



N.B.—If this Report is copied by Copying Press, special care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

- | <u>Hull. (Continued).</u>  | <u>Recommendations &amp; Repairs effected (cont.)</u>   |
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| 2. Defective rivets and seams in shell plating.  | 2. All made tight and renewed as found necessary particular attention being drawn to one rivet renewed in shell, starboard side in Engineer's store.  |
| 3. Coupling bolts on rudder stock to be hardened up.   | 3. On examination it was found necessary to renew two of the bolts and harden all up.   |
| 4. Upper or locking pintle slack.  | 4. Hardened up.   |
| 5. Bottom and underwater shell plating was heavily coated with shell and marine growth traces of light corrosion noted generally. Bottom sighted fair. | 5. All loose composition and corrosion removed, thoroughly scraped and wire brushed, afterwards coated with full coats of anti-corrosive and anti-fouling compositions, also painted to Owner's standard colours. |

When Anchors or Cables are supplied, the particulars are to be reported in the following form:—

**ANCHORS.**

Number of Certificate.	Anchors.*	WEIGHT, EX. STOCK.			WEIGHT OF STOCK.			TEST, PER CERTIFICATE.			WEIGHT REQUIRED BY RULE.			Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	Cwts.	qrs.	lbs.	Cwts.	qrs.			
	1st Bower ...															
	2nd "															
	3rd "															
	Collective Weight.															
	Stream .....															
	Kedge.....															

\* When a bower anchor is supplied it must be clearly stated whether it is a 1st, 2nd, or 3rd bower.

**CHAIN CABLES.**

Number of Certificate.	Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE.				Length and size per Rule.		Description.	Makers of Cables.	When and where tested and Superintendent.
	Length.	Diam.	Statu-tory.	Breaking.	Supplied.		Per Rule.		Length.	Diam.			
					Fathoms.	Ins.	Tons.	Tons.					

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| 6. Two Downton pump sea suction valves and pipes connected to shell.<br>(a) Starboard side immediately above main injection<br>(b) No. 2 plate from stem on E strake between eleventh and twelfth frames from forward. Starboard side. | 6. Examined whilst fitting and after satisfactory completion. |
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of Gibraltar

Hull (continued).

Recommendations & Repairs effected (contd).

Open ended rudder trunk fitted with horseshoe plate.

7. Tap bolted to shell plating and in order.

Two lines of zinc slabs fitted to three strakes of shell plating in way of the periphery of the propeller blades. The latter were scoured and polished at this docking.

8 Ditto.

WJH.

