

2 Decks.

## IRON OR STEEL STEAMER.

Received at London Office SEP 15 1893

State if Report is also sent on the Machinery of the Vessel.

Date of completion of Report 14<sup>th</sup> Sept 1893.

Port of West Hartlepool

No. 9196 Survey held at West Hartlepool Date, First Survey 2<sup>nd</sup> March. Last Survey 8<sup>th</sup> Sept 1893

On the Steel Sea Steamer ARIADNE ALEXANDRA Rig Schooner 2 masts.

TONNAGE under 1492.78

ONE OR TWO DECKED VESSEL.

Master Hodgson

Tonnage Deck... 65.65

CLASS 100 A

Year of appointment (1) As master in service of owner of present vessel - 1893 (2) As master of this vessel - 1893.

Poop 105.87

Do. of Raised Or. 282.34

Do. of Break... 6.33

Do. of Bridge House 24.41

Do. of Houses on Deck 8.27

Do. of excess of Hatchways 1985.65

Do. of Forecastle 72.82

Do. above Crown of Engine Room 1912.83

Less Crew Space 635.41

Less above Crown of Engine Room 25.41

FOR FEES 1252.01

Engine Room 635.41

Navigation Spaces 25.41

Register Tonnage 1252.01

as cut on Beam ...

Half Breadth (moulded) 18.91

Depth from upper part of Keel to top of Main Deck Bms. 21.03

Girth of Half Midship Frame (as per Rule) 35.74

1st Number 75.68

Length 270.

2nd Number 20433

Proportions - Breadths to Length 7.14

Depths to Length - Main Deck to top of Keel 12.83

Destined Voyage Black Sea

Surveyed while Building, Afloat, &amp; in Dry Dock

Built at West Hartlepool

When built 1893 Launched 15<sup>th</sup> July 1893By whom built W Gray & Co. L<sup>ds</sup>

Owners Ariadne Steamship Co. Ltd.

Managers

Residence London

Port belonging to London

LENGTH on Deck as per Rule	Feet. Inches.	BREADTH - Moulded	Feet. Inches.	DEPTH - Top of Floors to Main Deck Beams	Feet. Inches.	Power of Engines	Horse.	No. of Decks with Flat laid	No. of Tiers of Beams
270 0		37 10		17 9 1/2		160		1	1

Dimensions of Ship per Register, Length, 274.0 breadth, 38.25 depth, 17.7.

Moulded Depth, ft. 20 ins. 3 Round of Beam 62 inches amid

## FORGINGS AND CASTINGS.

	Inches in Ship.	Inches per Rule Or as Approved.
KEEL, Bar or Side Plates depth and thickness	9 x 2 1/2	9 x 2 1/2
STEM, moulding and thickness	9 x 5 1/2	9 x 5 1/2
STERN-POST for Rudder do. do.	7 1/4	7 1/4
" for Propeller	3 1/2	3 1/2
MAIN PIECE of Rudder, diameter at head		
do. at heel		
RUDDER, how constructed	Tryrig plated	
Can the Rudder be unshipped afloat?	Yes	

## FRAMING.

	Inches in Ship.	Inches per Rule Or as Approved.
FRAME, Angles, 7 Bars, for 1/2 length amidships	5 3 8 5 3 8	
Do. for 1/2 at each end	5 3 7 5 3 7	
Do. in way of Double Bottoms	3 3 8 3 3 8	
Distance of Frames from moulding edge to moulding edge, all fore and aft	24	24
REVERSED FRAME, Angles	3 3 7 3 3 7	
FLOORS, depth and thickness of Floor Plate at mid-line for 1/2 length amidships		
" in way of Engines and Boilers		
" thickness at the ends of vessel		
" depth at 1/2 the half breadth, as per Rule		
" height extended at the Bilges		
FLOORS & BRACKETS, in Cell Dble Bottoms	36 7 36 7	
" Distance apart	24	24
CENTRE GIRDER, in Double Bottom, depth and thickness	36 9 36 9	
" Angles, Top 4 x 4 x 9/16 Bottom	5 1/2 4 9 5 1/2 4 9	
SIDE GIRDERS, number and thickness	3 3 7 3 3 7	
" Angles	3 3 7 3 3 7	
MARGIN PLATE, depth (exclusive of flange) and thickness	22 8 22 8	
" Angles	3 1/2 3 1/2 8 3 1/2 3 1/2 8	
INNER BOTTOM PLATING, breadth and thickness of Middle Line Strake	37 5 5 8 36 8	
" thickness in Engine and Boiler space	7 1/2 7 1/2 7 1/2 7 1/2	
" " Remainder in Holds	7 7 7 7	
BEAMS, Main and Raised Quarter Deck, Single Angle, Bulb Angle, Plate or Tee Bulb	6 1/2 3 9 6 1/2 3 9	
" Angles on Upper Edge	24	24
" Average space		
BEAMS, Lower Deck, Single Angle, Bulb Angle, Plate or Tee Bulb		
" Angles on Upper Edge		
" Average space		
BEAMS, Hold, Plate or Tee Bulb	9 9 9 9	
" Angles on Upper Edge	3 1/2 3 7 3 1/2 3 7	
" Average space	48	48
BEAMS, Poop Deck, Angle, Bulb Angle, Plate or Tee Bulb	7 3 8 7 3 8	
" Angles on Upper Edge		
" Average space	48	48
BEAMS, Bridge Deck, Angle, Bulb Angle, Plate or Tee Bulb	5 1/2 3 7 5 1/2 3 7	
" Angles on Upper Edge	24	24
" Average space		
BEAMS, Forecastle Deck, Angle, Bulb Angle, Plate or Tee Bulb	5 1/2 3 7 5 1/2 3 7	
" Angles on Upper Edge	24	24
" Average space		
PILLARS, in 'tween Decks, Size and Spacing	2 1/2 x 4 1/2 48 2 1/2 x 4 1/2 48	
" " Hold	3 1/2 x 4 1/2 48 3 1/2 x 4 1/2 48	
WEB FRAMES, in Fore Body, No. and Spacing	15 8 15 8	
" " Brdth. & Thickness	(2) 15 8 (2) 15 8	
No. of Side Stringers	15 8 15 8	
WEB FRAMES, in After Body, No. and Spacing	15 8 15 8	
" " Brdth. & Thickness	(2) 15 8 (2) 15 8	
No. of Side Stringers	3 3 7 3 3 7	
Size of Angles on Tee Bars to Web Frames		
BRACKET PLATES to Stringers between Web Frames, Depth and Thickness		

## KEELSONS AND STRINGERS.

	Inches in Ship.	Inches per Rule Or as Approved.
CENTRE LINE KEELSON, Vertical Plate above floors, Through Plate, or Intercoastal Plate		
" Rider Plate		
" Bulb Plate to Intercoastal Keelson		
" Horizontal Plates on Floors		
" Angles		
SIDE KEELSON, Angles		
" Bulb or Plate above floors for length		
" Intercoastal Plate for length		
" Attached to outside plating with Angle		
BILGE KEELSON, Angles		
" Bulb or Plate above floors for length		
" Intercoastal Plate for length		
" Attached to outside plating with Angle		
BILGE STRINGER Angles		
" Bulb Plate for length		
" Intercoastal Plate for length		
" Attached to outside plating with Angle		
SIDE STRINGER Angles		
" Bulb or Intercoastal Plate for length		
Main and Raised Quarter Deck Stringer Plate, on ends of Beams, breadth & thickness	38 1/2 10 38 1/2 10	
" Angle on ditto	4 x 4 9 4 x 4 9	
" Tie Plates fore & aft, outside Hatchways	4 x 4 9 4 x 4 9	
" Diagonal Tie Plates on Bms. No. of Pairs	6 6	
" Flat of Dk* Iron or Steel for whole lng.	76 76	
" " Wood Material & thickness		
" How fastened to Beams		
Lower Deck Stringer Plate, on ends of Beams, breadth and thickness		
" Angles on ditto, No.		
" Tie Plates, outside Hatchways		
" Flat of Deck* Material and thickness		
" How fastened to Beams		
Hold Stringer Plate, on ends of Beams	35 9 35 9	
" Angles on ditto, No. 2	4 x 4 9 4 x 4 9	
Poop Deck Stringer Plate, breadth & thickness	34 6 32 6	
" Angle on ditto	3 x 3 8 3 x 3 7	
" Tie Plates	7 6 7 6	
" Flat of Deck, Material and thickness	40 x 3 3 3	
Bridge Deck Stringer Plate, brdth & thickness	38 9 38 9	
" Angle on ditto	4 x 4 9 4 x 4 9	
" Tie Plates	Iron 5/16 5/16	
" Flat of Deck, Material and thickness	Iron 5/16 5/16	
Forecastle Deck Stringer Plate, brdth & thickness	3 x 3 7 3 x 3 7	
" Tie Plates	Iron 5/16 5/16	
" Flat of Deck, Material and thickness	Iron 5/16 5/16	

## PLATING.

	Inches in Ship.	Inches per Rule Or as Approved.
FLAT PLATE KEEL, breadth and thickness	42 16 42 16	
" doubling or increased thickness, & length appl.		
PLATES in Garboard Strakes, brdth & thickness	53 12 36 12	
" From Garboard to lower part of Bilges	10 10	
" Bilges, number of Strakes and thickness	2 10 x 11 (2) 10 x 11	
" Of doubling at Bilge, or increased thickness, and length applied	1 1	
" from up. part of Bilge to lr. edge of Sh. strake	all 10 x 11 all 10 x 11	
Sheerstrake, breadth and thickness	42 15 42 15	
" Of d'bling at Sh. str. & lng. applied	10 10	
Poop Sides	7 7	
Raised Quarter Deck Sides	9 9	
Bridge Sides	9 9	
Forecastle Sides	7 7	
Lengths of Plating	9 spaces of frame under	



BULKHEADS. No. in Vessel 4. No. Reqd. by Rule 4. Ceiling between Decks, thickness and material 2 Pine. in hold do. do. 2 1/2. W. T. BULKHEADS { 6/20 (Vrtcl. 52x50 30) Main and Double. Hzntrl. du 48 2 under decks. PARTITION... 1/20 Hzntrl. 62x32 1/2 on Collision Bulk. LONGITUDINAL... 1/20 Vrtcl. 62x32 1/2 on Collision Bulk.

Are the outside Plates doubled two spaces of Frames in length? 40. Riveted through Plates with 3/8 in. Rivets, about 68 apart. The FRAMES extend in one length from centre line bilge, thence to top of keel. The REVERSED ANGLE on floors and frames extend from centre bilge, thence to main deck longitudinal. Main deck held beam all 1/2 all to 3 in. all to 1/2 in. after peak.

RIVETING OF EDGES AND BUTTS OF SHELL PLATING AND BUTTS OF STRINGER PLATES, TIE PLATES, KEELSONS, &c. Garboard, double riveted to Bas. Keel or Flat Plate Keel, with rivets 1 in. diameter, averaging 4 ins. from centre to centre. Edges of Garboards and to upper part of Bilge, worked clench, double riveted; with rivets 3/8 in. diameter, averaging 32 ins. from centre to centre. Butts from Keel to turn of Bilge, worked clench, double riveted; with rivets 3/8 in. dia., averaging 32 ins. from cr. to cr. Butts of " " overlapped for 40 length, treble riveted for 40 length; with rivets 3/8 in. dia., averaging 32 ins. from cr. to cr. Butts of " " overlapped for 40 length, treble riveted with Butt Straps thicker than the plates they connect. Edges from Bilge to Sheerstrake, worked clench, double riveted; with rivets 3/8 in. diameter, averaging 32 ins. from centre to centre. Butts from Bilge to Sheerstrake, worked clench, double riveted; with rivets 3/8 in. dia., averaging 32 ins. from cr. to cr. Butts of " " overlapped for 40 length, treble riveted for 40 length; with rivets 3/8 in. dia., averaging 32 ins. from cr. to cr. Edges of Sheerstrake, double riveted. Butts of Sheerstrake, treble riveted for 1/2 length amidships. Butts of Main Stringer Plate, treble riveted for 1/2 length amidships. Butts of Inner Bottom Plating double riveted for 1/2 length. Butts of Centre Girder treble riveted. Breadth of edge laps of Shell Plating in double riveting 5 1/2. Breadth of edge laps of Shell Plating in single riveting 5. Butt Straps of Shell Plating breadth and thickness 19 1/2 x 1 1/4. Butts, if Lapped, breadth of laps 9. Butt Straps of Keelsons, Stringer and Tie Plates, treble riveted. Manufacturer's name or trade mark of the Iron or Steel (state process of manufacture of Steel) used for Frames, Beams, Keelsons, Tie and Stringer Plates, Outside Plating, &c.? J. M. Martin Steel; Dorman Long & Co. Ltd. West of Scotland S. & J. C. Iron Dorman Long & Co. Ltd. S. & J. C.

Workmanship. Are the butts of plating planed or otherwise fitted? planed. Is the riveted work properly closed? 40. Are the liners between the frames and plates solid single pieces? 40. Do the holes for riveting plate to frames, butt straps, or plate to plate, &c., conform well to each other? 40. Are the rivet holes well and sufficiently countersunk in the plate and punched from the facing surfaces? 40. Do any rivets break into or through the seams or butts of the plating? a few. Are the butts of Plating, Stringers, &c., properly shifted and strapped? 40.

MASTS, SPARS, &c.

	Material	Total Length	At Partners	Heel	Hounds	Head	No. of Plates in round	Number	Size	Seams	Butts
Fore	Iron	70' 10"	19 1/2 x 7/8	16 1/2 x 7/8	13 1/2 x 7/8	13 x 7/8	2	✓	✓	Single	treble
Lower Masts	Main	63' 0"	"	13 1/2 x 5/8	"	"	2	✓	✓	"	"
Mizen	"	"	"	"	"	"	"	"	"	"	"

Lower part. Topmasts, Yards and Remainder of Spars Pitch Pine. Rigging, Material and Size, Shrouds Iron wire 3/4. Stays Iron wire 3/4. Sails. One. Suit of good. Sails, and the following spars, sails 7 1/2. Call Sheet 25195. 404. Sails 10/19/93. 8. 19. 25196. 399. 25197. 425. 19/193.

EQUIPMENT No. 22782 LETTER R. ANCHORS.

Number of Certificate	Weight, Ex. Stock	Weight of Stock	Test, per Certificate	Weight Req. by Rule	Description of Anchor	Makers	Where and when tested and Superintendent
25195 1st Bower	39 2 0	-	35 11 3	14 3 2	0 Peljanc's Patent	W. L. Rogers	Sept 3/1993 J. B. Martin
25196 2nd "	37 2 0	-	34 2 0	14 3 2	0 Peljanc's Patent	"	"
25197 3rd "	31 1 0	-	29 11 0	13 3 0	0 Peljanc's Patent	"	"
Collective weight	108 2 0	-	106 3 0	-	-	"	"
15125 Stream	9 2 1	2 1	11 13	1 21	0 Iron Stock	J. M. Green	Sept 31/1993 J. B. Martin
15124 Kedge	4 3 1	1 0	14 7 5	0 4 3	0 "	"	"
2nd Kedge	-	-	-	-	-	"	"

CHAIN CABLES.

Number of Certificate	Fathoms	Size	Test per Certificate	Weight of Chain Cable	Fathoms & Size	Description	Makers of Cables	Where and when tested, and Superintendent	Material	Fathoms	Size	Fathoms & Size
13919	20-3 1/2	1 1/4	55 1/2	186-1-21	240-1-1 1/4	1/4" Studlink	J. Green	Sept 31/1993 J. B. Martin	Towline	See below	See below	See below
13920	119-2 1/2	1 1/4	55 1/2	188-2-16	17 1/2	1/4" "	"	"	"	90	3	90-3
13921	75-3 1/2	1 1/4	55 1/2	188-2-16	17 1/2	1/4" "	"	"	"	90	7 1/2	90-7 1/2
13922	70	3 1/2	55 1/2	188-2-16	17 1/2	1/4" "	"	"	"	90	4	90-4

Boats Two lifeboats and two others. Pumps, Number Hand pumps 5. Diameter of Barrel and Tail Pipe 5" x 2 1/2". The Windlass is Iron, Steam. Capstan. Engine Room Skylights—How constructed? Plate coaming and top with leak flaps, fitted with thick wood glass lights. What arrangements for deadlights in bad weather? Plate coaming. How are lids secured? cleats. Height above deck? 15" x 148". Coal Bunker Openings—How constructed? Plate coaming. Number of Scuppers, and number and dimensions of Freeing Ports, &c. In well 2 Ports 27 x 19" + 2 Scuppers each side on main deck. Cargo Hatchways—How formed? Plate coaming. Hatches, if strong and efficient? 3 solid. State size No. 1 Hatch (Forward) 19.9 x 12.6 No. 2 Hatch 25.10 x 13.6 No. 3 Hatch 5.10 x 13.6 No. 4 Hatch 21.10 x 13.6 Number of Web Plates, Shifting Beams, and Fore and Afters to each Hatch No. 1 Hatch 15 1/2 in. 3 fore afters No. 2 Hatch 15 1/2 in. 3 fore afters No. 3 Hatch 15 1/2 in. 3 fore afters No. 4 Hatch 15 1/2 in. 3 fore afters Bulwarks, height above deck and description 7 1/2 strong bulwark with 3 web plating. Main Rail, material and size Stringer plate 20 x 76. The above is a correct description. Builder's Signature, (Name only) J. M. Gray. Director. Surveyor's Signature, H. M. Williams. Surveyor to Lloyd's Register of British and Foreign Shipping.

Order for Special Survey No. 156. Date 28 July 1893. Order for Ordinary Survey No. 4. Date 1 Aug 1893. No. 436 in builder's yard. 1st. On the several parts of the frame, when in place, and before the plating was wrought. 2nd. On the plating during the process of riveting. 3rd. When the beams were in and fastened, and before the decks were laid. 4th. When the ship was complete, and before the plating was finally coated or cemented. 5th. After the ship was launched and equipped. Total No. of Visits 28. State dates and initials of letters respecting this case July 27th 93 M June 13th 93 E. Sept 5th 93 M. Sept 8th 93 M.

General Remarks (State quality of workmanship, &c.) Built under Special Survey in accordance with the approved plan and the rules for steel vessels. The workmanship and materials are good. Steel tested after mill.

Frames in Engine Room 6 x 3 x 2 in. bulk angles. Top angle in Centre Keelson 4 x 4 x 7/8. Bottom Sills 5 1/2 x 4 x 7/8 under Bilge. Interstitial plate 7/8" angles on same 3 x 3 x 7/8. Main Plate 1 1/2". Middle line plate of tank top 7/8" in Boiler room 5/8" in Engine room.

The decks and shaft tunnel tested by means of a hose. Also the hand pumps tested. S.M.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 29.0 ft., R.Q.D. or Break 76.0 ft., Bridge Dk. 114.0 ft., F'castle 31.0 ft. (in feet and tenths) where the Poop is on top of the R.Q.D., or when the Poop or R.Q.D. is joined to the B.D., this should be distinctly stated. Poop sunk in main deck. Poop main deck & bridge joined.

No. and Material of Decks (if Iron or Steel) and whether wholly or partially covered with wood, and No. of tiers of Beams (this information is to be given as it should appear in the Register Book) 1 deck (iron) 15 beams (steel). Official No. ; Signal Letters.

PARTICULARS OF WATER BALLAST.—Double bottom, aft, length and water capacity in tons. Double bottom, forward, length and water capacity in tons. Double bottom, under engines and boilers, length and water capacity in tons. If under Engines only, or Boilers only, state which. Double bottom, constructed on the cellular system, length and water capacity in tons. Fore peak tank, water capacity in tons. After peak tank, water capacity in tons. 18.5. Midship deep tank, length and water capacity in tons. Other tanks, if fitted, length and water capacity in tons. The above have all been tested as required by the Rules. (If necessary, furnish further information by sketch.) How are the surfaces preserved from oxidation? Inside Damp's Cement, Paint above Outside Paint.

FREEBOARD assigned by the Committee, as per Secretary's Letter, dated. In Summer. In Winter. For Winter in North Atlantic. Fresh Water above the centre of disc. To top of Wood, Iron or Steel Upper Deck. State if marked on Vessel's sides in accordance with Notice No. 572. La Verifications Report.

The amount of Entry Fee £ 4. is received by me, Special £ 72: 16: 6. Certificate £ 72: 16: 6. Travelling Expenses, if any £. Not of opinion this Vessel should be Classed +100 A 1 Sub. J. M. Williams. J. B. Martin.

Committee's Minute TUES. 19 SEP 1893. Character assigned £ 100 A 1. (Steel) well de. 1 DR (Iron) 1 web frame. F. K. Cem. L. A. & C. P. + L. M. C. P. 2, steam chain. This Vessel appears to have been built in accordance with the Rules and the approved plans, and it is submitted she appears worthy to be classed 100 A 1 (Steel) as recommended. Lloyd's Register of British and Foreign Shipping.