

1 or 2 Decks.

IRON OR STEEL STEAMER.

THURS. 2 AUG 1894

State of Report is also sent on the Machinery of the Vessel

Date of completion of Report 25 July

Port of Bristol

No. 5784 Survey held at Bristol

Date, First Survey 2nd March

Last Survey 16 July

1894.

On the

Steamer P.S. Brighton

Rig

Schooner

TONNAGE under

Deck 433.75

ONE OR TWO DECKED VESSEL

CLASS

Master J. H. Read

Year of appointment

(1) As master in service of owner of present vessel 91.
(2) As master of the vessel 94.

Do. of Poop

Do. of Raised Qr.

Do. of Break.

Do. of Bridge House

No. of Houses on Deck

Do. of excess of Hatchways

Do. of Forecastle

Do. of Crown of

Engine Room

Cross Tonnage

as Crew Space

as above Crown of

Engine Room

TONNAGE FOR FEES

as Engine Room

as Navigation Spaces

Register Tonnage

as cut on Beam

Half Breadth (moulded)

Depth from upper part of Keel to top of Main Deck Bms.

Girth of Half Midship Frame (as per Rule)

1st Number

Length

2nd Number

Proportions—Breadths to Length

Depths to Length—Main Deck to top of Keel

Destined Voyage

FEET.

13.7

12.2

23.0

48.9

218.0

10660

7.95

17.8

Built at

Glasgow.

When built

1878

Launched

1878

By whom built

J. Elder & Co.

Owners

Packard, Bright Channel.

Managers

J. Robert.

Residence

Narrowway, Bristol.

Port belonging to

Swansea.

LENGTH on Deck

as per Rule

Feet. Inches.

218

BREADTH—

Moulded

Feet. Inches.

27 4

DEPTH

Top of Floors to Main Deck

Beams.

Feet. Inches.

11 1

Power of

Engines

Horse.

100

No. of Decks with Flat laid

Deck

No. of Tiers of Beams

Cabin Sole

Dimensions of Ship per Register, Length 221.3 breadth 27.7 depth 10.6

Moulded Depth, ft. 11 ins. 7

Round of Beam 7 inches.

FORGINGS AND CASTINGS.

KEEL, Bar or Side Plates depth and thickness

EM, moulding and thickness

ERN-POST for Rudder do. do.

for Propeller

IN PIECE of Rudder, diameter at head

do. at heel

DDER, how constructed

the Rudder be unshipped afloat?

FRAMING.

AME, Angles, or Bars, for length amidships

o. for 1/2 at each end

o. in way of Double Bottoms

ance of Frames from moulding edge to

moulding edge, all fore and aft

VERSED FRAME, Angles

DOORS, depth and thickness of Floor Plate

at mid-line for 1/2 length amidships

in way of Engines and Boilers

thickness at the ends of vessel

depth at 1/2 the half breadth, as per Rule

height extended at the Bilges

DOORS & BRACKETS, in Cell Dble Bottoms

Distance apart

TRE GIRDER, in Double Bottom, depth

and thickness

Angles, Top

Bottom

E GIRDERS, number and thickness

Angles

EGIN PLATE, depth (exclusive of flange)

and thickness

Angles

ER BOTTOM PLATING, breadth and

thickness of Middle Line Strake

thickness in Engine and Boiler space

Remainder in Holds

MS, Main and Raised Quarter Deck,

Single Angle, Bulb Angle, Plate or Tee Bulb

Angles on Upper Edge

Average space

MS, Lower Deck, Single Angle, Bulb

Angle, Plate or Tee Bulb

Angles on Upper Edge

Average space

MS, Hold, Plate or Tee Bulb

Angles on Upper Edge

Average space

MS, Bridge Deck, Angle, Bulb Angle,

Plate or Tee Bulb

Angles on Upper Edge

Average Space

MS, Forecastle Deck, Angle, Bulb Angle,

Plate or Tee Bulb

Angles on Upper Edge

Average space

MS, In 'tween Decks, Size and Spacing

Hold

FRAMES, In Fore Body, No. and Spacing

Brdth. & Thickness

No. of Side Stringers

WEB FRAMES, In After Body, No. and Spacing

Brdth. & Thickness

No. of Side Stringers

Size of Angles or Tee Bars to Web Frames

BRACKET PLATES to Stringers between

Web Frames, Depth and Thickness

Inches in Ship.

Plate

6 x 1 1/2

6 x 2

6

3

3

3

3

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Inches per Rule.

Or as Approved.

6 x 1 1/2

6 x 2

6

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KEELSONS AND STRINGERS.

CENTRE LINE KEELSON, Vertical Plate above

floors, Through Plate, Intercoastal Plate

Rider Plate

Bulb Plate to Intercoastal Keelson

Horizontal Plates on Floors

Angles

SIDE KEELSON, Angles

Bulb or Plate above floors for

Intercoastal Plate for

Attached to outside plating with Angle

BILGE KEELSON, Angles

Bulb or Plate above floors for

Intercoastal Plate for

Attached to outside plating with Angle

BILGE STRINGER Angles

Bulb Plate for

Intercoastal Plate for

Attached to outside plating with Angle

SIDE STRINGER Angles

Bulb or Intercoastal Plate for

Main and Raised Quarter Deck Stringer

Plate, on ends of Beams, breadth & thknss

Angle on ditto

Tie Plates fore & aft, outside Hatchways

Diagonal Tie Plates on Bms., No. of Pairs

Flat of Dk* Iron or Steel for

Wood Material & thickness

How fastened to Beams

Lower Deck Stringer Plate, on ends of

Beams, breadth and thickness

Angles on ditto, No.

Tie Plates, outside Hatchways

Flat of Deck* Material and thickness

How fastened to Beams

Hold Stringer Plate, on ends of Beams

Angles on ditto, No.

Poop Deck Stringer Plate, breadth & thickness

Lined for Cabin

Ceiling betwixt Decks, thickness and material *Port 1 1/2 Pine*

in hold do.

Number of Breasthooks *24*

Crutches *2*

BULKHEADS. No. in Vessel *4*

W. T. BULKHEADS

PARTITION

LONGITUDINAL

Thicknes. Angles. Spacing. Height up. Sngl. or Dbl. Frames.

Vrtel. *2 1/2 x 2 1/4 30*

Hzntl. *2 1/2 x 2 1/4*

Vrtel. *3 1/2 upper Deck*

Hzntl. *Afternoon to Cabin Deck*

Are the outside Plates doubled two spaces of Frames in length? *yes*

The FRAMES extend in one length from *Keel* to *Gunnwale*

The REVERSED ANGLE on floors and frames extend from *mid line to top of Bilge and Gunnwale*

RIVETING OF EDGES AND BUTTS OF SHELL PLATING AND BUTTS OF STRINGER PLATES, TIE PLATES, KEELSONS, &c.

Garboard, double riveted to Bar Keel or Flat Plate Keel, with rivets *3/4* in diameter, averaging *3 1/4* ins. from centre to centre.

Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets *3/4* in diameter, averaging *3 1/4* ins. from centre to centre.

Butts from Keel to turn of Bilge, worked carvel, treble double riveted; treble for length, with rivets *3/4* in dia., averaging *3 1/4* ins. from cr. to cr.

Butts of Strakes at Bilge for length, treble riveted for length, with rivets *3/4* in dia., averaging *3 1/4* ins. from cr. to cr.

Edges from Bilge to Sheerstrake, worked clencher, double or single riveted; with rivets *3/4* in dia., averaging *3 1/4* ins. from centre to centre.

Butts from Bilge to Sheerstrake, worked carvel, treble double riveted; treble for length, with rivets *3/4* in dia., averaging *3 1/4* ins. from cr. to cr.

Edges of Sheerstrake, double or single riveted.

Butts of Sheerstrake, treble riveted for *100 ft* length amidships.

Butts of Main Stringer Plate, treble riveted for *100 ft* length amidships.

Butts of Inner Bottom Plating riveted for length.

Breadth of edge laps of Shell Plating in double riveting *4 1/2*

Breadth of edge laps of Shell Plating in single riveting *2 3/4*

Butt Straps of Shell Plating breadth and thickness *9/16 x 1 1/4 x 5/8*

Butts, if Lapped, breadth of laps *2 3/4*

Butt Straps of Keelsons, Stringer and Tie Plates, treble double riveted *16 Straps and Double*

Manufacturer's name or trade mark of the Iron or Steel (state process of manufacture of Steel) used for Frames, Beams, Keelsons, Tie and Stringer Plates, Outside Plating, &c.?

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

Is the riveted work properly closed?

Are the liners between the frames and plates solid single pieces?

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

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

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

Are the butts of Plating, Stringers, &c., properly shifted and strapped?

MASTS, SPARS, &c.											
	Material.	Total Length	DIAMETER AND THICKNESS.				No. of Plates in round.	ANGLES.		RIVETING.	
			At Partners.	Heel.	Hounds.	Head.		Number.	Size.	Seams.	Butts.
LOWER MASTS...	Fore										
	Main										
	Mizen										
Bowsprit											
Topmasts, Yards and Remainder of Spars											
Rigging, Material and Size, Shrouds											
Stays											
Sails. Suit of Sails, and the following spare sails											

EQUIPMENT No. 11666 LETTER J										ANCHORS.					
Number of Certificate.		WEIGHT, EX. STOCK.		WEIGHT OF STOCK.		TEST, PER CERTIFICATE.		WEIGHT REQ. BY RULE.		Description of Anchor.	Makers.	Where and when tested and Superintendent.			
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	cwts.				qrs.	lbs.	
	1st Dower ..														
581	2nd " ..	14	1	2	1	10	15	16	3	14	13	2	Martins	✓	Cy Laogow.
590	3rd " ..	13	1	3	2	0 25	14	19	1	14	10	7	Martins	✓	
	Collective weight														
	Stream	4	3	2 1/2	2 1/2	5									
1975	Kedge	2	2		2	2 1/2	5				2	2	Common	✓	
	2nd Kedge ..														

II. Parent stock Anchor of Testimony.
Q. "Seedhouse"
(Duplicate)
8th 9th Mar. 1879
S. H. C. H. 307

CHAIN CABLES.													HAWERS AND WARPS.		
Number of Certificate.	Fathoms.	Size.	Test per Certificate. Tons.	Weight of Chain Cable.	Fathoms & Size. Per Rule.	Description.	Makers of Cables.	Where and when tested, and Superintendent.	Material.	Fathoms.	Size.	Fathoms & Size. Per Rule.			
5302	210	1 1/4	28 1/2	170.1	2 10 x 1 1/4	Steel	Brooklyn Navy Yard	1897	Towline	90	8 1/2	90 x 8 1/2			
5303	210	1 1/4	28 1/2	170.1	2 10 x 1 1/4	Steel	Brooklyn Navy Yard	1897	Towline	90	8 1/2	90 x 8 1/2			
1313	210	1 1/4	28 1/2	170.1	2 10 x 1 1/4	Steel	Brooklyn Navy Yard	1897	Towline	90	8 1/2	90 x 8 1/2			
Iron Steam Chain or Steel Wire	210	1 1/4	28 1/2	170.1	2 10 x 1 1/4	Steel	Brooklyn Navy Yard	1897	Towline	90	8 1/2	90 x 8 1/2			
Towline-if steel wire	210	1 1/4	28 1/2	170.1	2 10 x 1 1/4	Steel	Brooklyn Navy Yard	1897	Towline	90	8 1/2	90 x 8 1/2			

Boats *2 Life Boat and 2 others*

Pumps, Number

The Windlass is *Hand*

Engine Room Skylights.—How constructed?

What arrangements for deadlights in bad weather?

Coal Bunker Openings.—How constructed?

Number of Scuppers, and number and dimensions of Freeing Ports, &c.

Cargo Hatchways.—How formed?—

State size No. 1 Hatch (Forward)

Number of Web Plates, Shifting Beams, and Fore and Afters to each Hatch

Hatches, if strong and efficient?

No. 2 Hatch

No. 3 Hatch

No. 4 Hatch

Bulwarks, height above deck and description

Main Rail, material and size

The above is a correct description.

Builder's Signature, (here only)

Surveyor's Signature, *J. Ritchie*

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

Order for Special Survey No.

Date

Order for Ordinary Survey No.

Date

No. 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

Total No. of Visits



PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop ft., R.Q.D. or Break ft., Bridge Dk. ft., F'castle ft. (in feet and tenths) where the Poop is on top of the R.Q.D., or when the Poop or R.Q.D. is joined to the B.D., this should be distinctly stated

No. and Material of Decks (if Iron or Steel) and whether wholly or partially covered with wood, and No. of tiers of Decks (this information is to be given as it should appear in the Register Book)

Official No. ; Signal Letters

PARTICULARS OF WATER BALLAST.

Double bottom, aft, length and water capacity in tons

Double bottom, forward, length and water capacity in tons

Double bottom, under engines and boilers, length and water capacity in tons

Double bottom, constructed on the cellular system, length and water capacity in tons

Fore peak tank, water capacity in tons

After peak tank, water capacity in tons

Midship deep tank, length and water capacity in tons

Other tanks, if fitted, length and water capacity in tons

The above have been used as required by the Rules.

(If necessary, furnish further information by sketch.)

How are the surfaces preserved from oxidation? Inside Outside

FREEBOARD assigned by the Committee, as per Secretary's Letter, dated

In Summer

In Winter

For Winter in North Atlantic

Fresh Water above the centre of disc

As per original class

To top of Wood, Iron or Steel Upper Deck.

A line of 8 ft.

Now marked on plans

The amount of Entry Fee..... £ 3 : : : is received by me, *3/18/94*

Special ... £ 6 : : : *3/18/94*

Contingent ... £ 3 : : : *3/18/94*

Travelling Expenses, if any £ 8 : : : *3/18/94*

am of opinion this Vessel should be Classed *Purposely built for service in the Channel*

8 ft. as per original certificate

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

Committee's Minute

Character assigned

A- for Bristol Channel purposes

Log line 8'

22 No. 3 - 7, 94

2 mcs 7, 94

TUES. 4 SEP 1894

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Ceiling
Number
The FR
The RE
Carboe
Edges
Butts
Butts
Edges
Butts
Bread
Butt S
Butt S
Manufa
Pla
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This vessel was originally classed in the Society Register but her class expired in 1884. On the 15th January 1893 she was wrecked by striking the Pier at Dieppe and sinking on a rocky bottom. She subsequently was bought by the Bureau of Hydrographie and sold her present owners in January last. The Survey has held in an account of damage as above and in accordance with the Society Rules for the Survey 1893. See Secretary's letter of 1st March 1894.

Now done: Vessel placed in dry dock. Holds, Decks, Feathers and Engine Room and all Bunkers prepared for examination. Ceiling and Cabin Lining renewed and chain cables renewed from hooks. Vessel was examined throughout outer and inside and found to have sustained damage as follows: - Stem broken and the Fore-Hood plates damaged. Rudder Post set over slightly to Starboard. The Rudder was found at Boulogne to be broken and a new Rudder was made here and fitted at the Port. Frames Starboard side sixteen found broken or badly indented in way of P. Wheel and thirteen bits indented in way of Fore Cabin. On Port side forward of Paddle wheel fourteen found slightly indented and two in way of Fore Cabin also slightly indented. Floors six found broken or badly twisted under Engine Room side and four slightly indented on Port side forward of Paddle Box. Bulkheads the Port and After Bulkheads of E.B. space set up and braced and stiffeners. Keels beams two broken in way of after Cabin. Two Stanchions in way of same bent and the Deck slightly set up. The Starboard Bracket for Wing Block found loose in the pivoting and the plates partly indented. Now done as damage repairs: - All plates defective by damage or wear renewed. Stem cut out and faired and re-fitted a new head scarphed to same from the 7' 6" W. Rudder Post heated and faired in place. The new Rudder fitted and made good. The frames repaired as follows: - Starboard side sixteen renewed in way of Paddle wheel and thirteen renewed or partly renewed in way of Fore Cabin. Port side fourteen faired in place and two in way of Fore Cabin also set fair with new Liners. Floors six new fitted and four faired in place. The Bulkheads of E.B. space set fair and stiffeners re-vided. Two horizontal stiffeners renewed by angles 3x3x7/16 and in each Bulkhead above three additional stiffeners of T Bars 6x3x1/2 new fitted. Beams the two broken beams of

Continuation of Bristol Report No. 5784 dated 23 July on the P.T. Brighton
No 3.
after deck was renewed. Tiller, faired and re-fitted and the deck re-caulked in way of same. The Wing Bracket taken down pivoting end done. Plates faired and re-riveted and the Bracket re-fitted in place.

Damaged Plates the following work now done: -

Keel Strake: - Nos 1 & 4 plates (counting from stem) off. Faired and re-fitted.
" " " 3-5 and 19 renewed. No 6 renewed.
Starboard Side A Strake No 3 Plate faired in place.
" " " 6 " Renewed.
" " " 15 " off. Faired and re-fitted.
" B " " No 7 & 8 Plates faired in place.
" " " " No 9 Edge Caulking re-riveted.
" C " " " 1 & 13 Plates renewed.
" " " " 6. Faired in place.
" " " " 8-9. Butt riveted.
" D " " " 1-5-6 & 12 renewed.
" " " " 11. off. fair and re-riveted.
" " " " 14 Faired in place.
" E " " " 1, 12 and 13 renewed.
" " " " 2 and 14 re-riveted.
" " " " 7. Faired and re-riveted in place.
" F " " " 1, 11 and 12 renewed.
" " " " 2, 3-18 & 19 Butts Edge re-riveted.
" " " " 13. off. Faired and re-fitted.
" G. (Sheerstrake) " No plates in way of P. Box renewed.
" " " " No other in this Strake. Faired in place.

Port Side A Strake Nos 1, 2, 12, 13 renewed.
" " " " 14 Faired in place.
" B " " " 20. renewed. No 19 renewed.
" C " " " 1 and 21. renewed.
" " " " 8 Faired in place.
" D " " " 10. Part re-riveted.
" " " " 1 Renewed.
" " " " 2, 3-4-5-6-7 and 20. Part re-riveted.

All pivoting and Caulking from upper turn of Bilge gone over and made good. Four outside Bulkheads fitted.

As Ordinary Repairs now done: - Frames Nos 1 and 2 from stem renewed and No 3 doubled and an additional Breast Hook fitted all frames in way of fore-bunker doubled and the reverse frames renewed. Two half frames fitted in way of Turtle Back. Beams One renewed in port Bunker also two renewed under Turtle Back & Krueger extending over eight. Keels fitted under beams at this part and efficiently pillared. Hausses doubled. The following repairs

Ceiling b
32

Number
32

The **FR**
The **RE**

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Form No. 1 A.

Port of *Bristol*. *No 2.* Continuation of Report No. *5784* dated *23rd July* on the

P.S. Brighton:
done to outside plating viz.
Starboard Side Nos 2 and 15 Plates renewed.
" " " 16-17-18, Portside Bulkheads fitted.
Starboard Side A Strake 1, 4, 5, 7, 8, 9, 10, 11, 12, 14. Renewed.
" B Strake 4, 5, 12 & 13 Renewed.
" C " " 9, 10, 11, 12 & 14. Renewed.
" D " " 2, 7, 8, 10, 13 Renewed.
" E " " 4-5, 10 Renewed. 10 1/2 Paddle Riveted.
" F " " 4, 5, 10, 15 and 16 Renewed.
" " " No Plate, Doubled in way of Brackets.
Port Side A Strake Nos 3, 4, 5, 6, 7, 8, 9, 10, 11 & 18 Renewed.
" B " " 3-4, 5, 6, 8 Renewed.
" C " " 11, 12, 13, 14 Renewed.
" D " " 2 Renewed.
Six new Plates now fitted to Turtle Back.
On each side of vessel the new Plate-fitted in
upper Strake (G) in way of Paddle Boxes and the
inside plating of Starboard Paddle Box renewed
and the 2nd Plating and angles of same overhauled
Iron work of Wing Houses part-renewed and then part
re-constructed. Cement in bottom overhauled
and for the most part renewed. Vessel painted out
and inside throughout - a new main 1/2-mast fitted.
A new Flying Bridge erected. All Plating in way
of Side Lights doubled as required. Wood deck forming
after Cabin sole part-renewed. also Five Beams of same
part-renewed or doubled. all Cant Frames and Plating
under Counter doubled. Wash and Ripping, Pumps,
Winches and Main Steering gear overhauled and now
in good order. The Fore and Fore Mast Stays now renewed.
Please see Report from Mr. A. Jackson attached.
Chain Cables examined and found in order. From the
particulars of anchors as above given, it will be seen that
this vessel is now short of the Bow and her Stream
Anchor. Please correspondance as above. It is arranged
that these will be supplied as soon as possible.
This vessel is fitted with Electric Lights and
has no Board of Trade Passenger Certificate.
Summary of Damage Repairs: 31 Plates fixed or Repaired.
29 Frames & 29 Plates Renewed. 16 Frames & 16 Plates
& Stern part-repaired and new Bigger Rudder overhauled.
6 Holes & 2 new Bulkheads & 2 new Port & Starboard
This

210. -L.R.P.H.-3,000.-21/6/93.-Transfer Ink.
delivered to the ...

Ceiling
" "
Number
" "
The FR
The RE
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Butts
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This vessel after the above repairs, got aground in the River Avon on the 29th June last and sustained the following damage:- Two plates in D and two ditto in C Strake, Port Side, in way of Tackle Tronson, badly indented also nine frames slightly indented have come as damage repairs:- the above plates renewed and frames fairied in place. Vessel re-coated in way of damage.

This vessel having been repaired as above and undergone Thrust Survey Number Three and being now in good condition is, in our opinion, eligible to be re-classed in the Society's Register with new record of A1 with 8 ft Head Line for English Channel Purposes and T.T. No. 103. 7.94. It is recommended that the figures be deferred until the Bower and Keam anchor required is put on board.

P. Christie
J. H. Rule

80382-0188 (5/5)