

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

| Date of Survey. | Name of Vessel. | Where surveyed. | Nature of Casualty, &c. |
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| 1911. June 28 .. | S.s. Turakina .. | Wellington .. | On the 25th June, 1911, whilst berthed at the Glasgow Wharf, Wellington, a slight crack was discovered in the main steam-pipe. The pipe was taken ashore, the defective portion was cut out, and a new piece 20 in. long was fitted and brazed in. The pipe after repairs was tested to 400 lb. hydraulic pressure before being placed in position again. |
| July 5, 7 .. | S.s. Kaipara .. | Auckland .. | This vessel arrived at Auckland on the 1st July, 1911, from Brisbane, and when berthing against the set of the tide she fouled the corner of the wharf. On examination it was found that two of the frames were slightly set in, one plate dented, and a number of rivets loosened. Forty-six rivets were renewed. |
| July 5, 6, 11, 12, and 18 | S.s. Feliciana .. | Wellington .. | On the 30th March, 1911, on a voyage from Cardiff to Talcahuana, the stern-gland was broken and the liner on the stern-shaft cracked circumferentially. This was caused through overheating. Temporary repairs were effected, and on arrival at Talcahuana a band was forged and put round the gland to bind it together. On the return voyage to Newcastle, New South Wales, the vessel met bad weather and put into Wellington for coal and repairs. The condenser had commenced to leak on the 30th June, and on arrival it was tested and the tube-plate joints found to be leaking; these were rejoined, and the condenser repacked. The vessel's stern was tipped, the spare propeller and shaft fitted, and a new stern-gland made and fitted. |
| July 4, 7, 10, 13, 14, 19, 26, and 29 | S.s. Tongariro .. | Wellington, Dun- edin, and Lyttel- ton | This vessel was on a voyage from London to Wellington on the 19th June, 1911, about 10 p.m., when the crown of the combustion-chamber in the port-wing of the forward port boiler came down between 4 in. and 5 in., and the plate was torn away from the girder-stays. This boiler was disabled, but the vessel continued the voyage with the remaining boilers. On arrival in Wellington an examination was made, and it was found necessary to cut out and renew the defective crown. This was done, and all the girder-stays were renewed. The buckled plates at the back and sides of the combustion-chamber were straightened, the two top rows of tubes and two rows of screwed water-space stays round the combustion-chamber were renewed. The landings were rivetted and caulked where necessary. |
| July 31; Aug. 2, 3; Nov. 8, 15; Dec. 1 | S.s. Hauroto .. | Napier and Dun- edin | On the 28th July, 1911, this vessel was steaming up to the wharf at Napier when she struck the end of it and fractured her stem, doing damage to seven of her frames and to four hull-plates. The broken portion of the stem was straightened and fitted with butt-straps on each side—9 ft. long by 10 in. by $\frac{7}{8}$ in.—and all the damaged plates were cut out and renewed. The broken portions of the frames were cut and replaced with Z bars. A gusset-plate was fitted on the inside behind the fractured stem to strengthen it. In addition to the above work carried out in Napier the following repairs were made in Port Chalmers. Twenty feet of the stem was renewed 10½ in. by 3 in. One frame on the starboard side and six on the port side were renewed 9 ft. long by 5 in. by 3 in. by $\frac{3}{8}$ in. Several reverse bars and gusset-plates were fitted, and the following hull-plates renewed: On the port side a shear strake-plate 8 ft. by 4 ft. 6 in. by $\frac{7}{8}$ in.; M strake, a plate 14 ft. by 3 ft. 6 in. by $\frac{7}{8}$ in.; L strake, a plate 10 ft. by 3 ft. by $\frac{7}{8}$ in.; and on the starboard side, M strake, one plate 5 ft. by 3 ft. 6 in. by $\frac{7}{8}$ in.; L strake, one plate 6 ft. by 3 ft. by $\frac{7}{8}$ in. |
| Aug. 2 .. | O.e.v. Vesper .. | Auckland .. | During the trip from Auckland to Whangarei on 1st August, 1911, and when in Rangitoto Channel, the "Vesper" collided with the s.s. "Oceano." The jib-boom, bobstay, &c., were carried away. The vessel returned to Auckland and had a new jib-boom and all the necessary gear fitted. |
| Aug. 2 .. | S.s. Oceano .. | Auckland .. | This vessel was proceeding up Rangitoto Channel on the 1st August, 1911, during the voyage from San Francisco to Auckland, when she collided with the o.e.v. "Vesper." On arrival in Auckland an examination was made, when she was found to have sustained no material damage. |
| Aug. 13 .. | O.e.v. Orete .. | Auckland .. | On the 9th August, 1911, when three miles north of Kennedy Bay, on a voyage from Gisborne to Auckland, the Orete's propeller struck some unseen object, breaking the tail-shaft and losing her propeller. The vessel proceeded under sail, and on arrival in Auckland a new propeller and shaft were fitted. |
| Aug. 23 .. | S.s. Hyndford .. | Wellington .. | During the voyage of this vessel from Auckland to Wellington on the 19th August, 1911, a crack was detected in the bend of the main steam-pipe. On arrival in Wellington the pipe was taken ashore for repairs. About 5 ft. of the pipe was renewed and one new flange fitted. The pipe was then tested to 360 lb. hydraulic pressure. |