

T. s. "Kennedy."—A plate, 7 ft. by 3 ft. by $\frac{3}{8}$ in., on the hull of this vessel under the port engine was renewed. A new keel-plate, 5 ft. by 2 ft. 6 in. by $\frac{3}{8}$ in., was fitted under the main boiler, a short length of the butt strap over the keel-plate was re-riveted, and the sheathing-plates were riveted over the port and starboard bilge-plating in way of the bunkers. Inside the hull under the main boiler three new floor-plates were fitted, and four frames were backed at the centre. New angle-bars, 6 ft. long, were riveted to both sister keelsons. New angles were also fitted to the boiler-chairs. A number of rivets in the bow-plating were renewed. A piece 4 ft. long was cut off the rudder-stock, and a new end welded on. The main boiler has been retubed, and cracks in the furnaces welded up by the oxy-acetylene process. A new outer liner has been put on the starboard tail-shaft, and a new starboard bracker-bush fitted. The high-pressure crank-pin of the starboard shaft has been renewed and the shaft bedded down. Both feed-pump plungers have been renewed. A new plunger has been fitted to the port bilge-pump. The condenser-tubes have been repacked. Two new planks have been fitted in the vessel's starboard boat, and new after boat-falls provided. The lifeboat on the port side is new. A new house has been erected on the bridge-deck for the accommodation of the master.

S. s. "Koroi."—Several sheathing-plates have been riveted to the hull-plating, and new plating, 7 ft. 9 in. by 1 ft. 9 in., riveted to C strake, starboard side. The rudder-post has been stiffened with $\frac{1}{4}$ in. plates on both sides, and three new pintles and two new gudgeons were fitted to the rudder, and also a new steering-rod on the starboard side. The bunker-plating has been renewed throughout, and a new bunker-door and cover over the boiler have been fitted. The stern-bush and propeller have been renewed. New plates have been riveted in the bottom half of the shell of the boiler, and the boiler tested to a hydraulic pressure of 300 lb. per square inch.

S. s. "Mararoa."—This vessel was granted a certificate for a period of six months only. The top of No. 3 tank was extensively repaired, and the longitudinal plate abaft the subdivision of this tank was strengthened. Repairs were also effected to No. 2 ballast-tank. Under the thrust-block three longitudinal plates, $\frac{3}{8}$ in. thick, were fitted, and two floors abaft the thrust-block were strengthened with $\frac{3}{8}$ in. plating. A number of other floors have also been strengthened. The tail-shaft was found to be defective, and the spare tail-shaft was therefore fitted. Two of the propeller-blades were replaced with spare blades. The main boilers were overhauled, and several cracks in the furnaces and combustion-chambers were welded up. A number of defective stays and tubes were renewed. The boilers were tested by hydraulic pressure to 240 lb. per square inch. Temporary repairs were made to the three top rings of the funnel.

S. s. "Monowai."—This vessel's main boilers received a thorough overhaul. Four corrugated furnaces and the bottom parts of the combustion-chambers in the centre furnaces have been renewed. The furnaces are 3 ft. 6 $\frac{1}{2}$ in. diameter, 7 ft. 3 $\frac{1}{2}$ in. long, and $\frac{9}{16}$ in. thick. The new lower parts of the tube-plates were electrically welded to the old upper portions, and butt straps were riveted over the welds. New stays to the number of 270 were fitted in the sides and bottoms of the combustion-chambers of these furnaces, all new stays being one size larger than the old ones. A number of ordinary and stay tubes were also renewed. On both boilers new compensation-plates were riveted on at the front lower manholes, and various other repairs effected. The boilers were tested to 240 lb. per square inch by hydrostatic pressure. The hull-plating on both sides in way of the crew's quarters has been sheathed with two plates, 4 ft. by 4 ft. by $\frac{5}{16}$ in., and one 8 ft. by 4 ft. doubling-plate has been renewed on the starboard side abaft the ash-chute. In the bunkers several plates and stiffeners on the forward watertight bulkhead and on the casings have been renewed, and several plates have been sheathed. About two dozen intercostal plates in the stokehold bilges have been cut out and renewed. Twelve floor-plates and angles under the boilers and six web-frame plates have been repaired. The crew's accommodation has been reconstructed. In the engine-room the principal repairs include the retubing of the condenser and the fitting of a new cylinder to the hydraulic engine.

S. s. "Result."—The planking in the top strake of this vessel's hull was renewed to the extent of 25 ft. on the port side and 16 ft. on the starboard side. A new ironbark rudder-stock with new pintles and bushes has been fitted. The stem has been refastened and the decks recaulked. The starboard bunker has been sheathed. The anchor and steering chains have been annealed. Minor repairs were made to the engines, including a new air-pump rod, new cod-pieces and brasses to the link-motion, and seven new studs in the high-pressure casing cover-door. A new cylinder-cover and piston have been fitted to the winch, port side. A top strake of the vessel's boat has been renewed.

S. s. "Ripple."—The following repairs were made to this vessel's main boiler: The bottom of the port combustion-chamber and a portion of the furnace-landing have been cut out, and a plate, 3 ft. by 13 in., has been welded in by the oxy-acetylene process; three broken stays in the sides of the combustion-chamber have been renewed, and also all new plain tubes fitted in the port combustion-chamber. Two new safety-valves were fitted; the boiler was tested by hydraulic pressure to 230 lb. per square inch. A new vertical bar stay has been fitted into the donkey-boiler. Several plates and angle-bars in the vessel's bunkers were renewed or sheathed. Repairs were made to two floor-plates under the main boiler, and some reverse frames on the floor-plates were renewed. The main keelson intercostal plates under the main boiler were stiffened with four 3 in. by 3 in. by $\frac{3}{8}$ in. angle-bars in each bay. A sheathing-patch, 8 ft. by 1 ft. 8 in., has been riveted to the after deck. New pintles and bushes were fitted to the rudder.

S. s. "Simplon."—This vessel is a steam trawler. The fish-chamber was gutted out and the cement floor removed, and an examination was made of the ship's skin underneath. It was found to be in good order. The insulation of the chamber has been renewed and a new cement floor laid down. A new stokehold has been fitted, and a 500-gallon tank for a fresh-water supply to the boiler has been built into the bow of the vessel. On deck a new wheelhouse and funnel have been erected. Repairs have been carried out to the deck-beams and decks and to a floor-plate under