





13 feet square single, instead of two keel bars converging into one as in the old arrangement. The stem post renewed as per plan attached and suitably secured to keel bar. The following shell plates renewed viz - Gasboard A. Stacks Nos 1 & 2 port & starboard, B. Stacks Nos 1 & 2 starboard and C. Stacks Nos 1 & 2 starboard. D. Stacks Nos 1 & 2 port & starboard. E. Stacks Nos 1 & 2 port & starboard. All floors (except No 1 in after peak) renewed also 2 floors fore of same renewed. The after peak bulkhead renewed entirely. New tunnel recess top fitted complete. The height of shaft tunnel, also tunnel recess top raised to suit new line of shafting. New plating fitted for full length of shaft tunnel to raise same to required height. Recess frames aft of peak bulk all partly renewed to suitable shift of water. The frames also renewed to suitable shift of water. Two frames below waterline flat aft renewed right up to height of same and the remaining five frames partly renewed. All were below waterline. New main trunk fitted. New main floor fitted full depth to poop deck. A new main part of the single plate top fitted as per plan attached. The old quadrant altered to suit the new main floor. New cut in stuffing box with new lignum vitae blocks fitted. New seven bulkhead fitted complete. The bridge deck plating (i.e. the staves next wood deck and the curved plating outside of same) renewed entirely. Port & starboard for full length of bridge deck also plate below this renewed. Three new lengths of 1 1/2 inch link cable supplied.

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 TABLE 22.			Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.			
	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 Table 22.		Description.	Makers of Cables.	When and where tested and Superintendent.
	Length.	Diam.	Statutory.	Breaking.	Supplied.	Per Table 22.	Length.	Diam.			
3671	15	1 1/2	35-15-2-0	10-1-20	35-15-2-0	10-1-20			Steel		Sept. 14/09 S. S. Cairns
3672	15	1 1/2	35-15-2-0	10-2-3	35-15-2-0	10-2-3			"		18/11/09 do
3673	15	1 1/2	35-15-2-0	10-1-25	35-15-2-0	10-1-25			"		22/11/09 do
3674	15	1 1/2	35-15-2-0	10-1-6	35-15-2-0	10-1-6			"		22/11/09 do

to replace three lengths very much worn. Also 60 fathoms of 3/4 inch stream chain renewed. Flaring gear chains annealed & well overhauled. The old wheel house and hand flaring gear removed entirely and a new wheel house with steam flaring gear fitted at fore end of bridge deck. The position of the bulkhead at fore end of boiler room, shifted about 10 ft forward and renewed almost for full depth. The old engine seating done away with & a new one fitted. The boiler room renewed.

The after peak tested for watertightness, cement washed, & filled solid with cement to the stem tube. New lower rigging fitted for foremast.

Wear and Tear - Bene the staves of poop deck plating renewed for 17 feet. The main deck plating on port side of after hatch right from the poop to about 4 feet fore of after end of midship deckhouse, also the plate at fore end of after hatch on port side, and the deck plating entirely, from port stinger plate to after hatch coaming between after end of the after hatchway, and the fore of the poop deck renewed. The hatch coaming should be after port corner renewed for about 5 feet. Plating partly renewed on fore side of Captain's house where worn & new coaming plate fitted in way of hatch. The deck plating renewed under Captain's house for about three quarters area of floor. Stinger plate on main deck port side doubled for about 3-5 where worn. A new coaming plate fitted across after side of Captain's house. Port side deck plating renewed next casing for 12-5 long & 22" wide. On the side the staves of deck plating next boiler opening renewed for about 25 feet, the staves outside of this renewed for about 22 feet on starboard. The casing coaming plates & ground bars renewed where worn. The wood deck on bridge deck off of fore end of boiler casing renewed entirely. New doubling plates fitted at after end of fore hatch on both sides of bunker hatch, extending from after end of hatch to fore end of bridge house. Top portion of bunker plating renewed. Ten floors doubled in boiler space. The boiler top & bottom angles port & starboard side renewed for full length of boiler room. The vertical plates of both boilers renewed from aft end of engine room for 5 frame spaces. All cement renewed & replaced. The bulkhead at fore end of boiler room renewed to about 3 ft of main deck for full width. New angle stiffeners fitted. All reverse bars in engine & boiler space except No 4 fore hold bulkhead renewed from side to side to upper turn of bulk & deck. 13 frames on starboard side of boiler space renewed 3 frames on port side partly renewed. Stinger angle in port bunker side stinger renewed also fore angle. All ceiling taken up in vessel & renewed where defective before relaying. All reverse frames & frames in holds renewed where defective. The foremast steel turtle back entirely renewed. Mast wedges removed & new wedges & canvas coats fitted to both masts.

Charlotte.