

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

Date of Survey.	Name of Vessel.	Where surveyed.	Nature of Casualty, &c.
1907. June 6; July 18; Aug. 7, 12, 13	Glenlin (ship)	Dunedin	On a voyage from Adelaide to Conception Bay, Chili, between the 25th and the 28th May, in mid-ocean, the vessel fell in with heavy weather. Heavy seas breaking on board did considerable damage to the boats, running-gear, &c. The deck-houses, wheel, and chain-plates were carried away, bulwarks started, and twenty-three bulwark-stanchions on the port side and six on the starboard side were broken. The vessel in distress put into Port Chalmers on the 31st for repairs. The bulk-heads were straightened, twenty-nine new stanchions fitted, two hundred rivets renewed in bulwarks and sheer-strake, chain-plates re-riveted, new wheel fitted for steering-gear, new boats, a number of sails and part of running-gear renewed, deck-house, rails, and stanchions, &c., fitted.
Aug. 13	S.s. Rosamond	Lyttelton	Owing to bad weather on the 8th August, when on a voyage from Greymouth to Timaru, the main steam-pipe was fractured at the flange. The pipe was sent from Timaru to Christchurch, where it was repaired, and afterwards tested by hydraulic pressure by the Inspector to double the working-pressure, before being put on board.
Aug. 19, 20, 21, 22	„ Ripple	Dunedin	This vessel went into dock at Port Chalmers to have eight intercostal plates put in the fore tank. It was then discovered that one butt-strap on the bottom of the hull was leaking, and that seventy rivets on the port side near the bow were defective and required renewing. It was thought that the above damage was done when vessel was pitching in a heavy sea.
Aug. 26, 27	„ Rīmu	Dunedin	As the owners wished to have the certificate of this vessel changed from home trade to to foreign-going, the equipments were surveyed and the necessary additions made thereto. The boats were provisioned for foreign-going.
Aug. 28	„ Poherua	Dunedin	Whilst this vessel was leaving Greymouth for Oamaru on the 22nd August a swift current was running in the river. This prevented the vessel from answering her helm quick enough, and she grounded, but came off almost immediately. On her arrival at Dunedin it was found that several rivets in the butt-strap, on the port side of forward ballast-tank, were started. The defects were made good.
Sept. 20	„ Aorere	Wellington	After leaving Patea for Wellington, and when crossing the Patea Bar at about 1 p.m. on the 13th instant, the vessel was struck by heavy seas, which started a butt on the starboard side of the bottom in the way of foremast, and also several planks on the port side of the bottom, and broke two floors. On arrival in Wellington the vessel was placed on the Patent Slip, where two floors were fitted on the port side, and thirty new muntz-metal fastenings put in the planking, and four new fastenings put in the butt on the starboard side.
Sept. 27, 28	„ Tarawera	Dunedin	The owners wished to have the certificate for this vessel altered from home trade to foreign-going. The equipments were surveyed, and the necessary additions made thereto, and extra provisions put in the boats.
Oct. 2	P.s. Lyttelton	Auckland	The owners wished to have the certificate for this vessel altered from river to home trade. The equipments were surveyed, and the necessary additions made thereto. All the boats were provisioned for home trade.
Oct. 5	S.s. Invercargill	Dunedin	One flange on the main steam-pipe required rebrazing. The whole length of the steam-pipe was tested to 200 lb. hydraulic pressure.
Oct. 12	„ Warrimoo	Dunedin	Whilst the vessel was signalling Farewell Spit Lighthouse on the 15th September, the engines being slowed down at the time, she grounded on the edge of the Spit, and remained there until the 16th instant, when she came off with the assistance of the s.s. "Mararoa" and her own engines. She proceeded to Dunedin, where a survey was made, and the vessel found to have received no damage.