

## STEAM VESSELS.

321

No. \_\_\_\_\_ Port of Newcastle Date 28 Oct 1835  
 Survey of the Steam Ship Ardincaple Master James Middleton  
 Tonnage 87 1/2 By whom built unknown Where built Dumbarton  
 When built 1826 Owners Messrs. Shield, Lamb & Co. Port belonging to Newcastle  
 Destined Voyage South coasting to Newcastle  
 Surveyed Afloat or in Dry Dock Afloat at Newcastle

Dimensions.				Thickness of Plank.			
Feet.		Inches.		Feet.		Inches.	
Length of Keel	97	9		Depth of Hold	9	4	
Rake of Stem	97	9		Lower Hold			
D° of Stern Post				Between Decks			
Extreme Breadth	16	0					
Power of Engines				50 Horse			
Scantling of Timber.							
Timber and Space, each	12	1		Sided	1		Sort of Wood.
Floors in the middle	12	13		Moulded	6		Oak
1st Footboards							
2nd Footboards							
3rd Footboards							
Top Timbers							
Deck Beams							
Middle							
Knees							
Lower Deck Beams							
Middle							
Knees							
Paddle Beams							
Main Keelson							
Engine and Boiler Sleepers	2						

Outside.		Inside.	
Inches.		Inches.	
Bottom	2	Ceiling	2
Bilge Planks	3	Bilge Planks	3
Sponcings	5	Lower Deck Clamps	0
Wales	3 1/2	Upper Deck Clamps	3
Topsides	2	Shelf Pieces	0
Shear Strake	3		
Plank Shears	3		

Decks.	
Inches.	
Thickness	2
Water Ways	3

Bolts.	
Inches.	
Heel-Knee, and Dead Wood	
Scarphs of the Keel	
Kelson Bolts	
Sleeper Bolts	
Bolts thro' the Bilge and Foot	
Waling	

## Masts, Yards, &amp;c.

	Quality of Wood.	Length, &c.
Bowsprit	None	10 by 9 1/2 in
Foremast	None	1 1/2 " 9 -
Main Mast		1 1/2 " 9 -
Mizen Mast		

## Sails.

Is generally well found in  
Sails, or otherwise.

one suit  
one half wore

## Cables, Cordage, &amp;c.

	Fathoms.	Inches.
Cables, Hemp		
D° Iron	180	1 1/2 Studd
Hawser	30	1/2 round
Towlines	60	5 good
1st Warp	60	1/2 Inability
2nd D°	50	3

Standing and Running Rigging is all found to be sufficient in size, and good in quality.

main rigging  
chain and  
fore rope all  
of Good Quality

## Anchors.

Nos.	
2	Bower
1	Stream
0	Kedge

## Boats.

Number and Description.

one  
Left clinber  
built nearly new  
has iron dunnies  
on inside to  
swing boat on  
deck for preservation

We certify that the preceding is a correct description of the above-named Vessel and Stores.

Owner's Name

Surveyor's Name

M. J. Coppell



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Lloyd's Register  
Foundation



# SURVEYOR'S REMARKS.

## Timbering.

The Quality,  
Squaring, and  
Workmanship.

The Stem, Stump, Transoms, Apion, Brighthead  
Mause timber, are composed of Oak, Larch, & Pine  
The frame timber (iron saw) are of mixed Oak,  
and regular, framed bolted, and well squared  
and appears well clear gaps, The first futtock  
post is short of Nelson by 2 ft. in place, and  
does not take the flukes

## Engine Room.

Floors filled in solid  
to the floor heads,  
or to what place.

The flooring are not filled up solid, but  
several with 12 in siding.

Arrangement of  
Sleepers.

one sleeper on each side of Nelson, 6 in apart  
from main Nelson and appear to run well  
fore and aft.

## Planking.

Outside and Inside  
Quality, Edging,  
and Workmanship.

Wales Am. Oak the other outside planks  
are Larch & Pine and some Oak, all in  
fair good sound condition, shifted well  
in butts with 2 & 3 shaves between. Clamp  
and most all the Ceiling Pine some  
Pitch pine, in fair sound condition.  
Spiked on and some transoms this in place.

## Fastenings.

Iron or Copper, and  
Date when done.

Butt Bolts through  
and clenched, or  
otherwise.

Flapwood fastened by copper bolts this and  
some iron not this outside plank (Capt  
information) some copper Butt Bolts, are  
this and clenched, and some iron bolts are  
this and not clenched.

If diagonally trussed  
or otherwise.

If Sheathed,  
Coppered,  
Doubled,  
Felted.

Not any trusses but has, 2 Oak pointers  
fore and aft on each timber, 2 Oak blocks  
forward and one Oak riding transom on  
counter timber.

## Repairs.

Was sheathed and coppered from Water mark  
to Bilge in Sept. 1833 and caulked all over  
this is the information which I believe  
correct.

General Observations  
and Opinion as  
required by the  
Instructions.

This vessel had new Boilers in April 1835.  
with the masts, masts all refitted, and  
the vessel is generally well fitted and  
appears in a good sound condition  
and I am of opinion this vessel  
should be Classed A. 1.

The Amount of the Fee, £ : 10 : 6 is received by me. *Wm. Poppelwell.*

Committee Minute *3 Nov<sup>r</sup> 1835.*

Character assigned

*A. 1 and M.C. J.C.*

LLOYD'S REG

Steam Vessel *Arch*

*M. Mic*

examined by *Me*  
this time in good order

The following is a

Engines.

N<sup>o</sup>.  
Estimated Power .. *50*  
Diameter of Paddle-wheels ..  
Length of Paddles ..  
Breadth of Paddles ..  
If upon the first or second mo  
N<sup>o</sup>. of revolutions per minute  
Size and condition of the holdi  
*Int 7 3/4 all*

Fuel.

Where stowed *Each*  
If in contact with boiler *no*  
For what quantity room is prov  
If liable to get wetted *no*

Comme Min 3

*M.C.*