

Steering chain and rod examined, and repaired where required. The Main deck hatch repaired. The floor frame examined all fore and aft engine & boiler space in cleared fore and after peak examined cleaned, tested by a head of water 8 ft above the crown of the tank and found good.

Repairs &c.—The Port bunker side plate and angle stiffeners all renewed, Starboard bunker plate 3 plates renewed and one doubled, all new stiffeners and stays in both side bunkers, 5 new reverse frames in stoke hold, and a rider plate fitted over the angles of the remaining floors, 1 new fore and after boiler leading, fitted under each end of the boiler, about 16 ft of centre keelson renewed and double riveted ship fitted connecting same to old keelson. 3 plates renewed in the fore boiler room bulkhead, and the floor forming the lower part of the bulkhead doubled, angle iron stiffeners partly renewed, 1 plate renewed in top of the shaft tunnel, about 12 ft long, 1 plate in the tunnel side plate renewed 4 ft long. Top of the after peak tank repaired, 7 floors in the fore hold found broken and repaired with doubling plates, 6 reverse frames in the fore hold repaired with face plate on the inner web, the cement broken out in several places in the fore hold where found broken & thin, 1 stern bulwark plate renewed, and 2 plates laid in place. New stern frame angle and rail fitted, new brackets for quarter check, stanchions & rails on forecable deck repaired. Engine room and both side bunkers chipped and the bunkers coated with boiled Stockholm tar & cement. Engine room painted. After hold chipped cleaned and painted, all new ceiling in the fore hold, and part new in the after hold, 4 new intercostal plates fitted in the stoke hold, 6 reverse frames in the Port bunker renewed, 2 side stringers in Port bunker renewed, for about 14 ft long, angles on centre girder of the Main hatch renewed with convex iron, chain compressors repaired and made workable, limber holes on all floors in the fore hold renewed a size larger for the water to have a free course to the suction, steel valves and rods renewed fore & aft, 6 hold pillars straightened & refitted, new keel plank fitted to pudder the remaining planks rebushed several rivets renewed in the pudder, about a dozen rivets renewed in after end of the keel, about a dozen of rivets renewed at various parts of the bottom, a new fore mast fitted, Casey over boiler and engine room repaired where found wasted. New movable plates fitted over stoke hold fiddley grading. Two wire rope supplies $2\frac{3}{4}$ & $2\frac{1}{2}$ feet No keel Certificate supplied.