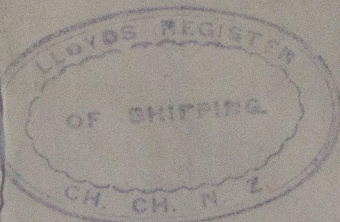


Copy of Report Form
No. of Report 1658

W1145-0145 1/4



LYTTELTON

16 MAR 1943

DECEMBER 9TH, 1942.

I, JOSEPH FENWICK TAYLOR

We are The Union Steamship Company of N. Z. Limited, proceed on December 8th, 1942 to Motunui Island off the East Coast of the South Island of N.Z. for the purpose of surveying the condition of the SS "KAIHARA", 3051 Tons Gross, No. 76431 in the Society's Register Book. This vessel had stranded about 5 miles North of Motunui Island on Friday, December 4th at 1.30 a.m. during foggy weather and the Master and Crew abandoned the ship on Sunday, December 6th at daybreak after unsuccessful attempts to float the "KAIHARA" with the assistance of Steam Tugs from Lyttelton and Wellington had failed.

The Motor Lifeboat from Sumner took the ship's Company off the vessel.

Captain McClellan, the Assistant Marine Supt. of the Union S.S. Company Ltd., had interviewed the Master and Chief Engineer at Lyttelton on Sunday, December 6th, and the following is an extract of his Report :-

"Port and Starboard Engine room bilges leaking badly and indentations in starboard bilge at after end.

No. 5 tank leaking through starboard engine room bilge.

In tunnel water is up to shaft and in engine room about 1ft. below plates when last seen early Sunday morning.

Consider No. 24 is holed as water is coming over top of both watertight doors at aft end.

Main suction ranges to all tanks broken in two places and unable to pump tanks.

Bulkhead between engine room and stokehold bulged on port side.

No. 4 Port side engine room fresh water tank is railed.

Ship side discharge valve from general service pump broken and unusable.



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Auxiliary Injection Pipe badly broken and main Injection Pipe has clean break. Main discharge pipe broken and Auxiliary Condenser Pipe broken at flange.

In the engineroom and stokehold water about 1 ft. above tank tops and water gaining in engineroom and stokehold and ballast pump losing control early Sunday morning.

Bulkhead between No. 3 hold and engineroom working heavily.

All bilges full and Nos. 2, 3, 4, 5, and 6 tanks have filled.

After peak making a little water, Fore peak and No. 1 Tank dry early Sunday morning.

Master considers bottom set up from No. 2 Hatch to aft end of ship."

END OF EXTRACT FROM CAPT. McCLELLAN'S REPORT.

Reports of more favourable weather enabling possibility of getting on board the "KAIWARA" having been received on Tuesday, December 8th, 1942 at 4.30 a.m. I proceeded with Capt. McClellan, Capt. Edge, Lyttelton Superintendent for U.S.S. Ltd., Lieut. Fraser, R.N.R. and Mr. Gilmore, Chief Engineer of "KAIWARA" on board R.N.R.S.S. "TURANGI" at 6 a.m., and we left the Navy Wharf at Lyttelton at 7.45 a.m. for the "KAIWARA" towing out of the latter vessel's lifeboats which had been salvaged on Sunday when the crew were brought off. R.N.R.S.S. "TURANGI" arrived alongside the stranded "KAIWARA" at 12.30 p.m. December 8th, 1942.

She was lying on an even keel about $\frac{1}{2}$ mile from the shore and approximately parallel to same, on a ledge of rock. The highest portion of the ledge was exposed at high water and the ship was about 75 ft. from the exposed rock forward and about 10 ft. aft.

At half tide the "KAIWARA'S" Draft marks showed Forward 17 ft. Aft 17 ft.

CONDITIONS OF HULL PLATING.

The exposed side plating appeared to be normal but there were slight indentations at Port side below sheer strake in way of machinery space.

CONDITIONS OF DECK.

The Anchors were hanging at hawse pipes on the Windlass brakes. The doors to crews quarters in Forecastle were open.

The Engineroom doors and skylight were shut.

The Boiler Room Piddle doors were open.

All Cargo Hatches and Side Berth Hatches were battened down with Hatch Coverings in position and wedges tight.

Crews entrance to poop accommodation was open.

The Forward starboard Derrick was broken and splintered, lying on the Fore wall deck.

The Forward Port Derrick was raised.

A broken wire towing line was lying on No. 3 Hatch.



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TANK & BILGE SCHEDULE.

I sounded the undermentioned at Half Tide :

Port Peak	10 ft.
No.1 D.B. Tank	13 ft.
No.1 Starboard Bilge	12 ft. 6 in.
No.1 Port Bilge	11 ft. 6 in.
No.2 " "	13 ft. 3 in.
No.2 Starboard Bilge	13 ft.
No.2 D.B. Tank	13 ft. 3 in.

ENGINE ROOM

9 ft. over E.R. platform Plates

The water was to level of top manhole doors of Boilers and over middle engine grating and storeroom floor, Nos. 3 & 4 Tanks could therefore not be sounded

No.3 Bilge Port	13 ft.
No.3 " Starboard	13 ft.
No.4 " Port	13 ft.
No.4 " Starboard	13 ft.
No.5 D.B. Tank	14 ft. 6 in.
Tunnel escape Trunk at Peep	
Accommodation	10 ft. 6 in.
Aft Peak	14 ft. 9 in.

The water in engine and Boiler Room was rising and falling with the state of the tide. This was apparent by the water marks on Engine Room paint.

DAMAGE IN ENGINE ROOM

Port Boiler Forward Stay from Boiler Shell to ship's side frame Port, was pulled away from frame.

Screen Bulkhead between Engine Room and Boilers was bulged at Port Side.

General Service Pump discharge valve on ship side broken at flange.

Discharge Pipe on Aux. Condenser at Aft steel broken.

Telegraph Casing broken and twisted, and other damage as reported in Chief Engineer's report to Capt. Maclellan.

DAMAGE ON DECK

Starboard Forward Derrick broken and splintered.

Wire Tow Line broken (left by Lyttelton Tug.)

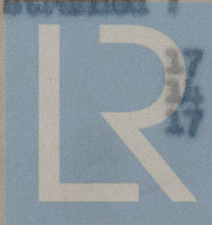
CARGO

I had some Hatches of all Holds lifted. The cargo of coal was level with lower ends of Coamings and on top appeared dry. Approximately 5,000 tons of Newcastle N.S.W. Coal was on board the vessel.

Depth of water where "KAHARRA" was stranded :

At vessel stern	High Water	
In way of No.2 Hold,	Starboard	
" " " " "	Port	

17 ft.
14 ft.
17 ft.



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In way of No.3 Hold	Starboard	13 ft
" " " "	Port	15 ft
" " " " Popp Bulbhead	Starboard	16 ft.
" " " " "	Port	15 ft.
Aft of Sternpost		17 ft.
Ship's draft marks High Water :-		
	Forward	19 ft.
	Aft	19 ft.

LEAD SOUNDINGS.

Soundings were also taken 20 ft. from ship's side to seaward and showed at about High Water 2 fathoms except astern which showed 2 fathoms.

At 12.00 feet to seaward 3 fathoms were showing.

The "KAIWARA" apparently rests on a shelving ledge of rock extending from No.2 Hatch or Aft end of No.1 to Stern. The outer bottom plating is evidently considerably set up.

Heavy Salvage operations will not be possible except in very favourable weather. Yesterday December 8th favourable conditions existed until after High Tide, but this morning December 9th Telephone Reports from the shore near the vessel denote a change with heavy seas breaking over the vessel.

In my opinion there is little hope of saving the vessel or the greater portion of the Coal Cargo as no adequate Litterage plant is available. Advantage of any further fine weather should be taken to remove portable Gear etc. before the position becomes more hopeless.

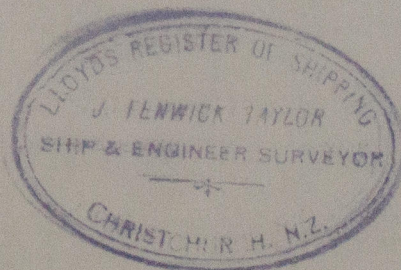
All boats, some Naval and Defence equipment and some Domestic Articles have already been salvaged. H.M.N.S.G. "TURANGI" left the "KAIWARA" at 4.30 p.m. with ourselves on board and 3 ships boats in tow, arriving at Lyttelton Navy Wharf at 10.45 p.m., December 8th, 1942.

J. Fenwick Taylor

SURVEYOR.

Lloyd's Register of Shipping.

Christchurch,
December 9th, 1942.



See 720-0-0.



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