



of the Upper and Lower decks, together with their angles, 2 plates on the upper deck un-riveted and faired, also one on the lower deck one beam removed, faired & replaced, one faired in place, 3 Tween Deck frames, removed, faired & replaced together with their brackets at the heads & heels of these frames, seven bracket plates at feet of frames on lower deck stringer, removed in order to fit new lower deck stringer angle, one frame & one reverse bar partially renewed below the lower deck. The 2 adjacent frames faired in place. one bracket plate renewed, the davit sockets, Transporting block, nails, scanchion, steering gear, wood belting & angles &c refitted as before. The new work painted &c. This latter damage was executed in Nelson by W.

### Wear & Tear Repairs & Alterations

Steam steering gear refitted, heads altered to ship's side, rudder lifted, and pulleys bushed, coal shoot formed at fore end of Boiler casing in middle line, with pockets each side of casing to form shoot into side coal bunkers, doubling plate fitted at each fore corner of fidley casing  $14 \times 4 \frac{1}{2} \times \frac{7}{16}$  a new pilot brack fitted at fore end of foremast deck house supported by an angle iron framing  $3 \times 4 \times \frac{1}{2}$  &  $3 \frac{1}{2}$  pillars, with pillars in Tween Decks. The Kilg's Keels each side faired in place & two small skylights  $4-0 \times 2-0$  cut in steel deck aft & protected by angle iron run riveted to deck & teak coamings.

The Bottom examined cleaned & coated.

Edward J. Verney.