

1  
vessel was dismantled ~~as a sailing~~ as a sailing ship; Lower  
taken out the hull inside cleaned out, scraped and  
red, the cement in the bottom tested and parts of some  
red to ascertain condition of plates, iron quite fresh.  
it had been disturbed or chipped had same re-cemented.  
plates taken out by the stern post where a constant leak  
been, and new plates of 9/16 put in, stern post taken out &  
new stern frame formed, also a new Propeller and Rudder  
put in and the stern reformed. Three new beams were put  
the Main hold and secured to side with gusset plates above  
below and rivetted to side - Iron stanchions put in to support  
hatch carlines and Main beams, two shifting beams with  
and screws, new gusset plates for stringers at sides where  
any, old bulk heads examined and two new ones put in as  
red in sketch. A shaft tunnel with slide door in engine  
for shaft. Two water ballast tanks were built, the after  
hold 25 tons, the fore one 10 tons, properly rivetted to sides  
angle iron, with band above as per sketch, with girders  
middle line and stanchions and well cemented and  
d to light water line. Where the holes were drilled for new  
heads, water tanks and Belting round outside the iron  
plates were the thickness as entered in Report columns in some  
places say 1/32 less. The Engines and Boiler were inspected  
the Government Engineer, and a Report on the Boiler was  
issued and signed by Lloyds' Engineer Surveyor in England.  
whole of the work altering the vessel from a sailing ship  
steamer was superintended by Walter Peck employed by  
Owner, Mr Kennedy, to watch the Contractor - the first  
contractor lost money and could not finish, another  
contractor Messrs Fraser & Irvine had to finish the vessel.  
superintending Engineer has signed the Certificate of  
machinery as there is no Engineer Surveyor to Lloyds at this  
place; at the trial trip the Engineer worked very smoothly  
Speed 11



and 11 knots scarcely any vibration average speed  $9\frac{1}{2}$  knots.  
Outside Plating were chipped & painted with red lead, a Belting  
 was put on the sheer strake angle iron above and below  
 iron bark fitted in between abaft the bow to abaft Main  
 rigging. New Rudder stock. (size given in report). A Forecastle  
 built on every other frame rivetted to angle iron and one  
 between a gusset plate to frame and beam. Saloon built  
 as per sketch frames  $3 \times 3$ .  $2\frac{1}{2}$ " spaces with gusset plates to  
 frames and beams - rivetted to frames - Deck of saloon of  
 Kauri  $2\frac{1}{2}$  inch. Also above saloon deck small Pilot house  
 built for Captain as per sketch, also smoke house aft as  
 per sketch; wood combing bolted to deck and beams  
 planked and decked with Kauri; the old main deck is  
 of teak and too good to condemn. The whole work is  
 staunch and good and I am of opinion that this vessel  
 is eligible to be classed A.1.

The Anchors and chains as a sailing vessel remain in  
 her as a steamer consequently are more than the size  
 required.

Particulars Forecastle Frames  $3 \times 3\frac{1}{2}$  space  $21\frac{1}{2}$ " & 22"  
 Fastened gusset plates every other frame and every other frame  
 rivetted. Plates  $\frac{1}{16}$  -  $6 \times 3$ " Beams  $4 \times 4$ "

Saloon House Frames  $3 \times 3$  -  $\frac{1}{2}$  space  $2'10"$  gusset plates on  
 water way every frame. Plates  $\frac{1}{16}$   $6 \times 3$ " Beams  $3 \times 3$  space  $2'10"$ .

M. T. Playter



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