

*S.s. "Kanieri."*—The plating under the engine and boiler space, running into the fore and after holds, was renewed; 24 ft. of the keel-plate was renewed, and also, on the starboard side, 24 ft. A strake, 32 ft. 4 in. B strake, 46 ft. C strake; and on the port side, 30 ft. 6 in. A strake and 12 ft. B strake renewed. A spare tail-shaft and a new stern-bush were fitted. The main steam-pipes were tested by hydraulic pressure. Tubes were removed from condenser, and the condenser was cleaned out. The engines and boiler received a general overhaul.

*S.s. "Kanna."*—This is a new cargo-steamer built at Leith, Scotland, for New Zealand owners. The tonnage is 1,948 gross and 1,049 register, and the dimensions are—Length, 272.1 ft.; breadth, 41.2 ft.; depth of hold, 17.9 ft. The propelling machinery consists of one set of triple-expansion surface-condensing engines, with cylinders 21 in., 34 in., and 56 in. diameters by 36 in. stroke, and two Scotch marine boilers working at a pressure of 180 lb. per square inch. The vessel was surveyed in September last.

*S.s. "Lauderdale."*—Built in Scotland for New Zealand owners, this vessel was surveyed for the first time in 1911. The length of the vessel is 229.35 ft., beam 35.85 ft., depth of hold 15.6 ft. The tonnage is 1,214 gross and 719 register. The propelling machinery consists of one set of triple-expansion engines, having cylinders 18 in., 27½ in., and 45 in. diameters by 33 in. length of stroke, worked from two multitubular boilers, 11 ft. 8 in. diameter by 10 ft. 6 in. long, working at a pressure of 180 lb. per square inch. This vessel is engaged carrying cargo in the foreign trade.

*S.s. "Mararoa."*—The repairs to this vessel consisted of four new intercostals in No. 4 ballast-tank and two sheathing-plates, 10 ft. by 2 ft. by ¾ in., and eight smaller patches, fitted on top of tank. The main boilers received a thorough overhaul. In the forward port boiler twenty-eight combustion-chamber stays and one longitudinal stay-nut were renewed. In the forward starboard boiler thirty-two combustion-chamber stays were renewed. In the after starboard boiler 143 plain tubes were renewed, and all cracks at junction of tube-plate and furnace were welded and riveted. Twenty-two rivets were renewed on the side of combustion-chamber, one small patch was renewed on the top of furnace, and sixteen permanent stoppers were renewed. In the after port boiler 113 plain tubes were renewed, some cracks welded and joint riveted, some side stays in combustion-chambers renewed, and thirteen permanent stoppers fitted. The main engines and auxiliaries were also put in good order.

*S.s. "Moa."*—Under the boiler of this vessel five new frames have been fitted, and new sides put in bottom half of port and starboard bunkers. In the boiler one tube was renewed, a patch was put on the back of the combustion-chamber, and several rivets were renewed. A new funnel was fitted. To the main engines a new tail-shaft and propeller were fitted, and a new *Lignum Vitæ* bush was fitted to the stern-tube. The shafting was lined up and the engines put into thorough working-order.

*S.s. "Mokoia."*—This vessel received a good overhaul to hull, boilers, and machinery. One plate, 24 ft. by 2 ft. by ¾ in., was fitted on deck in alleyways over stokehold and bunker, and the stringer on the port side of stokehold was repaired. All plain tubes and three combustion-chamber stays were renewed in the forward boiler; three plain tubes and five combustion-chamber stays were renewed in the after port boiler. Seven plain tubes were renewed in the after starboard boiler. A new cover was fitted to the h.p. cylinder, and new metal put on l.p. guide-shoe, top half of h.p. eccentric straps, and bottom half of No. 6 main bearing. The tunnel shafting was lined up. All auxiliaries were also overhauled.

*S.s. "Monowai."*—The hull of this vessel was repaired under the main boilers, where twenty-two intercostals and 24 ft. of keelson on each side were renewed. Six floors were sheathed, each with plates 7 ft. by 2 ft. by ¾ in. The hull in way of ash-chute was sheathed with two plates, one 6 ft. by 3 ft. by ½ in. and one 3 ft. square by ½ in. In the boiler several cracked rivet-holes were repaired with the autogenous welding process, and several stays and nuts were renewed. In the centre furnaces of the starboard boiler and port boilers the bottom parts of the tube-plates were renewed, and forty-three tubes were renewed in the port furnace of the starboard boiler.

*S.s. "Moturoa."*—The pressure of the boiler of this vessel had been reduced 20 lb. per square inch owing to the tail-shaft being corroded. At last survey a new end was welded on the tail-shaft, and the stern-bush was relined. In the boiler all patches on the bottom were taken off, and two new ones were fitted extending over the wasted portion. A compensating-ring was fitted round the mudhole opening, and a new mud-door fitted. Part of the bottom of the combustion-chamber was renewed, and the patch on the back end of the furnace at bottom and the lower part of back plate was cut out and a new patch put on. Twelve new screwed stays have been put in combustion-chamber, three new bar stays in steam-space, six new stay-tubes and twelve new ordinary tubes have also been put in. The shaft and boiler are in good repair now, and the safety-valves of the boiler have been set to blow off at an increase in pressure of 10 lb.

*S.s. "Muritai" ("Karaka").*—This new steamer, the first to be built in Wellington for some years, is owned by the Wellington Harbour Ferries Company (Limited). The hull, which is of wood, has a length of 77 ft. 6 in. by 15 ft. 6 in. beam, and is built on the bent-frame principle. The keel, keelsons, stem, stern, and rudder-posts are of ironbark timber; kauri has been used for the bottom planking and the main deck, and Oregon pine has been used for the top planking. The beams are of blue-gum timber. The tonnage is 43 gross and 10 register. The vessel is propelled by one set of compound surface-condensing engines and one cylindrical return-tube boiler, working at a pressure of 160 lb. per square inch, and which have been made in England. The vessel is engaged carrying passengers and towing in Wellington Harbour.

*S.s. "Opouri."*—This vessel was specially built for the requirements of the New Zealand coastal cargo and timber trade by a Paisley firm for New Zealand owners. The "Opouri" is a steel single-screw steamer of 571 tons gross and 218 tons net register, her dimensions being—length, 170 ft.; beam, 27 ft.; depth of hold, 12 ft. 6 in.; and her deadweight carrying-capacity is 650 tons on a mean loaded draught of 11 ft. 9 in. The vessel has one set of triple-expansion