

IRON SHIPS.

No. 21313 Survey held at Liverpool Date June 7 to May 9 18 68
on the "Pendragon" Master Newton
Tonnage under tonnage deck 1138.80 Built at Liverpool When built 1868 Launched March 26
Ditto of poop House aft House amidships 21.47 By whom built C. Poyden & Son Owners McLearmid & Greenhalghs
Ditto of engine room 35.96
Total Register tonnage 1277.68 Port belonging to Liverpool Destined Voyage Calcutta
Gross tonnage 1317.83
If Surveyed while Building, Afloat, or in Dry Dock While Building, Afloat, & Queen's Graving & Mary dock

Builders	Feet.	Inches.	Feet.	Inches.	Depth from top of Upper Deck Beam to top of Floor	Feet.	Inches.	Horse.	Nº. of Decks
Length aloft	<u>211</u>		Extreme Breadth	<u>35</u>	<u>8 1/2</u>				<u>Two</u>

(Dimensions of Ship per Register, length 215.6 breadth 35.8 depth 22.6)

	Inches in Ship.	Inches required per Rule.		Inches in Ship.	Inches required per Rule.
Keel, if bar iron, depth and thickness	<u>8 1/2 x 3</u>	<u>8 1/2 x 3</u>	Plates in Garboard Strakes, breadth and thickness	<u>36</u>	<u>13/16</u>
„ if plate iron, breadth and thickness	<u>8 1/2 x 3</u>	<u>8 1/2 x 3</u>	Ditto from Garboard to upper part of Bilges	<u>—</u>	<u>12/16</u>
Stem, if bar iron, moulding and thickness	<u>8 1/2 x 3</u>	<u>8 1/2 x 3</u>	„ from upper part of Bilge to a perpendicular height from upper side of Keel of 2/3 the entire depth of Hold	<u>—</u>	<u>11/16</u>
„ if plate iron, breadth and thickness	<u>8 1/2 x 3</u>	<u>8 1/2 x 3</u>	„ from 2/3 the depth of Hold to lower edge of Sheerstrake	<u>ends 9/16</u>	<u>ends 9/16</u>
Stern-post, if bar iron, moulding and thickness	<u>8 1/2 x 3</u>	<u>8 1/2 x 3</u>	„ Sheerstrake, breadth and thickness	<u>36</u>	<u>12/16</u>
„ if plate iron, breadth and thickness	<u>8 1/2 x 3</u>	<u>8 1/2 x 3</u>	Butt Straps to outside plating, breadth and thickness	<u>11</u>	<u>Same thickness as plates</u>
Distance of Frames from moulding edge to moulding edge, all fore and aft	<u>24</u>	<u>24</u>	Gunwale Plate or Stringer on ends of Upper Deck Beams, breadth and thickness	<u>30</u>	<u>10/16</u>
Frames, Size of Angle Iron, single or double	<u>5 3/4</u>	<u>3 1/4</u>	Angle Iron on ditto	<u>5 1/2</u>	<u>9/16</u>
„ Reversed Iron, to every frame	<u>3 1/2</u>	<u>3 1/4</u>	Stringer or Tie Plates fore and aft, on Upper Deck Beams, outside Hatchways	<u>13 1/2</u>	<u>10/16</u>
„ of every alternate frame, to	<u>3 1/2</u>	<u>3 1/4</u>	Diagonal Tie Plates on <u>CD</u> ditto	<u>13 1/2</u>	<u>10/16</u>
Floors, depth and thickness of Floor Plate at mid line	<u>24 1/4</u>	<u>ends 9/16</u>	Planksheer, materials and scantlings	<u>Iron gutter</u>	
„ Ditto ditto at Bilge Keelson	<u>12</u>	<u>—</u>	Waterway ditto ditto	<u>4 1/2</u>	<u>Pine</u>
„ Size of Reversed Angle Iron, and No. one at top of Floor Plate	<u>3 1/2</u>	<u>3 1/4</u>	Flat of Upper Deck, thickness and material	<u>4 1/2</u>	<u>Pine</u>
Beams, Deck (No. one at top of Floor Plate)	<u>9</u>	<u>3 1/4</u>	„ how fastened to Beams	<u>Nut & screw bolts - galvanised</u>	
„ alternate Plate, Tee, or Bulb Iron	<u>9</u>	<u>3 1/4</u>	Ceiling betwixt Decks and in Hold, thickness and material	<u>2 1/2</u>	<u>Pine</u>
„ double or single Angle Iron, on upper edge	<u>3 1/2</u>	<u>3 1/4</u>	Clamps or Spirketting ditto	<u>—</u>	<u>—</u>
„ average space between	<u>48</u>	<u>—</u>	Stringer Plates on ends of Hold or Lower Deck Beams, breadth and thickness	<u>22 3/4</u>	<u>10/16</u>
„ Hold, or Lower Deck (No. one at top of Floor Plate)	<u>9</u>	<u>3 1/4</u>	Stringer or Tie Plates fore and aft outside Hatchways, on Hold or Lower Deck Beams	<u>15 1/2</u>	<u>10/16</u>
„ alternate double Angle, Tee, Plate, or Bulb Iron	<u>9</u>	<u>3 1/4</u>	Stringers in Hold	<u>5 1/2</u>	<u>4 1/2 x 9/16</u>
„ double or single Angle Iron, on upper edge	<u>3 1/2</u>	<u>3 1/4</u>	Flat of Lower Deck, thickness and material	<u>3</u>	<u>Pine</u>
„ average space between	<u>48</u>	<u>—</u>	Main piece of Rudder, diameter at head	<u>6</u>	<u>—</u>
„ Paddle, sided and moulded, thickness of Plate size of Angle Iron	<u>—</u>	<u>—</u>	„ at heel	<u>4</u>	<u>3 1/2</u>
„ Engine	<u>10</u>	<u>10/16</u>	(Can the Rudder be unshipped afloat)	<u>Yes</u>	
Keelson, single or double plate, box, or intercostal	<u>3 1/2 x 3</u>	<u>5 1/2</u>	Bulkheads, No. <u>1</u> Thickness of Plates	<u>—</u>	<u>11/16</u>
„ Size of Plates	<u>18</u>	<u>14/16</u>	„ Height up <u>To upper deck</u>		
„ Size of Angle Irons	<u>5 1/2 x 4 1/2</u>	<u>5 1/2</u>	„ how secured to the sides of the ship	<u>Single frame brackets</u>	
„ Side, single or double, plate, box, or intercostal	<u>5 1/2</u>	<u>4 1/2</u>	„ size of vertical angle irons <u>5 1/2 x 3 1/4</u> and their distance apart <u>30 ins</u>		
„ Bilge (No. one at each Bilge, single, of double, plate, or box)	<u>5 1/2</u>	<u>4 1/2</u>	The Frames extend in one length from <u>Keel</u> to <u>Gunnwale</u> rivetted through plates with (7/8 in.) rivets, about (4 1/2 in.) apart.		
Transoms, material <u>Iron</u> or, if none, in what manner compensated for.			The reverse angle irons on the floors extend in one length across the middle line from <u>Bilge Keelson</u> to <u>Upper Stringer</u> angle irons.		
Knight-heads, and Hawse Timbers <u>Plates & angle iron</u>			„ „ „ on the frames „ „ „ from <u>Middle line</u> to <u>Upper Stringer</u> to <u>Gunnwale</u> - alternate		
Plates, Garboard, double or rivetted to keel, double or at upper edge, with rivets (7/8 ins.) diameter, averaging (3 in.) apart.			Keelson, how are the various lengths of plates or angle irons connected? <u>By covering pieces well shifted.</u>		
„ Edges from Garboards to upper part of bilge, worked clencher, double or single rivetted; with rivets (7/8 in.) diameter, averaging (2 3/4 ins.) apart.			Plates, Garboard, double or rivetted to keel, double or at upper edge, with rivets (7/8 ins.) diameter, averaging (3 in.) apart.		
„ Butts from Keel to turn of bilge, worked carvel with butt straps (13 x 12/16) thick, double or single rivetted; with rivets (7/8 in.) diameter, averaging (3 ins.) apart.			„ Edges from bilge to sheerstrake, worked carvel with a lining piece () thick or clencher, double or single rivetted; with rivets (7/8 in.) diameter, averaging (2 3/4 in.) apart.		
„ Edges from bilge to sheerstrake, worked carvel with a lining piece () thick or clencher, double or single rivetted; with rivets (7/8 in.) diameter, averaging (2 3/4 in.) apart.			„ Edges of Sheerstrake, double or single rivetted? At upper edge <u>to gunwale angle iron</u> At lower edge <u>double</u>		
„ Edges of Sheerstrake, double or single rivetted? At upper edge <u>to gunwale angle iron</u> At lower edge <u>double</u>			„ Butts from bilge to planksheers, worked carvel with butt straps (9.10 - 11 x 1/4) thick, double or single rivetted; with rivets (7/8 in.) diameter, averaging (3 ins.) apart. Breadth of laps in double rivetting (5 1/4) Breadth of laps in single rivetting ()		
„ Butts from bilge to planksheers, worked carvel with butt straps (9.10 - 11 x 1/4) thick, double or single rivetted; with rivets (7/8 in.) diameter, averaging (3 ins.) apart. Breadth of laps in double rivetting (5 1/4) Breadth of laps in single rivetting ()			Butt Straps of Keelsons, Stringer and Tie Plates, double or single rivetted? <u>double</u>		
Planksheer, how secured to the plating of the sides			Planksheer, how secured to the plating of the sides		
Waterway „ „ planksheer and to the Beams			Waterway „ „ planksheer and to the Beams		
Deck Beams, how secured to the side?			Deck Beams, how secured to the side?		
Hold or Lower Deck ditto			Hold or Lower Deck ditto		
Paddle „ „			Paddle „ „		
What description of Iron is used for the Frames, Beams, Keelsons, Tie and Stringer Plates, Outside Plating, &c.?			What description of Iron is used for the Frames, Beams, Keelsons, Tie and Stringer Plates, Outside Plating, &c.?		
Manufacturer's name or trade mark <u>Plough Hall Iron Works & Stockton</u>			Manufacturer's name or trade mark <u>Plough Hall Iron Works & Stockton</u>		
We certify that the above is a correct description of the several particulars therein given.			We certify that the above is a correct description of the several particulars therein given.		
Builder's Signature <u>Thomas Poyden Esq</u>			Builder's Signature <u>Thomas Poyden Esq</u>		
Surveyor's Signature <u>W. H. Miller</u>			Surveyor's Signature <u>W. H. Miller</u>		

6321 Lm

Workmanship. Are the lands or laps of the clenchwork in all cases in breadth at least five and a half times the diameter of the rivets in double rivetted edges and butts, and at least three and a quarter times the diameter of the rivets where single rivetting is admitted? Yes

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

Do the fillings between the ribs and plates fill in solid with single pieces? or are they in short lengths of various thicknesses? Single pieces

Do the holes for rivetting plate to frames, butt straps, or plate to plate, &c., conform well to each other? Yes and are the rivet holes well and sufficiently countersunk in the outer plate? Well Countersunk

Are there any rivets which either break into or have been put through the seams or butts of the plating? Not any

Her Masts, Bowsprit, Yards, &c., are in Good condition, and sufficient in size and length. (If they are of Iron or Steel give the 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 rivetting, quality of Materials, and if stamped with Maker's name.

Fore Mast (Iron) length above deck 58-0 x 29 dia. 2 plates in circumference 9/16 x 7/16 thick 4 Angle Irons 4 x 3 x 8/16 } Single rivetted in
Main Mast 62-0 x 29 " " " " " " 9/16 x 7/16 " 4 " " 4 x 3 x 8/16 } Laps & double
Mizen Mast 63-0 x 23 " " " " " " 9/16 x 7/16 " 4 " " 4 x 3 x 8/16 } & triple in butts
Bowsprit 19-0 x 25 " " " " " " 9/16 x 7/16 " 4 " " 4 x 3 x 8/16 }
Fore & Main Yards (Iron) length 74-0 x 18 " " " " " " 4/16 x 5/16 x 6/16 " 3 " " 3 x 2 1/2 x 9/16 } Single rivetted in
Sprit & Cross Jack 15 " " " " " " 4/16 x 5/16 x 6/16 " 2 " " 3 x 2 1/2 x 9/16 } Laps & triple in
Spmast & Jibboom of Pitch Pine - other spars of Pitch Pine & Spruce fir

She has SAILS.

CABLES, &c.

ANCHORS, and their weights.

No.	For Tests - see below	Fathoms.	Inches.	Tested to Tons.	No.	For Tests - see below	Weight.	Tested to Tons.
Fore Sails,	Chain	300	1 13/16	70-16-0	Bowers,		32-3-4	30-14-1
Fore Top Sails,	Hempen Stream Cable	90	1				32-1-24	30-8-2
Fore Topmast Stay Sails,	Hawser	90	9/2				28-0-6	27-3-2
Main Sails,	Towlines	90	8		Stream,		13-0-12	with stock
Main Top Sails,	Warp	90	7				7-0-14	8
and	All of <u>best</u> quality.	15	11		Kedges,		3-1-2	8

Her Standing and Running Rigging Wire & Hemp sufficient in size and Test in quality.

She has One Long Boat and Three others

The present state of the Windlass is Good Capstan 2-Good and Rudder Good Pumps Main & Bilge Iron 8" In Fore Compartment

Order for Special Survey DATES of 1st. On the several parts of the frame, when in place, and before the plating was wrought During the
No. 462 Surveys held 2nd. On the plating during the progress of rivetting whole time of building
Date 18/12/67 while building 3rd. When the beams were in and fastened, and before the decks were laid
Order for Ordinary Survey as per 4th. When the ship was complete, and before the plating was finally coated fitting out
No. Section 18. 5th. After the ship was launched

State if she has a Spar Deck _____ Poop _____ or Forecastle full - 37 feet long

General Remarks,

Has a deck house 48-6 long fitted aft - ten feet clear of Stern Post, & another house fitted between the Fore & Mainmasts, for Steam Winch, Galley &c.
An additional frame for one half the Vessel's length Amidships is fitted at opposite sides of each floor plate, across the keel, extending to upper part of bilges.
The butts of the floor plates in Midship Body are treble rivetted with double straps, & the Vult Iron in Hold Stringer (see sketch other side) extends from abreast the Fore Mast to Mst 8th - Between this Stringer & the Hold Beams, another Stringer is fitted of double angle irons 5 x 4 1/2 x 7/16 for a length of about 150 feet Amidships.

Is well built & equipped

1 Bower Anchor 32-3-4 1/2 stock. N^o 3257. Messy 8th & 1/2 B Test = 30-14-1-0 W. Macdonald, May 6/68
1 8th " 32-1-24 8th " " " " = 30-9-2-0 8th " May 6/68
1 8th " 28-0-6 8th " " " " = 24-3-2-0 8th " May 6/68
150 lb 1 13/16 Cable N^o 1518 8th " " " = 70-16-0-0 } 20% Cent. above Admiralty May 6/68
150 " 1 1/4 8th " N^o 1519 8th " " " = 70-16-0-0 } 20% Cent. above Admiralty May 6/68

In what manner are the surfaces preserved from oxidation? Inside Portland Cement in bottom & paint above
Ditto ditto Outside Red lead & other paint.

I am of opinion this Vessel should be Classed *A1

The amount of the Fee £ 5 : : : is received by me,

June 1868 Special £ 68 : 18 : : 18/6/68 Phm

Certificate (if required) £ : : : See below

Committee's Minute Liverpool, 19th June, 1868

Character assigned A1 - Built under Special Survey

L.A.T.C.P. - Com. 68

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Foundation