

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 - Gunboard A strake Nos 1 & 2 (part) & 3 strake Nos 1 & 2 (part) and C strake No 1 (part) & 2 strake Nos 1 & 2 (part). E strake No 1 (part) & 2 strake. 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 shell 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. Reverse frames aft of peak bulk all partly renewed to suitable draft of hull. The frames also renewed to suitable draft of hull. Four frames below waterline flat aft renewed right up to height of gunns and the remaining five frames partly renewed. All cross bars under waterline flat renewed for full height. New middle trunk fitted. New transom floor fitted full depth to poop deck. A new middle part of the single plate top fitted as per plan attached. The old quadrant altered to suit the new middle strake. New cut iron stuffing box with new lignum vitae blocks fitted. New seven bulkhead fitted complete. The bridge deck plating (i.e. the strakes next wood deck and the curved plating outside of same) renewed entirely. Part of the 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 OF STOCK.			TEST PER CERTIFICATE.			WEIGHT REQUIRED BY TABLE 22.			Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Tons.	Cwts.	qrs.	lbs.	Tons.	Cwts.			
	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	15	10-1-20	15	10-1-20	15	1 1/2	Anchor		Sept 11/09 S.S. Sunday
3672	15	1 1/2	15	10-2-3	15	10-2-3	15	1 1/2	"		18 1/09 do
3673	15	1 1/2	15	10-1-25	15	10-1-25	15	1 1/2	"		20 1/09 do
Iron Chain or Steel Wire	60	3/4	60	20-1-6	60	20-1-6	60	3/4	"		20 1/09 do

to replace three lengths very much worn. Also 60 fathoms of 3/4 stream chain renewed. Steering gear chains annealed & well overhauled. The old wheel house and hand steering gear removed entirely and a new wheel house with steam steering gear fitted at fore end of bridge deck. The position of the bulkhead at fore end of boiler room, shifted about 10" forward and renewed almost for full depth. The old engine seating done away with & a new one fitted. The boiler tubes 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 - Beneath strakes 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 fore stringer plate to after hatch coaming between after end of the after hatchway, and the part of the poop deck renewed. The hatch coaming around the after port corner renewed for about 5 feet. Plating partly renewed on fore side of seaman's house where worn & new coaming plate fitted in way of hatch. The deck plating renewed under seaman's house for about three quarters area of floor. Stringer plate on main deck port side doubled for about 3'-6" where worn. A new coaming plate fitted across after side of seaman's house. Port side deck plating renewed next casing for 12'-6" long & 22" wide. On starboard side the strake of deck plating next hull opening renewed for about 26 feet, the strake 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 bulk of hatch to fore end of bridge house. Top portion of bunker plating renewed. Ten floors doubled in boiler space. The keelson top & bottom angles port & starboard side renewed for full length of boiler room. The vertical plates of both keelsons 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 at upper turn of bilge & deck. 13 frames on starboard side of boiler space renewed 3 frames on port side partly renewed. Stringer angle in port bunker side stringer renewed also fore angle. All ceiling taken up in vessel & renewed where defective & replaced. 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.

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