

IRON SHIPS.

No. 3463 Survey held at

Hull

Date

10th May 1864

on the Ship "Gellert"

Master

Tonnage Gross 686 Engine Room

Register 686

Built at

Hull

When Built 1864 By whom built

Martin Samuelson & Co

Owners

Messrs

Port belonging to

London

Destined Voyage

Hamburg

Surveyed Afloat or in Dry Dock

While building

Special Survey

Compared with 600 ton Grade Table dated 17th April 1862

Length aloft	Feet	Inches	Extreme Breadth	Feet	Inches	Depth from top of Upper Deck	Feet	Inches	Beam to top of Floor	Feet	Inches	Power of Engines	Horse No.
163	PP		30			18		8					
Distance of Frames or Ribs from moulding edge to moulding edge, all fore and aft	Inches in Ship	Inches required per Rule	20		18								
Floors, Size of Angle Iron, and No. on at bottom of Floor Plate	Inches in Ship	Inches required per Rule	4	3	7/16	4	3	7/16					
depth and thickness of Floor Plate at mid line	Inches in Ship	Inches required per Rule	19	x	7/16	18	x	7/16					
depth and thickness of Floor Plate at Bilge Keelson	Inches in Ship	Inches required per Rule	8	x	7/16	11	x	7/16					
Size of Reversed Angle Iron, and No. on at top of Floor Plate	Inches in Ship	Inches required per Rule	3	2 3/4	7/16	3	2 3/4	7/16					
Frames, Size of Angle Iron, single or double	Inches in Ship	Inches required per Rule	4	3	7/16	4	5	7/16					
Reversed Iron, No. to every frame	Inches in Ship	Inches required per Rule	3	2 3/4	7/16	3	2 3/4	7/16					
Beams, Deck (No. 51) double Angle Iron	Inches in Ship	Inches required per Rule	2 3/4	2 1/2	7/16	2 3/4	2 1/2	7/16					
Bulb Iron with double Angle Iron on top	Inches in Ship	Inches required per Rule	7 1/2	x	7/16	7 1/2	x	7/16					
depth & thickness of plate amidships	Inches in Ship	Inches required per Rule	40		36 ins								
double or single Angle Iron, on lower edge	Inches in Ship	Inches required per Rule	2 3/4	2 1/2	7/16	2 3/4	2 1/2	7/16					
average space between	Inches in Ship	Inches required per Rule	40 ins		36 ins								
if wood (No.) sided & moulded	Inches in Ship	Inches required per Rule	2 3/4	2 1/2	7/16	2 3/4	2 1/2	7/16					
Hold, or Lower Deck (No. 48) double Angle Iron or Bulb Iron with double Angle Iron on top	Inches in Ship	Inches required per Rule	7 1/2	x	7/16	7 1/2	x	7/16					
depth & thickness of plate amidships	Inches in Ship	Inches required per Rule	40 ins		36 ins								
double or single Angle Iron, on lower edge	Inches in Ship	Inches required per Rule	2 3/4	2 1/2	7/16	2 3/4	2 1/2	7/16					
average space between	Inches in Ship	Inches required per Rule	40 ins		36 ins								
if wood (No.) sided & moulded	Inches in Ship	Inches required per Rule	2 3/4	2 1/2	7/16	2 3/4	2 1/2	7/16					
Paddle, wood, sided and moulded or if Iron, size of Plate	Inches in Ship	Inches required per Rule	5	3	7/16	4 1/2	3 1/2	7/16					
Engine	Inches in Ship	Inches required per Rule	2 1/2	x	7/16	2 1/2	x	7/16					
Keelson, wood, sided & moulded, iron, size of	Inches in Ship	Inches required per Rule	5	3	7/16	4 1/2	3 1/2	7/16					
Intercostal plate, if Box, give sketch & dimensions	Inches in Ship	Inches required per Rule	2 1/2	x	7/16	2 1/2	x	7/16					
Side or Bilge	Inches in Ship	Inches required per Rule	5	3	7/16	4 1/2	3 1/2	7/16					
Number	Inches in Ship	Inches required per Rule	5	3	7/16	4 1/2	3 1/2	7/16					

Transoms, material or, if none, in what manner compensated for. By frames and plating
 Knight-heads Bulkheads, No. Two Thickness of 7/16
 Hawse Timbers are they free from defects? how secured to the sides of the ship double frames & broad beams

The Frames or Ribs extend in one length from Keel to Gunwale rivetted through plates with (3/4 in.) rivets, about (6 ins) apart.

The reverse angle irons on the floors extend in one length across the middle line from top of bilge to top of bilge

Keelson, how are the various lengths of plates or angle irons connected? both angle irons through rivetted

Plates, Garboard, double or single rivetted to keel & upper edge, with rivets (1 in.) diameter averaging (4 in.) from centre to centre of rivet.

Edges from Garboards to upper part of bilge, worked carvel with a lining piece (1 in.) thick, or clench, double or single rivetted; rivets (3/4 in.) diameter, averaging (3 ins.) from centre to centre of rivets.

Butts from Keel to turn of bilge, worked carvel with a lining piece (1/2 in.) thick, double or single rivetted; rivets (3/4 in.) diameter, averaging (3 ins.) from centre to centre of rivets. Do the lining pieces lap over and rivet through the lands of the strake below? Yes

Edges from bilge to planksheers, worked carvel with a lining piece (1/2 in.) thick, double or single rivetted; rivets (3/4 in.) diameter, averaging (3 in.) from centre to centre of rivets. Do the lining pieces lap over and rivet through the lands of the strake below?

Butts from bilge to planksheers, worked carvel with a lining piece (1/2 in.) thick, or clench, double or single rivetted; rivets (3/4 in.) diameter averaging (3 ins.) from centre to centre of rivets. Breadth of laps in double rivetting (4 in.) Breadth of laps in single rivetting (2 1/2 in.)

Planksheer, how secured to the plating of the sides Explain by sketch, Gutter Waterway

Waterway planksheer and to the Beams if necessary.

Side trussing breadth and thickness of plates how secured? Four pairs 13 1/4 x 7/8 plate fitted diagonally rivetted to Beams & stringer plates

Deck trussing Deck Beams, how secured to the side? Welded knees rivetted to frames

Hold or Lower Deck

Paddle

No. of breasthooks Five crutches how are pointers compensated? By termination of stringers

What description of iron is used for the angle iron and plate iron in the vessel? Look Watson & Bells

Builder's Signature Martin Samuelson
 No. 10 A.
 IRON 437A. 0006

