





to lower turn of bilge, being twelve strakes in all. - also the topsides retreenailed from wales upwards - with stringy bark.

Four toptimbers renewed in way of fore rifting on Starboard side and three toptimbers on the port side. Also several defective toptimbers aft on Starboard side, chocked and fillings placed between them after removing the defect. Two pairs of iron diagonal riders fitted across the after cants to compensate for two slightly defective timbers on the port side - A breasthook renewed - 4 pairs of iron bolting knees fitted between upper deck beams in wake of foremast - An anchor stud piece renewed in main keelson and a length of hog keelson renewed with greenheart. The upper deck doubled with 2 inch yellow <sup>over felt</sup> Pine. The rudder unsheathed - a portion of lower part renewed - worned surface of stern post removed and a  $\frac{1}{4}$  in face piece fitted and fastened thereto. All chain and preventer bolts renewed with galvanized iron. The following spars renewed. Foretopmast - upper topsail yard and topgallant yard - main lower topsail yard - topgallant mast and main topmast. Vessel now converted into a barge.

Vessel caulked from keel to gunwale - and doubled deck caulked bottom sheathed with yellow metal over felt.

Application has been made by the Owners for an additional years classification on account of salting; Salt stops have now been fitted at the upper turn of bilges, and at the other parts required by the Rules, the keelson has been cased in and salted at the ends, and the openings filled with salt as prescribed in Sec 37 of the Rules - the whole being in accordance with Secretary's letter to the Owner of the 1<sup>st</sup> November 1879 - 17 tons of salt being used.

J. Thearle  
Thos. Congdon