## SAIL POWER.

SECTION 18. All cargo-carrying steamers navigating the Lakes should have masts and rigging, and spread sufficient sail to be helpful in times of danger; and all vessels towed by steamers, in order to be classed in any of the grades, must have sufficient sail to make a port or place of safety in case of being cast adrift.

SECTION 19. All vessels must have one or more boats, sufficient to carry the crew safely; and not less than two compasses with the charts of the waters navigated. And any vessel not carrying a full crew is liable to have her class withdrawn.

SECTION 20. All vessels, to maintain classification, must preserve the *freeboard* assigned in the register by the manager of Inland Lloyds. The freeboard of a vessel is one of her qualities or powers the same as her strength or tightness. Without it she is unseaworthy, and neither class nor grade is ever given except upon the condition of its continual presence, whether light or loaded.

SECTION 21. When in commission, all vessels must have every part of the hull and equipment in perfect sea-going order, and not overloaded, or the class may be withdrawn, since the holding of class depends entirely upon the confidence that may be induced by the good qualities, the ability and condition at all times. And it is to be distinctly understood that the classification of a vessel is only the expression of an expert opinion for the guidance of such underwriters as contribute to the compilation of the Register, and is not intended as a criterion for the appreciation, purchase, sale or chartering of vessels, or for any public purpose.

# ABBREVIATIONS.

*Metal banded and strapped, or arched on frame and ceiling; † Squire's fastening; || no centre-board; **I.,** iron-built; **S.,** steel-built; **Comp.,** composite; **D. D.,** double-decked; **W. A.,** wood arches; **I. A.,** iron arches; **S. A.** steel arches; **S. S. C.,** smoke stack cased; **S. P. W.,** steam-pump well; **B.** boiler; **E.,** engine; **E. Com.,** engine compounded; **T. A.,** timbers aft; **T. F.,** timbers forward; **Re.,** repairs; **L. Re.,** large repairs; **U. Re.,** underwriters' repairs; **Ref.,** refastened; **Rec.,** recalked; **Bo.,** bottom; **To.,** topside; **K.,** keel; **Kl.,** keelson; **C. B. C.,** centre-board case; **Cl.,** ceiling; **Pl.,** planking; **Plr.,** planksheer; **St.,** stanchions; **Rl.,** rail; **Dk.,** deck; **Ln.,** lengthened; **M.,** mast; **Ss.,** sails; **Rg.,** rigging; **I. B. H.,** iron boiler house; **I. L. B. H.,** iron-lined boiler house; **Z. L. B. H.,** zinc-lined boiler house; **Sin. Bo.,** single bottom; **Dou. Bo.,** double bottom; **S. P.,** steam power for pumping and working ship; + coarse freights only.