

No. 3721 Survey held at Bristol Date, first Survey Sept. 1873 Last Survey 3-Sept-1874
on the Barque "Gertrude" Master J. France
Tonnage under Tonnage Deck 461.73 Built at Bristol When built 1877 Launched 4 August
Ditto of Spar Deck, or Avoning Deck 20.41
Ditto of Poop, or Raised Qr. Dk. 12.67 By whom built C. Hill & Sons Owners C. Hill & Sons
Ditto of Houses on Deck 12.67
Ditto of Forecastle 494.81
Gross Tonnage 11.13 Port belonging to Bristol
Crew Space, as per Rule 483.68
Register Tonnage, on or on Beam
Engine Room
Registered while Building, Afloat, or in Dry Dock
Raised quarter Deck 28 ft and 3.6 High

Length as per section 39	Feet.	Inches.	Extreme Breadth Outside	Feet.	Inches.	Depth of Hold	Feet.	Inches.	Number of Decks
Length of Keel	143	5		29	0		18	0	one
Scantlings of Timber.									
TIMBER AND SPACE	30		30			Garboard Strakes	4 1/2	4	length 142.5 breadth 29 depth 18 feet
Floors	13 1/2	15	13	13		Garboard to Bilge	4 1/2	4	
1st Foothooks	11 1/2	11 1/2	11	11		Bilge Planks	4 1/2	4	
2nd Ditto	10 1/2	10 1/2	10	10		Bilge to Wales	4 1/2	4	
3rd Ditto	9 1/2	9 1/2	9	9	6 1/2	Wales	8 1/2	5	
Top Timbers	9 1/2	9	9	9	6 1/2	Topsides	4 1/2	4	
Deck N° 2 (Average) space 4 feet	9	9	8 1/2	8 1/2	7 1/2	Sheer Strakes	4 1/2	4	
Deck Beams, length amidships	25	6	12	10	7 1/2	Plank Sheers	4 1/2	4	
Hold N° 2 (Average) space 4 feet	12 1/2	12 1/2				Water Upper Deck	12 and 8		
Hold Beams, length amidships	26	6	14	14		Ways Lower Deck	12 to 12 to 5 1/2		
Keel	14 1/2	14 1/2	6	0		Ditto, facing surface against Timbers	8	1 1/2	
Scarp of Ditto	6	6	15	15		Upper Deck	3 1/2	3 1/2	
Keelsons	15 1/2	16							
Scarp of Ditto	13 1/2	9	7	0					

Size of Bolts in Fastenings, distinguishing whether Copper, Yellow Metal, or Iron; also of Treenails.	Copper or Y.M. in Ship.	Iron in Ship.	Inches required per Rule	Copper or Y.M. in Ship.	Iron in Ship.	Inches required per Rule
Heel-Knee, & Deadw'd abaft	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
Scarp of Keel, N° 8	1	1	1 1/2	1	1	1 1/2
Keelson Bolts through Keel at each Floor	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
Bolts thro' Heels of Timbers against Deadwood	3/4	3/4	3/4	3/4	3/4	3/4
Frame Bolts	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
Transoms and throats of Hooks	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
Arms of Hooks	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
Thro' Bilge and Limber Strakes	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
Thickstuff over Double Floors	3/4	3/4	3/4	3/4	3/4	3/4
Butt End Bolts	3/4	3/4	3/4	3/4	3/4	3/4
Short Bolts in Ceiling	3/4	3/4	3/4	3/4	3/4	3/4
Pintles of the Rudder	3/4	3/4	3/4	3/4	3/4	3/4

Timbering.—The Space between the Floor Timbers and Lower Foothooks is 5 1/2 Inches. The Space between the Top-Timbers is 6 1/2 Inches.
The Floors consist of English Oak
The Second Foothooks of English Oak
The Main Keelson is Greenheart and free from all defects.
(The Rider Keelson is Greenheart)
The Transoms, Knightheads, Hawse Timbers, & Aprons of E. Oak ditto.
Deadwood, of E. Oak on piece Elm and ditto.
The Stem, and Stern Post of English Oak ditto.
The Deck and Hold Beams of Pitch Pine, except Midships in 3 Lower Beams Greenheart, 1/4 upper (weak) thin E. Oak
Breasthooks of Iron
The Main piece of Rudder of E. Oak Windlass of E. Oak
(The Keel of E. Elm)
The First Foothooks of English Oak
The Third Foothooks and Top Timbers of English Oak
The Shifts of the First and Second Foothooks are not less than 5 width of ship
N.B. When less than prescribed by the Rule, state how many.
The rest of the Shifts of the Frame are well shifted
The Frame is well squared from First Foothook Heads upwards, and is free from sap, and from thence downwards, the frame is squared
The Frames are all bolted together to the Gunwale.
N.B. If not, state how bolted
The Butts of the Timbers are close together; their thickness not less than 3/4 of the entire moulding at that place.
The Frame is well chocked with a Butt at each end of the chock.
The Water-ways { Upper Deck Pitch Pine Lower Deck Pitch Pine

Planking Outside.—From the top of the Keel to two-fifths the depth of Hold, the Plank is Pitch Pine
From the above named height to the Wales Pitch Pine
The Wales and Black-strakes Pitch Pine
The Spirketting and Plank-sheers Pitch Pine
The Decks Yellow Pine State of new
The Shifts of the Planking are not less than 6 Feet Inches. N.B. If less than prescribed by the Rule, state whether general or partial, and if partial, in what part of the Ship.
The Planking is wrought three between, and without step-buttin.

Planking Inside.—The Limber-strakes and Bilge-strakes are Pitch Pine
The Ceiling, Lower Hold, and between Decks Pitch Pine
Fastenings.—To Hold Beams Iron Lodging Knees in every space, and thirteen pair of Iron Riders, all fastened with Yellow Metal bolts, through and clenched
Deck Beams Iron Standard Knees to each beam between Decks, and ten pair of Iron Riders fastened with Yellow Metal bolts, through and clenched

Number of Breasthooks five Iron Pointers Elliptic Stem with Crutches six Iron
Butt End Bolts are of Yellow Metal in the Bottom two Bolts in each Butt End one through and clenched.
Bilge and Limber Strakes Yellow Metal bolted through and clenched. Treenails of Locust 1 1/2 How Made Turned
Thickstuff over Double Floors bolted through and clenched. General Quality of Workmanship Superior
We certify that the above is a correct description of the several particulars therein given.
Builder's Signature Charles Hill & Sons Surveyor's Signature Henry Follett
Surveyor to Lloyd's Register of British and Foreign Shipping.

Her Masts, Yards, &c., are in *all new* condition, and sufficient in size and length.

She has SAILS.	CABLES, &c.	Fathoms.	Inches.	Test as per Certificate.	Length & Size req'd per Rule.	Test req'd per Rule.	ANCHORS, &c.	N ^o .	Weight. Ex. Stock.	Test as per Certificate.	Weight req'd per Rule.	Test req'd per Rule.
Fore Sails,	Chain	243	1 1/2	31.50	3 links of each		Bowers	1	17.14	15 1/2	Tested by	
Fore Top Sails,								1	17.00	18 1/2	L. W. Penn	
Fore Topmast Stay Sails,	Hmptn Strm Cbl.	60	7/8					1	16.14	17 1/4	at Cardiff Works	
Main Sails,	Hawser	90	9								11 July 1877	
Main Top Sails,	Towlines	90	9									
	Warp	90	4									
	All of <i>best</i> quality											
							Stream	1	7.0.27	7		
							Kedges	1	3.2.8	3 1/2		

Her Standing and Running Rigging *new* sufficient in size and *best* in quality. She has *one* Long Boat and *two* other boats.

The present state of the Windlass is *E. Oak* Capstan *new* and Rudder *E. Oak* Pumps *2* patent iron.

Scuppers, &c.—What arrangements are there beyond the scuppers on deck, for clearing upper deck of water, in case of a sea coming on board?

Cargo Hatchways.—How formed? *Square* State size *4 feet, each, fore & after one*

If of extraordinary size, state how framed and secured?

What arrangement for shifting beams?

Hatches, themselves, whether strong and efficient? *Well & strongly made* Main Hatchways.—State size *13 feet by 8 feet*

Order for Special Survey, No. _____ DATES of Surveys held while building, as per Section 35. 1st. When the Frame is completed *September 1873* and Surveyed *December 1874* 2nd. When the Beams are put in, &c. *January 1876* 3rd. When completed, and before the plank be painted or payed *June 1876* and Surveyed *while completing and fitting out.*

General Remarks.

This ship has been built under Special Survey of Materials named in the foregoing report. All the frames bolted, with Galv. Iron, and yellow metal fastened as per Sec 46 Second Paragraph, Carefully sanded in every part as per Sec 37, also has been built under a Shed.

Her caulking has been examined by having pieces cut out of the planking at various places, and found very good.

A midship section sketch sent with this report

Present condition of Caulking of Bottom *new* Deck, *new* and Waterways *new*
If Sheathed, Doubled, Felted, Coppered, or Yellow Metalled *on felt. 26.24.209* When last done *now done*
I am of opinion this Vessel should be Classed *13 A.1.*

The Amount of the Entry Fee £ 5 : 0 : 0 received by me, *3. Sept*
Special £ 24 : 15 : 0 1877
Certificate : 5 : 0

(Travelling Expenses, if any, £)

Committee's Minute *7th September, 1877*

Character assigned *A 1 for 13 yrs*

This vessel appears eligible to be classed 13 A.1 as recommended by 9 yrs under Sub A metal for 12 yrs 1. Roof 1. Roof 1. Roof 13 A.1.

It is submitted that the 12 years material used in the construction of this vessel is not the extent to entitle her to the favorable consideration of the Committee for an additional year under the revised material Rule.