

28. Special Survey held at Aalborg (Denmark) Date, first Survey 4th October 1873 Last Survey 24th December 1874
the new wooden bark Panda Master Brown Rev 25/7/73 & 2/3/77
nage under Tonnage Deck 308-74
of Spar Deck or Awning Deck
of Poop, or raised Or. Dk. 19-26
of Houses on Deck 17-32
of Forecastle
Tonnage 345-56
Space, as per Rule 20-53
ter Tonnage, cut on Beam 225-13
no Room
ter Tonnage, as a Steamer, 348
on the Beam

Built at Aalborg, Denmark When built 1873-74 Launched 14th April 1874
By whom built Vang Brothers Owners Ballard King & Co
Port belonging to London Aalborg, Denmark Destined Voyage England
If Surveyed while Building, Afloat, or in Dry Dock under a very good roof on stocks
180 feet by 60 feet, from August 73
to the day of launching - October

length as per section 39.....	Feet. 140	Inches. 135	Extreme Breadth Outside	Feet. 27	Inches. 13	Depth of Hold	Feet. 6	Inches. 6	Number of Decks	1
length of Keel										
Scantlings of Timber.										
LIMBER AND SPACE	25	3/4	centre to centre							
Floors	11	11	9 1/4	11	11	9 1/4				
at Foothooks	9 1/4	11	9	9 1/4	11	9				
2 nd Ditto	8 1/2	9 1/4	8	8 1/2	9 1/4	8				
3 rd Ditto	7 3/4	9	7 1/2	7 3/4	9	7 1/2				
Top Timbers	7 3/4	7 1/2	5 1/2	7 3/4	7 1/2	5 1/2				
Deck Beams, length amidships	24	7	11 inches	24	7	10 inches				
Hold Beams, length amidships	11 3/4	11 3/4	9 3/4	11 3/4	11 3/4	9 3/4				
Keel	12 1/4	15		12 1/4	15					
Scarp of Ditto	5	7	4 inches	5	7	4 inches				
Keelsons	13 1/4	13 1/4		13 1/4	13 1/4					
Scarp of Ditto	6	7	2 inches	6	7	2 inches				
Outside Plank.										
Garboard Strakes	3 1/2			3 1/2						
Garboard to Bilge	3 1/2			3 1/2						
Bilge Planks	3 1/2			3 1/2						
Bilge to Wales	3 1/2			3 1/2						
Wales	4 3/4			4 3/4						
Topsides	4 3/4			4 3/4						
Sheer Strakes	3 3/4			3 3/4						
Plank Sheers	3 3/4			3 3/4						
Water Upper Deck	8 1/2 x 5			8 1/2 x 5						
Ways Lower Deck	9 3/4 x 6			9 3/4 x 6						
Ditto, faying surface against Timbers	14 x 7 1/2			14 x 7 1/2						
Upper Deck	3			3						
Inside Plank.										
Limber Strakes	9 x 4 1/4			9 x 4 1/4						
Bilge Planks	34 x 4 1/4			34 x 4 1/4						
Ceiling in Flat	2 3/4			2 3/4						
Ditto Bilge to Clamp	2 3/4			2 3/4						
Hold Beam Clamps	28 x 4			28 x 4						
Deck Beam Ditto	16 x 3 3/4			16 x 3 3/4						
Ceiling 'twixt Decks	2 1/4			2 1/4						
Hold Beam Shelves										
Deck Beam Ditto										

Size of Bolts in Fastenings, distinguishing whether Copper, Yellow Metal, or Iron; also of Treenails.										
Heel-Knee, & Deadw'd abaft	1 1/8			1 1/8						
Scarp of Keel, N ^o . 7	7/8			7/8						
Keelson Bolts through Keel at each Floor	1			1						
Bolts thro' Heels of Timbers against Deadwood	1 3/8			1 3/8						
Frame Bolts	5/8			5/8						
Transoms and throats of Hooks	1			1						
Arms of Hooks	7/8			7/8						
Thro' Bilge and Limber Strakes	3/4			3/4						
Thickstuff over Double Floors	1 1/16			1 1/16						
Butt End Bolts	2 5/8			2 5/8						
Short Bolts in Ceiling										
Pintles of the Rudder										
Hold Beam Bolts in Waterway	7/8			7/8						
Deck Beam Bolts in Waterway	1 3/16			1 3/16						
Nails or Bolts in Flat of Deck	5 inches			5 inches						
Treenails	1 1/4			1 1/4						

Timbering.—The Space between the Floor Timbers and Lower Foothooks is 3 x 2 Inches. The Space between the Top-Timbers is 8 x 2 Inches.
The Floors consist of Danish Oak. The First Foothooks of Danish Oak.
The Second Foothooks of Do. The Third Foothooks and Top Timbers of Do.
The Main Keelson is Baltic Oak and free from all defects. The Shifts of the First and Second Foothooks are not less than 3 Ft 10 inches.
The Transoms, Knightheads, Hawse Timbers, & Aprons of Danish Oak. N.B. When less than prescribed by the Rule, state how many.
Deadwood, of Danish Oak and ditto. The rest of the Shifts of the Frame are 3 Ft 10 inches.
The Stem, and Stern Post of French Oak ditto. The Frame is all squared from First Foothook Heads upwards, and all free from sap, and from thence downwards, the frame is squared.
The Deck and Hold Beams of Danish Oak. The whole of Frames are also bolted together to the Gunwale. N.B. If not, state how bolted.
The Breasthooks of Do. The Butts of the Timbers are all close together; their thickness not less than of the entire moulding at that place.
The Knees of Danish Oak The Keel of Beech. The Frame is choked with Butt at each end of the chock.
The Main piece of Rudder of Danish Oak of Windlass of Danish Oak.

Planking Outside.—From the Keel to the Height defined in Note to Table A } the Plank is Pitch Pine
or to the First Foothook Heads }
From the above named Height to the Light Water Mark Pitch Pine
From the Light Water Mark to the Wales Pitch Pine
The Wales and Black-strakes Baltic Oak. The Topsides & Sheer-strakes white Baltic Oak
The Spirketting and Plank-sheers is bolted through & clenched outside. The Water-ways { Upper Deck middle Pine Baltic Oak
Lower Deck Pitch Pine
The Decks Price Pine State of the frame
The Shifts of the Planking are not less than 3 Feet 0 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 hasp only between, and without step-butting.

Planking Inside.—The Limber-strakes and Bilge-strakes are Pitch Pine
The Ceiling, Lower Hold, and between Decks Pitch Pine Shelf Pieces and Clamps
Fastenings.—To Hold Beams one iron brace on each end of beam (shown on midship's Section)
Deck Beams are fastened to shipside with modern cadging knees, bolted through & clenched outside timbers

Number of Breasthooks 2 Pointers 2 Crutches one behind transom
Butt End Bolts are of yellow metal in the Bottom yellow metal Bolts in each Butt End 2 one of them through and clenched.
Bilge and Limber Strakes 1 Bolt in every frame bolted through and clenched. Treenails of Oak How Made plained
Thickstuff over Double Floors bolted through and clenched. General Quality of Workmanship very satisfactory.

We certify that the above is a correct description of the several particulars therein given.
Builder's Signature Vang Brothers & Co Surveyor's Signature W. A. Liddington
dated London 20th Nov 1874

Her Masts, Yards, &c., are in satisfactory condition, and sufficient in size and length. — approved of by Captain

N ^o .	She has SAILS.	CABLES, &c.	Fathoms.	Inches.	Test as per Certificate.	In. req'd per Rule.	Test req'd per Rule.	ANCHORS, &c.	N ^o .	Weight. Ex. Stock.	Test as per Certificate.	Weight req'd per Rule.	Test req'd per Rule.
1	Fore Sails,	Chain	240	15	31 tons	1 1/16	22 1/2	Bowers	3	12 3/4	14-16-20	12 3/4	13 1/2
2	Fore Top Sails,	(State Machine where Tested, and name of Superintendent).	16	1 1/2	16	1 1/2	22 1/2	(State Machine where Tested, and name of Superintendent).		13-2-2	13-2-2	13-2-2	15 3/20
3	Fore Topmast Stay Sails,	Hempen Stream Cable	90	9	9	9	20	Stream	3	5-0-21	5-0-21	5-0-21	5-0-21
4	Main Sails,	Hawser	90	6 1/2	6 1/2	6 1/2	20	and		2-2-2	2-2-2	2-2-2	2-2-2
5	Main Top Sails,	Towlines	90	4 1/2	4 1/2	4 1/2	20	Kedges		1-2-0	1-2-0	1-2-0	1-2-0
6		Warp	80	3	3	3	20						
7		All of Good Quality											

Her Standing and Running Rigging wire sufficient in size and good in quality. She has 1 Long Boat and 1 Whiff-o-1 Boat

The present state of the Windlass is sound & good Capstan on Foremast and Rudder on Main Mast Pumps 2 Iron Pumps

Scuppers, &c.—What arrangements are there beyond the scuppers on deck, for clearing upper deck of water, in case of a sea coming on board?

There is 2 Ports in Bulwark, to clear the deck for water.

Cargo Hatchways.—How formed? square State size 8 feet square

If of extraordinary size, state how framed and secured? —

What arrangement for shifting beams? none

Hatches, themselves, whether strong and efficient? Oak frames, good Main Hatchways.—State size 8 feet square

Order for Special Survey, No. Two Date 20th of July 1873 DATES of Surveys held while building, as per Section 35. { 1st. When the Frame is completed Surveyed specially at
2nd. When the Beams are put in, &c. 9 different times from
3rd. { When completed, and before the plank be painted or payed laying of keel to her
completion.

General Remarks. This new Ship "Panda" has been built under a
very superior Roof on all the conditions as per Section 48 —
she was well dilted during the time of building, and
as materials, & fastenings has been as described by the rule
and the workmanship also very satisfactory. I
to recommend the "Panda" for Class of 12 years A-1.
Inventory of all descriptions is like what is required
for an East India outfit conform with builders Contract,
and furnished under inspection of the Captain sent
over from London by Owners, residing there.

Diagonal iron Plates $3\frac{3}{4} + \frac{1}{2}$ outside on frame timbers agreeable to Sec. 39 is applied, bolted & spaced as per Section, laid into the timbering. Nine Surveys held by me at different times during the building, viz 1873. — 4th October — 13th Novbr. —
1874 — 27th January — 12th April — 31st of May — 6th July — 23rd Septbr — 12 October (Canuck)

P.S. On account of hard and early winter, no finishing and painting has been completed before now. I have the vessel now moved from the Wharf for the purpose of it is deemed that the Certificate should be dated from date of this report, getting to my last survey took place on the 24th Decbr. when the vessel might be said to be wholly built and equipped except small jobs & painting, &c. but since I was in the vessel still remaining so. H. L. Larny

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

If Sheathed, Doubled, Felted, Coppered, or Yellow Metalled to be sheathed on When last done approved to England

I am of opinion this Vessel should be Classed 12 years A-1

The Amount of the Entry Fee.....£ 4 : 0 : 0 : is received by me, Twenty one pounds

Travelling Expenses, Special.....£ 17 : 5 : 8 : ten shillings eight pence

(if any) £ 24 : 0 : 0 : Certificate..... 0 : 5 : 0 :

Committee's Minute £ 21. 10. 8^d 18

General Committee March 23rd 1875

Character assigned 12 A-1

Roof - dilted - Frame Danish
Yellow metal fastenings

1873/74

Copenhagen 26th February 1875

H. J. Larny
Surveyor
Lloyd's Register
Foundation