

RETURN of WRECKS on which Inquiries have been held under the Inquiry into Wrecks Act, from 1st July, 1865, to the 30th June, 1866.

Name of Vessel.	Tonnage.	Description.	Whether insured.	Nature of casualty.	Where casualty occurred.
Pilot ... ..	Not stated	Cutter ... ..	Not stated	Total loss	West Wanganui, Nelson.
Sir Francis Drake...	158 52-100	Schooner ... ..	do.	do.	Hokitika.
Au Revoir ... ..	138	Brigantine ... ..	Insured £1,600	Stranded	Port Waikato.
Alabama ... ..	337 3-95	Americanbarque	Not stated	Total loss	Port Hutt, Chatham Islands.
Vernon ... ..	891	Ship ... ..	do.	Damaged	At sea.
Montezuma ... ..	Not stated	Brigantine ... ..	do.	Total loss	Hokitika.
New Zealand ... ..	...	Paddle steamer	do.	do.	do.
Titania ... ..	56 41-100	Screw steamer	do.	do.	do.
Sturt ... ..	Not stated	Paddle steamer	do.	Damaged	Waitara.
Effort ... ..	32	Schooner ... ..	Insured	Total loss	Awanui River.
Gem ... ..	25	do. ... ..	Not insured	do.	Tauranga Nui.
Augusta ... ..	35	do. ... ..	do.	do.	Melville Cove, Queen Charlotte's Sound.
Midas ... ..	26	do. ... ..	do.	do.	Flat Point, Cook's Strait.
Christina Thompson	85	do. ... ..	Insured	do.	Greymouth.
Swan ... ..	36	Cutter ... ..	Not insured	do.	do.
Leonidas ... ..	111	Brigantine ... ..	Insured	Stranded	Hokitika.
Mount Alexander...	72	Schooner ... ..	do.	Total loss	do.
Samson ... ..	76	Paddle steamer	Not insured	do.	do.
John Bullock ... ..	149	Three - masted schooner	do.	Stranded	do.
Maria ... ..	161	do. ... ..	Insured	do.	do.
Emerald Isle ... ..	22	Schooner ... ..	Partly insured	Total loss	Port Underwood.
Maid of the Yarra	111	Screw steamer	Not stated	do.	Hokitika.
Star of the South ...	147	do. ... ..	Insured £5,000	Stranded	Chalky Inlet, West Coast.
Eleanor ... ..	58	do. ... ..	Not stated	Total loss	Greymouth.
Catherine ... ..	153	Barque ... ..	do.	do.	Chatham Islands.
Wonga Wonga ... ..	40	Screw steamer	Insuredfortwo-thirds	do.	Greymouth.
Maria ... ..	161	Schooner ... ..	Insured £700	do.	Hokitika.
William ... ..	62	do. ... ..	Not stated	Stranded	do.

G. ELIOTT ELIOTT,  
Secretary, General Post Office.

## No. 2.

COPY of a Letter from Mr. AYLMEER to Captain SHARP.

*Report on site for Lighthouse at Cape Farewell.*

SIR,—

Nelson, 28th December, 1865.

I have the honor to report that in accordance with the instructions contained in your letter of the 6th instant (223-65), I left Wellington on the 9th instant, arriving at Nelson on Sunday, the 10th.

I immediately placed myself in communication with the Provincial Secretary, who kindly afforded me all the assistance in his power. Owing to a prevalent head wind, it was decided that the boat and crew which had been placed at my disposal should be towed as far as possible by the first steamer proceeding toward the Sand-spit.

The s.s. Wallaby left Nelson on Thursday, the 15th, and by her the boat was towed to Separation Point, and sailed thence to the Sand-spit. Up to Wednesday, the 21st, I was engaged in examining the spit, taking bearings, and the elevations of the highest points, &c., &c.

I returned to Nelson on Friday, the 23rd, having been absent eight days, a greater part of which were occupied by the passage, on account of baffling winds.

On arriving at the Sand-spit I at once commenced to search for a site for the lighthouse, examining the entire portion from about the centre of the spit to the outer extremity. I took the levels of some of the highest portions, and sunk shafts in two or three places, in order to ascertain the nature of the ground. I also took bearings from the centre of the spit, and from the spot marked in the chart as "Bushend Point," which is the outer end of the spit at high water. A day also was spent in taking soundings in the vicinity of Spitend.

By these bearings and soundings I found that Bushend Point is correctly laid down on the chart, but that the bank which runs under water from the point has extended towards the south-east, the depth of four and a half fathoms where given on the chart has now decreased to two and a half.