

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

Date of Survey.	Name of Vessel.	Where surveyed.	Nature of Casualty, &c.
1907. Jan. 30 ..	S.s. Kaituna ..	Wellington ..	On a voyage from Westport to Wellington this vessel, by striking some submerged object, lost two of her propeller-blades. On arrival at Wellington the vessel was surveyed, and a spare propeller fitted.
Feb. 13 ..	Greyhound (auxiliary vessel)	Auckland ..	On the 5th February a fire was discovered in the afterhold of this vessel, which consisted of flax and tow, on a voyage from Awanui to Auckland. The fire was extinguished by running the vessel into shallow water and scuttling her. After the water was pumped out a survey was made. The damage to the vessel was found to consist of two deck-beams and light woodwork between the afterhold and engine-room being slightly burnt. The damaged portions were repaired.
Feb. 15 ..	S.s. Queen Amelio ..	Wellington ..	While lying at Taranaki Street Wharf, Wellington, a fire occurred in this vessel's cross-bunker. After being extinguished, and the coal removed, a survey was made, when it was found that three of the floor-plates between the tank-margin plate and the ship's side were buckled, and the bilge suction-pipe fractured. Temporary repairs were effected in Wellington to permit vessel to proceed to Lyttelton, where permanent repairs were effected and vessel made seaworthy.
Feb. 21 Surrey ..	Auckland ..	This vessel is fitted with three single main boilers, of the Scotch marine type, having three furnaces of the Purves-pattern furnaces in each boiler, carrying a pressure of 160 lbs. per square inch, and using Howden's forced draught. There is also an auxiliary boiler of the same description, but smaller, and with natural draught only. The defects in the furnaces were first noticed on the 26th December, 1906. The vessel was then on a voyage from Liverpool to New Zealand. The port furnace in the starboard boiler first began to leak badly. The boiler was shut off, and the fires drawn, and the boiler blown down. An examination revealed several cracks in and at each side of the grooves, about the middle of the furnace, varying in length from 3 in. to 7 in., running circumferentially from on a line with the fire-bars towards the top of the furnace. The furnace also at this place was distorted and flattened, being about 1½ in. out of the true circle. Temporary repairs were effected at sea by chain-patching the worst cracks and putting in a girder with supporting bolts above the distorted places. This boiler was then used for the remainder of the voyage, forty days steaming at a pressure of 150 lb. per square inch, without giving further trouble. On the vessel's arrival in Auckland on the 21st February a survey was made of the rest of the furnaces of the other boilers. The remaining eight were found to be much in the same state as the one repaired at sea. The port boiler was the worst. Some of the cracks were ¾ in. open, and fully 8 in. in length on the fire side. Repairs were effected to the starboard and middle boilers in Auckland, and the steam-pressure reduced to 140 lb., these two boilers, connected with the auxiliary boiler, being sufficient to propel the vessel at a speed of about eight knots per hour. On the vessel's arrival in Wellington another survey was made on the 25th February, when the boiler-pressure was further reduced to 125 lb. pressure. On vessel's arrival at Port Chalmers instructions were given to the owners to renew the furnaces.
Mar. Victoria ..	Wellington ..	One length of this vessel's auxiliary main steam-pipe was cracked at the flange. The pipe was repaired, and tested to 400 lb. hydraulic pressure before being placed on board the ship.