

(APPENDIX)

No. 2

Godley Head, Bank's Peninsula, entrance to Port Lyttelton. The lantern and optical apparatus are of the same order and character as at Mana and Tiri Tiri. The tower (which is twenty feet in height), dwellings, and outhouses, are of masonry. From the difficulty of access to the site of light-house, and absence of available road, much labor was entailed in the carriage of materials necessary for the several buildings. Mr. Thornton, Provincial Engineer prepared the drawings and superintended the works. His unremitting assiduity is deserving of great praise. The total cost of all the works, including optical apparatus, is estimated at four thousand six hundred and twenty-four pounds (£4624).

This light is placed at the northern extremity of the Peninsula forming the entrance to Port Lyttelton, and is 450 feet above the sea level. It affords an excellent guide to vessels approaching the harbour from the northward or eastward, and has been seen from a distance of thirty miles. The light was exhibited on the 1st April, 1865.

Messrs. Aylmer and Rotton, lighthouse engineers, superintended the building of Tiri Tiri and Mana Lighthouses, and the fixing of the optical apparatus at Godley Head. The manner in which these works have been executed is highly creditable to the gentlemen named.

Taroa's Head, entrance to Otago Harbour. The works are of a very substantial character, comprising tower about 30 feet and keepers' dwellings of stone found on the site. The light is of 3rd order dioptric fixed, colored to distinguish it from that intended for Cape Saunders. Mr. Balfour, Marine Engineer of Otago, designed and directed the execution of these works, which are in every respect most excellent. The total cost, including lantern, &c., imported by the Provincial Government, is five thousand one hundred and thirty-five pounds (£5135). From the position of this light it is seen only from the northward and eastward, the projecting land intercepting a view of it to the southward. The elevation above the sea level is 196 feet, and 'tis seen from a distance of eighteen to twenty miles in the direction named. It was exhibited on the 1st January, 1865.

Dog Island, Foveaux Strait. This is an undertaking of great magnitude, having a tower of stone one hundred feet in height (surmounted by a 1st order Holofnotal revolving light), and keepers' dwellings on a more extensive scale than at other places, also of a like material. Mr. Balfour designed and directed the performance of all the works under contract, and reports them to have been faithfully executed in accordance with the specification. Mr. Rotton is superintending the fitting of the lantern and optical apparatus, which, at the date of his last communication, was fast advancing towards completion. It is expected to be in readiness for illumination by the 1st July, 1865. The total cost is estimated at about ten thousand pounds (£10,000.)

This light will be of the utmost service, and is perhaps the most important on the coast of New Zealand, being situated in the narrowest part of a strait much frequented by shipping, subject to uncertain currents and continuous stormy weather. Its elevation from the sea level is 150 feet, and it will be seen from eighteen to twenty miles.

Cape Saunders. The optical apparatus imported by the Provincial Government of Otago for placing on this headland has not been brought into use, the money voted by the Assembly for lighthouse purposes being insufficient to defray the cost of more works than the Board had already undertaken.

In addition to the foregoing, there are lights at Pencarrow Head (Wellington) and at Nelson. When Dog Island is in operation the coast will be rendered comparatively easy of navigation, and, 'tis to be hoped, tend to make casualties less frequent.

Light dues have been greatly reduced, in a proportion of one-third on vessels from beyond the Colony, and one-half on coasters. The present charge will not pay more than expense of maintenance and interest on outlay, leaving little (if any) to form a fund for the erection of *new lighthouses* still urgently required. Complaints have from time to time appeared in the public prints of the exorbitant rate levied, but a comparison with the various port charges collected in Tasmania, South Australia, and Port Philip (Victoria) will contrast favorably for New Zealand.

BUOYS AND BEACONS.

There are several buoys and beacons placed by the Provincial Governments beyond the limits of ports which require attention to keep them in a state of usefulness. If it is the intention of the Legislature that the Marine Board should perform the duties in this branch of their department, an outlay of from £200 to £500 will in all probability be necessary.

STEAM NAVIGATION ACT.

During the past year not less than fifty-nine steam vessels of various sizes have been plying on the coast and rivers of this Colony. They comprise forty-three having low pressure engines, and sixteen high pressure. Forty-six of the above number seldom leave our coast; the remaining thirteen are usually engaged trading between New Zealand and Australia. These do not include either vessels belonging to Government or those used exclusively on the Lakes.

It will be evident, while so large a number of steam vessels are constantly moving from port to port, that the duties of both Inspectors of Steam Vessels and Engineer Surveyor are by no means light or unimportant. The Act requires a thorough examination of hull and machinery two or three times a year, according to whether the vessels have high or low pressure engines, besides which, all vessels casually entering the ports at which officers of the Board are stationed are inspected, and when repairs are being made, their attention is required to see that they are properly executed. Any relaxation in this branch might lead to serious results. I am happy to say but one accident has occurred, the William Miskin, which was clearly attributable to neglect of the engineer, and caused by allowing a large accumulation of salt in the boiler. The unhappy fate of the City of Dunedin still remains a mystery, as also the causes which led to her loss.