

S/S "ROSSINGTON COURT"

The anchor and attached chain which was picked up when heaving in the port anchor after anchoring in the Hampton Roads removed from the port anchor.

A new wooden plug made and fitted at top end of No. 1 starboard beam.

The stanchions of the Beard of Trade gangway removed, faired and refitted in place.

The whipping shaft of Port No. 1 winch removed, straightened and fitted in place.

Broken stop valve spindle renewed. Guards over forward winch gears renewed and the steam pipe guards faired up and refastened.

The wheel and shafting guards on the port and starboard bunker winches renewed.

The crack in the ceaming plate between galley and cross bunker hatch dressed out, welded up and patch fitted on the port and starboard sides.

A new pipe guard made, fitted in way of the starboard fidley door and fastened in place.

One hinge on fidley stern cover welded to cover.

The crack in main rail on the port and starboard sides ~~welded out and electrically~~ welded up. The boat deck amidships on the port and starboard sides searched, caulked, payed and made tight.

A new life boat fall supplied and rove in place for the port life boat and the boat checks refitted and refastened in place.

Hand rail and stanchions aft on the port side faired up.

The vent pipe on the port side for No. 6 tank faired up and welded in way of flange.

Five bulwark stanchions on the port side aft removed, faired and refitted in place.

Three bulwark stanchions on the starboard side aft removed, faired and refitted in place.

Two tarpaulins for No. 1 hatch; one tarpauline for No. 2 hatch and two tarpaulins each for Nos. 4 & 5 hatches made and fitted in place.

A new cleat made for the after peak hatch and bolted on.

The sand bags removed from top of wheel house, deck caulked, made tight and sand bags replaced.

Port No. 1, port No. 5 and starboard No. 4 derrick straightened in place.

All hatch ceaming angles, bunker hatches, ventilator ceaming angles, stringer angles and deck fittings examined, tested and started work caulked and made tight.

A new wooden plug made and fitted to the top end of No. 1 starboard derrick.

New canvas covers made and fitted to the eighteen (18) ventilator trunks.

Two fidley stern covers made and fitted in place.

A new stove with smoke pipe and ash pan supplied and fitted in carpenter's room.

A new heating stove with necessary piping and ash pan fitted to the smoking room.

A new stove for boys room supplied and fitted in place with smoke pipe and ash pan.

Two reversing levers for winches at foremast removed, faired and refitted in place.

A new ventilator and cowl made and fitted on the port side of the forecastle deck.

The forecastle deck searched, caulked, payed and made tight.

The sand bags on top of wheel house removed; the deck caulked, payed and made tight and sand bags replaced.

Nine new large and one small turnbuckle supplied and placed on board for securing deck cargo. One section of chain lashing for deck cargo replaced.

W450-0176 3/4



S/S "ROSSINGTON COURT"
The anchor and attached chain which was picked up when heaving in the port anchor after anchoring in the Hampton Roads removed from the port anchor. A new wooden pipe made and fitted at top end of No. 1 stanchion beam. The stanchions of the Board of Trade Barway removed, faired and refitted in place. The whipping shaft of Port No. 1 which removed, straightened and fitted in place. Broken stop valve spindle renewed. Guards over forward stanchions renewed and the steam pipe guards lashed up and refastened. The wheel and shafting guards on the port and starboard marker winches renewed. The crack in the ceiling plate between galley and crew locker hatch dressed out, welded up and patch fitted on the port and starboard sides. A new pipe guard made, fitted in way of the starboard life boat and fastened in place. One pipe on life boat cover welded to cover. The crack in main rail on the port and starboard sides "welded" out and electrically welded up. The post back stanchions on the port and starboard sides searched, caulked, payed and made tight. A new life boat rail applied and rove in place for the port life boat and the post chocks refitted and refastened in place. Hand rail and stanchions aft on the port side lashed up. The vent pipe on the port side for No. 6 tank lashed up and welded in way of plates. Five bulwark stanchions on the port side removed, faired and refitted in place. Three bulwark stanchions on the starboard side removed, faired and refitted in place. Two tarpaulins for No. 1 hatch; one tarpaulin for No. 2 hatch and two tarpaulins each for Nos. 3 & 4 hatches made and fitted in place. A new cleat made for the after peak hatch and bolted on. The sand bags removed from top of wheel house, deck caulked, payed tight and sand bags replaced. Port No. 1, Port No. 2 and starboard No. 4 derricks straightened in place. All hatch covering angles, bunker hatches, ventilator covering angles, stringer angles and deck fittings examined, tested and started work caulked and made tight. A new wooden pipe made and fitted to the top end of No. 1 starboard derrick. New canvas covers made and fitted to the eighteen (18) ventilator trunks. Two life boat covers made and fitted in place. A new stove with smoke pipe and ash pan supplied and fitted in carpenter's room. A new heating stove with necessary piping and ash pan fitted to the smoking room. A new stove for pay room supplied and fitted in place with smoke pipe and ash pan. Two reversing levers for winches at foremast removed, faired and refitted in place. A new ventilator and gowi made and fitted on the port side of the forecastle deck. The forecastle deck searched, caulked, payed and made tight. The sand bags on top of wheel house removed; the deck caulked, payed and made tight and sand bags replaced. Nine new jars and one small tarpaulin supplied and placed on board for securing deck cargo. One section of chain leading for deck cargo replaced.

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Three hooks for galley doors renewed.
Two jelly boat hinges on boat check straightened.
Vent pipe for No. 6 double bottom tank, port side faired up and repaired.
Five bulwark stanchions aft on the port side removed, faired and refitted in place.
The main rail aft in way of the above stanchions faired in place.
Three bulwark stanchions on the starboard side aft removed, faired and refitted in place.
The top of forecastle bulkhead plate faired in place in way of the damaged hand rail stanchions on the port side.
New canvas covers made for one large and three small wire reels.
All fittings and sheathing in way of bridge front plating on the port side removed. The plating and stiffeners faired up as necessary - all loose and started rivets out and renewed. All caulking overhauled and made tight and a new port light glass fitted and all fittings, sheathing, etc., removed replaced as before.
The damaged lockers and doors in crews quarters aft repaired with part new material. In view of the fact that several steel wires were lost overboard and the possibility of these wires being picked up by the propeller and wound up on shaft, a Diver was sent down for the purpose of making the necessary examination and he reported all in order.
No. 3 double bottom tank and dry tank under boilers were found to have water in them. The tanks were pumped out, opened up, cleared of all water and examined internally and no sign of leakage found. Cement in good condition.
The present draught of the vessel is between 26 and 27 feet.
The rudder head blocks removed - new lignum vitae blocks made and the setting up wedges straightened and refitted in place.
The wooden deck over Officer's quarters on the port side searched, caulked, payed and made tight.
New and repaired work coated as before.

W450-0176 414

