

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

Date of Survey.	Name of Vessel.	Where surveyed.	Nature of Casualty, &c.
1907.			
Oct. 18 ..	S.s. Wanaka	Dunedin	In the after-length of the crank-shaft of the engines of this vessel, a reed which had shown for some years had begun to extend. A new after-length of the crank-shaft was fitted, to replace the defective one.
Oct. 23 ..	„ Ruapehu	Wellington	A defect had shown at the neck of the flange of the main steam-pipe of the refrigerating-engines of this vessel. The flange was removed, and a new one fitted. The pipe was then tested by hydraulic pressure to double the working-pressure, before being put on board.
Oct. 23, 24..	Hawk (scow)	Helensville	On the 11th October whilst this scow was on a voyage from Onehunga to Hokianga she began to leak badly, and was beached on Shelly Beach, Kaipara Harbour, to prevent her from sinking, until she could be placed on the Patent Slip at Helensville. Presumably while pile-driving on the Manukau Bar or while lying on the ground when loading, the garboard planks were sprung from the keel for about 4 ft. on each side, starting about 5 ft. from the forefoot running aft. The opening was about $\frac{1}{2}$ in. wide. The worm-eaten part of the keel was cut out, and new pieces fitted in and bolted through the keel. One extra fastening was put into the garboard planks, and the sprung seams were recaulked.
Sept. 2, 17, 27; Oct. 9, 11, 19, 24, 25	S.s. Bucentaur	Auckland	Whilst entering Suva Harbour, at 9.30 p.m. on the 6th August, after a voyage from Vancouver, the forward part of this vessel stranded on East Reef, where she remained until floated off at 8.30 the next morning. The accident was caused through the helm being put the wrong way. For about 28 ft. the plating of strakes A, B, C, and D, on the starboard bow, were very badly knocked about. There was a large hole in B strake, immediately under the collision bulkhead, and another hole under the bulkhead of the chain-locker. The rivets in the landing of B and C strakes were sheared for a distance of 24 ft. on the port bow; one plate in each of strakes A, B, C, and D was badly dented. These four plates were taken out and straightened, and ten frames set up, and the plates put back again. Four plates were renewed on the starboard side, one in A strake 15 ft. long, one in B strake 19 ft. long, and two plates in C strake 12 ft. and 14 ft. long. Four plates were taken out and straightened; twelve frames and reverse angles for same cut at various distances and straightened, and fitted together with 24 in. butt-angles. Two reverse angles, 4 ft. by 6 ft. of plating of collision bulkhead, and frame of same on ship's side, and chain-locker bulkhead plate 5 ft. by 6 ft. were all renewed. Four floors were also renewed, and reverse angles straightened and refitted, and eight rivets around propeller-aperture were taken out and renewed. Numbers one, three, and four pintles of rudder were rebushed. Five water-space stays in the starboard combustion-chamber of the starboard boiler were drilled out and new stays fitted. Six new water-space stays were also fitted in the port boiler. The bilge pipes and strums in the forehold were repaired. Three stanchions, extending from the main keelson to the main deck, were straightened. The steering engine and gear and steam-windlass were overhauled. The compasses were adjusted on the 24th October. Temporary repairs were effected to this vessel at Suva sufficient to enable her to come to Auckland for docking, where the above extensive repairs were done.
Oct. 29 ..	„ Toroa	Lyttelton	On the arrival of this vessel on the 21st October, at Wellington from Timaru, a flaw was discovered in the tunnel-shaft 14 in. long in line of shaft. The shaft was strengthened by putting a Thompson coupling 19 in. long over the flaw.