

No. 17.—RETURN of VESSELS SURVEYED for SEAWORTHINESS, &c., from the 1st April, 1907, to the 31st March, 1908.

Date of Survey.	Name of Vessel.	Where surveyed.	Nature of Casualty, &c.
1907. April 2 ..	S.s. Tarawera ..	Wellington ..	Whilst on the voyage from Lyttelton to Wellington, on the 1st April, it was found that this steamer's steering-gear was not in good working-order, and on arrival at Wellington the rudder was inspected and the gear overhauled. It was found that the rudder-shank was twisted at the neck, preventing the rudder from going over sufficiently on the starboard side. The twisting was presumably due to the rudder having touched the wharf whilst the vessel was berthing at Lyttelton on the 29th March. There being no signs of fracture, the tiller was taken off and a new key-seat sunk to bring it in line again, after which the rudder was tested and the vessel found seaworthy. This repair was considered good enough as a temporary repair.
April 6 ..	„ Ayrshire ..	Port Chalmers ..	On a voyage from Dunedin to the Bluff, and whilst proceeding down the harbour at 3.37 p.m. on the 28th March, this vessel took the ground off Ravensbourne. She was floated off at 3.30 a.m. on the 29th March, and continued her voyage to the Bluff. On the vessel's return to Port Chalmers from the Bluff on the 6th April, she was surveyed, and found perfectly seaworthy.
April 9 ..	„ Koonya ..	Wellington ..	A flaw having been discovered in the top arm of the rudder, close to the shank, it was decided, after an inspection, to lift the rudder out for a further examination, when it was found that the rivets in a previous patch fitted on the middle arm were loose, and also several rivets in the lower arm. The loose rivets were taken out and renewed, and a T piece forged and riveted to the upper arm. This made the vessel seaworthy.
April 9 ..	„ Kini ..	Wellington ..	On the 28th February, at Westport, in No. 3 length of tunnel-shafting, a flaw was discovered about 5 in. long, running longitudinally; it was marked, but when inspected later at Wellington, on the 9th April, the flaw showed no signs of extension. On the 5th April, at Westport, in No. 2 length of tunnel-shafting, a flaw was discovered about 8 in. long, and running at a slight angle. It was marked, and when inspected again at Wellington, on the 9th April, it was found to have extended 1½ in. A strong sleeve was made and fitted to shaft over the defect.
April 11, 13, 17	„ Ngatiawa ..	Auckland ..	On the 15th March this vessel drifted on to the rocks in Tairua Harbour, and received damage to her hull. On arrival in Auckland the vessel was docked for survey, when the following repairs were effected: 14 ft. of the keel and plate were taken out, and 9 ft. of same straightened and fitted in place again; the remaining 5 ft. was renewed in No. 1 strake alongside of keel-plate. Another plate 4 ft. by 3 ft. was cut out and a new one fitted. The rudder and stock were also straightened.
April 20 ..	„ Tarawera ..	Port Chalmers ..	On the 29th March this vessel's rudder-shank was twisted whilst berthing at Lyttelton. On the 17th April, at Port Chalmers, the rudder was unshipped by a diver. The vessel was docked on the 18th April, and found to be in good condition. The rudder was straightened, and on the 19th April it was reshipped by a diver, and examined under steam, proving to be in good condition.
April 19, 20	„ Haupiri ..	Napier ..	This vessel took the ground on the 16th April, after leaving the wharf inside the Napier Harbour. She was on a voyage to Auckland via coast ports. On the 18th instant the Harbour Board's dredge, on coming alongside to run out an anchor for her, struck the vessel between her port lighthouse and stem, fracturing the sheer-strake plate and the one above for a depth of 4 ft. This was temporarily repaired with an overall patch. On the 20th instant, after discharging some coal, the vessel came off the ground at 2 a.m. and was berthed alongside the wharf. She was afterwards examined by the Napier Harbour Board's diver. He found that the vessel had sustained no damage to her hull-plating by grounding, and, after being surveyed and found seaworthy, she was allowed to proceed to Auckland.