

No. 19.—RETURN OF VESSELS SURVEYED FOR SEAWORTHINESS, ETC.—*continued.*

Date of Survey.	Name of Vessel.	Where surveyed.	Nature of Casualty, &c.
1912.			
Mar. 3 ..	O.e.v. Vixen ..	Auckland ..	As this vessel was crossing the Matata bar on a trip to Auckland, on the 28th February, 1912, the top gudgeon of the rudder broke and the bottom rudder-pintle carried away. The vessel returned to Matata, where temporary repairs were effected enabling her to complete her trip to Auckland. A new steel bottom rudder-pintle was made, and straps fitted to both gudgeons.
Mar. 28 ..	Joseph Sims (schooner)	Lyttelton ..	On the 20th March, 1912, when off Cape Egmont on a voyage from Kaipara to Dunedin, this vessel was struck by a heavy sea which washed away the galley and a boat and stove in the port bulwarks. The vessel put into Lyttelton for repairs, where a new galley was fitted, a new boat put on board, and the bulwarks repaired. The vessel then continued on her voyage to Dunedin.
Mar. 30 ..	S.s. Monowai ..	Lyttelton ..	This vessel was proceeding down Otago Harbour on a trip from Dunedin to Lyttelton, on the 29th March, 1912, when she grounded. She remained aground from 2.50 p.m. till 10.40 p.m., when she got off by means of her own machinery and proceeded on her voyage. On arrival at Lyttelton a survey was made, when it was found that no damage had been done to the vessel.
April 1 ..	S.s. Taviuni ..	Lyttelton ..	When off Cape Campbell on the 29th March, 1912, proceeding from Wellington to Lyttelton, a stud in the intermediate piston broke, causing a fracture of the junk-ring. On arrival at Lyttelton a new junk-ring was made and fitted.
April 8 ..	S.s. Pukaki ..	Lyttelton ..	Whilst lying at Lyttelton Wharf this vessel bumped against a projecting bolt in a pile, which made a hole in the hull-plating, causing a leak. A covering patch was fitted over the hole.
April 24 ..	S.s. Cygnet ..	Lyttelton ..	On the 23rd April, 1912, this vessel was proceeding from Lyttelton to Akaroa when the h.p. piston broke. Through the breaking of the piston the piston and connecting-rod were bent, and the bolts in the bottom end of the connecting-rod were fractured. The vessel returned to Lyttelton, where a new piston, new end on the piston-rod, and new bottom end-bolts were fitted, and the connecting-rod straightened.
April 26 ..	S.s. Arahura ..	Wellington ..	On the 20th April, 1912, when crossing Cook Strait on a voyage from Wellington to Picton, a slight leak was discovered in the neck of the starboard main steam-pipe. It was, however, decided to continue the voyage to the West Coast and back to Wellington. The pipe was repaired and afterwards tested to 360 lb. hydraulic pressure before being placed on board.
April 27 ..	S.s. Chelmsford ..	Auckland ..	This vessel was going from Tairua to Auckland <i>via</i> Mercury Bay on the 27th April, 1912, when the intermediate shaft of the main engines broke close to the cast-iron coupling. The tug "Pelican" towed the vessel into Mercury Bay, where temporary repairs were effected. The vessel proceeded to Auckland, where a new intermediate shaft was fitted.
May 6 ..	S.s. Plucky ..	Dunedin ..	When proceeding down Otago Harbour on the 4th May, 1912, this vessel was forced against a beacon by a wave and a strong ebb tide. Upon examination of the hull it was found there were two cracks in the plating in the strake below the sheer-strake in way of bunkers on the starboard side. A butt strap was fitted over the cracks, and bosom-pieces were fitted to two of the frames.
May 8, 10, 13	S.s. Surrey ..	Dunedin ..	On the 9th February, 1912, this vessel was crossing the Bay of Biscay in rough weather, on a voyage from Liverpool to New Zealand, when a leak was discovered on the port side of vessel in way of No. 3 hold. On examination it was found that the plates were dented, and it is supposed the damage was done when the vessel bumped against a pile entering a lock in the Manchester Canal. On arrival at Port Chalmers the damage was repaired. The twelfth plate in H strake in way of No. 3 hold on the port side was taken off and re-riveted. The plate forward of this was riveted as far as the bulkhead, and five loose rivets were renewed in the fore peak.
April 25; May 4, 14, 17	S.s. Clan Ogilvy..	Wellington ..	On the 17th April, 1912, when this vessel was half-way on her voyage from Port Chalmers to Australia, the first length of the tunnel shafting broke. Before the engines could be stopped four of the covers of the tunnel-bearings were broken, the thrust-shaft bent, the stools for bearings buckled, and the bulkhead stuffing-box broken. Temporary repairs were effected which enabled the vessel to get to Wellington, where the following repairs were effected: One new length of tunnel shafting was fitted; one length of tunnel shafting was skimmed up in lathe on journals and couplings; the thrust-shaft was straightened; the collars, bearings, and couplings were skimmed up in the lathe, and the thrust-bearing was relined; new covers were fitted to the tunnel-bearings; the stools were repaired, the lower half of the bulkhead stuffing-box was renewed, and three new plates were fitted in the top of tunnel.