

No. 17.—RETURN of VESSELS SURVEYED for SEAWORTHINESS, &c., from the 1st April, 1909, to the 31st March, 1910.

Date of Survey.	Name of Vessel.	Where surveyed.	Nature of Casualty, &c.
1909. February 20, 21, 22, 24, 25, and 26; March 2, 5, 16, 23, 26, 29, and 31; April 5, 13, 15, 20, 23, 24 and 30	S.s. Ulimaroa ..	Dunedin and Lyttelton	On the 20th February as this vessel was proceeding up Otago Harbour, during a voyage from Lyttelton to Dunedin, she grounded between Quarantine and Goat Islands, remaining fast for about three minutes. The vessel was moving slowly whilst passing between the islands, and the grounding was attributed to the strong ebb tide, setting her over into shallow water. The engines were reversed, and the vessel came off and proceeded to Dunedin, where a survey was made. It was found she had sustained considerable damage to the hull under Nos. 2, 3, 4, and 5 ballast-tanks. A diver went down and succeeded in stopping the leaks from the outside, sufficiently to allow of the ballast being pumped out. The leaks were then covered over with oakum and tallow, and shored from the tank-tops, the whole being then cemented over. These temporary repairs enabled the vessel to proceed to Lyttelton, where she was docked. A further examination of the hull was then made. It was found she had received considerable damage to her plating on the port side, through coming in contact with the rocky bottom. Twenty-two of the plates were dented and cracked, sixty-five of the floor-plates and angle frames buckled, and the lower portions of three bulkheads buckled. This necessitated the following repairs being done: In the A or garboard strake three plates were cut out and renewed, two plates were cut out, straightened, and replaced in position, and one plate straightened in its place. In the B strake two plates were cut out and renewed, eight plates were cut out, straightened, and replaced in position. In the C strake four plates were cut out, straightened, and replaced in position, and one plate straightened in position. In the D strake one plate was straightened in position. In No. 2 tank, the margin plate and angle bar were straightened in position, seventeen floor-plates and angles were straightened in position, the bottom of the after bulkhead straightened and new angle bar fitted. In No. 3 tank, six floor-plates and angle bars were straightened in position, and fifteen floor-plates and the lower part of after bulkhead cut out and renewed. In No. 4 tank, twenty-three floor-plates and angle bars and the lower part of after bulkhead were cut out and renewed. In No. 5 tank, four floor-plates and angle bars were cut out and renewed. The sizes of the hull-plates varied from 18 ft. to 19 ft. 9 in. in length, and from 3 ft. to 5 ft. 6 in. in width, by $\frac{9}{16}$ in. and $\frac{5}{8}$ in. thick; the floor-plates, from 7 ft. to 9 ft. 6 in. in length, and 3 ft. 7 in. wide, by $\frac{7}{16}$ in. and $\frac{5}{8}$ in. thick; the angle frames being $3\frac{1}{2}$ in. by $3\frac{1}{2}$ in. by $\frac{7}{16}$ in.
March 26; April 5, 6	„ Storm ..	Lyttelton ..	On the night of the 25th March, on a voyage from Lyttelton to Wanganui, and when about thirty miles from Lyttelton Heads, this vessel came into collision with the s.s. "Wakatu," and received some damage to the stern. The vessel returned to Lyttelton, where a survey was made. It was found necessary to renew three hull-plates on the starboard quarter, one under the deck in the after tank, and the bulwarks had to be straightened.
April 2 ..	„ Warrimoo ..	Wellington ..	On the 31st March, on a voyage from Dunedin to Sydney, and when just inside Otago Heads, the master had to run his vessel into the bank to avoid running down the Harbour Board's dredge. The bank had a sandy bottom, and the vessel floated off the same day as the tide rose, having received no damage to her hull by grounding. The dredge, however, in passing, grazed along the port side of the vessel, bulging two of the plates in her side abreast of No. 2 hatch. As the frames and riveting were not damaged the vessel was found to be seaworthy, and was permitted to proceed on her voyage.
April 7, 8 ..	Kassa (barque) ..	Oamaru ..	This vessel's certificate having expired, she was surveyed for seaworthiness, and a permit granted for her to clear from New Zealand in continuation of her voyage to Sydney.
April 22 ..	S.s. Maheno ..	Wellington ..	Whilst this vessel was on a voyage from Lyttelton to Wellington on the 21st April, at 10 p.m., and when about forty miles north of Lyttelton, a ring in the after gland of the H.P. turbine broke. It overrode the shaft, causing the shaft to spring and the vanes to touch each other. On arrival at Wellington a new gland and ring was fitted, the bent vanes straightened, and the worst ones removed.
April 24 ..	„ Rakaia ..	Wellington ..	This vessel was lying at the Glasgow Wharf, Wellington. The s.s. "Gertie," which had just arrived from Foxton, collided with her, whilst berthing at the head of the Glasgow Wharf. A strong wind was blowing at the time, which caused the "Gertie" to slew round, and her anchor-fluke came in contact with the hull of the "Rakaia," on the port side, making a small hole in the way of the foremast and about the load water-line. A patch 2 ft. 3 in. by 3 ft. by $\frac{1}{2}$ in. was fitted outside over the hole and secured by $\frac{5}{8}$ in. countersunk screws. This made the vessel quite seaworthy.