

The work above deck included the overhaul of all running-gear aloft, including the shipping of a new forestay, new downalls and topping-lifts, reshipping the yards on foremast with new foot-ropes, and overhauling and oiling all blocks, and shipping new falls. Boat-davits and blocks were overhauled and new falls fitted complete, lifeboats and steam-launch repaired, equipped, and placed under davits. A new mizzenmast and spanker-boom was made and shipped into position with rigging complete, all new ratlines fastened to fore, main, and mizzenmast, and decks caulked. The work was carried out to schedule time, and after steam trials of two hours the vessel was taken over by the naval authorities.

S.S. "Tutanekai."—During the year this vessel was altered for mine-sweeping work. Minor alterations were carried out to the vessel at the after end, and the work of fitting the Acticon mine-sweeping equipment was superintended by the Engineer Surveyors of the Department to the satisfaction of the naval authorities.

8. *Additional Steamers and Auxiliary-powered Vessels surveyed for the First Time.*

There were fifty vessels surveyed during the year for the first time. None of them were of large tonnage.

9. *Survey of Sailing-vessels.*

There were fifty-eight sailing-vessels surveyed during the year. Particulars of the repairs and alterations made to some of them are as follows :—

Schooner "Alma."—At the annual survey of this vessel it was found necessary to reduce the working-pressure of the donkey boiler by 10 lb., owing to general deterioration.

Barque "Dartford."—This vessel was formerly a hulk, and has now been reinstated as a sailing-vessel, barque-rigged. About five dozen holes were bored in the hull-plating to ascertain the thicknesses. The fore-castle head was rebuilt. All framing on each side was renewed, and the joints were compensated with straps and reverse angles. Several hull-plates at the fore end were renewed, and new deck-beams were fitted and bracketed through the frames. New stringer plates and angles were fitted on each side, and a heavy plate was fitted across two beams in way of the capstan. The bulwarks were rebuilt. The poop bulkhead was shifted to its original position and rebuilt to suit. The hull-plating was extended to the new bulkhead. All hatch-coamings on the main deck in use when the vessel was a hulk were cut away, and twenty beams on the main and 'tween-decks replaced. Three hatchways are now fitted, the after hatch and forward hatch being 8 ft. by 9 ft., and the main hatch 16 ft. by 10 ft. A second-hand bowsprit was built into the bow. Test-holes were drilled in the mast-plating, and the tops of the fore and main masts were rebuilt. New pitch-pine decks were laid all fore and aft. New deck-houses, skylights, galley, pumps, boat-skids, davits, and ventilators have been erected. The ship was resparred and rerigged, and equiped with a full suite of new sails and a second suit of storm sails.

Barque "Gladbrook" (late hulk "County of Anglesey").—This vessel was fitted out as a full-rigged barque. Test-holes were bored in the hull-plating forward, aft, and amidships to ascertain thickness. A section of the cutwater stern has been rebuilt, and a new forward stern-bar fitted. The hull and deck plating were built up to suit. The poop bulkhead was shifted 10 ft. farther forward to its original position, and all plating, tie-plating, stiffening-angles, &c., renewed to suit. All the girder beams on each side of the main deck in use when the vessel was a hulk were cut away, and twenty-five beams in the main and 'tween decks were replaced. New tie-plates were fitted across the beams, and sections of the decks plated over. Six deck-beams were made and fitted in the lower hold to carry a new deck in the after end. Three hatchways were fitted. The fore and main masts were removed and replaced in their original position. With new tables and tops the mast steps and plating were rebuilt to keelson. The mizzen-mast was also repaired. The decks, bowsprit, topmasts, and upper spars, yards, and rigging were all renewed. All crew accommodation was reconstructed. The vessel is equipped with two suits of sails.

Schooner "Haere."—This vessel has received a very thorough overhaul. The centre-boards have been practically renewed with all mountings complete. New struts have been fitted under the deck-beams, and the flooring of the hold renewed. The rotten parts of the keel were cut out and the step for the mast renewed. A new fore-hatch coaming was fitted, and repairs made to chain plates, rails, rudder, and winch. The topsides and decks were caulked all over, and the bottom has been refastened and caulked, and all sheathing renewed. The main lower mast, cargo-derrick, and fittings have been renewed.

Schooner "Northern Chief."—This vessel was a hulk, and has been repaired and fitted out as a three-masted schooner. The following parts of the vessel were renewed: Eight deck-beams; eleven stanchions under beams; part of the decks; coamings and hatches; bulwarks and rail; cathead; fore-castle-deck; part of the lining in the hold; 38 ft. of 14 in. by 8 in. ironbark keelson; two sister keelsons, 18 in. by 6 in. by 65 ft.; twelve top timbers; six knees; false-keel belting; totara sheathing; and all cabins. Repairs were made to all iron hanging-knees and the steering-wheel blocks and wheel. The hulk was caulked and refastened all over. The new equipment was fitted on board, including rigging, sails, running-gear, and boats.

Schooner "The Portland."—A new bottom was fitted on the shell of the donkey boiler, and a new compensating-ring on one of the sludgeholes, the other compensating-rings being re-riveted. The boiler was afterwards tested to 150 lb. per square inch by hydraulic pressure. A new centre-board was fitted, and the lifting-gear overhauled.

10. *Issue of Explosives Permits.*

During the year there were eighty-four permits issued at the Port of Wellington for the carriage of explosives on ships.