

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

Date of Survey.	Name of Vessel.	Where surveyed.	Nature of Casualty, &c.
1908. Feb. 7, 8, 11	S.s. Waihi	Wellington	On the voyage from Blenheim to Wellington on the morning of the 7th February, the vessel got amongst rocks at Terawhiti, but was got off again when the tide receded. The vessel was placed on the slip in Wellington, when it was found that one bow-plate was considerably damaged. The port rolling-chock tee-iron started for about 4 ft. About two hundred rivets, which were found to be loose, were renewed throughout the hull. The rudder-frame was severely shaken; seventeen rudder-rivets were renewed. The bottom of rudder-socket was set up and reriveted. The four propeller-blades were taken off and straightened.
Feb. 12, 14	„ Therese Ward	Dunedin	On a voyage from the Bluff to Stewart Island, on the 5th February, the vessel struck an uncharted rock in Half-moon Bay. The engines being in motion, and the propeller coming in contact with the rock, all her propeller-blades were stripped off. The vessel was towed from Stewart Island to the Bluff, where necessary repairs were made, including the fitting of a new propeller.
Feb. 13, 17	„ Kapiti	Lyttelton	On a voyage from Wellington to Patea, this ship struck the bar at Patea while entering. Considerable damage was done to the vessel, which included the fracture of the rudder-post, and the thrusting upwards of the bottom of the aperture some 5 in. Temporary repairs were effected at Patea to enable the vessel to steam to Lyttelton. On arrival the vessel was placed in the dock, where the rudder-post was welded by the Thermit process. All other necessary repairs were done to make the vessel seaworthy.
Feb. 15, 19	„ Taieri	Lyttelton	The owners of this vessel asked for her certificate to be changed to foreign from home trade. Vessel was specially surveyed at Lyttelton to enable her to make a voyage from Grey-mouth to Hobart and Melbourne. New tanks were fitted to two of the boats, and these were provisioned as required for a foreign-going certificate. All provisions and other appliances were examined and found in good order.
Feb. 19 ..	„ Manapouri	Auckland	On the voyage from Auckland to Raratonga, Cook Group, and when abreast of Rangitoto on the 18th February, the bracket for the after end of the upper shaft carried away. The vessel returned to the Port of Auckland, where repairs were effected.
Mar. 2 ..	„ Maori	Wellington	On the voyage from Lyttelton to Wellington, on the evening of the 29th February, a crack developed in a flange of the main steam-pipe through a flaw in the material. A new flange was fitted to the pipe, and the pipe tested to 300 lb. per square inch hydraulic pressure before being placed on board.
Mar. 4, 18 ..	„ Arawa	Wellington and Lyttelton	On the 4th March, as the vessel "Te Anau" was leaving Wellington for Picton, she ran into the stern of the "Arawa" lying at the Queen's Wharf, Wellington. The stern of the "Arawa" on the port side was cut through about 3 ft. into the shelter-deck, and extending nearly down to the main deck. The damage to the vessel included damage to four plates, four beams, three frames, deck-rails, stanchions, and to two warping-bits. Temporary repairs to stanchions, and rails were fitted, and the hole covered over with battens and canvas to enable the vessel to proceed to Lyttelton for permanent repairs. These repairs consisted of three new deck-beams, 13 ft. long, 6 in. by 3½ in. by ½ in.; three frames cut, and new parts 9 ft. long, 6½ in. by 3½ in. by ½ in., fitted. These frames were butted with angle and butt straps at the back: one plate 14 ft. by 2 ft. 6 in. by ⅞ in., and 13 ft. covering-board 5 ft. by ⅞ in., and three shell-plates 8 ft. by 4 ft. by ⅞ in.; waterways angle iron, 5 in. by 5 in. by ½ in. by 18 ft., and one angle iron 3½ in. by 3 in. by ½ in. by 18 ft. long were fitted, and 20 ft. of rail and two mooring-bits on main deck were renewed.