

# IRON SHIP.

(Received at London Office, SATURDAY 6 DEC 1884)

No. 29946 Survey held at *Liverpool* Date, First Survey *March 31* Last Survey *Nov 29<sup>th</sup>* 1884

On the *Four Masted Ship "Busemère"*

TONNAGE under Tonnage Deck } 2536  
 ditto of Third, Spar, or Awning Deck }  
 ditto of Poop, or Raised Qr. Dk. }  
 ditto of Houses on Deck } 183.66  
 ditto of Forecastle }  
 Gross Tonnage } 2719.66  
 Net Tonnage } 68.55  
 ditto of Engine Room }  
 Register Tonnage } 2651.11  
 as cut on Beam }

ONE, OR TWO DECKED, THREE DECKED VESSEL, SPAR, OR AWNING-DECKED VESSEL.  
 Half Breadth (moulded) ... 22.5  
 Depth from upper part of Keel to top of Upper Deck Beams 27.7  
 Girth of Half Midship Frame (as per Rule) ... 45.0  
 1st Number ... 95.2  
 1st Number, if a 3-Decked Vessel deduct 7 feet  
 Length ... 289.0  
 2nd Number ... 27.512  
 Proportions— Breadths to Length ... 6.4  
 Depths to Length— Upper Deck to Keel ... 10.4  
 Main Deck ditto ...

Master *J. Hindermere*  
 Built at *Liverpool*  
 When built *1884* Launched *Oct 9<sup>th</sup>*  
 By whom built *W. H. Potter & Sons*  
 Owners *Lusher & Spott*  
 Residence *London*  
 Port belonging to *London*  
 Destined Voyage *Calcutta*  
 If Surveyed while Building, Afloat, or in Dry Dock.  
*Moulding to Government Office*

LENGTH on deck as per Rule ... 289 0 Feet. Inches. BREADTH Moulded ... 45 0 Feet. Inches. DEPTH top of Floors to Upper Deck Beams ... 24 8 1/2 Feet. Inches. Power of Engines ... Horse. No. of Decks with flat laid ... 2 No. of Tiers of Beams ... 2

KEEL, depth and thickness	11 x 2 3/4	11 x 2 3/4	11 x 2 3/4	11 x 2 3/4
TEMP, moulding and thickness	11 x 2 3/4	11 x 2 3/4	11 x 2 3/4	11 x 2 3/4
STERN POST for Rudder do. do.	11 x 2 3/4	11 x 2 3/4	11 x 2 3/4	11 x 2 3/4
" " for Propeller	2 4	2 4	2 4	2 4
Distance of Frames from moulding edge to moulding edge, all fore and aft	2 4	2 4	2 4	2 4
FRAMES, Angle Iron, for 2/3 length amidships	5 1/2 3 1/2 9	5 1/2 3 1/2 9	5 1/2 3 1/2 9	5 1/2 3 1/2 9
Do. for 1/3 at each end	5 1/2 3 1/2 8	5 1/2 3 1/2 8	5 1/2 3 1/2 8	5 1/2 3 1/2 8
EVERSED FRAMES, Angle Iron	4 3 1/2 8	4 3 1/2 8	4 3 1/2 8	4 3 1/2 8
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships	33	10	28	10
" thickness at the ends of vessel	9	9	9	9
" depth at 2/3 the half-bdth. as per Rule	24	24	24	24
" height extended at the Bilges	50	50	50	50
BEAMS, Upper, Spar, or Awning Deck	11 Buttery 11	11	11	11
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	4 feet	4 feet	4 feet	4 feet
Angle or double Angle Iron on Upper edge	4 feet	4 feet	4 feet	4 feet
Average space	4 feet	4 feet	4 feet	4 feet
BEAMS, Main, or Middle Deck	11 Buttery 11	11	11	11
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	4 feet	4 feet	4 feet	4 feet
Angle or double Angle Iron, on Upper Edge	4 feet	4 feet	4 feet	4 feet
Average space	4 feet	4 feet	4 feet	4 feet
BEAMS, Lower Deck	11 Buttery 11	11	11	11
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	4 feet	4 feet	4 feet	4 feet
Angle or double Angle Iron on Upper Edge	4 feet	4 feet	4 feet	4 feet
Average space	4 feet	4 feet	4 feet	4 feet
BEAMS, Hold, or Orlop	21	14 6 1/2	21	14 6 1/2
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	14	14 6 1/2	14	14 6 1/2
Angle or double Angle Iron on Upper Edge	14	14 6 1/2	14	14 6 1/2
Average space	14	14 6 1/2	14	14 6 1/2
KEELSONS Centre line, single or double plate	6 1/2 4 9	6 1/2 4 9	6 1/2 4 9	6 1/2 4 9
Box, or Intercoastal, Plates	6 1/2 4 9	6 1/2 4 9	6 1/2 4 9	6 1/2 4 9
" Rider Plate	6 1/2 4 9	6 1/2 4 9	6 1/2 4 9	6 1/2 4 9
" Bulb Plate to Intercoastal Floor	6 1/2 4 9	6 1/2 4 9	6 1/2 4 9	6 1/2 4 9
" Angle Irons	6 1/2 4 9	6 1/2 4 9	6 1/2 4 9	6 1/2 4 9
" Double Angle Iron Side Keelson	6 1/2 4 9	6 1/2 4 9	6 1/2 4 9	6 1/2 4 9
" Side Intercoastal Plate	6 1/2 4 9	6 1/2 4 9	6 1/2 4 9	6 1/2 4 9
" do. Angle Irons	6 1/2 4 9	6 1/2 4 9	6 1/2 4 9	6 1/2 4 9
" Attached to outside plating with angle iron	6 1/2 4 9	6 1/2 4 9	6 1/2 4 9	6 1/2 4 9
Large Angle Irons	6 1/2 4 9	6 1/2 4 9	6 1/2 4 9	6 1/2 4 9
" do. Bulb Iron	6 1/2 4 9	6 1/2 4 9	6 1/2 4 9	6 1/2 4 9
" do. Intercoastal plates riveted to plating for length	6 1/2 4 9	6 1/2 4 9	6 1/2 4 9	6 1/2 4 9
Stringer Angle Irons	6 1/2 4 9	6 1/2 4 9	6 1/2 4 9	6 1/2 4 9
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Stringer Angle Irons				



Workmanship. Are the butts of plating planed or otherwise fitted?

Planed

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

Are the fillings between the ribs and plates solid single pieces?

Yes

Do the holes for riveting plate to frames, butt straps, or plate to plate, &c., conform well to each other?

Yes

Are the rivet holes well and sufficiently countersunk in the plate and punched from the faying surfaces?

Yes

Do any rivets break into or through the seams or butts of the plating?

A few in Butts only

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

State also Length and Diameter of Lower Masts and Bowsprit

Iron Masts Foremast 90' 11" diam 3 3/8 9/16 to 6/16  
angles 3 each 5x3. Mainmast 93' 10" x 3 3/8 9/16 to 8/16 angles 5x3. Mizzenmast 88' 7" x 3 3/8 9/16  
Jiggermast over all 142 feet + 27' 6/16 to 5/16 angles 3x3. Topmasts iron each 56' 9" + 26  
6/16 to 5/16 angle 3x3. Topsail & lower topgallants-yards iron. Bowsprit iron 50' feet  
over all 36' diam 6/16 to 7/16 angles 4x3. No yards on Jigger Mast.

NUMBER for EQUIPMENT		2572-8	Fathoms.	Inches.	Test per Certificate.	Inches per Rule.	Machine where Tested & Suprtd.	ANCHORS.	N <sup>o</sup> .	Weight. Ex. Stock.	Test per Certificate.	W'ght req'd per Rule.	Machine where Tested & Suprtd.					
SAILS.		CABLES, &c.						Bower Anchors										
N <sup>o</sup> .	Chain	.....	270	2 3/16	86/18	2 1/16		(State Machine where Tested, Date, or No. of Certificate, & Name of Superintendent.)										
Fore Sails,	Iron Stream Chain	.....	100	1 1/2	15-7/8	1 1/8		114 Cus										
Fore Top Sails,	or Steel Wire	Lloyds Roving House Chester																
Fore Topmast Stay Sails,	or Hempen Strm Cable	A.S. Jaker																
	Towline, Hemp	.....																
Main Sails,	Steel Wire	.....	90	4 1/2		4 1/2		Stream Anchor										
Main Top Sails,	Hawser	.....	90	11		11		Kedge										
and Good quality	Warp	.....	90	9		7		2nd Kedge										

Standing and Running Rigging Hemp & Wire sufficient in size and Good in quality. She has 4 Long Boats

The Windlass is Iron Patent Capstan Iron and Rudder Good Pumps 2 sets Iron & Good

Engine Room Skylights. How constructed?

How secured in ordinary weather?

Who arrangements for deadlights in bad weather?

Coal Bunker Openings. How constructed?

How are lids secured?

Height above deck?

Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea? Ports & Scuppers in Iron Bulwark

Cargo Hatchways.—How formed? Iron Coamings

State size Main Hatchways Fore main 15' 0" x 11' 0" Fore hatch 10' 0" x 6' 0" after 11' 6" x 10' 0"

If of extraordinary size, state how framed and secured? Not of extraordinary size

What arrangement for shifting beams? One shifting beam in each of main hatchways for use to all

Hatches, If strong and efficient? Strong & efficient

Order for Special Survey No. 811

Date 20th Dec/03

Order for Ordinary Survey No.

Date

No. 120 in builder's yard.

Dates of Surveys held while building as per Section 18.

- 1st. On the several parts of the frame, when in place, and before the plating was wrought
- 2nd. On the plating during the process of riveting
- 3rd. When the beams were in and fastened, and before the decks were laid...
- 4th. When the ship was complete, and before the plating was finally coated or cemented..
- 5th. After the ship was launched and equipped

Mar: 31. Apr: 30. May: 3. 8. 13. 22. 28. June 4. 10. 12. 13. 17. 21. 24. July: 13. 17. 19. 24. 31. Aug: 6. 20. 22. 25. 26. Sep: 4. 10. 16. 19. 20. Oct: 6. 9. 13. 16. 20. 22. 28. Nov: 4. 7. 12. 17. 19. 21. 24. 27. 29.

State dates of letters respecting this case

General Remarks (State quality of workmanship, &c.)

This vessel is well built and in accordance with the Rules and approved Workmanship section, as per Committee's letter dated 22<sup>nd</sup> Nov 1883, and 21<sup>st</sup> August 1884 Workmanship good and in my opinion eligible to be classed as recommended below—



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