

January 29th

NEW COASTAL VESSEL

ARRIVAL OF THE BREEZE

A MODERN MOTOR SHIP.

On her maiden voyage to New Zealand, the Canterbury Steam Shipping Company's new motor vessel Breeze, arrived at Dunedin at a late hour last night. The Breeze left the United Kingdom on November 24, and arrived at Dakar 10 days later. She sailed from Dakar on the same day, December 5, and reached Durban on Christmas Day, sailing again four days later for Dunedin direct.

The average Atlantic weather was experienced for the first part of the voyage, but in the South Atlantic the commander found the south-east trade winds to be fairly strong, and, to avoid these as much as possible, he skirted the West African coast very closely. After rounding the Cape of Good Hope the vessel was still kept fairly close to the land to enable her to clear the strong Agulhas current. After leaving Durban strong southerly winds were encountered which drove the Breeze in a northerly direction, but she was able to make her southing and ran her easting down on the 43rd parallel, passing south of Tasmania on January 24. Thence strong westerly winds and high following seas were encountered until the ship reached Dunedin.

Captain John B. Allsop, who is in command, has associated with him the following officers:—First officer, Mr R. Stewart; second, Mr E. Smith; chief engineer, Mr J. Donahue; second, Mr A. Aporongh; third, Mr J. Eassman.

Speaking to a Daily Times reporter last night, the captain stated that much of the credit for the successful voyage was due to the chief engineer and his staff for their handling of the new engines. He added that the vessel had behaved herself in a distinctly satisfactory manner and her performance indicated that she would be perfectly suited for the New Zealand coastal trade. Captain Allsop, it may be stated, has commanded vessels for the company in both sail and steam, and it was he who brought out the Ripple to New Zealand on her maiden voyage.

The new Breeze was built to replace the steamer Breeze, which was lost nearly two years ago, in the coastal trade between Wanganui, Wellington, and South Island ports. She is a striking vessel in many ways, and made a good passage for a ship of her size.

The Breeze is the fulfilment of the dreams of Captain Monro, who for 30 years has hoped to build a boat particularly suited to the conditions of the New Zealand coastal trade. Fifteen months ago he went to Scotland to make arrangements for the building of the Breeze, designed according to his own ideas and specifications. There were nearly 40 applications from shipbuilders for the contract, which was eventually given to Messrs Scott and Sons, Bowling, near Glasgow. The work was taken in hand eight months ago, and the Breeze entered on her first trial run on November 16 last.

The Breeze is the first vessel of her type turned out from the Clyde yards, and her construction was watched with keen interest by shipbuilders, insurance men, and coastal traders. Captain Monro has incorporated many new features in her plans and her future will be of vital interest not only to the Canterbury Steam Shipping Company but to owners and builders in many parts of the world. She has fast and graceful lines, unusual in most coasters, but Captain Monro believes that her shape will add to rather than detract from her efficiency. The builder himself was of the opinion that the captain had designed her rather fine aft, but every allowance has been made for sturdiness as well as beauty in her construction.

The Breeze (600 tons gross) is a raised quarter-deck coaster, 176 feet long by 30 feet beam by 12½ feet moulded depth to upper deck. She carries 800 tons at a draft of 12½ feet and has capacity for 280 tons of water ballast. She has six steam winches and six derricks, one of 10-ton capacity. The main propelling machinery consists of a set of British Polar Diesel engines, developing 725 h.p. at 250 revolutions a minute, built by British Auxiliaries, Ltd., Govan, under license from the Atlas Diesel Company, Sweden.

The most modern cargo vessel entered in the New Zealand coastal trade, the Breeze attained a speed of 11½ knots on her trial run, this being above the contract figure. Her most economical speed is approximately 10 knots.

The boat is fitted with exceptionally strong cargo gear, which is capable of 15-ton lifts according to the Board of Trade requirements. She has large hatches, 30 feet in length, and all her masts and derricks are of steel. Of light draught, she should be particularly fitted for work at Wanganui at all tides, and her capacity, quick loading and cruising speed should make her one of the most useful boats in New Zealand waters for her class of work.

Accommodation for officers and crew is of the best. The crew's quarters forward include a spacious mess room and adequate bathrooms equipped with hot and cold showers. The officers and engineers are very comfortably housed in the stern. The Breeze will carry a complement of approximately 15 men.

The Breeze will proceed to Lyttelton either to-night or to-morrow to discharge her cargo, and may be docked for a short time before she begins her running between Wanganui and other New Zealand ports.



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