

No. 19.—RETURN OF VESSELS SURVEYED FOR SEAWORTHINESS, ETC.—*continued.*

Date of Survey.	Name of Vessel.	Where surveyed.	Nature of Casualty, &c.
1913. Jan. 15, 17..	Triton (barque) ..	Dunedin ..	On the 21st October, 1912, this vessel bumped on the South-east Spit, Malden Island, through the buoy-rope carrying away. The vessel came off the same day unassisted. On arrival at Port Chalmers the vessel was docked, when the following repairs were found necessary: Sixty-eight rivets were renewed in the keel and rudder-post, a new bottom pintle was made for rudder, the centre pintle was re-riveted, and the bearings for the steering-gear screw were renewed.
Jan. 15, 16, 18	S.s. Wootton ..	Lyttelton ..	When this vessel was off Godley Head on the 14th January, 1913, between Kaiapoi and Lyttelton, the boiler commenced to leak. On examination it was found that the crown of combustion-chamber had bulged $\frac{5}{16}$ in. between the girders, causing the stays to leak. On arrival at Lyttelton repairs were made by rejoining the nuts on all combustion-chamber stays. The boiler was tested to 160 lb. hydraulic pressure after repairs were completed.
Jan. 24 ..	S.s. Opawa ..	Wellington ..	This vessel was on a trip from Blenheim to Wellington on the 12th January, 1913, when, owing to shortness of water in the main boiler, the combustion-chamber crown came down $\frac{1}{2}$ in. in four spaces between the girders. On arrival at Wellington the bulged portion of the crown was put back in position, six new stays were fitted in girders, the two top rows of tubes were expanded and the landings were caulked.
Jan. 23, 26..	S.s. Turakina ..	Wellington ..	When the steam was turned on to the main engines of this vessel on the 23rd January, 1913, at the wharf, Wellington, the main stop-valve chest was found to be fractured. A new stop-valve chest was made, tested by hydraulic pressure to double the steam-pressure, and afterwards fitted in position.
Jan. 27 ..	S.s. Manaroa ..	Wellington ..	On the 26th January, 1913, while this vessel was lying at Wellington wharf, a fire broke out in the coal-bunker on the port side. After the fire was extinguished an examination was made and the damage was found to be very slight. A little of the sheathing on the bulkhead had to be renewed.
Jan. 29 ..	S.s. Mullogh ..	Lyttelton ..	When lying alongside the Gladstone Pier, Lyttelton, on the 21st January, 1913, the vessel commenced to leak. Twelve rivets were renewed in the hull on port side, and the slack bolts in the belting were rejoined.
Feb. 4, 6 ..	S.s. Turakina ..	Wellington ..	During the voyage of this vessel from London to New Zealand a heavy head sea was met with, and the port anchor, not having been hauled tight in the hawse-pipe, worked about during the heavy weather. The hawse-pipe, which was getting thin with wear, was cracked by the movement of the anchor. The old hawse-pipe was cut out, and a new one weighing 3 tons 8 cwt. was made and fitted.
Feb. 10 ..	S.s. Karamu ..	Greymouth ..	This vessel was arriving at Greymouth from Gisborne on the 9th February, 1913, when she went ashore, the steering-wheel having been put over the wrong way. The forepeak tank and No. 1 ballast-tank were pumped out, and on the engines being put astern she came off after being aground forty-five minutes. On examination three dents were found in the bottom plating and the cement was broken in nine spaces.
Feb. 22 ..	S.s. Morayshire ..	Wellington ..	On the 21st February, 1913, when this vessel was lying at the wharf at Wellington, a crack was discovered in the main steam-pipe at one of the flanges. A new piece 9 in. long and a new flange were fitted to the pipe, and it was afterwards tested by hydraulic pressure to double the working-pressure before being placed on board.
Feb. 26 ..	S.s. Waverley ..	Nelson.. ..	This vessel was steaming between Wellington and Nelson, on the 26th February, 1913, when she took the ground at the French Pass. She remained aground for five hours, and floated off as the tide rose. On arrival at Nelson an examination was made, but no damage was found.
Feb. 26; Mar. 4	S.s. Matatua ..	Timaru ..	On the 25th February, 1913, when at the Timaru Wharf, a fire broke out in the lower 'tween-decks of No. 5 hold of this vessel. After the fire was extinguished an examination was made and it was then found that several deck-plates were buckled, the sparring burnt, and the insulation damaged by water. The sparring on the starboard side of the 'tween-decks was renewed.
Mar. 1, 4 ..	S.s. Koonya ..	Wellington ..	On the 28th February, 1913, this vessel was being moved in Wellington Harbour from No. 16 wharf to the Railway Wharf. On nearing the Railway Wharf the vessel took a shear and collided with the wharf. The impact stove in the shear-strake plating on the port bow for a length of 8 ft. and broke three frames. The damaged plate and frames were cut out, a new plate 10 ft. by 4 ft. by $\frac{1}{2}$ in. was fitted, and three new frames and two new reverse bars were fitted.