

22844

Rev 10/3/99

PLANS CASE

This vessel on her passage from London to this Port, lost every spar excepting lower shank. Boomprit and jibboom also all sails. Blocks running gear, and all standing rigging except headstays and lower rigging, but this latter was damaged, and with the run had to be partly renewed. The tops were crippled, and chain & boom accts much damaged, as were also the rails & top plus hullwork, and Deck houses. Repairs now comprise (new) iron) Fore, Main, Breezest, and ^{lower} Mast, topsails, yards all of which have been made stronger than the original yards, as was particularly shown in the place sent herewith. There new upper topsails, and new lower, and new upper foremast, and there new Royal, and there new topmast, topmast, mast and stay, & main, and new sparred boom and gaff, all of which have been in Oregon pine. The new mast was sprung at the boom accts. by being

Present Condition of the		Treenails		Windlass and Capstan	
Decks	Good	Treenails	Good	Windlass and Capstan	Good
Waterways	"	Breasthooks and Stemson	"	Pumps	"
Comings	"	Transoms, Pointers, and Crutches	"	Boats	"
Upper Deck Beams & Fastenings	"	Timbers of the Frame at the openings	"	Masts, Yards, &c.	all new but lower masts
Lower Deck Beams & Fastenings	"	Ditto Ditto at other places	"	Condition, how ascertained	
Planksheers	"	Keelsons	"	Sails	two fresh new
erstrakes	"	Clamps and Shelves	"	Anchors No. of	3 P. 1 P. 2 H.
ides	"	Ceiling	"	Cables	four any of a size
les	"	Rudder	"	Hawsers and Warps	two good
Bottom (Bottom) and Counter	"	Copper	When put on	Standing & Running	ing four new good
ine Room Skylights		Caulking of		Cargo and Main Hatchways	good Hatches good
Coal Bunker, Openings, Lids, &c.		Bottom, Deck, & Waterways	good		
Souppers			good		
General Observations, Opinion as to Class, &c.					

All the damage sustained was about chain deck frame, and has now been restored to its original good condition, and the Bussee is now in as perfect good as she was prior to the transport in which she last was spared. In my opinion she is a very fine ship, and should be retained in the service.

The Amount of Entry Fee ... £ 3 : - : received by me, *James Powell*
drawing specification Special ... £ 21 : - : *July 11 1879*
 Certificate (if required) ... £ 3 : - :
 (Travelling Expenses, if any, £)
 Committee's Minute *11th March, 1879.*
 Character assigned *100A*
S.S. No. 1. North America. As. 13/3/79

James Powell
 Surveyor to Lloyd's Register of British and Foreign Shipping.

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Iron

lifted and repaired. the ship strengthened, and the chain shortened
 about six feet, three new tops, partly new ~~lower~~ lower rigging, all
 new blocks and running rigging, an entirely new suite of sails
 Main Deck has had six new shaves on Starboard side, and eighteen
 new shaves on Port side. Fore Deck has had twelve new shaves on
 Starboard side and ten new shaves on Port side, all to their original
 shifts. chain Deck houses have been repaired, and Fore deck house
 has been rebuilt. chain & Fore sails have been made good with best
 Topgal Bulwarks have been made good, and a Boar, and Board
 damaged, have each been replaced with a new one. Main Deck has
 been caulked all over, and the Rudder has been doctored, bottom examined
 and found to be uninjured and good and has been recoated
 All other less important repairs have also been done

J. V. C. RIVAZ
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