

hatchways and windlass. She is furnished with water-ballast tanks, which enables her to shift from place to place without ballast; she was built in Sunderland in 1870, by Mr. R. Thompson, jun., and commenced running in 1871, and was placed in the dry-dock and re-surveyed in the spring of 1875, since which time she has done no work until she left in September for Halifax, having been run a little over four years. She has two compound direct-acting surface-condensing engines equal to 90 nominal horse-power, but can be worked up to 300. The diameter of her cylinders is 27 and 47 inches respectively, and the length of stroke is 30 inches. Her boiler is tubular, upwards of four years old, and was thoroughly examined and repaired before leaving London, having a number of new stays put in to strengthen it, as also a number of new tubes put in to replace those which appeared to be worn. The working pressure of the boiler was formerly 65 pounds, but it has been reduced to 60 pounds. With ordinary and careful usage the boiler should last three or four years longer. In order to economize the heat, I had the boiler covered with non-conducting composition after I bought her and before she left London, and also made several additions to the engines, which have improved her very much, for although she was bought as a heavy-carrying freight boat to run eight or nine knots an hour, she has no difficulty in steaming 10 knots an hour in good weather while deeply loaded, and 11 knots with a partial load of 500 or 600 tons. The bottom of the vessel had been thoroughly overhauled and examined in dry-dock by Lloyds' surveyors, who have renewed her certificate of classification, and her bottom was at the same time cleaned and coated. As she had been engaged in carrying heavy cargoes during the four years she was running, such as railroad iron, coals and ores, the wooden lining in the hold and the covering of the shaft-trunk was much worn in some places, as also some of the angle-iron of the beams, all of which was removed and new material substituted, making her hold look like new. The wooden lining was newly painted dark blue, and the plating and other iron work, including the tanks, was coated with naphtha and tar to preserve them. Her bulwarks, houses on deck and donkey engine were also repaired, decks caulked and rigging overhauled and the cabin refitted. She was also painted outside as well as inside. The amount paid for her in cash, at the time the bill of sale was handed to me, was £11,500, out of which the owners allowed the brokers the usual commission for selling, viz., $2\frac{1}{2}$ per cent., or £287 10s.; but as I was on the spot assisting to purchase the vessel, examine the title, certificates of character, etc., the brokers allowed me one half of their commission, viz., £143 15s., which was accounted for by me to the Government. An account of the purchase, repairs and outfit will be found in Appendix No. 45, as well as a description of the vessel from the register, and the certificate of classification. The brokers, through whom I purchased the vessel, were Messrs. Pile & Co., of No. 34 Great St. Helen's, London, to whom I am much indebted for their valuable assistance in repairing the vessel, boiler and engines, and fitting her out and sending her to sea, more particularly to Mr. Pile, sen., the head of the firm, who was formerly an extensive