

THE GOLDEN CROWN.

A trial trip was made yesterday by the Golden Crown, a paddle steamer, lately imported from New Zealand by the Sorrento and Queenscliff Steam Navigation Company. The vessel, which has recently undergone re-decoration, started from the Falls-bridge at twenty-five minutes past two p.m., under the command of Captain Liley, sen., Mr. Wilson, Government Engineer, being on board for the purpose of inspecting the engines and machinery. Owing to the great length of the vessel and the obstructions in the river, some difficulty was experienced in turning her, but when she got fairly under steam she went down stream and answered her helm most obediently. The dimensions of the vessel are:—208 tons register, 180 feet keel, 210 feet over all, 22 feet beam, paddles 23 feet diameter. The vessel was built in Auckland, in 1870, of native woods, by Messrs. Duffy and Ross, for the Thames trade. The engines were made by Messrs. Thomson and Co., of Glasgow. They are 140 horse-power nominal, and are capable of being worked up to 400 horse-power. The two oscillating cylinders are 45½ inches in diameter, and when under 33 lb. of steam drive the boat at the rate of fourteen knots per hour. The directors and a number of other gentlemen were on board by invitation. The steamer passed the lightship at twenty-two minutes past three, and went several miles down the Bay. Perhaps the best test of the steamer's powers was afforded when the vessel was down the Bay. She fell in with the Derwent, outward bound, and challenged her. Both vessels fired up and got on a full head of steam. The Golden Crown slowed her engines, so as to drop to the stern of the Derwent, but as she lost

the Derwent, which was steaming over twelve knots, and crossed her bows, put her helm hard up, and returned homeward. The Government engineer certifies to the vessel doing fourteen knots. During the trip lunch was provided. Mr. Phipps, one of the directors, presided, and proposed the health of Mr. J. Mason, one of the largest shareholders. Mr. Marsh responded. The health of Mr. Liley was drunk, and in responding he wished success to the Golden Crown. The vessel returned to the Sandridge Railway wharf at half-past six p.m.