

No. 17.—RETURN of VESSELS SURVEYED for SEAWORTHINESS—*continued.*

Date of Survey.	Name of Vessel.	Where surveyed.	Nature of Casualty, &c.
1908. Aug. 31 ..	S.s. Navua ..	Auckland ..	On the voyage from Rarotonga to Raiatia, and whilst getting under weigh at Raiatia at 5.10 a.m. of 12th August, this vessel appeared to touch some submerged object, presumably a mushroom coral reef, resulting in a slight leak in No. 5 ballast-tank. Again, on a continuation of the same voyage from Aitutaki to Mauki at 12.28 p.m. on the 19th August, the vessel glided on a reef and remained fast until 1.20 p.m., when she floated off. A slight leak was found in No. 1 ballast-tank. The ballast-tanks were examined in Auckland by a Surveyor, and after survey this vessel was allowed to proceed to Port Chalmers for docking and repairs. The damage was to the plating at keel, to the strakes of plating on either side of keel, and to the floor-plates and frames in areas affected, and the riveting. On port side fifteen plates were set up, some of them so badly that they had to be removed and straightened; on the starboard side eleven plates were affected. A great many frames and floor-plates were straightened, and a great deal of riveting-work done. The strakes of plates affected were K, A, B, C,—K being the garboard strake. The tanks were recemented and tested after completion of repairs. The damage was mostly confined to tank-spaces. The whole of the extensive repairs was carried out to the satisfaction of the Department's Surveyor at Dunedin.
Sept. 22 ..	,,	Port Chalmers ..	
Sept. 26 ..	,, Kapiti ..	Lyttelton ..	On the 18th September, on a voyage from Wellington to Patea, this vessel grounded on the Patea Bar through there being insufficient depth of water. She floated off on the 20th September. The vessel was docked at Lyttelton and surveyed, when it was found that, with the exception of a few loose rivets, the vessel had received no damage. A new propeller-blade was fitted.
Sept. 21, 29	,, Ngapuhi ..	Auckland ..	On a voyage from Whangarei to Auckland, on the 19th September, the combustion-chamber of the main boiler of this vessel began to leak very badly. A survey was made at Auckland, when it was found that a defect had developed at the back landing of the starboard furnace. The defective portion was cut out.
Aug. 17; Oct. 1	,, Petone ..	Lyttelton ..	This vessel was on a voyage from Lyttelton to Greymouth on the 16th August. When about forty miles from Lyttelton the crank-shaft broke in the after bearing, and considerable damage was also done to the engine-bedplate. The vessel was returning to Lyttelton under sail when she was picked up and towed into port. A new bedplate and a new crank-shaft were fitted.
Sept. 29 ..	,, Mana ..	Wellington ..	On the voyage from Wellington to Patea, on the 24th September, as this vessel was crossing the bar at Patea she touched ground just outside the Western Spit wall. She then went ahead a little, and drifted between the Western Spit wall and the wooden wall. When 50 tons of cargo had been discharged, an attempt was made to get the vessel off at 1 p.m. on the same day, which proved successful. She proceeded to the wharf at Patea. It was found on survey that she was leaking slightly. Temporary repairs were effected at Patea to enable the vessel to proceed to Wellington to go on the Patent Slip. Several defective hull-plates were cut out, frames straightened, and new plates fitted. Repairs to propeller were also effected, and several rivets throughout the hull renewed.
Oct. 12 ..	,, Oswestry Grange	Port Chalmers ..	Some time during the voyage of this vessel from Liverpool to New Zealand the crown of the centre furnace in the forward starboard boiler partially collapsed. The furnace was set up by pressure in Port Chalmers to the satisfaction of the Surveyor.
Oct. 28 ..	,, Takapuna ..	Wellington ..	Whilst berthing at New Plymouth on the 24th October, on a trip from Onehunga, the vessel collided with the wharf. The hull-plating was severely dented above the main deck and in a line with the fore-castle ports. The fourth and sixth frames from the bow were buckled, and the fifth frame broken. The frames were cut out from the main deck up and renewed. The damaged hull-plating was removed and straightened. No damage was done to the vessel below the water-line.
Oct. 8; Nov. 10	,, Petone ..	Wellington ..	At 1.45 a.m. on the 7th October this vessel was on a voyage from Wellington to Greymouth. When eighteen miles north of Cape Foulwind the low-pressure-crank pin bolts broke, causing considerable damage to the main engines. The low-pressure cylinder was cracked round the bottom flange for a length of 4 ft. The piston and junk-ring were broken, and the piston-rod bent. The circulating discharge-pipe was broken off at the neck of the flange. The condenser was cracked on front side at the after end for a length of 2 ft. The vessel reached Wellington under easy steam, where all defects were made good to the satisfaction of the Surveyor.