

Date of writing Report *No 13^B* 1907 When handed in at Local Office *No 15^B* 1907 Port of *Appledore*
No. in Reg. Book. Survey held at *Appledore & Blandiff* Date, First Survey *27th July 1907* Last Survey *12th Nov^r 1907*
10 on the ~~Wood~~, Iron or Steel Steamer *"New Zealand"* Master *J. Murphy - 07*
(No. of Visits) *32* YEAR MONTH.

TONNAGE:— Built at *Beverley* By whom *Cochrane, Cooper & Schofield* When *1886*
GROSS *558.97* Owners *Coburn & Hallis* Port belonging to *London*
UNDER DECK *138.19* Owners' Address
(if not already recorded in Appendix to Register Book.)

Surveyed Afloat or in Dry Dock? By and Name of Dock Ireland

W.B. = Cott B B DB feet; uE & B feet; f feet; f feet;

total capacity tons. FPT 30 tons; APT tons; MT feet tons.

N.B.—All alterations in the existing records should be underlined.

If the vessel has Water Ballast Tanks, state whether the manhole covers have been removed, and the insides of the tanks examined. Also state the amount of deterioration (if any) found in the thicknesses of the floors, framing, girders, and of the inner bottom plating, especially in the boiler space.

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Years Assigned now expire.	Machinery and Boiler Surveys (including date of N.B., if any).
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(Periodical Surveys, when held, must be reported in detail and serialism in the terms of the Rules. State clearly the cause of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on account of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be summarised in the form shown below. Whenever the replacement of Anchors or Chains is reported, the particulars should be clearly stated in the space provided on the back of this form. State also the dates and initials of any letters respecting this case.)

Society's Freeboard (if assigned) as }
painted on Ship and now verified } 1 ft 8 1/2 ins.

In damage cases where the Surveyor has not made a special damage report he is required to state whether he offered his services for this purpose, and why they were declined? _____ also whether any damage report was made, and, if so, by whom? _____

REPAIRS, OR EXAMINATION AS PER RULE, FOR Reclassing (2nd S.S. 2^o 3) and Lengthening see
Sec. letters dated ~~10/9/04~~ 10/9/04, 11/10/04 - 26/8/04 / 3/9/04 / 4/9/04
Examination for S.S. 2^o 3 - Vessel has been placed in dry dock and proper
stages made, the shell plating cleaned and examined. Holds and
peaks cleared, all close ceiling removed in hold and bunkers. All
oxidation removed from shell plating, frames, floors, reverse frames,
keelsons, stringers, beams and bulkheads. Examination made of the
parts after cleaning in peaks, hold, bunkers and machinery space.
Examination also made of boiler bearers and engine seating. The
element examined, the portion in hold and fore peak being entirely
removed and renewed; the part in machinery space found to be

SUMMARY OF DAMAGE REPAIRS:—		Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:—
Renewed	...								
Removed and Fair'd or Repaired	...								
Fair'd or Repaired in place	...								

PRESENT CONDITION OF THE		Stringers	Dblng. Plates under Sounding Pipes	Copper, or Y.M. of Wood Vessels— (State if on Felt.)
Decks	new good	new good	new good	When put on, Month Year
Caulking of Decks	new	State if Tanks have been examined inside	new	Boats
Waterways	new	State if Tanks now tested	new	Masts, Yards, &c.
Oamings	new	Bulkheads	new	Condition, how ascertained
Beams & Fastenings	new	Ceiling	new	(State if wedges removed)
Outside Plating	new	Cement or Asphalt (State which.)	new	Sails
Caulking of ditto	new	Rudder	new	Equipment letter
Rivets	new	Windlass	new	Anchors, No. of
Breasthooks & Crutches	new	Have Pumps now been examined and found efficient?	new	Cables (State if now ranged)
Transoms	new	Have Sluice Valves now been examined and found efficient?	new	" length (on board) size
Frames	new	Have Watertight Doors now been examined and found efficient?	new	" Rule length (per Table 23) size
Reverse Frames	new		new	Hawseers & Warps
Floors	new		new	Standing & Running Rigging
Keelsons	new		new	

General Observations, Opinion as to Class, Recommendation, &c.:—

State clearly whether any and, if so, what alteration is suggested to be made in the existing classification and notification of the vessel in the Register Book consequent upon this survey, thus, for example:—".....to remain survey, 1,98," or "to remain as classed and to have record of survey, 1,98, and the notations of ss No. 1-98 and ptd98, &c."

This vessel is in a good and efficient condition and in our opinion eligible to be reclassified 100 A.1 when the cargo battens in hold are fitted also to have record of survey and notations of 2nd S.S.-ke S-11-07

[illegible]

Surveyor to Lloyd's Register of British & Foreign Shipping

FRI 29 NOV 1967

TUES. 7 JAN 1908

BID 77-0528(1/3)

Continuation of Report No. 2894 dated *Aug 15th 1904* on the

satisfactorily adhering to the iron. Examination made behind lining in way of cabin side light and found to be in good condition and well coated with paint.

Vessel has been drilled at the two ends to ascertain thickness of plating - the thickness of the midship portion being ascertained when vessel was cut adrift for lengthening and was found to be up to original thickness at this part, vessel was also drilled at other places at fore end in way of local deterioration - for particulars of drillings see accompanying sketch.

Vessel has been lengthened 36 feet amidships - the new portion being of steel tested in accordance with the Rule Requirements - The arrangement of web frames, beams, bulsons, doubling of strake below sheerstrake over new portion, deck plating, hatchways, pillars &c also the thickness of plating and sizes of other parts are in accordance with the approved plans and Secretary's letters of above dates.

A topgallant forecotte has been fitted in vessel. 22 ft. 6 ins in length and 5' 4" high, the frames are spaced 21" apart and braced to main deck. the other arrangements are in accordance with the Rule requirements and approved plans. Trindlass is now fitted on the forecotte head and lower pipes renewed.

A fore peak tank has been fitted in vessel containing 30 tons of water, this has been built and stiffened in accordance with approved plan also fitted with air pipe and sounding pipe and tested in accordance with Rule requirements and found satisfactory.

a bulkhead has been fitted eight frame spaces
abaft fore peak tank bulkhead and stiffened as per
Rule requirements. This bulk^{hd} is not a watertight one
and the space between bulkheads used for crew quarters

A new watertight bulkhead has been fitted three frame spaces before Boiler Room bulkhead for cross bunker purposes; This was how the ship was originally constructed but afterwards altered by the late owners the bunks being at sides only; The side bunks in the Engine Room have now been dispensed with.

A new wood deck of 3" pitch pine has been fitted from front of raised quarter deck to stem. The Engine Room casings have been renewed and carried up to a height of 10' above deck and efficiently stiffered.

BID77-0528(2/3)

Lloyd's Register
Foundation

BID77-0528(2/3)

Q. V.B.—If this Report is copied by Copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

When Anchors or Cables are supplied, the particulars are to be reported in the following form:—

ANCHORS.

[illegible]

* When a bower anchor is supplied it must be clearly stated whether it is a 1st, 2nd, or 3rd bower.

CHAIN CABLES.

[illegible]

Iron Stream Chain
or Steel Wire...

Steamer "New Zealand"

The bulwarks of new portion are built similar to the original and 30" high with rail $6\frac{1}{2} \times 3$ (wood) - Three firing ports are fitted on each side $2' \times 2'$

A new 5" Land pump has been fitted to Hold. and a cock on after peak bulkhead. The Land pump has been tested and found satisfactory.

Two new pitch pine masts with new rigging has been fitted in vessel. New ceiling fitted in vessel.

The staving chains and rods have been renewed.

Two new boats supplied to vessel.

The watertightness of deck and gunwall has been tested by flooding same with water and found satisfactory.

The equipment has been made in accordance with Secretary's letter N 11th Cetr. 1907.

A new bower anchor $\begin{matrix} 7.2.0 \\ 1.3.5 \end{matrix}$ has been supplied and the cables tested, it will be seen that the length of cable is given by the Proving House is slightly below Rule requirements.

The anchors and cables now on board vessel are as follows -

1 Bower	7.2.0
1 B	6-0.7
1 Stream	5.3.21
1 Kedge	1-1.0

162 fms of $\frac{7}{8}$ stud link cable.

New 2" suction pipes fitted in vessel

Repairs through wear & tear - Five floors, frames and reverse frames in fore peak being thin have now been renewed, Two plates in fore peak on port side in B strake being locally thin have been repaired with inside doubling plates, one plate in A strake on starboard side being laminated has been repaired with an outside doubling plate one plate at stem above being broken has been renewed. One thin plate on port side at fore end of hold renewed, a few fractured frames in hold repaired with doubling angles and two reverse frames on port side aft repaired with strap plates.

This vessel is not fitted with cargo battens as the owners at first intended to employ her in the coal carrying trade. They have now decided to put her in the general cargo carrying and will fit cargo battens at Bristol when she returns from her present voyage.

H. Baird