

The Table B freeboards are unaltered.

The Table C freeboards have been reduced throughout, the reduction varying from 7 in. at a depth of 14 ft. to 13 in. at 34 ft. depth, and it has been necessary to provide an amended standard of strength for awning-decked vessels, as on page 34 of the tables.

As the freeboards of steam-vessels of all types having deck erections depend on the difference between the freeboards in Tables A and C, it has been necessary to amend the tables of percentages in paragraphs 11, 12, and 13, relating to deck erections in various types of vessel.

WELL-DECK STEAMERS. (Paragraph 11.)

In the case of large vessels, having very long deck erections and only a short well, the reduction may amount to about 8 in., but in the majority of cases it will be less, and when the erections extend over less than (say) seven-tenths of the vessel's length, although some reduction will be due, it will be much less in amount. It should be carefully noted that by paragraph 11 (e), pages 25 and 26 of the tables, the full reduction allowed for this type of vessel is only to be given provided certain conditions are fulfilled with regard to the construction of long poops or bridge houses, and also with regard to the efficiency of the means of closing any openings in the bulkhead at the after end of the "well." In this connection it should also be noted that paragraph 24, page 19, of the amended tables for the first time makes provision for the proper construction of hatchways in vessels of all types.

VESSELS WITH POOP BRIDGE AND FORECASTLE DISCONNECTED. (Paragraph 12.)

These vessels, when of large size and having very long erections with two short wells, may obtain in some cases a reduction of 5 in., but ordinarily the reduction will be less, and when the erections are short, and the vessel not exceeding 28 ft. in depth, it will be small in amount.

VESSELS HAVING FORECASTLES AND BRIDGE HOUSES. (Paragraph 13.)

The reduction will be very small in amount.

VESSELS HAVING A POOP AND FORECASTLE OR POOP ONLY OR FORECASTLE ONLY. (Paragraphs 14 and 15.)

A distinction is now introduced between the case in which the machinery openings are protected by the poop or by a deck-house, and that in which the openings are not so protected. In the former case there will usually be a slight reduction of freeboard, but in the latter case the freeboard will not be appreciably altered.

TURRET-DECK STEAMERS.

These steamers will in most cases obtain a reduction in freeboard.

SHELTER-DECK VESSELS.

Vessels of the shelter-deck type will generally obtain reductions similar in amount to vessels of well-deck type, but varying according to the number of openings in the shelter deck, and the means of closing these openings.

SAILING-VESSELS.

Sailing-vessels having a moulded depth exceeding 20 ft. will obtain a reduction in freeboard, and for those of the largest existing dimensions the reduction may amount to about 5 in. Vessels of less than 20 ft. depth will remain unaffected.

No. 3.

(New Zealand—General.)

MY LORD,—

Downing Street, 2nd May, 1906.

I have the honour to acknowledge the receipt of Your Lordship's telegram of the 23rd April, 1906, stating that your Government and the people of New Zealand would be much pleased if the Imperial Government could see their way to support penny postage through the British Representative at the Postal Conference.

2. I have to transmit to you, for communication to your Ministers, a copy of correspondence with the General Post Office on the subject, and to express my regret that, under the circumstances, I should not feel justified in pressing for the support of His Majesty's Government in this matter.

I have, &c.,

ELGIN.

Governor the Right Hon. Lord Plunket, K.C.M.G., K.C.V.O., &c.