

Steel and IRON

Friday, 11th June, 1886.

(Received at London Office,)

No. 3222 Survey held at Belfast Date, First Survey Nov 4th 85 Last Survey June 9th 86

On the Sailing Ship "Lord Campbell"

ONNAGE under Tonnage Deck 1969.37 ONE, OR TWO DECKED, THREE DECKED VESSEL, SPAR, OR AWNING-DECKED VESSEL.

Half Breadth (moulded) 19.96 Feet.

Depth from upper part of Keel to top of Upper Deck Beams 26.

Girth of Half Midship Frame (as per Rule) 40.37

1st Number 86.33

1st Number, if a 3-Decked Vessel deduct 7 feet -

Length 268.33

2nd Number 23164

Proportions— Breadths to Length 6.72

Depths to Length— Upper Deck to Keel 10.32

Main Deck ditto -

Master Rob^t Hawthorn

Built at Belfast

When built 1886 Launched May 5th

By whom built Harland & Wolff

Owners Irish Shipowners Co. Ltd.

Residence Belfast

Port belonging to Belfast

Destined Voyage Philadelphia

If Surveyed while Building, Afloat, or in Dry Dock.

Specially surveyed while Building

LENGTH on deck as per Rule 268 Feet. 4 Inches. BREADTH— Moulded 39 Feet. 11 Inches. DEPTH top of Floors to Upper Deck Beams 23 Feet. 11 Inches. Do. do. Main Deck Beams 23 Feet. 11 Inches. Power of Engines 23 H.P. No. of Decks with flat laid Two No. of Tiers of Beams Two

Dimensions of Ship per Register, length 282.9 breadth, 40.1 depth, 33.45 Moulded depth 25.4

EL, depth and thickness 9 x 3 1/2 Inches in Ship. Inches per Rule 10 x 2 3/4

EM, moulding and thickness 9 x 3 1/2 Inches in Ship. Inches per Rule 10 x 2 3/4

ERN-POST for Rudder do. do. 9 x 3 1/2 Inches in Ship. Inches per Rule 10 x 2 3/4

" " for Propeller 24 Inches in Ship. Inches per Rule 24

Distance of Frames from moulding edge to moulding edge, all fore and aft 24 Inches in Ship. Inches per Rule 24

AMES, Angle Iron, for 1/2 length amidships 5 1/2 x 3 1/2 Inches in Ship. Inches per Rule 5 1/2 x 3 1/2

Do. for 1/4 at each end 5 1/2 x 3 1/2 Inches in Ship. Inches per Rule 5 1/2 x 3 1/2

VERSED FRAMES, Angle Iron 3 1/2 x 3 1/2 Inches in Ship. Inches per Rule 3 1/2 x 3 1/2

DOORS, depth and thickness of Floor Plate 2 1/2 Inches in Ship. Inches per Rule 2 1/2

at mid line for half length amidships 2 1/2 Inches in Ship. Inches per Rule 2 1/2

thickness at the ends of vessel 2 1/2 Inches in Ship. Inches per Rule 2 1/2

depth at 1/2 the half-bdth. as per Rule 12 1/2 Inches in Ship. Inches per Rule 12 1/2

height extended at the Bilges 50 Inches in Ship. Inches per Rule 50

AMS, Upper, Spar, or Awning Deck 9 1/2 x 7 Bulb 9 1/2 x 7 Bulb

Angle or d'ble Ang. Iron, Plate or Tee Bulb Iron Steel

Angle or double Angle Iron on Upper edge 40 Inches in Ship. Inches per Rule 40

Average space 40 Inches in Ship. Inches per Rule 40

AMS, Main, or Middle Deck 10 Inches in Ship. Inches per Rule 10

Angle or d'ble Ang. Iron, Plate or Tee Bulb Iron Steel

Angle, or double Angle Iron, on Upper Edge 40 Inches in Ship. Inches per Rule 40

Average space 40 Inches in Ship. Inches per Rule 40

AMS, Lower Deck 10 Inches in Ship. Inches per Rule 10

Angle or d'ble Ang. Iron, Plate or Tee Bulb Iron Steel

Angle or double Angle Iron on Upper Edge 40 Inches in Ship. Inches per Rule 40

Average space 40 Inches in Ship. Inches per Rule 40

AMS, Hold, or Orlop 21 Inches in Ship. Inches per Rule 21

Angle or d'ble Ang. Iron, Plate or Tee Bulb Iron Steel

Angle or double Angle Iron on Upper Edge 18 1/2 Inches in Ship. Inches per Rule 18 1/2

Average space 18 1/2 Inches in Ship. Inches per Rule 18 1/2

KEELSONS Centre line, single or double plate, 13 Inches in Ship. Inches per Rule 13

do. 13 Inches in Ship. Inches per Rule 13

Rider Plate 6 Inches in Ship. Inches per Rule 6

Bulb Plate to Intercoastal Keelson 4 Inches in Ship. Inches per Rule 4

Angle Iron Steel 9 Inches in Ship. Inches per Rule 9

Double Angle Iron Side Keelson 9 Inches in Ship. Inches per Rule 9

Side Intercoastal Plate 6 Inches in Ship. Inches per Rule 6

do. Angle Iron Steel 4 Inches in Ship. Inches per Rule 4

Attached to outside plating with angle Iron Steel 3 1/2 Inches in Ship. Inches per Rule 3 1/2

LGE Angle Iron Steel 6 Inches in Ship. Inches per Rule 6

do. Bulb Iron 4 Inches in Ship. Inches per Rule 4

do. Intercoastal plates riveted to plating for length 9 1/2 Bulb Iron Steel 9 Inches in Ship. Inches per Rule 9

LGE STRINGER Angle Iron Steel 6 Inches in Ship. Inches per Rule 6

Intercoastal plates riveted to plating for length 9 1/2 Bulb Iron Steel 9 Inches in Ship. Inches per Rule 9

DE STRINGER Angle Iron Steel 6 Inches in Ship. Inches per Rule 6

FRAMES extend in one length from Keel to funwale and 10 inches to main rail alternately

REVERSED ANGLE IRONS on floors and frames extend across middle line to funwale and 10 inches to main rail alternately

KEELSONS. Are the various lengths of Plates and Angle Iron properly connected? Yes And butts properly shifted? Yes

PLATING. Garboard, double riveted to Keel, with rivets 1/2 in. diameter, averaging 5 ins. from centre to centre.

Edges of Garboards and to upper part of Bilge, worked clencher double riveted; with rivets 1/2 in. diameter, averaging 3 1/2 ins. from centre to centre.

Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 1/2 in. diameter averaging 3 1/2 ins. from centre to centre.

Butts of all Strakes at Bilge for half length, treble riveted with Butt Straps 2 1/2 thicker than the plates they connect. 2 1/2 thicker for 5

Workmanship. Are the butts of plating Hammered

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? very few

Masts, Bowsprit, Yards, &c., are of Steel in good condition, and sufficient in size and length. If of Iron or Steel give scantlings of 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 Materials, and if stamped with Maker's name.

State also Length and Diameter of Lower Masts and Bowsprit - Bowsprit of Johnson in one 32' 6" x 2' 4" diam 3 plates in the round 20 to 20 and 3 lim angles 3 1/2 x 3 7/16. Fore & Main Masts & Topmasts in one 132' 8" 13 3 respectively by 32' diam 3 plates in the round 20 to 20 and 3 lim angles 4 x 3 7/16; Mizzen Mast & Topmast in one 147' 6" including pole x 20' diam 3 plates in the round 20 to 20 and 3 lim angles 3 1/2 x 3 7/16. All plates tested at the works; and all masts doubled at partness as required.

NUMBER for EQUIPMENT		Fathoms.	Inches.	Test per Certificate.	Inches per Rule.	Machine where Tested & Suprntd.	ANCHORS.	N ^o .	Weight. Ex. Stock.	Test per Certificate.	Wght req'd per Rule.	Machine where Tested & Suprntd.
SAILS.												
CABLES, &c.												
Chain		134	5	2	100.16-0-0	270 x 2	210p. 86	1	38.1.4	34.4.2.21	38.1.4	210p. 86
Fore Sails,		135	1	2	"	"	"	1	36.2.10	33.11.3.4	38.1.4	210p. 86
Fore Top Sails,		45	1 1/2	30.8-0-0	20.6-0-0	45 x 1 1/2	30	1	8.1.10	8.1.10	8.1.10	30
Fore Topmast Stay Sails,		Hetherington D.G. Lewis Sup ^r										
Main Sails,		90	12	90 x 12	90 x 12	90 x 12	90	1	33.3.5	31.10.2.14	32.4	1 May
Main Top Sails,		90	11	90 x 11	90 x 11	90 x 11	90	1	7.0.14	7.0.14	7.0.14	90
and		90	7	90 x 7	90 x 7	90 x 7	90	1	11.3.10	13.15.0.0	11 1/2	1 May 86
quality		90	6	90 x 6	90 x 6	90 x 6	90	1	5.3.3	8.2.3.7	5 3/4	1
Standing and Running Riggings		Laird Kemp sufficient in size and good in quality. She has <u>Two</u> Life Boats and <u>1</u> Cutter and <u>1</u> Pig										
The Windlass is		Patent and good. Capstan good and Rudder good. Pumps good.										
Engine Room Skylights.		How constructed? - How secured in ordinary weather? -										
What arrangements for deadlights in bad weather?		-										
Coal Bunker Openings.		How constructed? - How are lids secured? - Height above deck? -										
Scuppers, &c.		What arrangements for clearing upper deck of water, in case of shipping a sea? <u>5 Scuppers, 7 freeing ports and 3 Spring pipes each side.</u>										
Cargo Hatchways.		How formed? <u>of plates and angles, all coming 2' 6" above deck</u>										
State size Main Hatch		19' 6" x 10' 0"	Fore hatch	7' 6" x 6' 0"	Quarter hatch	two each 7' 6"						
If of extraordinary size, state how framed and secured?		<u>One deep web plate in the main hatch, and fore and afters in all</u>										
What arrangement for shifting beams?												
Hatches, if strong and efficient?		<u>yes solid 3 ins.</u>										

Order for Special Survey No. 178

Date Oct. 13. 85

Order for Ordinary Survey No. -

Date -

No. 192 in builder's yard.

State dates of letters respecting this case

DATES of Surveys held while building as per Section 18.

- 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

Nov. 4, 11, 19, 23; Dec. 2, 10, 17, 23rd 1885
Jan. 6, 12, 20, 22, 28; Feb. 2, 11, 18, 24;
Mar. 4, 10, 23, 30; April 2, 7, 10, 14, 24, 30;
May 4, 8, 13, 20, 25, 28; June 8 & 9 - 1886

General Remarks (State quality of workmanship, &c.) This Barque has been built in accordance with the accompanying approved tracings of Midship section and plan of masts & yards; in compliance with the Secretary's letters dated as above; and the Rules in all other respects have been adhered to.
She is a two decked vessel having a Forecastle 27' long, Poop 54' long, and an iron deck house amidships 45' 6" x 14' 6"
Fore & Main Yards 93' 0" x 21 1/2' x 3 plates in the round 20 to 20 and 3 angles (iron) 3 x 2 1/2 x 7/16
D- D- Top Yards 83' x 19' x 3 - " - " - " - 20 to 20 - 3 - " - " - 3 x 2 1/2 x 7/16
D- D- Upper D- 73' x 16 3/4' x 3 - " - " - " - 20 to 20 - 3 - " - " - 2 1/2 x 2 1/2 x 7/16
All yards doubled in way of Jesus hoops, and the plates tested at the works.
The material used in the construction of this vessel, and the workmanship are very good.

State if one, two, three decked vessel, and if open, or running decked; and the lengths of poop, 24, forecabin, 24, and quarterdeck. (If double bottom, state particulars on separate form.)

How are the surfaces preserved from oxidation? Inside Cement & Paint Outside Paint

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

The amount of the Entry Fee£ 5 : : : is received by me James Curpin

Special£ 70 : 16 : : : 11/6 18 86

(to be sent as per margin). Certificate Gratis :
(Travelling Expenses, if any, £ ✓)

Committee's Minute Tuesday 15th June, 1886. 18

Character assigned 100 A 1

2 Dks 1st Steel Flames Iron 2 Dks 1st Steel

James Curpin
Surveyor to Lloyd's Register of British and Foreign Shipping.

It is submitted that the vessel appears eligible to be classed 100 A 1. Steel as recommended with the notation "Flames iron."

Lloyd's Register Foundation