

No. 8164 Survey held at Sunderland Date 15th Dec 1863 and 9th July 1864
on the *BK Pactolus* Master *A. Forbes*
line 396. By Old Tonnage 21. 3/4 New 416. 2/4 Built at *Pallion* When built 1864 Launched *22nd June 1864*
By whom built *Jno Gie* Owners *J Polts & Son*
Port belonging to *Sunderland* Destined Voyage *St. S America*
Surveyed while Building, Afloat, or in Dry Dock *While building*

Length aloft	Feet.		Inches.		Extreme Breadth Outside		Feet.		Inches.		Depth of Hold		Feet.		Inches.	
	132. 4						27. 7 1/2						17. 7 1/2			
Scantlings of Timber.																
Timber AND SPACE																
Floors	Sided.		Moulded.		Sided.		Moulded.		Outside.		INCHES.		Inside.		INCHES.	
											In Ship.		Required per Rule.		In Ship.	
1st Foothooks	10		10		9 1/2		10		Garboard Strakes		5 1/2		3 1/2		5	
2nd Ditto	9		9 1/2		8 1/2		9		Garboard to Bilge		3 3/4		3		5 1/2	
3rd Ditto	8 1/4		5 3/4		8 1/4		5 1/2		Bilge Planks		8		4		2 3/4	
Top Timbers	8 1/4		5 3/4		8 1/4		5 1/2		Bilge to Wales		8 1/4		3		2 3/4	
Deck } No 20	Average }		4/4		8 1/2		7 1/4		Wales		4 3/4		4 3/4		2 3/4	
Beams }	Space }								Topsides		3 3/4		3 3/4		6 6 3/4	
Deck Beams, length amidships	25 1/2		2 1/2		2 1/2		5/16		Sheer Strakes		3 3/4		3 3/4		5 1/2	
Hold } No 17	Average }		4/6		2 1/2		5/16		Plank Sheers		3 3/4		3 3/4		2 1/2	
Beams }	Space }								Water } Upper Deck		9 1/2 x 10 1/2		6		5	
Hold Beams, length amidships	11		11		9 1/2				Ways } Lower Deck		7 1/2 x 7		6		8 1/2 x 7 1/2	
Keel	13		16		13		13		Ditto, faying surface		6		6			
Scarphs of Ditto	5 1/6		5 1/6		14		14		Upper Deck		3 1/2		3			
Keelsons	14		13 1/2		14		14									
Scarphs of Ditto	7 1/2		5 1/6													
Size of Bolts in Fastenings, distinguishing whether Copper Yellow																

Thickness of Plank.											
Outside.											
Garboard Strakes											
Garboard to Bilge											
Bilge Planks											
Bilge to Wales											
Wales											
Topsides											
Sheer Strakes											
Plank Sheers											
Water-Upper Deck											
Ways Lower Deck											
Ditto, faying surface against Timbers											
Upper Deck											
Inside.											
Limber Strakes											
Bilge Planks											
Ceiling in Flat											
Ditto Bilge to Clamp											
Hold Beam Clamps											
Deck Beam Ditto											
Ceiling 'twixt Decks											
Hold Beam											
Deck Beam											
Bridge Keelsons - 10x10											

Size of Bolts in Fastenings, distinguishing whether Copper, Yellow Metal, or Iron; also of Treennails.											
Copper Y.M. in Ship. Iron in Ship. Inches required per Rule											
Keel-Knee, & Deadwood abaft											
Scarp of Keel, N° 17											
Keelson Bolts through Keel											
at each Floor											
Bolts thro' Heels of Timbers											
against Deadwood											
Transoms and throats of Hooks											
Arms of Hooks											
Thro' Bilge & Limber Strakes											
Thick stuff over Double Floor											
Butt End Bolts											
Pintles of the Rudder											
Hold Beam											
Bolts in											
Deck Beam											
Bolts in											
Nails or Bolts in Flat of Deck											
Treennails											

umbering.—The Space between the Floor Timbers and Lower Foothooks is 16.3 Inches. The Space between the Top-Timbers is 38.6 Inches.

The Floors consist of *German Oak* The First Foothooks of *German Oak*

The Second Foothooks of *English Oak* The Third Foothooks and Top Timbers of *English 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 *sufficient*

The Frame is *fairly* squared from the First Foothook Heads upwards, and *fairly* free from sap, and from thence downwards, the frame is *the same*

The *same* Frames are *same* bolted together to the Gunwale. *from floor beams* N. B. If not, state how bolted.

The Butts of the Timbers are *same* close together; their thickness not less than *3 1/4* of the entire moulding at that place.

The Frame is *cross* chocked with *a* Butt at each end of the chock. The Main piece of Rudder is *Oak* of Windlass is *Oak*

The Keel is *Oak* The Main Keelson is *Greenheart* and *up* free from all defects.

The Stem, and Stern Post of *Rudder* *English Oak* The Transoms, Knight Heads, Hawse Timbers,

and Aprons of *English Oak* Deadwood, of *Oak* and are *up* free from all defects.

The Deck and Hold Beams of *Oak* The Breasthooks of *Iron* The Knees of *Iron*

Planking Outside.—From the Keel to the Height defined in Note to Table A } the Plank is *American Elm*

or to the First Foothook Heads

From the above named Height to the Light Water Mark *Danish Oak*

From the Light Water Mark to the Wales *Danish Oak*

The Wales and Black-strakes are *Greenheart & Oak* The Topsides & Sheer-strakes *Oak*

The Spirketting and Plank-sheers *Greenheart, Oak & German Oak* The Water-ways { Upper Deck *Greenheart* & *Oak* 6.

The Decks *Yellow Pine* Lower Deck

The Shifts of the Planking are not less than *3* Feet *4* Inches. State of *Good*

or partial, and if partial, in what part of the Ship. N. B. If less than prescribed by the Rule, state whether general

The Planking is wrought *free* between, and without step-butting.

Planking Inside.—The Limber-strakes and Bilge-strakes are *Danish Oak & Greenheart*

The Ceiling, Lower Hold, and between Decks *Danish Oak* Shelf Pieces and Clamps *Greenheart & Oak*

Fastenings.—To Hold Beams *Stringer Plate 12x5* Angle iron *6x3x16* diagonal ties

at the main masts *8x7 1/2* a hanging knee and a knee rider alternating &

each beam end.

Deck Beams *a hanging knee* to each beam end with *bolting knees* in the

mast rooms.

Number of Breasthooks *six below deck* Pointers *two bows* Crutches *up*

Butt End Bolts are of *Iron* in the Bottom: *two* Bolts in each Butt End *one in each* through and clenched.

Bilge and Limber Strakes *Iron* bolted through and clenched. Treennails of *Oak* How Made *burnt*

Thick stuff over Double Floor *Iron* 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 *J. Gie* Surveyor's Signature *A. Forbes*

SLD 936-0036

Her Masts, Yards, &c. are in Good condition, and sufficient in size and length.

She has SAILS.

CABLES, &c.

ANCHORS, and their weights.

N^o.

Fore Sails,

Fore Top Sails,

Fore Topmast Stay Sails,

Main Sails,

Main Top Sails,

and

Chain

~~Hamper~~ Stream Cable

Hawser

Towlines

Warp

All of Good quality.

Fathoms.

Inches.

Bower,

Stream,

Kedge,

N^o.

Weight.

18. 3. 24

18. 2. 22

18. 2. 19

6. 1. 7

3. 0. 14

1. 2. 26

Her Standing and Running Rigging Five & Six sufficient in size and Good in quality.

She has One Long Boat and Four others

The present state of the Windlass is Good Capstan None Rudder Good Pumps Good

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

2nd. When the Beams are put in, &c.

3rd. { When completed, and before the plank be painted or payed }

Built under special survey

between the 10th Dec^r. 1863

and the 1st July 64

This vessel is fastened with Yellow metal to the exclusion of iron as prescribed by the rules section 46. for vessels claiming no additional gear for metal fastenings -

John Gill
The ceiling bolts are of galvanised iron -

Present condition of Caulking of Bottom, Good Deck, Good and Waterways Good

If Sheathed, Doubled, Felted, or Coppered Not When last done May 1864 in dry dock

I am of opinion this Vessel should be Classed 10 A 1

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

Order No. 1493 Special£ 20 : 16 : "

Certificate£ " : " : "

Committee's Minute 15th July 1864

Character assigned A 1 for 10 Years



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