

7833 Survey held at Sunderland Date June 11th 1863
the Ship "Pak Wan" Master Wawn
Tonnage Old _____ Built at Sunderland When built 1863 Launched May 14th
By whom built G. Peverall Owners John Patton
Port belonging to London Destined Voyage China
Surveyed while Building, Afloat, or in Dry Dock during Building

Length aloft	Feet.			Inches.			Extreme Breadth Outside	Feet.			Inches.			Depth of Hold	Feet.			Inches.		
	Sided.	Middle.	Ends.	Sided.	Middle.	Ends.		Sided.	Middle.	Ends.	Sided.	Middle.	Ends.		Sided.	Middle.	Ends.	Sided.	Middle.	Ends.
186	18	12 1/2	11 1/2	11 1/2	11 1/2	11 1/2	32	19	19	19	19	19	19	19	19	19	19	19	19	19
Thickness of Plank.																				
Scantlings of Timber.							Outside.							Inside.						
TIMBER AND SPACE							Garboard Strakes							Limber Strakes						
Floors							Garboard to Bilge							Bilge Planks						
1st Foothooks							Bilge Planks							Ceiling in Flat						
2nd Ditto							Bilge to Wales							Ditto Bilge to Clump						
3rd Ditto							Wales							Hold Beam Clamps						
Top Timbers							Topsides							Deck Beam Ditto						
Deck Beams							Sheer Strakes							Ceiling 'twixt Decks						
Hold Beams							Plank Sheers							Hold Beam Sheels						
Keel							Water Upper Deck							Deck Beam Ditto						
Scarp of Ditto							Ways Lower Deck							Di. plates outside the hatches on each deck						
Keelsons							Ditto, faying surface against Timbers													
Scarp of Ditto							Upper Deck													

Size of Bolts in Fastenings, distinguishing whether Copper, Yellow Metal, or Iron; also of Treenails.			Copper			Yellow Metal			Iron		
			In Ship.	In Ship.	In Ship.	In Ship.	In Ship.	In Ship.	In Ship.	In Ship.	In Ship.
Heel-Knee, & Deadw'd abaft			1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
Scarp of Keel, No. 8			1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
Keelson Bolts through Keel at each Floor			1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
Bolts thro' Heels of Timbers against Deadwood			1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
Transoms and throats of Hooks			1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
Arms of Hooks			1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
Thro' Bilge & Limber Strakes			1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
Thickstuff over Double Floors			1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
Butt End Bolts			1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
Pintles of the Rudder			1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
Hold Beam			1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
Bolts in			1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
Deck Beam			1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
Bolts in			1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
Nails or Bolts in Flat of Deck			1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
Treenails			1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2

Timbering.—The Space between the Floor Timbers and Lower Foothooks is 5 1/2 Inches. The Space between the Top-Timbers is 4 Inches.
The Floors consist of Eng Oak 12 The First Foothooks of Eng Oak
The Second Foothooks of Eng Oak The Third Foothooks and Top Timbers of Eng Oak
The Shifts of the First and Second Foothooks are not less than 4 N. B. When less than prescribed by the Rule, state how many.
The rest of the Shifts of the Frame are 4

The Frame is well squared from the First Foothook Heads upwards, and 4 free from sap, and from thence downwards, the frame is 4

The Iron Frames are all bolted together to the Canvass to the Spars reaching to within 4 inches of the Keelson. The Butts of the Timbers are 4 close together; their thickness not less than 4 of the entire moulding at that place.

The Frame is 4 chocked with 4 Butt at each end of the chock. The Main Mast of Rudder is Eng Oak of Windlass is Eng Oak

The Keel is Eng Oak The Main Keelson is Green heart and 4 free from all defects.
The Stem, and Stern Post of Peake 16 The Transoms, Knight Heads, Hawse Timbers, and Aprons of Eng Oak Deadwood, of Eng Oak and are 4 free from all defects.

The Deck and Hold Beams of Iron The Breasthooks of Iron The Knees of 4

Planking Outside.—From the Keel to the Height defined in Note to Table A, the Plank is Ames Elm or to the First Foothook Heads

From the above named Height to the Light Water Mark Oakrig Oak
From the Light Water Mark to the Wales Peake & Green heart

he Wales and Black-strakes are Peake 16 The Topsides & Sheer-strakes Peake 16
he Spirketting and Plank-sheers Peake 16 The Water-ways { Upper Deck Iron gutters Lower Deck Yellow Pine 3

The Decks Yellow Pine State of 4

The Shifts of the Planking are not less than Five Feet 4 Inches. N. B. If less than prescribed by the Rule, state whether general or partial, and if partial, in what part of the Ship. The Planking is wrought Iron between, and without step-butting

Planking Inside.—The Limber-strakes and Bilge-strakes are Green heart & Peake
The Ceiling, Lower Hold, and between Decks 4 Shelf Pieces and Clamps 4

Fastenings.—To Hold Beams Shingle plates secured with angle bars to frames 5x4x9/16 and with Blue plates to frames five shifts each way

Deck Beams Shingle plates rivetted by angle bars to Iron sheer strakes 5x4x9/16 and with Blue plates to frames well rivetted each way also three pairs of diagonal plates on the upper deck in the wake of each mast

Number of Breasthooks Six & Hemson Pointers Iron hooks one Crutches round stem
Butt End Bolts are of 4 Metal in the Bottom: Two Bolts in each Butt End all through and clenched.
Bilge and Limber Strakes are bolted through and clenched. Treenails of Eng Oak How Made round

Thickstuff over Double Floors well bolted through and clenched. General Quality of Workmanship good

We certify that the above is a correct description of the several particulars therein given
Builder's Signature G. Peverall Surveyor's Signature Thos. L. Sney

uses are of Benvent & Bonsetto Iron Co. Plates are Silverdale Iron Co.

5030 53675
12
2
1
15A
12 1/2 mixed material
20/3/63

Her Masts, Yards, &c. are in good condition, and sufficient in size and length.
2 Lower Masts Iron, 2 Lower Yards Steel.

She has SAILS.		CABLES, &c.		ANCHORS, and their weights.		
N ^o .		<u>certificates produced</u>	Fathoms.	Inches.	<u>certificates produced</u>	N ^o . Weight.
	Fore Sails,	Chain <u>Tested to 44 Tons</u>	300	1 1/4	Bower,	3 26.0.14
	Fore Top Sails,	Hempen Stream Cable	90	10		26.0.14
	Fore Topmast Stay Sails,	Hawser <u>Chain</u>	60	7/8	Stream,	1 22.2.0
	Main Sails,	Towlines	90	6 1/2		10.0.0
	Main Top Sails,	Warp	90	5 1/2	Kedge,	2 5.0.0
and		All of <u>good</u> quality.	90	4 1/2		2.2.0

Her Standing and Running Rigging is of hemp & wire sufficient in size and good in quality.

She has One Long Boat and 3 others.

The present state of the Windlass is good Capstan & Winch Rudder good Pumps 2 Metal

Patent

General Remarks and Statement and Date of Repairs, if any.

DATES of Surveys
held while building,
as per Section 35.

1st. When the Frame is completed	<u>Specially Surveyed from</u>
2nd. When the Beams are put in, &c.	<u>October 3rd 1862 to the</u>
3rd. { When completed, and before the } { plank be painted or payed }	<u>present date</u>

This ship is fastened entirely with yellow metal outside except the flat of floors which is treenailed

There are twenty pair of iron straps placed diagonally outside the frame six feet apart 6 in x 1 1/2. Four pair cross each other in midships rivetted to the frames and to the iron stem stake and bidge stake

The outside planking from the floor ends upwards is fastened with yellow metal bolts driven from the inside & clenched on the outside plank and some are with screw points & nuts and driven from the outside, Batt ends are all double bolted

The frames reach down the floors to eight inches from the keelson and are well bolted sideways to the floors, they are formed with double angle irons back to back and with reverse angle irons as stated on the other side, they are covered in the bottom with Portland cement and stops are put in to prevent the work of the water

Geo Leverall

Present condition of Caulking of Bottom, good properly tested Deck, good and Waterways good

~~H~~ Sheathed, ~~D~~oubled, ~~F~~elted, or ~~C~~oppered with yellow metal on felt & paper to water When last done

I am of opinion this Vessel should be Classed 14 A. 1. (Exp^d B.S.)

The Amount of the Fee.....£ 5 : " : " is received by me,

Order No. 1272 Special£ 39 : 15 : "

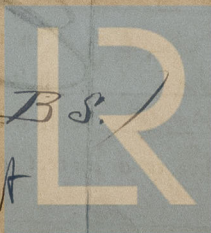
June 1863

Certificate£ " : " : "

Committee's Minute 16 June 18 63.

Character assigned

1 for 14 Years (Exp^d B.S.)
Iron & Wood frame
Planked



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Lloyd's Register
Foundation