

W.H.
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1872L
V. II

LLOYD'S RULES

FOR THE

Stowage of Mixed Cargoes,

Prepared by Messrs. Henry C. Chapman & Co., Agents for Lloyd's, Liverpool.

1.—Owners, Commanders, and Mates of Ships, are considered in law in the same situation as Common Carriers, it is therefore necessary that all due precautions be taken to receive and stow Cargoes in good order, and deliver the same in like good order. The law holds the Shipowner liable for the safe custody of the Goods when properly and legally received on board in good order, and for the "delivery," to parties producing the Bill of Lading. The Captain's blank Bill of Lading should be received by the Warehouse Keeper or person authorised to receive the contents. Goods are not unfrequently sent alongside in a damaged state, and letters of indemnity given to the Captain by the Shippers for signing in good order and condition; this is nothing more or less than conniving at fraud; fine Goods are also often damaged in the Ship's hold by Lumpers, if permitted to use Cotton Hooks in handling Bales. All Goods must be received on board according to the custom of the Port where the Cargo is to be taken in, and the same custom will regulate the commencement of the responsibility of the Master and Owners.

2.—HEMP, FLAX, WOOL, and COTTON, should be dunnaged 9 inches on the Floors, and to the upper part of the bilge, the wing bales of the second tier kept 6 inches off the side at the lower corner, and 2½ inches at the sides. Sand or damp gravel Ballast to be covered with boards. Pumps to be frequently sounded and attended to. Sharp-bottomed Ships one-third less dunnage in floor and bilges. Avoid Horn Shavings as dunnage from Calcutta.

3.—All CORN, WHEAT, RICE, PEASE, BEANS, &c. when in bulk, to be stowed on a good high platform, or dunnage wood, of not less than 10 inches, and in the bilges 14 inches dunnage; the pumps and masts cased, to have strong bulkheads, good shifting boards, with feeders and ventilators, and to have no admixture of other Goods. Flat-floored, wall-sided Ships should be fitted with Bilge Pumps. On no consideration must the Stanchions under the Beams be removed.

4.—OIL, WINE, SPIRITS, BEER, MOLASSES, TAR, &c. to be stowed bung up; to have good cross beds at the quarters, (and not to trust to hanging beds), to be well chocked with wood, and allowed to stow three heights of pipes or butts, four heights of puncheons, and six heights of hogsheds or half-puncheons. All Moist Goods and Liquids, such as SALTED HIDES, Bales of BACON, BUTTER, LARD, GREASE, CASTOR OIL, &c. should not

be stowed too near "Dry Goods," whose nature is to absorb moisture. Ship-owners have often to pay heavy damages for Leakage in Casks of Molasses, arising from stowing too many heights without an intervening platform or 'twixt decks. From Bengal Goods also are frequently damaged by Castor Oil.

5.—TEA and FLOUR in barrels; FLAX, CLOVER and LINSEED, or RICE, in tierces; COFFEE and COCOA in bags should always have 9 inches at least of good dunnage in the bottom, and 14 to the upper part of the bilges, with 2½ inches at the sides: allowed to stow six heights of tierces and eight heights of barrels. All Ships above 600 tons should have 'twixt decks or platforms laid for these Cargoes, to ease the pressure—caulked 'twixt decks should have scuppers in the sides, and 2½ inches of dunnage laid athwart ship, and not fore-and-aft ways, when in Bags or Sacks; and when in Boxes or Casks not less than 1 inch. RICE from Calcutta is not unfrequently damaged by Indigo, for want of care in stowing.

6.—Entire Cargoes of SUGAR, SALTPETRE, and GUANO in bags must have the dunnage carefully attended to, as laid down for other goods. TIMBER Ships are better without 'twixt decks if loading all Timber or Deals. Brown Sugar to be kept separate from white Sugar, and both kept from direct contact with Saltpetre.

7.—Pot and PEARL ASHES, TOBACCO, BARK, INDIGO, MADDERS, GUM, &c., whether in Casks, Cases, or Bales, to be dunnaged in the bottom, and to the upper part of the bilges at least 9 inches, and 2½ inches at the sides.

8.—MISCELLANEOUS GOODS, such as Boxes of CHEESE, Kegs and Tubs of LARD, or other small or slight-made packages, not intended for broken stowage, should be stowed by themselves, and dunnaged as other goods.

9.—Barrels of PROVISIONS and TALLOW Casks allowed to stow six heights. All METALS should be stowed under, and separated from, Goods liable to be damaged by contact.

10.—All MANUFACTURED GOODS, also DRY HIDES, Bales of SILK, or other valuable Articles, should have 2½ inches of dunnage against the side to preserve a water-course. Bundles of SHEET IRON, RODS, Pigs of Copper or Iron, or any rough hard substance, should not be allowed to come in contact with Bales or Bags, or any soft packages liable to be chafed. When Mats can be procured they should be used at the sides for Silk, Tea, &c.

11.—TAR, TURPENTINE, ROSIN, &c. to have flat Beds of Wood under the quarters, of an inch thick, and allowed to stow six heights.

12.—Very frequent and serious loss falls on Merchants on the upper part of Cargoes, particularly in Vessels that bring Wheat, Corn, Tobacco, Oil Cake, &c., arising from vapour damage imbibed by Wheat, Flour, and other Goods, stowed in the same vessel with Turpentine, or other strong-scented articles: the Shippers are to blame for such negligence, for not making due inquiry before shipping.

13.—Ships laden with full Cargoes of Coal, bound round Cape Horn or Cape of Good Hope, to be provided with approved ventilators as a preventive against ignition.

14.—No Vessel bound on any over-sea voyage, should on any account be loaded beyond that point of immersion which will present a clear side out of water, when upright, of three inches to every foot depth of hold, measured amidships, from the height of the deck at the side to the water.

TEMPORARY RUDDER.

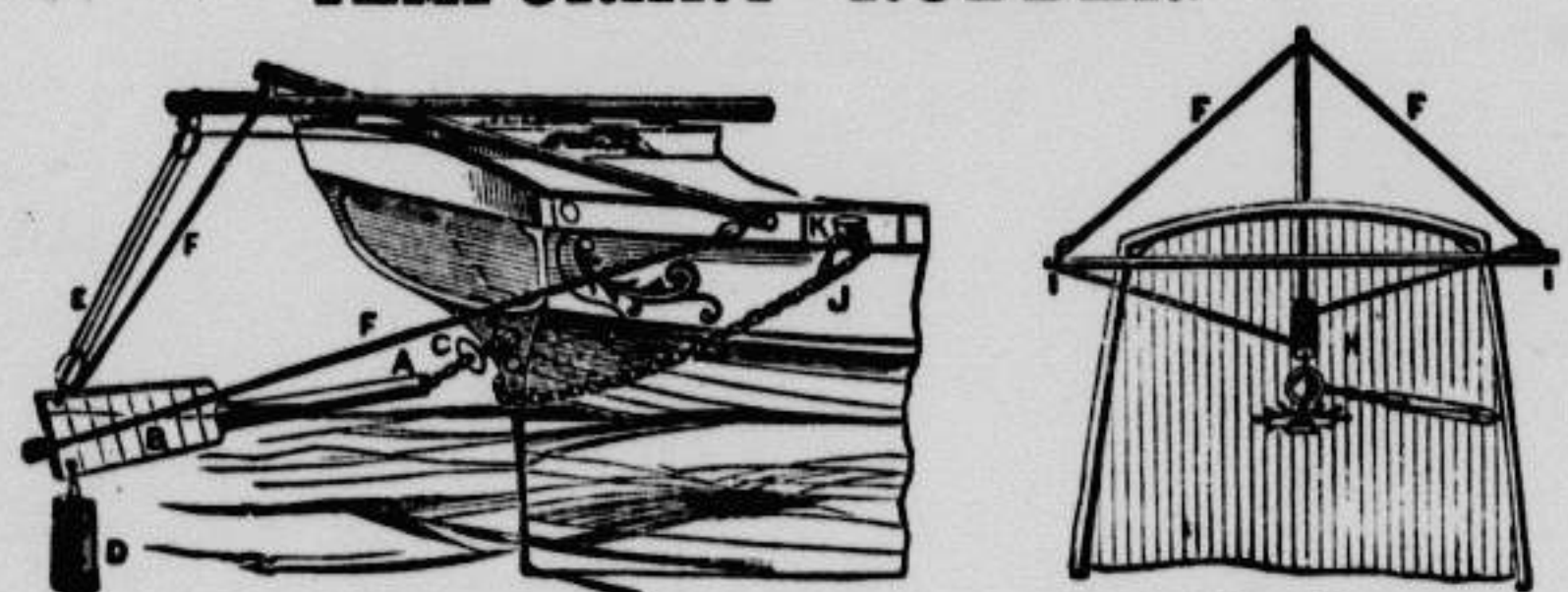


FIG. 1.

FIG. 2.

Pass the End of a Chain down the Rudder Trunk, and take it up over the stern; lash the end link to a piece of spar (A, Fig. 1) fitted with a blade (B); put a mouse (C) on the chain, leaving two or three links drift between it and the spar for play; sling a pig of ballast, or other weight, at the lower part of the blade (D); fit a block (E) for a tackle to trice it up clear of the screw in case of making sternway; fit guys (F); lower the whole over the stern, and heave the chain tight until the mouse (C) is jammed tight in the lower part of the trunk (A); secure the chain (H, Fig. 2), reeve the guys (F) through blocks at the end of a spar across the stern (I), and take them to the barrel of the wheel. When the main piece of the Rudder cannot be unshipped, lash a large shackle to the end of the spar, and reeve the chain (J) through the shackle, drop the bight of the chain over the stern, and draw it tight under the counter, securing both ends in board at (K).—T. H. WITHERS, Examiner in Seamanship, London.—(NAUTICAL MAGAZINE, November, 1873.)

ROUND WIRE ROPES.

FOR SHIPS' STANDING RIGGING, JIB STAYS, &c.
(By permission of A. J. HUTCHINGS & Co., Patent Improved Wire Rope Manufacturers, Millwall, London, E.)

WIRE ROPE.		HEMP ROPE.		CHAIN.			
Circum- ference.	Weight per Yard.	Circum- ference.	Weight per Yard.	Size.	Weight per Yard.	Breaking Strain.	Working Load.
1½	1 0	3	1 10	1/4	2 8	2 6	3
1½	1 4	3½	2 0	1/2	4 0	4 0	15
2	1 12	4	3 1	3/4	8 0	6 7	18
2½	2 4	5	3 8	1	9 8	7 5	22
3	3 12	6	4 4	1½	11 0	8 11	30
3½	4 4	7	5 0	2	13 0	10 0	37
4	5 12	8	6 0	2½	15 0	11 14	45
4½	6 8	9	6 8	3	17 0	13 0	53
5	7 12	10	7 0	3½	20 0	15 6	60
5½	8 8	11	8 0	4	23 8	17 5	72
6	9 12	12	9 8	4½	27 0	19 6	84
6½	10 8	13	11 0	5	30 0	21 10	90
7	11 12	14	12 8	5½	34 0	24 10	100

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