower Anchors only are required, one of them may be 7½ 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. 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. lighter than the weight set forth above, 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. Where it may be desired by the Owners, the Bower Anchors may be of equal weight, provided the collective weight of the three Anchors is equal to that given in 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.

17/12/03.

