

3 Decks.

# IRON OR STEEL STEAMER.

Received at London Office. **1055. 21 MAR 1905**

Date of completion of report **18th March, 1905.** State if Report is also sent on the Machinery of the Vessel **Yes**  
Survey held at **Glasgow** Port of **Glasgow** No. **22609**  
On the **Steel Screw Steamer** "CRAIGHALL" Date, First Survey **1st June 04** Last Survey **8th March 18/05**  
Rig **Schooner**

**TONNAGE under**  
**Tonnage Deck...**  
Do. between Tonnage Dk. and 8th and 4th Dk.  
**Total under Upper Dk.** **4144.44**  
Do. of Poop **56.90**  
Do. of Bridge House **50.61**  
Do. of Forecastle **30.15**  
Do. of Houses on Dk. **77.28**  
Do. of excess of Hatchways **4359.38**  
Do. above Crown of Engine Room **68.68**  
**Gross Tonnage** **4213.42**  
Less Crew Space **1395**  
Less above Crown of Engine Room **57.84**  
**Net Tonnage** **2837.86**

**THREE DECKED VESSEL.**  
**CLASS 100 A.1.**  
**Half Breadth (moulded)** **24.87**  
**Depth from upper part of Keel to top of Upper Deck Beams** **29.68**  
**Girth of Half Midship Frame (as per Rule)** **51.08**  
**1st Number** **98.63**  
**Length on deck from after part of stem to fore part of stern post** **377.83**  
**2nd Number** **37216.05**  
**Proportions—Breadth to Length** **7.58**  
**Depth to Length—Upper Deck to top of Keel** **12.71**  
**Main Deck ditto** **12.71**

**Master** **J. Milne**  
**Year of appointment** **1905**  
**Built at** **Glasgow**  
**When built** **1905** **Launched** **19th Jan. 05**  
**By whom built** **J.W. Henderson & Co. Ltd.**  
**Owners** **Biggart & Fulton**  
**Managers** **Residence 7 Royal Bank Place, Gls.**  
**Port belonging to** **Glasgow**

**Destined Voyage** **✓**  
**If Surveyed while Building, Afloat, or in Dry Dock** **While building**  
**on Deck** **Feet. Inches.** **BREADTH—** **Feet. Inches.** **DEPTH, ACTUAL—** **Top of Floors to top of Upper Dk. Beams** **Feet. Inches.** **No. of Decks with flat laid** **Two.**  
**Rule ....** **377 4** **Moulded ....** **49 9** **Do. do. do. Main Dk. Beams** **18 0 1/2** **No. of Tiers of Beams** **Two.**  
**of Ship per Register, Length** **379.9** **breadth** **50.1** **depth** **26.0** **Moulded depth, ft.** **28** **ins.** **8** **To Upper Dk.** **Round of Upper Dk. Beam, Actual** **12 1/2 ins.**

FRAMING.				FORGINGS or CASTINGS.			
Inches in Ship	Inches in Ship	20ths in Ship	Inches per Rule or as Approved	Inches in Ship	Inches in Ship	16ths or 20ths in Ship	Inches per Rule or as Approved
Angles, <b>7</b> <b>E</b> <b>or</b> <b>L</b> <b>Beam</b> for $\frac{1}{2}$ length amidships				<b>KEEL, Bar or Side Plates, depth and thickness</b> <b>Flat Plate Keel</b>			
$\frac{1}{2}$ at each end				<b>STEM, moulding and thickness</b> <b>11 x 3 1/8</b>			
way of Double Bottoms at Solid Floors				<b>STERN-POST for Rudder do. do.</b> <b>11 x 7 1/2</b>			
at intermediate Dkts.				" for Propeller <b>80</b>			
of Frames from moulding edge to				<b>MAIN PIECE of Rudder, diameter at head</b> <b>9 1/2</b>			
ing edge, all fore and aft				" do. at heel <b>7 1/2</b>			
<b>USED FRAME, Angles</b> <b>7</b> <b>3 1/2</b> <b>10</b> <b>7</b> <b>3 1/2</b> <b>10</b>				<b>RUDDER, how constructed</b> <b>Single Plate. Arms keyed to main piece</b>			
<b>FRAMING, depth of girder</b> <b>10</b>				Can the Rudder be unshipped afloat? <b>Yes</b>			
<b>IS, depth and thickness of Floor Plates</b>				<b>KEELSONS &amp; STRINGERS.</b>			
at mid-line for $\frac{1}{2}$ length amidships				<b>CENTRE LINE KEELSON, Vertical Plate above</b>			
in way of Engines and Boilers				floors, Through Plate, or Intercostal Plate)			
thickness at the ends of vessel				" Rider Plate			
depth at $\frac{1}{2}$ the half breadth, as per Rule				" Bulb Plate to Intercostal Keelson			
height extended at the Bilges				" Horizontal Plates on Floors			
<b>RS &amp; BRACKETS in Cell Dble Bottoms</b> <b>44 x 8</b> <b>44 x 8</b>				" Angles			
Distance apart <b>25</b>				<b>SIDE KEELSON, Angles</b>			
<b>RE GIRDER, in Double bottom, depth</b> <b>44 x 10</b> <b>44 x 10</b>				" Bulb or Plate above floors, for <b>lng.</b>			
and thickness <b>4</b> <b>4</b> <b>9</b> <b>4</b> <b>4</b> <b>9</b>				" Intercostal Plate for <b>length</b>			
Angles, Top <b>4 1/2</b> <b>4 1/2</b> <b>11</b> <b>4 1/2</b> <b>4 1/2</b> <b>11</b>				" Attached to outside Plating with Angle			
Bottom <b>200</b> <b>8</b> <b>200</b> <b>8</b>				<b>BILGE KEELSON, Angles</b>			
<b>GIRDERS, number on each side &amp; thickness</b> <b>3 1/2</b> <b>3 1/2</b> <b>8</b> <b>3 1/2</b> <b>3 1/2</b> <b>8</b>				" Bulb or Plate above floors, for <b>lng.</b>			
Angles <b>3 1/2</b> <b>3 1/2</b> <b>10</b> <b>3 1/2</b> <b>3 1/2</b> <b>10</b>				" Intercostal Plate for <b>length</b>			
<b>GIN PLATE, depth (exclusive of flange)</b> <b>4</b> <b>4</b> <b>9</b> <b>4</b> <b>4</b> <b>9</b>				" Attached to outside Plating with Angle			
and thickness <b>36</b> <b>x</b> <b>10</b> <b>36</b> <b>x</b> <b>10</b>				<b>BILGE STRINGER, Angles</b>			
Angles to Outside Plating <b>10-12</b> <b>10-12</b>				" Bulb Plate for <b>length</b>			
<b>R BOTTOM PLATING, breadth and</b> <b>10-12</b> <b>10-12</b>				" Intercostal Plate for <b>length</b>			
thickness of Middle Line Strake				" Attached to outside Plating with Angle			
" in Engine and Boiler space				<b>SIDE STRINGER Angles</b> <b>11 1/2</b> <b>11 1/2</b> <b>13</b> <b>11 1/2</b> <b>11 1/2</b> <b>13</b>			
" Remainder in Holds				" Bulb Intercostal Plate, for <b>full</b> <b>lng.</b>			
<b>MS, Upper Deck, Single Angle, Bulb</b> <b>11 1/2</b> <b>11 1/2</b> <b>13</b> <b>11 1/2</b> <b>11 1/2</b> <b>13</b>				" Attached to outside plating with Angle <b>3 1/2</b> <b>3 1/2</b> <b>10</b> <b>3 1/2</b> <b>3 1/2</b> <b>10</b>			
Angle, Plate <b>5 1/2</b> <b>5 1/2</b> <b>9</b> <b>5 1/2</b> <b>5 1/2</b> <b>9</b>				<b>Upper Deck Stringer Plates, br'dth &amp; thickness</b> <b>59</b> <b>12</b> <b>59</b> <b>12</b>			
Angles on upper edge <b>3 1/2</b> <b>3 1/2</b> <b>9</b> <b>3 1/2</b> <b>3 1/2</b> <b>9</b>				" Angle on ditto <b>4 1/2</b> <b>4 1/2</b> <b>11</b> <b>4 1/2</b> <b>4 1/2</b> <b>11</b>			
Average space <b>50</b> <b>50</b>				" Tie Plates fore and aft, outside Hatchways			
<b>MS, Middle Deck, Single Angle, Bulb</b> <b>13</b> <b>13</b> <b>15</b> <b>13</b> <b>13</b> <b>15</b>				Deck * <b>Steel, for full</b> <b>lng.</b> <b>7/16 x 7/16</b> <b>7/16 x 7/16</b>			
Angle, Plate <b>5 1/2</b> <b>5 1/2</b> <b>10</b> <b>5 1/2</b> <b>5 1/2</b> <b>10</b>				Wood Deck, Material & thickness			
Angles on upper edge <b>3 1/2</b> <b>3 1/2</b> <b>10</b> <b>3 1/2</b> <b>3 1/2</b> <b>10</b>				<b>Middle Deck Stringer Plate, br'dth &amp; thickness</b> <b>59</b> <b>10</b> <b>59</b> <b>10</b>			
Average space <b>50</b> <b>50</b>				" Angles on ditto, No. <b>4 x 4</b> <b>9</b> <b>4 x 4</b> <b>9</b>			
<b>MS, Lower Deck, Single Angle, Bulb</b> <b>10</b> <b>10</b> <b>12</b> <b>10</b> <b>10</b> <b>12</b>				" Tie Plates outside Hatchways			
Angle, Plate <b>5 1/2</b> <b>5 1/2</b> <b>8</b> <b>5 1/2</b> <b>5 1/2</b> <b>8</b>				" Diagonal Tie Plates on Bms, No. of pairs			
Angles on upper edge <b>3 1/2</b> <b>3 1/2</b> <b>8</b> <b>3 1/2</b> <b>3 1/2</b> <b>8</b>				Deck * <b>Steel, for full</b> <b>lng.</b> <b>8</b> <b>8</b>			
Average space <b>50</b> <b>50</b>				Wood Deck, Material & thickness			
<b>AMS, Hold, or Orlop, Plate or Tee Bulb</b> <b>9</b> <b>9</b> <b>10</b> <b>9</b> <b>9</b> <b>10</b>				<b>Lower Deck Stringer Plate, br'dth &amp; thickness</b>			
Angle, Plate <b>7</b> <b>7</b> <b>7</b> <b>7</b> <b>7</b> <b>7</b>				" Angles on ditto, No.			
Angles on upper edge <b>3 1/2</b> <b>3 1/2</b> <b>10</b> <b>3 1/2</b> <b>3 1/2</b> <b>10</b>				" Tie Plates, outside Hatchways			
Average space <b>50</b> <b>50</b>				Deck * Material and thickness			
<b>AMS, Bridge Deck, Angle, Bulb Angle, Plate</b> <b>10</b> <b>10</b> <b>10</b> <b>10</b> <b>10</b> <b>10</b>				<b>Hold, or Orlop Stringer Plate, br'dth &amp; thckn's</b>			
Angle, Plate <b>7</b> <b>7</b> <b>7</b> <b>7</b> <b>7</b> <b>7</b>				" Angles on ditto, No.			
Angles on upper edge <b>3 1/2</b> <b>3 1/2</b> <b>8</b> <b>3 1/2</b> <b>3 1/2</b> <b>8</b>				" Tie Plates outside Hatchways			
Average space <b>50</b> <b>50</b>				Deck. Material and thickness			
<b>AMS, Forecastle Deck, Angle, Bulb angle</b> <b>10</b> <b>10</b> <b>10</b> <b>10</b> <b>10</b> <b>10</b>				<b>Poop Deck Stringer Plate, breadth &amp; thickness</b> <b>36</b> <b>7</b> <b>36</b> <b>7</b>			
Plate <b>7</b> <b>7</b> <b>7</b> <b>7</b> <b>7</b> <b>7</b>				" Angle on ditto <b>3 1/2 x 3 1/2</b> <b>7</b> <b>3 1/2 x 3 1/2</b> <b>7</b>			
Angles on upper edge <b>3 1/2</b> <b>3 1/2</b> <b>8</b> <b>3 1/2</b> <b>3 1/2</b> <b>8</b>				" Tie Plates			
Average space <b>50</b> <b>50</b>				Deck. Material and thickness <b>Steel</b>			
<b>ILLARS, In 'tween Deck, size and spacing</b> <b>39 1/2 x 50 apart</b> <b>39 1/2 x 50 apart</b>				<b>Bridge Deck Stringer Plate, br'dth &amp; thickness</b> <b>36</b> <b>10</b> <b>36</b> <b>10</b>			
" Hold <b>2 1/8</b> <b>50</b> <b>2 1/8</b> <b>50</b>				" Angle on ditto <b>3 1/2 x 3 1/2</b> <b>10</b> <b>3 1/2 x 3 1/2</b> <b>10</b>			
" Quarter 'tween Dks. <b>4</b> <b>50</b> <b>4</b> <b>50</b>				" Tie Plates			
" in Hold <b>4</b> <b>50</b> <b>4</b> <b>50</b>				Deck. Material and thickness <b>6/16 Steel Sheathed with 1/2" P.L.</b>			
<b>WEB-FRAMES, In Fore Body, No. and spacing</b> <b>58 1/4</b> <b>50</b> <b>58 1/4</b> <b>50</b>				<b>Forecastle Deck Stringer Plate, b'dth &amp; th'kns</b> <b>36</b> <b>7</b> <b>36</b> <b>7</b>			
" br'dth. & thickness <b>2 1/8</b> <b>50</b> <b>2 1/8</b> <b>50</b>				" Angle on ditto <b>3 1/2 x 3 1/2</b> <b>7</b> <b>3 1/2 x 3 1/2</b> <b>7</b>			
" No. of Side Stringers <b>4</b> <b>50</b> <b>4</b> <b>50</b>				" Tie Plates <b>Centre plating</b> <b>5 x 3</b> <b>5 x 3</b>			
<b>WEB-FRAMES, In E. &amp; B. Space, No. &amp; spacing</b> <b>58 1/4</b> <b>50</b> <b>58 1/4</b> <b>50</b>				<b>BULKHEADS.</b>			
" br'dth. & thickness <b>2 1/8</b> <b>50</b> <b>2 1/8</b> <b>50</b>				Number. Thickness. STIFFENERS.			
<b>WEB-FRAMES, In After Body, No. and spacing</b> <b>58 1/4</b> <b>50</b> <b>58 1/4</b> <b>50</b>				In Vessel. Per Rule. Horizontal. Vertical. Single or Double Frames. Height up.			
" br'dth. & thickness <b>2 1/8</b> <b>50</b> <b>2 1/8</b> <b>50</b>				<b>W. T. BULKHEADS</b> <b>6</b> <b>6</b> <b>8</b> <b>48</b> <b>6 x 3 1/2 x 30</b> <b>6 x 6 1/2</b>			
" No. of Side Stringers <b>4</b> <b>50</b> <b>4</b> <b>50</b>				<b>PARTITION</b> <b>6</b> <b>6</b> <b>8</b> <b>48</b> <b>6 x 3 1/2 x 30</b> <b>6 x 6 1/2</b>			
" Size of Angles or Tee Bars to Web-Frames				<b>LONGITUDINAL</b> <b>6</b> <b>6</b> <b>8</b> <b>48</b> <b>6 x 3 1/2 x 30</b> <b>6 x 6 1/2</b>			
<b>BRACKET PLATES to Stringers between</b>				Are the outside Plates doubled two spaces of Frames in length? <b>Yes</b>			
<b>Web Frames, depth and thickness</b>				Are the Stairs, Vents and Watertight Doors in efficient working order? <b>Yes</b>			

[illegible]

Correspondence.—State dates and initials of letters respecting this case (Reference should be made to any correspondence connected with this case)

4/5/04 M. 13/5/04 M. 2/6/04 M. 17/8/04 M. 17/9/04 E.

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

Is the riveted work properly closed? Yes.

Are the liners between the frames 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 plating? A few

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

Have all the upper and weather decks been tested as required by the Rules (Sec. 23, par. 24)? Yes.

State results of tests Satisfactory

Have all the gutterways been tested as required by the Rules (Sec. 23, par. 25)?

State results of tests

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

The workmanship throughout is good. The vessel has been built in accordance with the approved plans, the Secretary's letters of above dates, and in general conformity with the Rules for the class contemplated.

The Surveyor should state the Number of Report and Name of any Sister Vessel.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 40 ft., R.Q.D. or Break ft., Bridge Dk. 98 ft., F'castle 40 ft. (in feet and tenths). When the Poop 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 Beams (this information is to be given as it should appear in the Register Book) 2 Dks. 5th. 9 Deep framing

Official No. ; Signal Letters

How are the surfaces preserved from oxidation? Inside Paint & portland cement Outside Paint.

PARTICULARS OF WATER BALLAST.—State whether the Double bottom is constructed on the cellular system or with girders on floors Cellular

Where fitted.	*Length. Feet.	Water Capacity. Tons.	Where fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft,	121	334	Fore peak tank,	✓	
Double bottom, under Engines and Boilers,	37	144	After peak tank,	8	122
Double bottom, if under Engines only,	✓		Midship deep tank,	✓	
Double bottom, if under Boilers only,	✓		Other tanks, if fitted,	✓	
Double bottom, forward,	165	533	(If necessary, furnish further information by sketch.)		

\* The wells are not to be included in the lengths of the tanks.

State whether the above have been tested as required by the Rules Yes.

Order for Special Survey No.	Dates of Surveys held while building	Total No. of Visits
3929	1901 Jan. 1, 4, 29. Aug. 1, 9, 15, 22, 29. Sep. 1, 9, 12, 14, 19, 23, 27. Oct. 5, 7, 12, 19, 24, 26, 28. Nov. 1, 7, 9, 17, 21, 25. Dec. 2, 6, 10, 15, 21, 28. 1902 Jan. 9, 10, 12, 17, 20, 25, 29, 30. Feb. 6, 9, 12, 14, 15, 16. Mar. 2, 3, 4, 8.	51

The amount of Entry Fee	Special Survey Fee	Travelling Expenses, if any	Fees applied for,	Received by me,
£ 5 : -	£ 10 : 6 : 6		20 MAR 1905	24 MAR 1905

State whether the Vessel has been built under Special Survey Yes

I am of opinion this Vessel should be Classed + 100 A. 1

With, or without Freeboard, as condition of Class without

Committee's Minute Glasgow 20 MAR 1905

Character assigned + 100 H (Steel) Lloyd's & R.C.D.

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