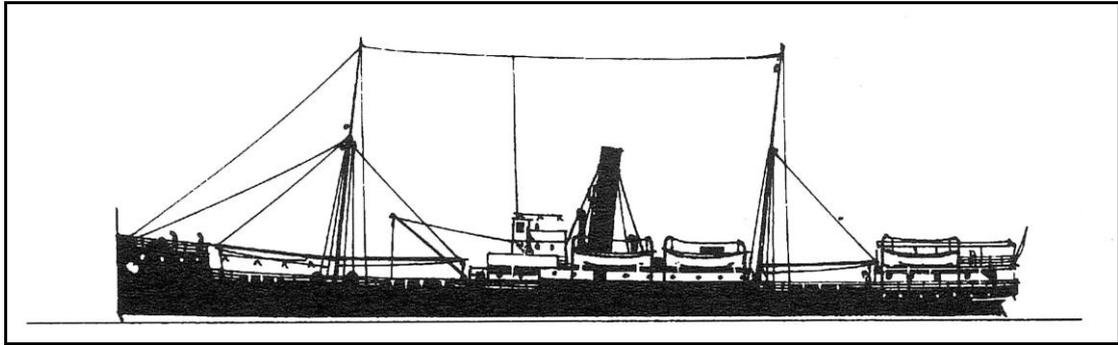


## KWEIYANG 1890.



### **Auckland Star 2<sup>nd</sup> October 1890. THE S.S. KWEIYANG, A NEW STEAMER, ARRIVAL FROM CHINA**

*The s.s. Kweiyang, which arrived in port last night from China with the now season's teas etc., is a "fair representative of the thirty steamers composing the China Navigation Company's line fleet. Though not very large or fast, she is a finely built and well fitted up boat, and her general appointments are in the best and most modern style She has no accommodation for saloon passengers, but can put up about sixty Chinese passengers below. She has brought down from Foochow and Hongkong about 2000 tons of general Chinese cargo for the chief ports in the colony, 800 tons or so of which will be landed here. The principal lines in her freighting are tea (21,000 odd packages), some rice, sugar and sundries.. She is a splendid cargo carrier, as she is capable of carrying no less than 2,400 tons deadweight on a mean draught of 16 feet. She is built entirely of steel, twin-screw engined, and has a net registered tonnage of 1062, with a gross tonnage of 1,714. She is smartly rigged as a topsail schooner, and is capable of attaining a speed of ten knots per hour on the small consumption of 20 tons of coal per diem. This trip of hers is her maiden voyage to the colonies. She was launched in Scotland only in the beginning of this year for the China Navigation Company. Captain E. W. Outerbridge, who is well known in Auckland, having been down here last year with the s.s. Hangchow, from China; is in command, and has with him as officers:-Chief,, Mr C. Derby; second, Mr J. Carnaghan third, Mr Ed Fuller; fourth, Mr Andrew Stott; chief engineer, Mr Chris. Tilburn, second, Mr J. Fergusson; third, Mr J. Gibson; fourth, Mr A. Grant. Captain Outerbridge states that after loading some 800 tons tea, etc. at Foochow, the Kweiyang steamed back to Hongkong and filled up there, sailing for New Zealand on the 22nd of August. She had a fine passage through the China Sea and Torres Straits, and, in fact, right down to Australia had beautiful weather. She called at Thursday Island for orders, and then went into Brisbane on the 12th September, stayed there three days, and arrived at Sydney on the 17th ult. Here she lay eight days, landed some cargo, and left for Auckland on the 26th, having a smooth passage across. She had an exceptionally favourable trip altogether. On arrival in the harbour here last evening at about 8 o'clock in charge of Pilot Sainty, she was boarded by Dr. T. H. Lewis, Health Officer, who mustered and inspected her passengers and crew, finding them all in good health. Today the steamer was discharging her Auckland cargo at the Queen-street Wharf. She leaves here on Saturday morning for the South, calling at Wellington, Lyttelton, and Dunedin. She takes from here some 70 tons of fungus and*

*some sundries for China. She coals at Westport, and then goes right back to Hongkong.*

*Imports;- from'Foochow and Hongkong:—21,590 packages tea, 4820 bags rice, 1,654 bags sugar, 3,856 packages general Chinese merchandise.*

**Auckland Star. 2<sup>nd</sup> October.** *The "Imperial Dragon," the Chinese national flag, a brilliant yellow pennant with the figure of a dragon worked thereon, is not often seen in Auckland. The s.s. Kweiyang, from Hongkong, lying at the Queen-street Wharf to-day, was flying the flag during the day, and it excited some curiosity amongst the wharf idlers. Quite a number of Chinamen from the city and suburbs were down visiting their compatriots on the Kweiyang to-day, evidently gleaning the latest news from the Flowery Land." A number of local Chinese will probably take passage back by the Kweiyang to China on her departure on Friday. The steamer has a considerable quantity of cigars on board, and last night the Customs officials kept strict watch, in order to detect any possible attempts at smuggling. The Chinese do not appear to be particularly in love with New South Wales, or the treatment their countrymen receive there. The restrictive poll-tax of £100 at Sydney is virtually prohibitive of Chinese immigration.*

*The Chinese Steam Navigation Company's steamer Kweiyang is being exclusively unloaded by union labour. As the Chinese crew, it is said, get 8dol a month and find themselves, non union labour is puzzled at the unionists getting, on so well with John.*

**4<sup>th</sup> October.** *Kweiyang sailed for Wellington.*

**7<sup>th</sup> October.** *Kweiyang arrived Wellington.*

**11<sup>th</sup> October.** *Kweiyang sailed for Lyttelton.*

**12<sup>th</sup> October.** *Kweiyang arrived Lyttelton. 4am.*

**17<sup>th</sup> October.** *Kweiyang sailed 6am. for Dunedin.*

**Otago Daily Times. 20<sup>th</sup> October.** *The latest addition to the fleet of the China Steam Navigation Company arrived here on Saturday in the shape of the s.s. Kweiyang. She certainly is in all respects a very suitable vessel for the trade in which she is engaged, is very shapely in appearance, and will carry fully 2000 tons of deadweight cargo on a mean draught of some 16ft. She is built of mild steel and schooner-rigged, and was launched in the early part of this year from the yards of the London and Glasgow Engineering and Iron Ship Building Company. Limited, of Govan, N.B. Her gross register is 1714 tons, her dimensions being as follows: length 255 ft, breadth of beam 36ft. and depth of hold 21ft5in. Her engines are handsome, being on the triple expansion principle, the diameters of the cylinders being respectively 14, 23, and 37 inches, while the length of stroke is 30in. She steams well, and makes a general record of 11 knots an hour on the very small consumption of 20 tons of coal per day. Like all the company's ships, she has excellent passenger accommodation, situated on the bridge deck; this is neatly and tastefully fitted up, the state rooms are roomy and exceedingly well ventilated indeed. The Kweiyang is in every respect a most suitable boat for the trade for which she was designed. She is commanded by Captain A. W. Outerbridge, a gentleman favourably known here when in command of the company's steamer, Hangchow. Captain Outerbridge brings with him the following officers: Chief, Mr C Derby; second. Mr J Carnaghan; third, Mr IS Fuller; fourth, Mr A Stott. The engine rooms are in charge of Mr O Tilburn, who has associated with him Messrs Ferguson, Gibson, and Grant: and we may say this department is in perfect*

*order, vieing with that state of perfection which is maintained on the upper deck. The Kweiyang, which is consigned to Messrs Neill and Co. (Limited), of this city, brings about 400 tons of the new season's teas and other Chinese produce, and after discharging cargo goes to Westport, where she coals, and returns to Hongkong. She took in her maiden cargo of some 830 tons of tea, for Australia and New Zealand, at Foochow, and thence proceeded to Hongkong. After filling up with rice, sugar, and Chinese sundries, she left that island on August 22, had a fine weather passage, and proceeded to Australia, via Torres Straits, reaching her first port of call (Brisbane) on September 12, landed cargo and left again three days later; had fair weather, and arrived at Sydney on September 17. Here she met with some delay owing to the labour difficulties, and was compelled to discharge her cargo by her own crew. This detained her at Port Jackson for some eight days, and it was not until September 23 that she cleared Sydney heads and proceeded to New Zealand. Her passage across was marked by exceedingly fine weather, and she reached Auckland on October 1, landed cargo and left again on the 4th inst., had moderate weather, and arrived at Wellington on the 7th s left again four days later, and reached Lyttleton at 4 a.m. on the 12th, After landing her cargo for that port, she left again at 6a.m. on the 17th, had northerly and N.E, winds, veering to N.N.W., with thick hazy weather and heavy seas; entered Otago heads at 6 a.m. on Saturday, and reached Victoria wharf at 8 a.m.*

**Otago Witness. 23<sup>rd</sup> October.** *There were several steamers discharging and loading cargo at the Dunedin wharves on Monday, the operations in each case being carried on quietly. At the Victoria wharf the Union Company's steamer Hauroto had her loading completed early, and in the course of the afternoon she took her departure for Sydney, via Cook's Strait. Beside her lay the Kweiyang, which was discharging tea from the fore hatch and loading with old zinc at the after hatch, non-union labour being employed at this vessel as well as at the other.*

**Otago Daily Times. 5<sup>th</sup> November.** *The China Steam Navigation Company's fine steamer Kweiyang left Dunedin yesterday forenoon for Hongkong, taking 27 passengers (22 Chinese, steerage and Mrs Ah Hee and 5 children, cabin) and 200 tons of cargo from this port, in addition to that she had taken in along the coast. The Kweilin also took 1000 tons of bunker coal from Dunedin.*

*It had been intended that this steamer should have called at Westport, but owing to the recent unfortunate strike she was prevented doing so, and took in her outward supply at Dunedin, which necessarily detained her for several days.*

**7 th November.** Kweiyang arrived Wellington.

**7<sup>th</sup> November.** Kweiyang sails for Hong Kong after taking on 60 passengers.