

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

Date of Survey.	Name of Vessel.	Where surveyed.	Nature of Casualty, &c.
1907. Oct. 31 ..	S.s. Bucentaur ..	Auckland ..	This vessel was redocked, when four rivets were found, on removing the cement, to be leaking. After these were tightened up the vessel undocked and sailed for Melbourne.
Oct. 14, 21; Nov. 4	Endeavour (auxiliary schooner)	Auckland ..	Whilst lying at the wharf, Auckland Harbour, this auxiliary schooner took fire on two occasions—on Sunday, the 13th October, and on the following Sunday, the 20th October. The first fire took place in the engineer's berth, the second in the captain's. The hull of the vessel fortunately escaped the fire, but the engine-room, mess-room, and the engineer's berth were gutted the first time. The repairs to the damaged parts were just about completed when the second fire occurred, burning the new work, and gutting out the engine-room and captain's room, hatch, skylight, and roof of deckhouse. The verdict at the inquiry as to the cause of the fire was "that the 'Endeavour' was wilfully set fire to with a tin of benzine by some person unknown." All the above damage was efficiently repaired.
Oct. 31; Nov. 4, 6, 7, 11	S.s. Kapiti ..	Lyttelton ..	On the 13th October, whilst on a voyage from Wellington to Patea, this vessel went aground on the Patea Bar and breakwater. She came off on the 15th October, and grounded again the same day on the other side of the bar and floated off on the 16th. The stern-post, which was broken, was welded in two places, and the rudder-post and stock in one place, by the Thermit process. Two new after keel-plates were put in, and two hundred rivets renewed in the hull and floor-plates. One of the deck-beams was strengthened with a reverse bar. Some stanchions were straightened and riveted to beams. This vessel was towed to Port Lyttelton from Patea to have the above repairs executed.
Oct. 16, 19; Nov. 4, 12	„ Turakina..	Wellington ..	On the voyage of this vessel from Auckland to London, at 4.45 p.m. on the 29th September, and when 557 miles E.S.E. of Chatham Islands, a fire was discovered in No. 1 hold amongst the cargo, which consisted of flax, wool, &c. All the ventilators were closed, and the Clayton fire-extinguisher started. At 5.55 p.m. the vessel was put about, and proceeded full speed for Wellington. All the boats were provisioned and got in readiness. The vessel arrived in Wellington on the 2nd October, and was berthed at the Queen's Wharf, where it was found necessary to flood the hold, before the fire was got under. After the hold was pumped out and the cargo discharged, an examination was made. The spar-deck on the starboard side forward was a good deal buckled and the frames twisted. The wooden deck and the crew's quarters were considerably damaged, and the upper deck and beams were also damaged, but to a less extent. Twelve plates were taken out of the spar-deck on the starboard side of No. 1 hatch, and were straightened and replaced, and the deck-beams were also straightened. One deck-beam in the upper deck which was cracked has been straightened by riveting a channel-iron to it. A new wooden deck has been laid over the damaged portion of the spar-deck. The crew's quarters have had part of the decking renewed and the remainder caulked. The damaged fittings were repaired and renewed, and the whole of the quarters painted.
Nov. 12, 18	„ Gael ..	Auckland ..	The main boiler of this vessel has been retubed, the old furnaces were drawn, and new Fox's corrugated furnaces fitted. The boiler was afterwards tested by hydraulic pressure to one and a half times the working-pressure.
Nov. 15, 20	„ Wairoa ..	Auckland ..	The hull of this vessel was caulked where required, and sheathed with 6 in. by $\frac{3}{4}$ in. totara. A new rudder-post was fitted up through to the main deck, and a new metal shoe under aperture.