

## ADDITIONAL STEAMERS AND AUXILIARY-POWERED VESSELS SURVEYED FOR THE FIRST TIME.

During the past year 174 steamships and vessels fitted with oil-engines as a motive power have been surveyed for the first time. The following is a list of them : Aio, Alice, All Black, Alma, Alva, Amy, Ataru, Aurere, Awahou,\* Belle, Betsy Beard, Betty, Campbell, Clematis, Comet, Conella, Coo-ee, Cygnet, Dauntless, Doak, Dot, Dreadnought, Earnslaw,\* Eclipse, Eleanora, Emerald, Empress, Eureka, Farina, Ferry, Flossie, Geisha, Gem, Green Duck, Harriet, Heather (Nelson), Heather (Nelson), Hinewai, Huia, Ida, Ira, Irene, Iris, Isabel (Stewart Island), Isabel (Te Kopuru), Ivy Leaf, Kairaki, Karamu,\* Karewa, Karori,\* Kate, Katoa,\* Kauri,\* Kelvin, Kereru, Kinohaku, Kokere, Korari, Kotere, Lady Moire, Lillian, Lily, Lizzie 222, Mahino, Mahua,\* Mahuroto, Mako, Manuka\*, Manukotuku, Manuwai, Maori, Marama, Mareno, Marakopa, Maroro, Mavis (Onehunga), Mavis (Stewart Island), May, Mermaid (Auckland), Mermaid (Kohukohu), Mikado, Minoru, Mirree, Mizpah, Moa (Taieri Mouth), Moa (Wanganui), Moana, Moerangi, Mosca, Muriel, Myna,\* Naumai, Neptune, Niagara, Nick, Nikau, Nita, Nui, Olive, Onoke, Oparu, Orakei, Oriri, Otara, Panirau, Pearl,\* Peerless, Pelorus, Phœbe, Phyllis,\* Pihinga, Pioneer, Pukeore, Queen, Queen of Beauty, Rangi, Rangimahora, Rawhiti, Regal, Regal II, Reliance\* (Picton), Reliance (Raglan), Reliance (Young's Point), Ripple, Rodesian, Roko, Rona, Ronaku, Sarah, Special, Speed, Speedy, Stanley, St. Mary, Swan, Tahuna, Taihoa, Tainui, Takitimo, Tawera, Te Maika, Tepua, Te Puke Lass, Tetio, Thelma, Thistle, Thorneycroft, Tikirau, Togo, Torea, Toroa, Tot, Tuatea, Tui (Kohukohu), Tui (Rawene), Tui (Taupo), Turamakina, Vanora, Vectus, Vesper, Viking, Waikare, Waipuna, Waireka, Wairoa, Wairua,\* Waitemata, Wakanui, Wakatere, Wharepapa, Whisper,\* Zior, Zoe, Zomar.

## SAILING-SHIPS.

At no period has so much care and time been bestowed on the survey and equipment of sailing-vessels as has been done during the last year. The survey of sailing-vessels over a certain tonnage being now compulsory, the complete survey of most of these vessels has taken place during the year. The hulls of all the vessels dealt with have been examined very carefully to see that there were no defects due to natural decay, worms, or wear-and-tear. Great difficulty has been experienced in getting suitable places to sight the hulls externally, especially in Auckland, owing to the lack of slips and dock-accommodation for such a purpose, and in consequence delay in completing some of the surveys took place. The repairs necessary were fairly extensive in some cases, and, as most of these vessels have now been through the Surveyors' hands and have been practically reclassified, the surveys next year should be completed in less time, unless accidents occur in the meantime to materially damage the vessels. The total number of surveys of sailing-vessels carried out during the year was 109.

Return No. 18 gives the names of these vessels, their gross and registered tonnage measurements, class of vessel, and the number of times surveyed. The total fees for the survey of these sailing-vessels amounted to £340 5s.

Some of the principal surveys of sailing-ships during the year are as follows :—

*Scow "Arrah-na-Pogue."*—This scow was built in Auckland last year under the supervision of a Surveyor of Ships. The vessel, which is built of kauri and sheathed with totara, has a gross tonnage of 187, and register tonnage of 100; length, 116 ft.; breadth, 33.2 ft.; depth, 7.4 ft. The scantlings of the hull were set out in a plan and specification which were approved by the Department.

*Ketch "Coronation."*—The donkey-boiler on board this vessel was found in very bad condition at landings of shell and bottom of firebox. A new donkey-boiler of the vertical cross-tube type has been placed on board, and new steam and exhaust pipes for winch fitted. The hull of the vessel was cleaned and painted and sheathed where required, and some new cable and a new kedge-anchor were placed on board.

*Schooner "Eliza Firth."*—This wooden sailing-vessel has been twice surveyed during the year. Six planks on the starboard side of the hull were taken out and renewed, and fourteen new timbers were put in. The covering-boards were renewed for 18 ft. on the starboard side and for 16 ft. on the port side. The inner skin in the hold was renewed where required. The steering-gear was thoroughly overhauled, and new wheel-chains fitted.

*Schooner "Era."*—The hull of this vessel has been thoroughly overhauled on the slip. Several broken planks on the bottom and top sides were replaced by new ones; all deck-beams and decking from scuttle forward to deckhouse aft have been renewed. Ballast-tanks have been fitted. Donkey-boiler, winch, and windlass have all been thoroughly overhauled.

*Scow "Ida."*—This wooden scow, which is twenty-nine years old, had her hull well overhauled. Several new planks were put in the bottom of vessel, nearly the whole of the port-side planking was renewed, and also a portion of that on the starboard side, which was refastened along the edge, and sheathed with totara. Two new planks were fitted in the top of the cabin. Thirty fathoms of new cable, and new foremast, rigging, lanyards, sails, &c., were shipped.

*Schooner "Lady of the Lake."*—The repairs to this vessel consisted of the renewing of nearly the whole of the bow, also several planks on the bottom, and some sheathing.

*Schooner "Lizzie Taylor."*—On the port side of the hull four planks and six timbers were renewed. Thirty fathoms of new cable were placed on board. A new Oregon-pine mainmast 58 ft. long, also new main topmast, main boom, jib-boom, several stays, and halyards were fitted.

*Schooner "Moa."*—The hull of this vessel was examined in dock, and repaired where required. The firebox of the donkey-boiler was removed, and a new uptake fitted. The firebox was badly pitted, and before being replaced was cement-washed. Compensating-rings were riveted round all sludge-holes.

\* Steamers.