

As it was considered that the ship, when loaded, would be too low in the water to allow of scuttles being used for ventilating purposes, I assented to the proposal of the Board of Trade Surveyors that there should be only lights in the side instead of scuttles (ventilation being amply provided for from above, and by means of exhaust-pipes connected with the donkey engine); it was therefore arranged that the glass of the lights should be one inch in thickness, set in strong brass frames, with brass shields to close at night or in the event of any injury to the glass of either of the lights; and these lights were properly and securely fitted under the almost daily superintendence of the Board of Trade Surveyors and myself.

I had considerable difficulty in arranging for an hospital on deck, as the deck was already sufficiently encumbered with houses without erecting any more. After much discussion, and being pressed at my instigation by the New Zealand Shipping Company, the owners at last consented to the upper saloon being used for hospitals. The starboard side was thereupon fitted for a single women's hospital, and the port side for the married women's and children's hospital.

The single women occupy a portion of the after orlop, the starboard saloon cabins, and half the saloon; the bath-room and water-closets for the single women are just before the saloon on the starboard side, abreast No. 2 hatch. At the fore end of the single women's compartment in the orlop is a ladder-way into the saloon, over which is an air-shaft and skylight, and the compartment was originally lighted by seven side lights, and the after (No. 1) hatch fitted with a booby hatch. The saloon cabins, ladies' cabin, and saloon are well lighted and ventilated by numerous side scuttles, by air-shafts with skylights over, and by prisms in the deck. The saloon stairs leading to the upper deck are divided by a close bulk-head, the starboard side being for the exclusive use of the single women; and the companion ladder-way thence to the top of the deck-house is also reserved for the use of the single women. There is a door at the foot of the ladder-way on the port side, of which the captain has a key, for use in case of emergency. The matron and sub-matron occupy a cabin at the foot of the saloon ladder-way, which is secured at night by a door fitted with lock, the key of which is in the matron's charge.

A portion of the married people occupy the fore part of the after orlop, which was originally lighted and ventilated by part of the air-shaft through the saloon, by six lights in the sides, and by hatchway No. 2, fitted on the upper deck with a booby hatch. Access to the upper deck is obtained by a double flight of steps; one broad ladder in midships leading on to a grating hatch on the main deck; a smaller ladder on either side leading from the main to the upper deck. There is a bath-room for those women and children on the starboard side abreast the hatch, and a double water-closet on the port side.

A bulk-head divides the officers' quarters and engine-room from this portion of the emigrants' quarters, and just before this bulk-head, on the port side, is one of the dispensaries, the other is in the house on deck.

The remainder of the married people occupy the main deck from the fore part of the officers' quarters to about 7 feet 6 inches before the fore (No. 4) hatch. This compartment is lighted and ventilated by half this (No. 4) hatch, by a companion hatch abaft the main (No. 3) hatch, and by ten scuttles on each side. The schoolmaster's cabin is on the starboard side forward. There is a bath-room and double water-closet at the after end of this compartment on the starboard side, and another bath-room and a treble water-closet on the port side, also at the after end of the compartment. There is a wash-house on either side in midships over the boilers, and between these and the companion-ladder are store rooms for brooms, holystones, &c., &c.

The single men occupy the midship orlop, the fore orlop, and the fore end of the main deck. The midship orlop is lighted and ventilated by ten side lights, and by the main (No. 3) hatch, which is fitted on the upper deck with a booby hatch. The ladder-way for this compartment is by a double flight of steps, first by a single ladder on to a grating hatch on the level of the main deck, and then by a ladder on each side on to the upper deck. Communication with the main deck is cut off by a bulk-head round the hatch, the upper part of which is glazed to admit light to the main deck, and there is a door in the after end to facilitate the doctor passing easily from one compartment to the other.

The fore orlop is lighted and ventilated by eight side lights, by two iron air funnels in the after end, and by a portion of the fore (No. 4) hatch, which is fitted with a booby hatch. This hatch is trunked on three sides with iron, thus cutting it off entirely from the main deck, except at the after end, where a portion is trunked in and forms an air shaft (as stated previously) for the married compartment. The ladder-way is by a scuttle hatch, with the single men's compartment on the main deck.

The fore end of the main deck is lighted and ventilated by fourteen side scuttles, by a mushroom ventilator in the fore end, and by the companion hatch in the after end, which is the ladder-way to the upper deck. The male hospital is in the fore end of this compartment.

There are water-closets for the men on either side of the upper deck before the smoke-stack.

There are two issuing rooms on deck, one on either side of the house, abreast the engines.

I examined the provisions, stores, and medical comforts with the Emigration Officer (Captain Scone), and the Surgeon-superintendent (Dr. Gibson). The carrots, some of the medical comforts, and the salt beef supplied for the crew were rejected, and articles of good quality supplied in lieu. The surgeon was furnished with a list of the quantities supplied, and a copy of this list is enclosed herewith.

As the ship calls at St. Vincent and the Cape of Good Hope to coal, the purser has been specially directed to supply the emigrants at each place with fresh meat and vegetables.

The condensor was reported by the Board of Trade Surveyor to be efficient, and the ship is supplied with sufficient water in tanks for the longest period of the voyage—namely, from the Cape of Good Hope to Otago.

The boats, eight in number, were all got out at Plymouth, and were in good working order; two of these are life boats, fitted with Hill and Clark's disengaging gear. The crew were told off to their respective boat and fire stations, and the attention of the captain and surgeon was called to your special instructions, respecting the exercise of both crew and passengers at fire-drill at least once a week.