

IRON OR STEEL SHIP.

(Received at London Office, 23 AUGUST 1890)

161

Sup
No. 161 Survey held at Middlesbrough Date of writing Report 23 AUGUST 1890 Port of Middlesbrough
On the Steel Screw Steamer ALFALFA Date, First Survey Jan'y 9th 1890 Last Survey August 12th 1890
Rig Schooner 3 Masts
Master Chamberlain
Year of appointment 1888
Built at Middlesbrough
When built 1890 Launched June 18th 90
By whom built Raylton Dixon & Co
Owners A. Williams & Co
Managers Rivers, Ayres & Co
Residence London
Port belonging to London
Destined Voyage River Plate
Surveyed while Building, Afloat, or in Dry Dock.

TONNAGE under Tonnage Deck 1644.47 ONE OR TWO DECKED, THREE DECKED VESSEL, SPAN, OR AWNING-DECKED VESSEL.
Do. between Tonnage Dk. and 3rd, 4th, Spar or Awaiting Dk. 8.42
Total under Upper Dk. 8.42
Do. of Poop 66.12
Do. of Raised Or. Dk. 90.64
Do. of Bridge House 304.89
Do. of Houses on Deck 5.90
Do. of excess of Hatchways 20.14
Do. of Forecastle 45.90
Gross Tonnage 2183.48
Less Crew Space 64.51
Master's 16.76
Less Engine Room 698.71
Register Tonnage as cut on Beam 1402.60

Half Breadth (moulded) 19.42
Depth from upper part of Keel to top of Upper Deck Beams 22.08
Girth of Half Midship Frame (as per Rule) 37.87
1st Number 79.37
1st Number, if a 3-Decked Vessel .. deduct 7 feet ✓
Length 275.5
2nd Number 21866
Proportions Breadth to Length 7.09
Depth to Length—Upper Deck to Keel 12.47
Main Deck ditto

LENGTH on deck as per Rule 275.6 BREADTH—Moulded 38.10 DEPTH top of Floors to Upper Deck Beams 20.1 Power of Engines 200 No. of Decks with flat laid 1 No. of Tiers of Beams 1
Dimensions of Ship per Register, length, 277.0 breadth, 39.0 depth, 18.2 Moulded depth 21.3

	Inches in Ship	Inches per Rule	Inches in Ship	Inches per Rule	Inches in Ship	Inches per Rule	Inches in Ship	Inches per Rule
FLAT KEEL PLATES, breadth and thickness	36	16	36	16	36	16	36	16
PLATES in Garboard Strakes, br'dth & thickness	36	12	36	12	36	12	36	12
From Garboard to upper part of Bilges	10	10	10	10	10	10	10	10
Of d'bling at Bilge, or increased thickness, and length applied of Sh'rstake	12	12	12	12	12	12	12	12
From up. prt of Bilge to edge of Sh'rstake	11	11	11	11	11	11	11	11
Main Sheerstrake, breadth and thickness	42	15	42	15	42	15	42	15
Of d'bling at Sh'stk. & lng. applied	11	11	11	11	11	11	11	11
From M'n. to Up. or Spar Dk. Sh'rstake	11	11	11	11	11	11	11	11
Up. or Spar Dk. Sh'rstake, br'dth & thickness	11	11	11	11	11	11	11	11
Butt Straps to outside plating, breadth & thickness	19	9	19	9	19	9	19	9
Lengths of Plating	7	7	7	7	7	7	7	7
Shifts of Plating, and Stringers	as per rule	as per rule	as per rule	as per rule	as per rule	as per rule	as per rule	as per rule
Gunwale Plate on ends of	39	10	39	10	39	10	39	10
Upper Deck Beams, breadth and thickness	44	9	44	9	44	9	44	9
Angle Iron on ditto	44	9	44	9	44	9	44	9
Tie Plates on ends of Hatchways	9	9	9	9	9	9	9	9
Diagonal Tie Plates on Beams, No. of Pairs	6	6	6	6	6	6	6	6
Flat of Up. Spar, or Awaiting Dk.	7	7	7	7	7	7	7	7
How fastened to Beams	as per rule	as per rule	as per rule	as per rule	as per rule	as per rule	as per rule	as per rule
Stringer Plate on ends of Main or Middle Deck	37	9	37	9	37	9	37	9
Beams, breadth and thickness	44	9	44	9	44	9	44	9
Is the Stringer Plate attached to the outside plating?	46	46	46	46	46	46	46	46
Angle Irons on ditto, No.	44	9	44	9	44	9	44	9
Tie Plates, outside Hatchways	44	9	44	9	44	9	44	9
Diagonal Tie Plates on Beams, No. of pairs	6	6	6	6	6	6	6	6
Flat of Middle Deck	7	7	7	7	7	7	7	7
How fastened to Beams	as per rule	as per rule	as per rule	as per rule	as per rule	as per rule	as per rule	as per rule
Stringer Plates on ends of Lower Deck, Hold	37	9	37	9	37	9	37	9
Upper Beams	44	9	44	9	44	9	44	9
Is the Stringer Plate attached to the outside plating?	46	46	46	46	46	46	46	46
Angle Irons on ditto, No.	44	9	44	9	44	9	44	9
Stringer or Tie Plates, outside Hatchways	44	9	44	9	44	9	44	9
Flat of Lower Deck	7	7	7	7	7	7	7	7
How fastened to Beams	as per rule	as per rule	as per rule	as per rule	as per rule	as per rule	as per rule	as per rule
Ceiling betwixt Decks, thickness and material	22	22	22	22	22	22	22	22
in hold	22	22	22	22	22	22	22	22
Main piece of Rudder, diameter at head	7 1/4	7 1/4	7 1/4	7 1/4	7 1/4	7 1/4	7 1/4	7 1/4
do. at heel	5 1/4	5 1/4	5 1/4	5 1/4	5 1/4	5 1/4	5 1/4	5 1/4
Can the Rudder be unshipped afloat?	46	46	46	46	46	46	46	46
Bulkheads No.	4	4	4	4	4	4	4	4
No. per Rule	4	4	4	4	4	4	4	4
Thickness of	7 1/2 to 8	7 1/2 to 8	7 1/2 to 8	7 1/2 to 8	7 1/2 to 8	7 1/2 to 8	7 1/2 to 8	7 1/2 to 8
Height up	Main and Quarter Dks	Main and Quarter Dks	Main and Quarter Dks	Main and Quarter Dks	Main and Quarter Dks	Main and Quarter Dks	Main and Quarter Dks	Main and Quarter Dks
How secured to sides of ship	double frames	double frames	double frames	double frames	double frames	double frames	double frames	double frames
Size of Vertical Angle Irons	5 x 3 x 3/4	5 x 3 x 3/4	5 x 3 x 3/4	5 x 3 x 3/4	5 x 3 x 3/4	5 x 3 x 3/4	5 x 3 x 3/4	5 x 3 x 3/4
and distance apart	30 ins.	30 ins.	30 ins.	30 ins.	30 ins.	30 ins.	30 ins.	30 ins.
Are the outside Plates doubled two spaces of Frames in length?	46	46	46	46	46	46	46	46
Riveted through plates with	7/8 in. Rivets, about 0 1/2 apart	7/8 in. Rivets, about 0 1/2 apart	7/8 in. Rivets, about 0 1/2 apart	7/8 in. Rivets, about 0 1/2 apart	7/8 in. Rivets, about 0 1/2 apart	7/8 in. Rivets, about 0 1/2 apart	7/8 in. Rivets, about 0 1/2 apart	7/8 in. Rivets, about 0 1/2 apart
And butts properly shifted?	46	46	46	46	46	46	46	46

net frames 18' wide
+ intercostals as
per approved plans

The FRAMES extend in one length from bilge to bilge, + bilge to top height
The REVERSED ANGLE IRONS on floors and frames extend across middle line to bilges, + main + middle + and to 2nd, + 3rd + 4th + 5th + 6th + 7th + 8th + 9th + 10th + 11th + 12th + 13th + 14th + 15th + 16th + 17th + 18th + 19th + 20th + 21st + 22nd + 23rd + 24th + 25th + 26th + 27th + 28th + 29th + 30th + 31st + 32nd + 33rd + 34th + 35th + 36th + 37th + 38th + 39th + 40th + 41st + 42nd + 43rd + 44th + 45th + 46th + 47th + 48th + 49th + 50th + 51st + 52nd + 53rd + 54th + 55th + 56th + 57th + 58th + 59th + 60th + 61st + 62nd + 63rd + 64th + 65th + 66th + 67th + 68th + 69th + 70th + 71st + 72nd + 73rd + 74th + 75th + 76th + 77th + 78th + 79th + 80th + 81st + 82nd + 83rd + 84th + 85th + 86th + 87th + 88th + 89th + 90th + 91st + 92nd + 93rd + 94th + 95th + 96th + 97th + 98th + 99th + 100th + 101st + 102nd + 103rd + 104th + 105th + 106th + 107th + 108th + 109th + 110th + 111th + 112th + 113th + 114th + 115th + 116th + 117th + 118th + 119th + 120th + 121st + 122nd + 123rd + 124th + 125th + 126th + 127th + 128th + 129th + 130th + 131st + 132nd + 133rd + 134th + 135th + 136th + 137th + 138th + 139th + 140th + 141st + 142nd + 143rd + 144th + 145th + 146th + 147th + 148th + 149th + 150th + 151st + 152nd + 153rd + 154th + 155th + 156th + 157th + 158th + 159th + 160th + 161st + 162nd + 163rd + 164th + 165th + 166th + 167th + 168th + 169th + 170th + 171st + 172nd + 173rd + 174th + 175th + 176th + 177th + 178th + 179th + 180th + 181st + 182nd + 183rd + 184th + 185th + 186th + 187th + 188th + 189th + 190th + 191st + 192nd + 193rd + 194th + 195th + 196th + 197th + 198th + 199th + 200th + 201st + 202nd + 203rd + 204th + 205th + 206th + 207th + 208th + 209th + 210th + 211st + 212nd + 213th + 214th + 215th + 216th + 217th + 218th + 219th + 220th + 221st + 222nd + 223rd + 224th + 225th + 226th + 227th + 228th + 229th + 230th + 231st + 232nd + 233rd + 234th + 235th + 236th + 237th + 238th + 239th + 240th + 241st + 242nd + 243rd + 244th + 245th + 246th + 247th + 248th + 249th + 250th + 251st + 252nd + 253rd + 254th + 255th + 256th + 257th + 258th + 259th + 260th + 261st + 262nd + 263rd + 264th + 265th + 266th + 267th + 268th + 269th + 270th + 271st + 272nd + 273rd + 274th + 275th + 276th + 277th + 278th + 279th + 280th + 281st + 282nd + 283rd + 284th + 285th + 286th + 287th + 288th + 289th + 290th + 291st + 292nd + 293rd + 294th + 295th + 296th + 297th + 298th + 299th + 300th + 301st + 302nd + 303rd + 304th + 305th + 306th + 307th + 308th + 309th + 310th + 311st + 312nd + 313th + 314th + 315th + 316th + 317th + 318th + 319th + 320th + 321st + 322nd + 323rd + 324th + 325th + 326th + 327th + 328th + 329th + 330th + 331st + 332nd + 333rd + 334th + 335th + 336th + 337th + 338th + 339th + 340th + 341st + 342nd + 343rd + 344th + 345th + 346th + 347th + 348th + 349th + 350th + 351st + 352nd + 353rd + 354th + 355th + 356th + 357th + 358th + 359th + 360th + 361st + 362nd + 363rd + 364th + 365th + 366th + 367th + 368th + 369th + 370th + 371st + 372nd + 373rd + 374th + 375th + 376th + 377th + 378th + 379th + 380th + 381st + 382nd + 383rd + 384th + 385th + 386th + 387th + 388th + 389th + 390th + 391st + 392nd + 393rd + 394th + 395th + 396th + 397th + 398th + 399th + 400th + 401st + 402nd + 403rd + 404th + 405th + 406th + 407th + 408th + 409th + 410th + 411st + 412nd + 413th + 414th + 415th + 416th + 417th + 418th + 419th + 420th + 421st + 422nd + 423rd + 424th + 425th + 426th + 427th + 428th + 429th + 430th + 431st + 432nd + 433rd + 434th + 435th + 436th + 437th + 438th + 439th + 440th + 441st + 442nd + 443rd + 444th + 445th + 446th + 447th + 448th + 449th + 450th + 451st + 452nd + 453rd + 454th + 455th + 456th + 457th + 458th + 459th + 460th + 461st + 462nd + 463rd + 464th + 465th + 466th + 467th + 468th + 469th + 470th + 471st + 472nd + 473rd + 474th + 475th + 476th + 477th + 478th + 479th + 480th + 481st + 482nd + 483rd + 484th + 485th + 486th + 487th + 488th + 489th + 490th + 491st + 492nd + 493rd + 494th + 495th + 496th + 497th + 498th + 499th + 500th + 501st 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+ 627th + 628th + 629th + 630th + 631st + 632nd + 633rd + 634th + 635th + 636th + 637th + 638th + 639th + 640th + 641st + 642nd + 643rd + 644th + 645th + 646th + 647th + 648th + 649th + 650th + 651st + 652nd + 653rd + 654th + 655th + 656th + 657th + 658th + 659th + 660th + 661st + 662nd + 663rd + 664th + 665th + 666th + 667th + 668th + 669th + 670th + 671st + 672nd + 673rd + 674th + 675th + 676th + 677th + 678th + 679th + 680th + 681st + 682nd + 683rd + 684th + 685th + 686th + 687th + 688th + 689th + 690th + 691st + 692nd + 693rd + 694th + 695th + 696th + 697th + 698th + 699th + 700th + 701st + 702nd + 703rd + 704th + 705th + 706th + 707th + 708th + 709th + 710th + 711st + 712nd + 713th + 714th + 715th + 716th + 717th + 718th + 719th + 720th + 721st + 722nd + 723rd + 724th + 725th + 726th + 727th + 728th + 729th + 730th + 731st + 732nd + 733rd + 734th + 735th + 736th + 737th + 738th + 739th + 740th + 741st + 742nd + 743rd + 744th + 745th + 746th + 747th + 748th + 749th + 750th + 751st + 752nd + 753rd + 754th + 755th + 756th + 757th + 758th + 759th + 760th + 761st + 762nd + 763rd + 764th + 765th + 766th + 767th + 768th + 769th + 770th + 771st + 772nd + 773rd + 774th + 775th + 776th + 777th + 778th + 779th + 780th + 781st + 782nd + 783rd + 784th + 785th + 786th + 787th + 788th + 789th + 790th + 791st + 792nd + 793rd + 794th + 795th + 796th + 797th + 798th + 799th + 800th + 801st + 802nd + 803rd + 804th + 805th + 806th + 807th + 808th + 809th + 810th + 811st + 812nd + 813th + 814th + 815th + 816th + 817th + 818th + 819th + 820th + 821st + 822nd + 823rd + 824th + 825th + 826th + 827th + 828th + 829th + 830th + 831st + 832nd + 833rd + 834th + 835th + 836th + 837th + 838th + 839th + 840th + 841st + 842nd + 843rd + 844th + 845th + 846th + 847th + 848th + 849th + 850th + 851st + 852nd + 853rd + 854th + 855th + 856th + 857th + 858th + 859th + 860th + 861st + 862nd + 863rd + 864th + 865th + 866th + 867th + 868th + 869th + 870th + 871st + 872nd + 873rd + 874th + 875th + 876th 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1001st + 1002nd + 1003rd + 1004th + 1005th + 1006th + 1007th + 1008th + 1009th + 1010th + 1011st + 1012nd + 1013th + 1014th + 1015th + 1016th + 1017th + 1018th + 1019th + 1020th + 1021st + 1022nd + 1023rd + 1024th + 1025th + 1026th + 1027th + 1028th + 1029th + 1030th + 1031st + 1032nd + 1033rd + 1034th + 1035th + 1036th + 1037th + 1038th + 1039th + 1040th + 1041st + 1042nd + 1043rd + 1044th + 1045th + 1046th + 1047th + 1048th + 1049th + 1050th + 1051st + 1052nd + 1053rd + 1054th + 1055th + 1056th + 1057th + 1058th + 1059th + 1060th + 1061st + 1062nd + 1063rd + 1064th + 1065th + 1066th + 1067th + 1068th + 1069th + 1070th + 1071st + 1072nd + 1073rd + 1074th + 1075th + 1076th + 1077th + 1078th + 1079th + 1080th + 1081st + 1082nd + 1083rd + 1084th + 1085th + 1086th + 1087th + 1088th + 1089th + 1090th + 1091st + 1092nd + 1093rd + 1094th + 1095th + 1096th + 1097th + 1098th + 1099th + 1100th + 1101st + 1102nd + 1103rd +

MOB 740/83
Workmanship. Are the butts of plating planed or otherwise fitted? *Planed*
Do the edges of the carvel work and of the butts lay close together throughout their length without requiring any making good of deficiencies? *Yes*
Are the fillings between the ribs and plates solid single pieces? *Yes* Do the holes for riveting plate to frames, butt straps, or plate to plate, &c., conform well to each other? *Yes* Are the rivet holes well and sufficiently countersunk in the plate and punched from the faying surfaces? *Yes* Do any rivets break into or through the seams or butts of the plating? *A few.*

Masts, Bowsprit, Yards, &c., are *Iron R.P. Pine* in *good* condition, and sufficient in size and length. If of Iron or Steel give Scantlings Book. *Plating, Angle Irons, &c., and further explain by a Sketch showing how the lower Masts and Bowsprit are constructed, showing the number of Plates and Angle Irons, mode of riveting, quality of Material and if stamped with Maker's name.*
State also Length and Diameter of Lower Masts and Bowsprit

*Fore Mast 77'6" x 23' diam 66 plates 2 plates in the round, butts 36 seams
Main " 71'6" x 20" " " 3 single rivetted.*

Number for Equip- ment <i>24320</i>	CABLES, &c.			Test per Certificate. Tons.	Fathoms & Inches per Rule.	Machine where Tested and Superintendent, also Name of Chain Maker.	ANCHORS. Number of Certificate (State if any and which Anchors are Stockless.)	Weight. Ex. Stock.	Test per Certificate. Tons.	Weight req'd per Rule.	Machine where Tested Superintendent, also Name of Anchor Maker.
	Number of Certificate.	Fathoms.	Inches.								
Letter for do. <i>S</i>	<i>8402</i>	<i>270</i>	<i>1 1/2</i>	<i>59 1/2</i>	<i>270 x 1 1/2</i>	<i>Riv. Pearson</i>	<i>28231</i>	<i>40.1.11</i>	<i>36.0.2.14</i>	<i>32 cwt</i>	<i>Heather</i>
N. SAILS.	<i>Calicut</i>					<i>S. Nantner</i>	<i>28232</i>	<i>39.1.7</i>	<i>35.7.0.21</i>		<i>S. Nantner</i>
Fore Sails,	<i>S. Nantner</i>					<i>Supl.</i>	<i>28230</i>	<i>34.3.5</i>	<i>35.5.2.14</i>		<i>do</i>
Fore Top Sails,	<i>Iron Stream Caain</i>	<i>75 1/2</i>	<i>1 1/2</i>	<i>22 1/2</i>	<i>75 1/2</i>	<i>do</i>	<i>do</i>	<i>do</i>	<i>do</i>		<i>do</i>
Fore Topmast Stay Sails,	<i>Iron Stream Caain</i>	<i>90</i>	<i>4</i>	<i>33 1/2</i>	<i>4</i>	<i>do</i>	<i>do</i>	<i>do</i>	<i>do</i>		<i>do</i>
Main Sails,	<i>Iron Stream Caain</i>	<i>90</i>	<i>4</i>	<i>33 1/2</i>	<i>4</i>	<i>do</i>	<i>do</i>	<i>do</i>	<i>do</i>		<i>do</i>
Main Top Sails, and quality	<i>TOWLINE</i>	<i>90</i>	<i>3</i>	<i>18</i>	<i>92</i>	<i>do</i>	<i>do</i>	<i>do</i>	<i>do</i>		<i>do</i>
<i>for</i>	<i>Hawser</i>	<i>2 90</i>	<i>2 1/2</i>	<i>9 1/2</i>	<i>7 1/2</i>	<i>do</i>	<i>do</i>	<i>do</i>	<i>do</i>		<i>do</i>
	<i>Warp</i>	<i>2 90</i>	<i>5 1/2</i>			<i>do</i>	<i>do</i>	<i>do</i>	<i>do</i>		<i>do</i>

Standing and Running Rigging *Wired Hemp* sufficient in size and *good* in quality. She has *2* Life Boats and *2* others.
The Windlass is *Iron Steam* Capstan *✓* and Rudder *iron* Pumps *good*

Engine Room Skylights. How constructed? *Plate coming* How secured in ordinary weather? *Plate with flaps and thick glass lights*

Coal Bunker Openings. How constructed? *Plate coming* How are lids secured? *Buttens + clamps* Height above deck? *3 1/2 + 18*

Scuppers, &c. What arrangements for clearing upper deck of water, in case of shipping a sea? *In well 2 ports 20" x 27" 1/2 up 2 scuppers each side. On Quarter deck each side 4 ports 30" x 15" 1/4 scuppers*

Cargo Hatchways. How formed? *Plate coming* Hatches, if strong and efficient? *Yes 3 1/2*

State size *main Hatch 15'6" x 11'11" No 2 23'9" x 13'10" No 3 5'11" x 9'0" Quarter hatch 21'10" x 14' No 5 17'10" x 14'*

If of extraordinary size, state how framed and secured... *No 1 beam 3 ports upper No 2 24' 2 ports + 3 fra. No 3 11' 1 port + 3 fra*

Order for Special Survey No. *11409* Date *Nov 6 1889* 1st. On the several parts of the frame, when in place, and before the plating was wrought

Order for Ordinary Survey No. *✓* Date *✓* 2nd. On the plating during the process of riveting

No. *320* in builder's yard. DATES of Surveys held while building as per Section 18. 3rd. When the beams were in and fastened, and before the decks were laid....

State dates of letters respecting this case *Nov 4 Dec 6 12 21 89. M. Jan 27 Feb 4 90. P.* 4th. When the ship was complete, and before the plating was finally coated or cemented..

General Remarks (State quality of workmanship, &c.) *Built in accordance with the approved plan*

the rules for such vessels. The workmanship and materials are good.

The steel has been tested as per rule.

The freeboard has been marked on the vessel sides in accordance with that assigned to the sister vessels 'Salado' No 321. 'Dandib' No 319 &c by the same builders. July 3rd + June 12th respectively. as follows. Summer 1'8 1/2 Winter 2'0 Allowance for Fresh Water 4 3/4. The freeboard to be recorded in the Register Book.

RAYLTON DIXON & CO.

How are the surfaces preserved from oxidation? Inside Black enamel Paint alone Outside Paint

Particulars for Record in R.B.—Length of Poop *27* ft., R.Q.D. *66* ft., Edge Dk., *126* ft., F'castle *34* ft.; No. of Dks. (excluding spar, awn, &c.) *11*

Material of dks. *Iron* spar, awn, dk., &c. *✓* Material of spar, awn, dk., &c. *✓*; No. of tiers of beams (with and without dks. laid) *61*

Official No. *98144*; Signal Letters *+ 100 A 1 Steel*

I am of opinion this Vessel should be Classed *100 A 1 Steel*

The amount of the Entry Fee£ *5* : is received by me, *J. M. Williams*

Special£ *77* : 19 : 6 *22.8.1890*

(to be sent as per margin) Certificate ...

Travelling Expenses, if any, £ *✓*

Committee's Minute *TUES 26 AUGUST 1890*

Character assigned *100 A 1 Steel Record 7th Ed*

100 A 1 Steel. 1st. Iron Web frames Well deck

+ 2 mcs 7.90

W. M. Williams
Surveyor to Lloyd's Register of British and Foreign Ships
It is submitted that this Vessel appears eligible to be classed as 100 A 1 Steel as recommended by the Committee.