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wasting appears to have only been active in the last three months of the voyage. The wasting was chiefly confined to the iron tubes and iron C.C. screw stays. The back tube plates were also slightly pitted. The following tubes and stays were renewed.

Harbour Boiler		
Screw Stays	No	
Head C.C. Back	71	Tubes renewed as follows
Centre "	70	225 Plain tubes
Port "	71	95 Stay "
Port Wing thru shell	32	Pitted holes in back tube
Head "	26	plates welded up.
Head Port "	33	
Port "	32	
C.C. Tops	30	
<u>Total</u>	<u>365</u>	

"PORT BOILER"		
SCREW STAYS		
Head C.C. Back	33 Stays	Tubes renewed
Centre "	43 "	15 Stay tubes
Port "	38 "	12 Plain tubes
Port Wing thru shell	8	
Head "	21	
Port partition	11	
Head "	17	
<u>Total</u>	<u>171</u>	

NOTE. THE RENEWED C.C. STAYS ARE NOW MADE OF STEEL.

CENTRE BOILER.

The good tube was cut out of this boiler the material analysed also a microscopic examination taken, this was also done in the case of the wasted material and the material in each instance found good, with practically the same result from each sample. The tube taken out of centre boiler was afterwards renewed. The Port & Harbour boilers after repairs were tested by hydraulic pressure to $1\frac{1}{2}$ times W.P. & found sound & tight. The boilers were boiled out with soda and coated with zinc powder. Zinc plates were fitted. Air escape cocks were fitted to the bottom of each air vessel on the feed pumps discharge pipes. The owners intend to open up the boilers for examination at short periods and should any further wasting be evident the British surveyors will be notified.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.