

REPORT of SURVEY for REPAIRS, &c.

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 & Baidiff* Date, First Survey *27th July 1907* Last Survey *12th Nov^a 1907*
 on the *Wood, Iron or Steel Steamer "New Zealand"* Master *J. Murphy - 07*

Tonnage:— Built at *Beverley* By whom *Cochrane, Cooper & Schofield* When *1886*
 GROSS Owners *Coborn & Hallis* Port belonging to *London*
 UNDER DECK *97*
 NET *39.19* Owners' Address
 (if not already recorded in Appendix to Register Book.)
 Surveyed Afloat or in Dry Dock? *by and* Name of Dock Destined Voyage *Ireland*
 WB = *Cott D D D D* feet; uE&B 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.

Last Report, No. Port
 (Periodical surveys, when held, must be reported in detail and serialim 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 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. &c. 3) and Lengthening see*
Sec. letters dated 6/9/07 10/9/07 11/10/07 - 26/8/07 3/9/07 4/9/07
Examination for S.S. 2.3 - vessel has been placed in dry dock and proper
stays 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	Dblg. Plates under Sounding Pipes	Copper, or Y.M. of Wood Vessels
Decks <i>new good</i>	<i>good</i>	<i>good</i>	(State if on Felt.)
Caulking of Decks	State if Tanks have been examined inside <i>yes</i>	Engine Room Skylights	When put on, Month Year
Waterways	State if Tanks now tested <i>yes</i>	Coal Bunkers, Open'gs, Lids, &c.	Boats <i>new good</i>
Coamings <i>new</i>	Bulkheads <i>new good</i>	Scuppers	Masts, Yards, &c. <i>new</i>
Beams & Fastenings	Ceiling <i>new</i>	Cargo Hatchways	Condition, how ascertained <i>by examⁿ</i>
Outside Plating	Cement or Asphalt (State which.)	Hatches <i>new</i>	(State if wedges removed <i>yes</i>)
Caulking of ditto	Rudder	Planking of Wood Vessels	Sails <i>good</i>
Rivets	Windlass	Caulking ditto	Equipment letter <i>e</i>
Breasthooks & Crutches	Have Pumps now been examined and found efficient?	Treenails ditto	Anchors, No. of <i>2B-1S-1K</i>
Transoms	Have Sluice Valves now been examined and found efficient?	Breasthooks & Stempson ditto	Cables (State if now ranged) <i>yes</i>
Frames	Have Watertight Doors now been examined and found efficient?	Transoms, Pointers, & Crutches ditto	" length <i>163</i> size <i>7/8</i>
Reverse Frames		Timbers of Frame at openings ditto	" Rule length <i>165</i> size <i>15/16</i>
Floors		Ditto ditto at other places ditto	" (on board)
Keelsons		Stringers, Clamps & Shelves ditto	" Rule length <i>165</i> size <i>15/16</i>
		Sawing ditto	Hawsers & Warps <i>good</i>
		(State if examined.)	Standing & Running Rigging

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 as now classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of 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 pEND98, &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. &c. 3-11-07

Len. 07 - N.P. 07
 Office Fee (if chargeable) per Section 28, Sec 29
 Survey Fee (per Section 28) *No 3* £ 4 : 10 : 0
 Special Damage or Repair Fee (if any) (per Sec. 28.) £
 Travelling Expenses (if chargeable) £ 19 : 15 : 2
 Second Surveyor's Fee (if any) £ 4 : 4 : 0
 Committee's Minute *10/11* £ 35 : 16 : 2
 Character Assigned *no action*
 Paid *35.16.2*
 Recd by me, *29.11.07*
 Surveyor to Lloyd's Register of British & Foreign Shipping.
 FRI 29 NOV 1907
 TUES. 7 JAN 1908



Steamer "New Zealand"

satisfactorily adhering to the iron. Examination made behind lining in way of cabin side lights 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, keelsons, doubling of strake below sheerstrake over new portion, deck plating, hatchways, pillars &c also the thickness of plating and size of other parts are in accordance with the approved plans and Secretary's letters of above dates.

A topgallant fore-castle has been fitted in vessel. 22 ft. 6 in in length and 5.4 high, the frames are spaced 21" apart and bracketed to main deck. The other arrangements are in accordance with the Rule requirements and approved plans. Windlass is now fitted on the fore-castle 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 bulkhead is not a overlight one and the space between bulkheads used for crews 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 casing have been renewed and carried up to a height of 10' above deck and efficiently stiffened.

N.B. - If this Report is copied by Copying Press, special care must be taken that the copying paper is not so much damaged 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.

Number of Certificate.	Anchors #	WEIGHT, EX. STOCK.			WEIGHT OF STOCK.			TEST, PER CERTIFICATE.			WEIGHT REQUIRED BY <i>Sec. 22</i> .			Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	Cwts.	qrs.	lbs.	Cwts.	qrs.			
2857	1st Bower ...	7	2	0	1	3	6	9	13	3	0	7	0	0	<i>Trotter</i>	<i>head of head.</i>
	2nd "															<i>23/10/07</i>
	3rd "															<i>7. H. Bradley</i>
	Collective Weight.															
	Stream															
	Kedge															

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

CHAIN CABLES.

Number of Certificate.	Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE.			Length and size per <i>Sec. 22</i> .		Description.	Makers of Cables.	When and where tested and Superintendent.				
	Fathoms.	Inches.	Stations.	Breaking.	Supplied.	Per Table 22.	Length.	Diam.								
7534	162	7/8	13	3/4	20	3/8	62	2	0	64	1	11	165	1 1/2	<i>Steel</i>	<i>6/8. 11/11/07. 9cm</i>

Iron Stream Chain or Steel Wire...

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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 freeing 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 steering 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 Octr. 1907.

A new bow 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 as given by the Proving House is slightly below Rule requirements -

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

1	holm	7. 2. 0
1	do	6-0-7
1	stream	5. 3. 21
1	ledge	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. A. Ward