

SIXTH REPORT

OF

THE MARINE DEPARTMENT

FOR THE

YEARS 1869-70 AND 1870-1.

PRESENTED TO BOTH HOUSES OF THE GENERAL ASSEMBLY, BY COMMAND OF
HIS EXCELLENCY.

WELLINGTON.

—
1871.

SIXTH REPORT

OF

THE MARINE DEPARTMENT, FOR THE YEARS 1869-70 AND 1870-1.

Office of Commissioner of Customs,
Wellington, 8th September, 1871.

SIR,—

I have the honor to submit for your Excellency's information a copy of the Report of the Marine Department of New Zealand, for the year ending 30th June, 1871.

I have, &c.,

HENRY SEWELL,
Commissioner.

To His Excellency Sir George Ferguson Bowen, G.C.M.G.,
&c., &c., Wellington.

REPORT.

Customs Department,
(Marine Branch),
Wellington, 12th August, 1871.

SIR,—

1. In submitting this Report it will be convenient first to notice the arrangement that was made for carrying on the duties of the Marine Department, when the sudden and lamented death of the late Mr. Balfour, in December 1869, deprived the public of his zealous and very valuable services as Colonial Marine Engineer. From the date of Mr. Balfour's death to the end of February, 1870, the business of the Department, still remaining under the directions of the Hon. the Postmaster-General, was conducted by Captain Johnson. Soon afterwards, the Government decided to transfer the Marine Department to the control of the Hon. the Commissioner of Customs, and I was instructed to take charge of, and to carry on the administrative business of the Marine Office, as a branch of the Customs Department; the engineering and technical duties which had been performed by the late Mr. Balfour were to be otherwise provided for; this has since been done by the appointment of Mr. Blackett, the Acting Engineer-in-Chief of the Public Works Department to be Marine-Engineer. Heretofore the management of business connected with shipping and navigation was much divided; for instance, the duty of seeing that the provisions of the Marine Act, and of the Steam Navigation Acts, were complied with, was discharged by the Marine Department, the officer at the head of which took his directions from the Hon. the Postmaster-General, and, as a rule, communicated with that Minister through the Secretary of the General Post Office. All reports from Officers of Customs and Resident Magistrates, under the Enquiries into Wrecks Act, were sent direct to the Postmaster-General's Department; whilst all matters connected with masters and seamen, under the Merchant Shipping Acts, were attended to by the Customs Department. The advantages of having all business of this kind confined to one Department are too obvious to need particularising; experience has already shown that much time and trouble have been saved by the adoption of this plan.

2. At the close of the year 1869-70, I had been in charge of the Department for so short a time that I was not then possessed of sufficient information, nor had I so thorough an acquaintance with the working of the department as was necessary to enable me to prepare the usual annual Report; the present Report therefore embraces the period from the date when I took charge, down to the end of the year 1870-71. The customary statements and returns are appended hereto for the two years ended on the 30th June last; but the particulars for each year are shown separately.

3. *Lighthouses.*—The new lighthouses designed by the late Mr. Balfour, were completed towards the close of the financial year 1869-70, and the lights were permanently exhibited at them, as under:—

Farewell Spit, 17th June, 1870.

Nugget Point, 4th July, 1870.

Cape Campbell, 1st August, 1870.

The value of these lights, particularly the one on Farewell Spit, is constantly and warmly acknowledged by shipmasters. The several lights throughout the Colony have been regularly inspected from time to time; this has mainly been effected by taking advantage of Mr. Nancarrow's periodical tours for inspection of steam vessels, to get him at the same time to visit and inspect the lighthouses. The department is much indebted to Mr. Nancarrow for the zealous and satisfactory manner in which he has carried out his duty, as he has had no additional remuneration for it. I have also myself, in the course of my Customs' inspections, taken the opportunity of visiting and inspecting all the lighthouses but two (Tiri Tiri and Mana), and I shall take the earliest opportunity of visiting these also, as an intimate local knowledge of every lighthouse station is indispensable to enable me to take steps for keeping the lighthouses properly supplied with oil, and other necessary stores, as well as to provide for

the light-keepers the means of supplying themselves with provisions and stores. There is frequently much trouble in carrying out this duty, owing to the difficulty of reaching several of the lighthouses, particularly those recently erected, as they are all at a considerable distance from any settlement or harbor, and, from their position, a landing can only be effected from seaward in fine weather, and during certain winds. The light at Farewell Spit occupies the most isolated position, and considerable trouble and expense will be caused in providing for its maintenance. The ground on which the lighthouse and keeper's dwellings are built is composed of sand, not fit for cultivation, and almost destitute of vegetation. Owing to the barren and uninviting character of the station, it will be difficult to get keepers to stay at it for any length of time together, and they will therefore have to be frequently changed. Up to the present time, an arrangement on reasonable terms has been made with the owners of the "Lady Barkly" (a small steamer plying between Nelson and Collingwood) to visit the Spit with stores once in every three months. So long as this service can be continued, it is the cheapest and most satisfactory one that can be adopted; but as there is always a risk of the steamer being removed, other plans for supplying this station will shortly be arranged, so as to be ready for adoption in case of this contingency arising.

4. On the occasion of my visit to Dog Island lighthouse, at the end of February last, my attention was directed to a crack in the masonry at the base of the tower. I should here state that soon after the tower was erected it was found that the mortar used in its construction was bad, and this had to be raked out from between the joints of the stones on the outside, and replaced by Portland cement. Since this was done, the defect above referred to appeared. I thought that sooner or later it might endanger the safety of the tower, which is 100 feet high, and is built of rubble stone work, and accordingly I applied to the Government to instruct Mr Blackett to inspect the structure, and report whether, in his opinion, anything was required to be done immediately to strengthen and repair it. Mr. Blackett soon after visited Dog Island and reported that it was necessary, for the safety of the tower, that it should be strengthened without delay. He was authorised at once to prepare the requisite drawings and specifications, and to have the repairs proceeded with as quickly as possible. All the other lighthouses are in good order; they are all amply supplied with stores, and the light-keepers are performing their duties zealously and satisfactorily. Several changes of stations have been made in the staff, in order to place experienced men at the new lighthouses. Two keepers have been dismissed during the last two years; one for intemperance, and the other because it was found that he was constantly quarrelling with his assistants, and that he had such an ungovernable temper as quite prevented anyone from being able to remain with him. The new dwellings for the keepers at Pencarrow (the necessity for which was pointed out in Mr. Balfour's report for 1868-69) have been recently completed, at a cost of £804. The contract for the erection of these buildings was taken by Messrs. Scouler and Archibald, and the work was carried out most satisfactorily.

5. The amount of light dues collected for the year ended 30th June, 1870, was £6,013, and for the year ended in June last, £5,575. The falling off in the last year's dues, of £439, as compared with the dues of the previous year, arose from the tonnage of vessels arriving from beyond seas, and the number of steamers plying on the coast, being less than in previous years, and from the steamers now carrying the English mail being exempted from payment of light dues. An Order-in-Council fixing light dues at certain ports, at which dues had not hitherto been charged, and for slightly increasing some of the existing rates was issued on the 23rd June last; the additional revenue that will be yielded under this order will only be trifling. The changes in the rates were made, not so much with a view to increasing the revenue, as to remove the anomaly of rates being charged at some ports and not at others, and to fix charges on vessels visiting ports benefitted by the new lights.

6. In obedience to a resolution of the House of Representatives of the 29th June, 1870, the apparatus for the temporary light at the Manukau Heads was forwarded to Manukau, and instructions were given to Mr. James Stewart, C.E., (prior to the appointment of Mr. Blackett, to be Marine Engineer) to prepare plans for a small tower for this light, or for fixing it in one of the beacons on the South Head of the Manukau Harbour, as was at first intended by the late Marine Engineer. Mr. Stewart has not yet forwarded these plans, in consequence, I believe, of his time being fully occupied in superintending the erection for the Provincial Government of Auckland of the Bean Rock light in the Auckland Harbour, and the Sandspit passage light between Auckland and the Thames. These lights are now nearly completed; the plans for fixing the Manukau light will therefore, no doubt, be immediately prepared, and as soon as approved of, the work may at once be proceeded with.

7. The necessity for a light at the entrance of Tory Channel has been urged in previous reports of the Marine Department, and Parliament in its last session voted a sum for erecting this light, and also for placing one on Portland Island; but no progress has yet been made towards erecting these lighthouses, as the Government gave directions that they were not to be proceeded with for the present. I trust, however, that the Government will at an early date authorize the Marine Engineer to take steps for erecting the Tory Channel light, as it has been admitted by competent authorities on all sides that this light is greatly needed for the safe navigation of Cook Strait, and for guiding steamers entering Tory Channel at night. Mr. Balfour estimated that the cost of this light would be from £3,000 to £4,000; the annual cost of maintaining it after completion would be about £500. The cost of placing a light on Portland Island is estimated at from £5,000 to £6,000, and the annual outlay afterwards at about £600.

8. *Buoys and Beacons.*—The following buoys and beacons are outside the limits of Provincial jurisdiction, and the maintenance of them therefore devolves upon the Marine Department:—

- Beacon on Flat Rock, near Kawau Island.
- Beacon on Richmond Rock, entrance to Pelorus Sound.
- Beacon on Reef at French Pass.
- Beacon on Hapuku Reef, Astrolabe Roads.

Buoy on Shearer Rock, near Tiri Tiri Island, Auckland.
Buoy at French Pass.

The Flat Rock beacon was a strong iron structure designed by the late Mr. Balfour, and was erected in March, 1870 at a cost of £440 8s. 3d. It was destroyed by the heavy gale that swept over the Northern part of the Colony in March last. Steps are being taken to have it replaced by a new one as soon as possible. The Shearer Rock Buoy broke away in the beginning of November, 1870, and again in June last. The Department is much indebted to Captain Burgess, the Chief Harbour Master of Auckland, who took a deal of trouble to recover the buoy on each occasion, and afterwards in re-mooring it

9. *Inspection of Steamers.*—The Steam Navigation Acts, continue, on the whole, to work satisfactorily, although there are one or two points in them that should be amended, especially in respect of masters' and engineers' certificates. At present these certificates are applicable only to particular vessels, and have to be renewed on each occasion of a master or engineer shifting to another vessel. The arrangements made by the late Marine Engineer, as set forth in his report for the year 1866-7, for Mr. Nancarrow's official visits to various parts of the Colony to survey steamers, continue to work satisfactorily.

10. "*Marine Act Amendment Act, 1870.*"—The provisions of this Act for facilitating the issue of pilotage exemption certificates, and for making these certificates apply to whatever vessels may be specified therein and not to one particular vessel, have given great satisfaction and have removed an anomaly that afforded a constant ground of complaint by masters and owners of vessels. The appointment of persons to inspect vessels for the purpose of seeing that they are properly provided with lights, under the power given in this Act, has had the salutary effect of causing vessels, of whatever tonnage, to be provided with side lights, and has thus removed one of the chief sources of danger of collision between vessels at night.

11. *Examinations of Masters and Mates.*—"The Imperial Merchant Shipping (Colonial) Act, of 1869," extended to the colonies the privilege of granting certificates, under certain conditions, which will be of equal value with those issued by the Board of Trade, and will enable the holders of them to command British ships in any part of the world. The Merchant Ships Officers' Examination Act, of last Session, provides for the making of regulations for giving effect to the Imperial Act referred to. Regulations for this purpose have recently been prepared; they are now in the hands of the printer, and will be ready very shortly for submission for the approval of His Excellency the Governor-in-Council. There is one important point, however, in connexion with this subject, that will have to be considered and attended to before the question of certificates for masters can be regarded as satisfactorily disposed of, and that is, the position that existing uncertificated masters are to hold. The object of the regulations referred to is to prevent incompetent and improper persons from becoming masters or mates of Foreign going ships, and of Home-trade passenger ships. In order to attain this object it will be requisite, when the regulations are issued, to bring into operation those sections of "The Merchant Shipping Act, 1854," Nos. 131 to 140, relating to examinations, which, by "The Merchant Shipping Acts Adoption Act, 1869," are at present in abeyance. The effect of this would be to inflict a great hardship on many deserving and thoroughly competent ship masters, now trading to and from New Zealand, who are without certificates, and who would, no doubt, after having successfully commanded vessels for many years, have strong objections to being now subjected to an examination in navigation and seamanship. In Great Britain, when the examinations were first instituted, provision was made in "The Merchant Shipping Act, 1854," to meet the case of persons who had been serving as masters or mates prior to that Act coming into operation, by authorising the Board of Trade to grant certificates of service to them, instead of requiring them to undergo examinations for certificates of competency. In the papers and instructions from the Board of Trade, which accompanied "The Merchant Shipping (Colonial) Act, 1869," no provision is made for the issue in the colonies of certificates of service; but it is obvious that there is the same necessity here for issuing certificates of service on examinations being instituted, as existed in the United Kingdom when examinations were first established there. The readiest way, probably, of getting over this difficulty would be by the passing of an Act in New Zealand for granting "certificates of service," on conditions relatively the same as those laid down in the 135th Section of "The Imperial Merchant Shipping Act, 1854;" these certificates would not be recognised by the Board of Trade, but they would relieve those masters and mates at present without certificates, who are engaged in the inter-colonial trade, and in trading to the South Sea Islands, from having to accept the alternative of undergoing examinations, or of being deprived of the means of earning a livelihood in their present occupations, when the regulations for examination came into force.

12. As the examination of masters and mates under the system prescribed by the Board of Trade will require at least two examiners, it became necessary to appoint another officer to act in conjunction with Captain Johnson to conduct these examinations. In selecting a person to hold this appointment it was considered advisable to obtain at the same time the services of an officer who, in addition to this duty, could assist with the correspondence of the office, and, if possible, who could also execute any marine surveying that may have to be done from time to time, and especially who could undertake the supervision of regulations connected with the adjustment of compasses. The services of Commander Edwin, R.N., have been secured for carrying out this work; his position in the Royal Navy, and the fact of his having served for some time on board one of the Admiralty surveying

vessels, furnish a guarantee that he is fully qualified to perform it satisfactorily. I am glad to be able to state that since he has been attached to the Department he has devoted himself most zealously to the discharge of his duties.

13. *Enquiries into Wrecks.*—The number of casualties that occurred during the year 1869-70 was 38; the aggregate tonnage, 3,297; and the number of lives lost, 12. In 1870-1 there were 28 casualties, tonnage 2,322, and number of lives lost 28; of these, 18 were caused by the foundering, after collision with the "Enterprise," of the steamer "Tauranga" in July, 1870. The wreck statistics of each of the two past years show that fewer casualties have happened in these years than during either of the previous two years. In 1868-69, thirty-three vessels were wrecked, of 4,254 tons, and 28 lives were lost. In 1867-68, fifty-three vessels, of 5,514 tons, were wrecked, and 26 lives were lost on our Coasts.

14. With a view of preserving an accurate record of all wrecks, and of showing at a glance the localities at which they occurred, I have had a wreck chart prepared, a copy of which is appended hereto. It is modelled on the plan of those that are annually issued by the Board of Trade for the United Kingdom. In addition to the wrecks, it shows also the position of the New Zealand lighthouses, and the character of the different lights, whether fixed or revolving, &c., and the distance at which they can be seen.

15. *Consolidation of Shipping Laws.*—There are now no less than eight different Acts in this Colony relating to shipping and marine affairs, viz. :—

- "The Steam Navigation Act, 1866."
- "The Steam Navigation Act Amendment Act, 1867."
- "The Marine Act, 1867."
- "The Marine Act Amendment Act, 1870."
- "The Merchant Shipping Acts Adoption Act, 1869."
- "The Enquiry into Wrecks Act, 1869."
- "The Delivery of Goods and Lien for Freight Act, 1869."
- "The Merchant Ships Officers Examination Act, 1870."

Most of these Acts have evidently been copied from the Imperial Merchant Shipping Acts of 1854 and 1862, and experience has shown that they are most faulty where they differ most widely from the text of these Acts. It would be exceedingly desirable to have all these laws consolidated; but before doing this it will be prudent to wait until the Bill which is now before the Imperial Parliament for amending and consolidating the Merchant Shipping laws has passed, and then to adopt that Act as a model for a comprehensive measure for regulating all matters relating to shipping in the Colony, which are subject to local control and supervision.

16. *Marine Survey.*—About the time that the business of the Marine Office was handed over to the Customs Department, the attention of the Government appears to have been directed to the large expenditure that was going on in connection with the marine survey, and soon afterwards the Government arrived at the conclusion that it was undesirable to carry on the survey beyond the completion of the work then in hand. Directions to this effect were accordingly given to the Marine Surveyor, and he was informed, on the 4th May, 1870, that his services would not be required after the completion of the survey of the Manukau bar, and of certain plotting and office work on which he was then engaged. The nature and extent of the work completed by Mr. Woods since the date of his last published report (June 1869) will be best described by giving the following extract from a progress report made by him to the Hon. the Postmaster-General, at Auckland, in February, 1870.

* * * "Respecting the work undertaken and completed, my instructions were 'to carry out, with as little delay as possible, surveys for verification of certain portions of the Hauraki Gulf, and Bay of Plenty, rendered dangerous to navigation on account of reported rocks and shoals, and general inaccuracies on the Admiralty Charts; likewise, a complete survey of the Manukau bar and approaches to that harbor,' and then to continue with the general West Coast survey of the Middle Island."

"The surveys of verification which we proceeded with include the following :—

- "1. A survey of the northern portion of Auckland harbor, for the purpose of correcting the coast line, and fixing the boundary of the harbor endowment.
- "2. A complete survey of the Island and Bay of Kawau, and adjacent waters, particularly recommended by Commodore Lambert, C.B.
- "3. A survey of the waters between Bream-tail and the Sail Rock, for the purpose of discovering reported dangers.
- "4. A survey of the Pukehinou Islands, Hauraki Gulf, for the purpose of a harbor of refuge.
- "5. A survey of the waters and coast line of the Bay of Plenty, in the neighborhood of Tauranga and Motiti, for the purpose of discovering reported dangers.
- "6. A survey of the waters of the East Cape for the same purpose.

"These are now completed, and the survey of the Manukau Bar is in the course of progress; and I am waiting for a steamer to be placed at my disposal, to enable me to proceed with the work afloat on the Bar." * * *

17. The chart of the Manukau Bar survey only reached the Marine Office in March last. It is due to Mr. Woods, however, to state that much of the delay which occurred in connexion with this

REPORT OF MARINE DEPARTMENT.

RETURN of the Cost of the MARINE DEPARTMENT for the Financial Year 1869-70.

Vote 156 Item.	Nature of Expenditure.	Details of Expenditure.			Amount Expended.			Amount Voted.		
		£	s.	d.	£	s.	d.	£	s.	d.
1	Marine Engineer ... ..	...			323	13	1	700	0	0
2	Inspector of Steamers and Nautical Assessor ...	...			375	0	0	375	0	0
3	Inspector of Steamers and Engineer Surveyor ...	...			375	0	0	375	0	0
4	Clerk ... ..	...			137	10	0	125	0	0
5 to 14	Lightkeepers' Salaries ... ..	...			2,556	1	10	2,940	0	0
15	Salaries and travelling expenses of Local Inspectors	306	5	0						
	Repairs to Lighthouses	6	15	0						
	Tools and other permanent Lighthouse stores ...	161	12	6						
	Lighthouse contingencies, including payment of temporary keepers, paint, freight, &c. ...	236	10	9						
	Oil and other stores from England, including freight and charges	13,65	1	8						
	Departmental contingencies	170	11	4						
	Do. travelling expenses	335	18	10						
	Repairs, wages, &c., " St. Kilda "	513	0	7						
	Buoys and Beacons	311	7	8						
	Additions to Custom House, Wellington, for Marine Offices	505	8	0						
					3,912	11	4	4,300	0	0
16	Purchase of survey vessel " Edith " ... ..	...			1,200	0	0	1,000	0	0
17	Marine Survey, salaries, maintenance of vessel, &c. .	...			3,133	11	5	4,000	0	0
					12,013	7	8	13,815	0	0

RETURN of the Cost of the MARINE DEPARTMENT for the Financial Year 1870-1.

Vote 54 Item.	Nature of Expenditure.	Details of Expenditure.			Amount Expended.			Amount Voted.		
		£	s.	d.	£	s.	d.	£	s.	d.
1	Inspector of Steamers and Nautical Assessor ...	...			328	2	6	375	0	0
2	Inspector of Steamers and Engineer Surveyor ...	...			375	0	0	375	0	0
3	Clerk ... ..	...			150	0	0	150	0	0
4	Expenses under " Enquiry into Wrecks Act, 1869 "	...			25	12	3	100	0	0
5 to 14	Lightkeepers' Salaries ... ..	...			3,330	3	3	3,420	0	0
15	Completion of Cape Campbell Lighthouse...	...			94	5	8	100	0	0
16	Completion of Nugget Point Lighthouse ...	...			198	10	4	150	0	0
17	Erection and maintenance of a small light at Manukau	...			...			1,000	0	0
18	New Lighthouses, Tory Channel and Portland Island	...			...			6,000	0	0
19	New Dwellings for Keepers at Pencarrow...	...			764	9	0	800	0	0
20	Salaries and travelling expenses of Local Inspectors...	385	8	0						
"	Repairs to Lighthouses...	171	13	4						
"	Tools and other permanent Lighthouse stores ...	111	17	2						
"	Lighthouse contingencies, including the payment of temporary keepers, freight, &c.	384	14	3						
"	General lighthouse contingencies, including oil, &c.	1,557	14	11						
"	Departmental contingencies	158	14	6						
"	Do. travelling expenses	231	4	6						
"	Lightkeepers' travelling expenses	53	10	9						
"	Salary, Marine Engineer	22	0	10						
"	Salary, Examiner of Masters and Mates	109	16	5						
"	Charts and instruments	122	9	0						
"	Buoys and beacons	56	8	10						
					3,365	12	6	3,500	0	0
21	Marine Survey ... ..	...			1,222	15	10	1,000	0	0
					9,854	11	4	16,970	0	0

REPORT OF MARINE DEPARTMENT.

9 G.—No. 6.

RETURN showing the Cost of Maintenance of the NEW ZEALAND LIGHTHOUSES during the Financial Year 1869-70.

Name of Lighthouse.	Repairs and Stores of a Permanent Nature.	Oil and other Annual Supplies and Contingencies.	Keepers' Salaries.	Total Expenses for the Year.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Tiri Tiri	0 7 0	257 3 1	350 0 0	607 10 1
Nelson	0 15 0	63 3 9	180 0 0	243 18 9
Mana Island ... ..	...	221 2 6	340 0 0	561 2 6
Pencarrow Head	157 15 6*	325 6 1	340 0 0	823 1 7
Godley Head... ..	3 10 0	225 4 6	350 0 0	578 14 6
Tairoa Head ... ..	...	167 6 4	343 15 0	511 1 4
Dog Island	6 0 0	325 3 6	471 3 8	802 7 2
Farewell Spit... ..	...	17 2 8	65 0 0	82 2 8
Nugget Point ... ..	...	...	116 3 2	116 3 2
Totals	168 7 6	1,601 12 5	2,556 1 10	4,326 1 9

* Includes cost of a new set of lamps.

RETURN showing the Cost of Maintenance of the NEW ZEALAND LIGHTHOUSES during the Financial Year 1870-1.

Name of Lighthouse.	Repairs and Stores of a Permanent Nature.	Oil and other Annual Supplies and Contingencies.	Keepers' Salaries.	Total Expenses for the Year.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Tiri Tiri	10 16 2	162 5 3	350 0 0	523 1 5
Farewell Spit... ..	28 11 4	262 10 2	346 13 4	637 14 10
Nelson	19 0 3	55 15 0	180 0 0	254 15 3
Mana Island	6 7 6	169 3 6	319 6 7	494 17 7
Pencarrow Head	770 5 9*	253 4 10	340 0 0	1,363 10 7
Cape Campbell	14 10 3	183 0 9	333 8 11	530 19 11
Godley Head... ..	1 8 0	190 17 0	341 17 8	534 2 8
Toiroa Head	2 0 0	127 4 2	320 0 0	449 4 2
Nugget Point	182 0 11†	291 19 8	364 19 3	838 19 10
Dog Island	12 19 4	246 8 10	433 17 6	693 5 8
Totals	1,047 19 6	1,942 9 2	3,330 3 3	6,320 11 11

* Includes cost of new dwellings for Keepers. † Includes cost of repairs and improvements to road, and oil store at landing place.

RETURN showing the Total Cost of the LIGHTHOUSES recently erected on the Coasts of New Zealand.

Name of Lighthouse.	Cost of Lantern Apparatus and Glasses, Wicks, Tools, and other stores.	Cost of Tower and Dwellings and of approaches to the Lighthouse Stations.	Wages &c., of Fitters, fitting up Lantern and Apparatus.	Hire of Steamer and freight of Stores in the Colony.	Salaries of Inspectors of Works.	Survey of Site.	Stores and Sundries.	Total cost.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Nugget Point	2,627 0 5	3,201 6 2	106 18 6	43 4 0	373 1 0	125 5 0	57 8 10	6,534 3 11
Cape Campbell	2,239 16 9	2,252 5 10	209 11 8	350 2 11	323 16 2	...	243 9 2	5,619 2 6
Farewell Spit	2,267 7 8	2,597 10 0	232 3 4	377 9 11	340 12 2	...	324 8 7	6,139 11 8

REPORT OF MARINE DEPARTMENT.

DESCRIPTIVE RETURN of the LIGHTHOUSES on the Coasts of New Zealand.

Name of Lighthouse.	Order of Apparatus.	Revolving or Fixed.	Colour of Light.	Tower Built of	Light Keepers' Dwellings Built of	Total Prime Cost.
Tiri Tiri ...	2nd order Dioptric	Fixed ...	White ...	Iron ...	Timber ...	£ s. d. 5,747 7 3
Farewell Spit ...	" " "	Revolving	White, with red arc over Spit end	Timber ...	" ...	6,189 11 8
Nelson ...	4th " "	Fixed ...	White, with red arc to mark anchorage	Iron ...	Iron, in same building as tower	2,824 8 9
Mana Island ...	2nd " "	" ...	White ...	" ...	Timber ...	5,513 0 1
Pencarrow Head.	" " "	" ...	" ...	" ...	" ...	6,422 0 4
Cape Campbell...	" " "	Revolving	" ...	Timber ...	" ...	5,619 2 6
Godley Head ...	" " "	Fixed ...	" ...	Stone ...	Stone ...	4,705 16 4
Tairoa Head ...	3rd " "	" ...	Red ...	" ...	" ...	4,923 14 11
Nugget Point ...	1st " "	" ...	White ...	" ...	" ...	6,534 3 11
Dog Island ...	" " Holophotal	Revolving	" ...	" ...	" ...	10,480 12 8
TOTAL...						£58,909 18 5

RETURN of the AMOUNT received for PILOTAGE, PORT CHARGES, &c. (being Provincial Revenue) at the various Ports of New Zealand during the Financial Year, 1869-70.

Name of Province and Port.						Amount received for Pilotage.	Amount received for Port Dues, &c.	Totals.
<i>Auckland—</i>						£ s. d.	£ s. d.	£ s. d.
Auckland ...	...	...	...	...	...	1,411 9 1	667 2 10	2,078 11 11
Onehunga ...	...	...	...	...	...	151 2 2	110 9 5	261 11 7
Tauranga ...	...	...	...	...	...	17 13 8	...	17 13 8
Kaipara ...	...	...	...	...	...	166 7 0	...	166 7 0
Russell ...	...	...	...	...	...	120 19 7	2 0 9	123 0 4
Mongonui ...	...	...	...	...	...	15 1 8	...	15 1 8
Hokianga...	...	...	...	...	...	52 4 8	...	52 4 8
						1,934 17 10	779 13 0	2,714 10 10
<i>Taranaki—</i>								
New Plymouth ...	...	...	...	...	...	52 3 0	...	52 3 0
<i>Hawke's Bay—</i>								
Napier ...	...	...	...	...	...	281 15 10	73 4 9	355 0 7
<i>Wellington—</i>								
Wellington ...	...	...	...	...	...	761 11 1	290 16 4	1,052 7 5
Wanganui ...	...	...	...	...	...	704 3 9	...	704 3 9
						1,465 14 10	290 16 4	1,756 11 2
<i>Nelson—</i>								
Nelson ...	...	...	...	...	...	719 10 0	19 2 5	738 12 5
<i>Marlborough—</i>						...	...	Nil.
<i>Canterbury—</i>								
Lyttelton ...	...	...	...	...	...	1,224 6 1	491 12 7	1,715 18 8
<i>Otago—</i>								
Dunedin...	...	...	...	...	...	2,033 1 8	505 19 0	2,539 0 8
Oamaru ...	...	...	...	...	...	...	25 5 4	25 5 4
						2,033 1 8	531 4 4	2,564 6 0
<i>Southland—</i>								
Bluff ...	...	...	...	...	...	399 10 4	53 16 5	458 6 9
Invercargill ...	...	...	...	...	...	41 14 2	27 10 9	69 4 11
Riverton ...	...	...	...	...	...	23 3 0	0 5 0	23 8 0
						469 7 6	86 12 2	555 19 8
<i>County of Westland—</i>								
Hokitika ...	...	...	...	...	...	107 10 4	...	107 10 4
Okarita ...	...	...	...	...	...	2 12 0	...	2 12 0
						110 2 4	...	110 2 4
TOTAL ...						8,200 19 1	2,272 5 7	10,563 4 8

RETURN of the AMOUNT received for PILOTAGE, PORT CHARGES, &c. (being Provincial Revenue)
at the various Ports of New Zealand during the Financial Year 1870-71.

Name of Province and Port.	Amount received for Pilotage.	Amount received for Port Dues, &c.	Totals.
<i>Auckland—</i>	£ s. d.	£ s. d.	£ s. d.
Auckland	1,092 14 6	514 11 7	1,607 6 1
Thames ... ..	...	56 16 10	56 16 10
Onehunga... ..	53 4 6	88 10 11	141 15 5
Tauranga	32 14 6	...	32 14 6
Keipara	30 15 5	6 15 3	37 10 8
Russell	51 7 5	6 0 2	57 7 7
Mongonui	13 17 10	...	13 17 10
Hokianga	74 5 0	...	74 5 0
	1,348 19 2	672 14 9	2,021 13 11
<i>Taranaki—</i>			
New Plymouth	50 15 3	...	50 15 3
<i>Hawke's Bay—</i>			
Napier	444 11 10	132 13 7	577 5 5
<i>Wellington—</i>			
Wellington	915 12 6	684 12 4	1,600 4 10
Wanganui	480 11 3	...	480 11 3
	1,396 3 9	684 12 4	2,080 16 1
<i>Nelson—</i>			
Nelson	629 2 2	7 14 4	636 16 6
<i>Marlborough—</i>	...	...	Nil.
<i>Canterbury—</i>			
Lyttelton... ..	1,147 6 0	786 12 0	1,933 18 0
Timaru ... ..	...	18 14 3	18 14 3
	1,147 6 0	805 6 3	1,952 12 3
<i>Otago (including late Province of Southland)—</i>			
Dunedin	1,231 15 5	785 0 6	2,016 15 11
Oamaru ... ..	...	99 15 6	99 15 6
Bluff	233 1 1	41 15 7	274 16 8
Invercargill	34 17 6	30 19 11	65 17 5
Riverton	42 3 4	1 2 6	43 5 10
	1,541 17 4	958 14 0	2,500 11 4
<i>County of Westland—</i>			
Hokitika	50 11 6	...	50 11 6
Okarita	2 12 0	...	2 12 0
	53 3 6	...	53 3 6
TOTALS	6,611 19 0	3,261 15 3	9,873 14 3

RETURN showing AMOUNT of LIGHT DUES collected during the Financial Years 1869-70 and 1870-1

Port at which collected.	1869-70.	1870-1.
	£ s. d.	£ s. d.
Auckland	1,547 8 5	1,220 4 5
Russell	43 5 7	38 13 2
Wellington	767 5 0	826 5 10
Wanganui	17 12 0	23 2 2
Nelson	551 15 5	562 0 0
Pictou	57 8 4	55 6 2
Havelock	12 19 1	11 19 0
Lyttelton	1,014 3 3	998 3 8
Timaru	7 7 8	26 14 0
Oamaru	6 2 8	40 6 4
Dunedin	1,342 17 10	1,240 14 2
Bluff	443 19 3	382 6 3
Invercargill	14 9 0	17 3 10
Riverton	8 2 10	8 7 11
Hokitika	42 15 1	26 8 7
Greymouth	43 9 9	12 12 7
Westport	91 18 3	84 18 3
	6,012 19 5	5,575 6 4

RETURN of WRECKS on which ENQUIRIES have been held under "The Enquiry into Wrecks Act," between 1st July, 1869, and 30th June, 1871.

Date of Casualty.	Name of Vessel ; also, Age and Class when known.	Rig.	Registered Tonnage.	No. of Crew.	No. of Passengers.	Nature of Cargo.	Nature of Casualty.	No. of Lives Lost.	Place where Casualty took place.	Wind.		Finding of the Court of Enquiry.	Name of Master of Vessel.
										Direction.	Force.		
1869. July 1	Bruce, p.s., 5 years	Schooner ...	83	13	6	Ballast ...	Stranded ; total loss	...	Grey Bar ...	S.E. ...	Very light ...	Unavoidable accident...	F. Hepburn.
" 30	Prince Edward, 10 or 12 years	Brig ...	174	9	1	Coal ...	Foundered	...	West Cape, bearing about N.E., distance about 70 miles	N.N.W.	Storm ...	An accident of the sea. Master and crew used every effort to save the vessel	J. Pallant.
Aug. 6	Murray, s.s., 10 years, and	Schooner ...	56	10	8	Produce...	Collision	...	Entrance of Nelson Harbour	S.E. ...	Light breeze ...	Master of the Murray exonerated	A. D. McGillivray.
"	Waiohahi, 16 years	Ditto ...	16	2	4	General...	Ditto ...	...	Ditto ...	Do. ...	Ditto	Master of Waiohahi blamed for not carrying lights*	Daniel Frazer.
Sep. 7	Yarra, p.s., 5 years	Ditto ...	32	6	...	Ditto ...	Stranded ; total loss	...	North Spit of Hokitika River	S.E. ...	Squally ...	Master exonerated ...	J. Kerley.
" 9	Rambler ...	Ditto ...	72	6	...	Ditto ...	Stranded ; total loss	...	South beach of the Okarito River, near the entrance.	North-easterly	Moderate ...	Error of judgment of the master	John Cairns.
" 24	Neva, 16 years	Ditto ...	91	9	...	Cocoa-nut Oil, &c.	Stranded ; total loss	...	On a reef at Awarua, Fiji	East to N.N.E.	Fresh to strong	Want of judgment and proper precautions while standing off and on in squally weather	John Harrison.
" 30	E. & U. Cameron, 2 years	Ditto ...	41	4	...	General ...	Stranded, and deserted, after which the vessel got afloat and drifted to Awarua Bay	...	N.E. portion of Cape Farewell Sandspit	N.E. ...	Fresh ...	Cause of stranding : compass out of order ; master acted with want of judgment in leaving vessel on shore with sails set	G. Donnelly.
" 8	Pearl ...	Ketch ...	28	Supposed to have been about 3	...	Ditto ...	Bay Capsized by surf	Supposed not more than 3.	Grey River Bar ...	Calm ...	...	Heavy sea struck the vessel while crossing the bar in tow of tug.	John Gifford.
Oct. 2	Harry Bluff ...	Cutter ...	11	3	...	In ballast	Stranded ; total loss	2	Charleston Bar ...	E.N.E.	Light	Vessel lost, solely through the master wilfully disregarding the orders and signals given by the Harbor Master	Frederick Jackson.
" 2	Duke of Edinburgh, 1½ years, and	Schooner ...	51	9	40	Ballast ...	Collision	...	Auckland Harbour	N.E. ...	Light breeze...	Collision caused by master of No. 2 Enterprise attempting to take his vessel across the bows of the Duke of Edinburgh.	W. Farquhar.
" 15	No. 2 Enterprise, 3 years	Ditto ...	40	5	15	Ditto ...	Ditto ...	...	Ditto ...	Do. ...	Ditto	...	R. C. Smith.
"	Diana, 7 years ...	Ketch ...	25	2	...	Partly laden with coal	Burned ...	...	West Wanganui Inlet	...	...	An accident. Master exonerated	Henry Hamilton.

* Master of the "Waiohahi" was prosecuted and fined £5 for not carrying lights.

RETURN of WRECKS on which ENQUIRIES have been held, &c.—continued.

Date of Casualty.	Name of Vessel ; also, Age and Class when known.	Rig.	Registered Tonnage	No. of Crew.	No. of Passengers.	Nature of Cargo.	Nature of Casualty.	No. of Lives Lost.	Place where Casualty took place.	Wind.		Finding of the Court of Enquiry.	Name of Master of Vessel.
										Direction	Force.		
1869. Nov. 19	Falcon, 4 years	Ketch	37	4	4	General...	Stranded ; partial loss	...	Near Tom's Rock, about eight miles westward of Pencarrow Head	N.W...	Strong	Inattention on the part of the master to the sailing directions ; but in consideration of his having brought the vessel into port, though in a very leaky and disabled state, he was only admonished to be more careful in future.	John Morrison.
"	Lalla Rookh, p.s., 1½ years, and Jane, s.s., 2 years	Schooner	23	8	about 100	Ballast ...	Collision .	...	Auckland Harbour	...	Light	The Court found that both the master of the Lalla Rookh and the master of the Jane, with which she came into collision acted with great want of judgment.	T. Fernandez.
"	Active, 1 year	Cutter	25	4	...	General...	Stranded ; total loss	...	Ditto ...	...	Ditto	Master exonerated. Reef not laid down on chart.	J. McDougall.
Dec. 6	Kate, 13 years, and A vessel name unknown	Barque	341	15	49	Ditto ...	Collision .	...	Reef 8 miles from Yendura Island, Fiji At sea, lat. 34°35' S., long. 158°14' E.	S.E. to E.S.E. N.E. by N.	Strong Fresh	The Court considered that there was not a proper look-out on board the Kate, and probably not on board the other vessel*	W. H. Wilson.
"	Blanche Barklay†	Cutter	about 7	2	...	Ballast ...	Foundered	2	Off Tairoa Head, Otago	E.N.E.	Fresh	Error in judgment	Unknown.
"	Rose Ann, 14 years	Schooner	26	3	...	Timber ...	Stranded ; total loss	...	Sandspit on the East side of the Wangapoa River	N.N.W.	Light air	Master exonerated	Thos. Savage.
1870. Jan. 14	Laughing Water, 10 years	Barque	411	13	3	Coal ...	Stranded ; total loss	1	Pahia Point, distant ten miles, bearing N.E.	E.S.E.	Moderate gale	That the casualty was occasioned by the ship striking on a sunken rock not laid down on the chart.	Thos. Gibson.
"	Persevere, p.s., 4½ years	Schooner	28	6	Not known.	General...	Stranded ; total loss	...	Hokitika River Bar	West ...	Light breeze...	Error of judgment of the signalman on shore, who made the signal, "Take the Bar," before there was sufficient water on it	Alex. Robertson.
"	Wainui, s.s., 5 years	Ditto	87	13	...	Ditto ...	Stranded ; partial loss	...	Otago Harbour	Calm...	...	Vessel lost by the mate (who was in charge) not having made sufficient allowance for tide, the master having ordered him to take the vessel to Port Chalmers to save tide. Court blamed the master for not staying with the vessel	Jas. Leys.

* Master of "Kate" prosecuted, and fined £5 for not carrying light.

† Return compiled from evidence of the signalman at Tairoa Head.

RETURN OF WRECKS on which ENQUIRIES have been held, &c.—*continued.*

Date of Casualty.	Name of Vessel; also, Age and Class when known.	Rig.	Registered Tonnage.	No. of Crew.	No. of Passengers.	Nature of Cargo.	Nature of Casualty.	No. of Lives Lost.	Place where Casualty took place.	Wind.		Finding of the Court of Enquiry.	Name of Master of Vessel.
										Direction.	Force.		
1870.													
Feb. 2	Marwell, 9 years	Cutter	28	3	2	Kauri Gum and timber	Stranded; total loss	1	Rock off Tiri Tiri Island, Hauraki Gulf	N.E. ...	Strong breeze	Court cancelled master's certificate	J. Austin.
" 16	Luna, p.s., 5 years, and	Schooner	196	18	Not known	Ballast ...	Collision	...	About 4-mile from the North Head, Auckland	...	Light	Neglect on the part of the master of the "Tartar" in not using the lights required by regulations	Wm. Marshall.
" 28	Tartar Charles Edward, p.s., 6 years	Cutter	15	2	...	Ditto ...	Ditto ...	...	Hollyford River, Martin's Bay	...	...	Master exonerated	D. Manning.
Mar. 11	Hera, 3 years, (Norwegian)	Barque	440	12	...	Wool, &c.	Burned ...	...	Port Underwood	...	...	Master exonerated	A. Terkelsen.
" 23	Faloon, 6 years	Schooner	42	4	2	Timber and Sundries	Stranded; total loss	...	Opunake Bay	W.N.W.	Moderate	Master exonerated	J. T. Cicely.
April 1	Favorite, p.s., 7 years	Ditto	59	8	...	Coal ...	Stranded; total loss	...	Alipara beach	S.S.W.	Moderate gale	Master exonerated	R. Dyason.
" 8	Polly, 9 years	Cutter	12	3	...	Goods for native trade	Burned ...	...	Wangaturu	...	...	Court believe fire to have been an accident	W. Lloyd
" 24	Ruby, 10 years	Schooner	24	4	...	General...	Stranded; partial loss	...	Kaikoura Harbour	N.E. ...	Gale	Master exonerated; Court considered loss of vessel caused principally by port moorings being very old and worn	J. W. G. Fraser.
May 12	Beautiful Star, s.s. 8 years*	Ditto	126	13	10	Produce...	Stranded; partial loss	...	In Wanganui River	Calm ...	...	No blame attached to the master, officers, or crew	J. Christian.
" 13	Challenge, 8 years	Ditto	57	5	...	Timber ...	Stranded; total loss	...	Manukau Bar	Do. ...	...	Vessel lost by the wind falling when crossing Manukau Bar	J. Hobbs.
" 25	Rapid	Ditto	31	4	...	Ditto ...	Stranded; total loss	...	Near Manawatu River	W.N.W.	Strong	Vessel leaky, and in this gale made so much water that the master ran her aground to save life. No blame attached to master	D. Roe.
" 27	Folly	Ketch	17	2	...	Coal ...	Stranded; total loss	2	Bar of Waimakariri River	N.E. ...	Light	Lost owing to an error in judgment on part of master	W. Turner.
June 8	Layard, 14 years	Brig	17½	9	...	Ditto ...	Stranded	...	Timaru Beach	Calm...	...	Casualty was wholly unavoidable	G. Worledge.
" 8	Ruby, 10 years	Schooner	24	3	...	General...	Stranded; total loss	...	Kaikoura Harbour	N.E. ...	Strong gale	Lost by stress of weather; no blame attached to master. Court consider loss of vessel principally caused by port moorings being very old and worn	J. W. G. Fraser.

* Vessel repaired and now running.

RETURN of WRECKS on which ENQUIRIES have been held, &c.—continued.

Date of Casualty.	Name of Vessel; also, Age and Class when known.	Reg.	No. of Men on board.	No. of Crew.	No. of Passengers.	Nature of Cargo.	Nature of Casualty.	No. of Lives Lost.	Place where Casualty took place.	Wind.		Finding of the Court of Enquiry.	Name of Master of Vessel.
										Direction	Force.		
1870. June 9	Lizzy	...	20	3	...	Ballast ...	Stranded; total loss	...	Opunake Bay ...	S.W. ...	Strong breeze	Want of moorings and of a boat's crew to render assistance when a vessel is getting underway after beaching	E. Oleson.
"	Star of the South, s.s. 7 years	Schooner ...	162	14	3	General...	Stranded; total loss	...	Manee Beach, near Port Ahuriri	W. ...	Light air ...	No blame attached to master ...	W. Bendall.
"	Young America	Ditto ...	12	2	...	Ditto ...	Stranded; total loss	...	Beach near Wairau River	N.W. ...	Fresh	Master incompetent	W. Mouritz.
"	Jane, 5 years	Ditto ...	37	4	...	Coal ...	Foundered	1	Hauraki Gulf ...	N.W. ...	Whole gale ...	Vessel too deeply laden	J. Moody.
July 10	Esther Ann, 14 years	Ditto ...	30	9	21	General...	Stranded; total loss	...	Entrance to Holford River Martin's Bay	W.S.W. ...	Gale	Master exonerated from blame ...	T. Brencley
"	Cantero, over 20 years	Barque ...	278	10	...	Timber and Kauri Gum	Stranded, and abandoned, partial loss	...	Inside Hokianga Bay	S.E. ...	Light	Negligence of the master in not paying attention to the signals. Master should have kept by ship	W. Davidson.
"	Elizabeth Curle, 6 years	Schooner ...	76	5	5	Grain ...	Sunk alongside wharf; partial loss	...	Hokitika River	...	...	No blame attached to the master. The vessel was, at low water, on an uneven surface without support amidships, which caused seams to open, and she filled with water	W. A. Payne.
"	Comarang, p.s., 5 years	Ditto ...	152	16	1	Cattle and general	Stranded; partial loss	...	Inside Big River Bar, Poverty Bay	N.E. ...	Fresh breeze...	No blame attached to master or officers	T. Chrisp
"	Enterprise, 12 years, and Tauranga, s.s., 3 years	Ketch ...	27	4	...	Coal ...	Collision; total loss of both vessels	...	About half-way between Point Rodney and Sail Rock, Hauraki Gulf	N.W. ...	Strong breeze	Collision occurred by the neglect of the master of the "Enterprise," in not showing the lights required by law; the loss of all hands on board the "Tauranga" is considered by the Nautical Assessor as partly owing to the master of the "Enterprise" not having made any effort to save life; though his own vessel had foundered, his boat was of ample size and the weather not so boisterous but that he might have tried to have rendered assistance*	R. Millis
"		Schooner ...	68	14	4 (and is supposed more)	General		18 at least (all hands)					Ed. V. Bolger.

* Master and Owner of "Enterprise" prosecuted and fined for not carrying lights; the former, £10 or one month's imprisonment, the latter £100 or three months.

RETURN of WRECKS on which ENQUIRIES have been held, &c.—continued.

Date of Casualty.	Name of Vessel ; also, Age and Class when known.	Rig.	Registered Tonnage.	No. of Crew.	No. of Passengers.	Nature of Cargo.	Nature of Casualty.	No. of Lives Lost.	Place where Casualty took place.	Wind.		Finding of the Court of Enquiry.	Name of Master of Vessel.
										Direction	Force.		
1870. Aug. 24	Constant ...	Ketch ...	13	3	...	General...	Capized ; total loss	2	Grey River Bar ...	W.S.W.	Moderate ...	Error in judgment on part of master.	J. Pascoe.
Sept. 3	Go-Ahead, s.s., and	Schooner ...	84	...	...	{	Collision ; partial loss to both	}	Bream Bay, about 2 miles S.E. of Wangarei Heads	S.	...	Masters of both vessels to blame	A. Farquhar.
" 16	Ivanhoe ...	Ditto	72	...	...		Stranded ; total loss		Cadlin River Bar ...	W.	Moderate ...	No blame attached to master. The wind died away while the vessel was on the bar.	A. M'Gregor.
" 21	Sturt, p.s., About 16 years	Ketch ...	46	4	...	Timber ...	Stranded ; total loss	...	Waimakiri River Bar	N.E.	Gentle breeze	Signalman at Waimakiri River to blame for having made signal to "take the bar;" his instructions being not to signal to outward bound vessels as to state of the bar.	F. Keenan.
" 21	Sturt, p.s., About 16 years	Ditto	104	9	...	Grain, &c.	Ditto ...	...	Waimakiri River Bar	N.E.	Gentle breeze	Signalman at Waimakiri River to blame for having made signal to "take the bar;" his instructions being not to signal to outward bound vessels as to state of the bar.	R. Dyason.
Nov. 5	Wallabi, s.s., 7 years	Schooner ...	101	14	2	General...	Stranded ; partial loss	...	Grey River Bar ...	S.W.	Light breeze	No blame attached to master ...	R. Daniel.
Dec. 3	Ocean Wave, 5 years	Three-masted Schooner	118	7	3	Timber ...	Ditto ...	...	Sunken rock off Mahurangi Island	S.W.	Strong ...	Neglect of master in not allowing sufficiently for set of tide, and not taking cross bearings.	J. Galbraith.
" 6	Supply ...	Cutter ...	16	2	...	Ditto	Stranded ; total loss	...	Near Pentarrow Head	N.W.	Whole gale ...	Parted from her anchors by reason of the ground tackle being bad.	J. King.
1871. Jan. 16	Mary Louisa ...	Ketch ...	19	2	...	Ballast ...	Capized by sudden gust, and foundered	...	Mouth of Pelorus Sound	Variable from NW	Light breeze...	Master beached her to save life. Master exonerated from blame ...	W. Carstens.
" 26	Shamrock, 11 years	Cutter ...	23	3	2	Timber ...	Stranded ; total loss	...	West Spit of Wangapoa Bar	Caln	...	Loss through defective state of windlass and chain.	A. Engleton.
" 28	Caroline ...	Brig ...	149	7	...	General...	Foundered	1	Lat., 35°35' South ; Long., 156°11' E.	S.E.	Moderate gale	Stress of weather ...	J. Ferguson.
Feb. 14	Airedale, s.s., 14 years	Ditto ...	286	30	20	General...	Stranded ; total loss	...	About 3-mile East of the mouth of the Waitara River	E.	Light ...	That the Airedale was lost in consequence of an extraordinary deviation in her compasses, occasioned by the abnormal condition of the atmosphere. The Court decided that no blame could be attached to master or officers or crew.	A. Kennedy.

RETURN of WRECKS on which ENQUIRIES have been held, &c.—*continued.*

Date of Casualty.	Name of Vessel; also, Age and Class when known.	Reg. Big.	No. of Passengers.	No. of Crew.	No. of Passengers.	Nature of Cargo.	Nature of Casualty.	No. of Lives Lost.	Place where Casualty took place.	Wind.		Finding of the Court of Enquiry.	Name of Master of Vessel.
										Direction	Force.		
1871. Feb. 20	Banhee, 6 years.	Schooner ...	...	5	70	...	Stranded; total loss.	4	Danger Reef, Moeraki Bay.	N.E.	Fresh breeze ...	Error in judgment on part of master in not ascertaining his position during the voyage; and master blamed for not using lead constantly.	J. Eckhoff.
Mar. 25	Twilight, 2½ years.	Ditto ...	...	5	55	Kaurigum	Ditto ...	2	Rahu Bay, near Cape Maria Van Diemen.	S.W.	Whole gale ...	Stress of weather; no blame to master.	W. Meikjohn.
" 27	Hindu, 4 yrs. (Norwegian)	Brig ...	...	14	255	Tea	Ditto ...	...	About 3 miles N.W. from New River.	S.W.	Ditto ...	Miscalculation of leeway and drift; master blamed for not taking soundings.	C. Sandberg.
April 5	Charlotte ...	Cutter ...	...	3	24	Flour	Ditto ...	...	Tahanui Beach, in Hawke's Bay.	S.E.	Gale ...	Broke from her anchors, and was put on beach to save life.	W. Johnson.
" 17	Jane ...	Ketch ...	...	2	19	Ballast	Ditto ...	...	Kempe Point, 5 miles W. of Jackson's Head, Cook Strait.	S.E.	Fresh ...	Unable to weather the point owing to fresh inshore wind and heavy sea.	W. Watta.
May 10	Pretty Jane, s.s., 1 year.	Three-masted schooner.	...	10	90	Shooksand coal.	Stranded; partial loss.	...	Moeraki Bay ...	S.W.	Strong ...	Master exonerated from all blame.	J. Christian.
" 24	Foam ...	Ketch ...	...	4	40	Grain	Stranded; total loss.	...	Farewell Spit ...	S.W.	Strong gale ...	Stress of weather.	J. A. Aschman.
" 27	Tairos, s.s., 6 years.	Schooner ...	2	8	51	General...	Ditto ...	...	Molynaux River Bar	Westerly	Moderate ...	Master committed error in judgment in entering the river after dark, and against ebb tide.	G. McKinnan.
" 28	Julia, 18 years.	Ditto ...	...	2	15	Firewood	Ditto ...	1	Taketu Point, Kawan Passage, Hauraki Gulf.	N.E.	Strong breeze	Owner blamed for sending vessel to sea in a leaky state, and in charge of a young and comparatively inexperienced man.	Murdock M'Kay.
June 1	Industry, 12 years.	Ditto ...	...	3	24	Timbor	Ditto ...	...	Waikato Bar ...	Westerly	Ditto ...	Vessel lost through the leading marks being blown down.	J. Hay.
" 22	Eclair, 11½ years.	Cutter ...	...	2	17	Ballast	Ditto ...	...	Tairua Harbour, inside the Bar.	E.N.E.	Moderate gale	Vessel lost through gear being old, and insufficient ballast.	J. Stevens.

RETURN of MASTERS and ENGINEERS to whom CERTIFICATES of COMPETENCY have been issued during the Financial Year, 1869-70.

Name.	Name and Position of Examining Officer.	Nature of Examination.	Class of Certificate.	Vessel for which Certificate has been issued.	Date of Issue of Certificate.	Certificate No.	Remarks.
J. Bain	Not again examined	Master	Coasting Service only	Keera	July 1, 1869	174	In lieu of No. 136
A. D. McGillivray	Captain Turnbull, Licensed Examiner, Westland	"	"	Murray	" 22, "	175	
G. S. Norris	Captain Richard, " Auckland	"	"	Comarung	" " "	176	
A. Campbell	" " " " " "	"	River Service only	Blue Nose	" " "	177	
D. McKenzie	Captain Thomson, Licensed Examiner, Otago	"	"	Lady of the Lake	" " "	178	
J. Leys	" " " " " "	"	Coasting Service only	Wainui	" " "	179	
J. Murray	Captain Richards	"	Extended River Service only	Clyde	Aug. 10, "	180	
W. Farquhar	" " " " " "	"	"	Duke of Edinburgh	" " "	181	
C. Gardiner	" " " " " "	"	River Service only	Waipa	" " "	182	
C. Murray	Not again examined	"	Extended River Service only	Favorite	" " "	183	In lieu of No. 73
J. Maclean	Captain Gibson, Licensed Examiner, Lyttelton	"	"	Halcyon	" 25, "	184	
W. G. Cullen	Not again examined	"	Coasting Service only	Tauranga	" " "	185	In lieu of No. 12
J. Malcolm	" " " " " "	"	"	Maori	" " "	186	In lieu of No. 131
J. Ferguson	" " " " " "	"	River Service only	Golden Age	" " "	187	In lieu of No. 168
J. Edie	Captain Thomson	"	Coasting Service only	Wallace	" " "	188	
J. McDougall	Not again examined	"	Coasting Service only	Lalla Rookh	Sept. 24, "	189	In lieu of No. 66
C. Watson	Captain Richards	"	Coasting Service only	Go-Ahead	Oct. 12, "	190	
R. G. Smith	" " " " " "	"	Extended River only	Enterprise No. 2	" " "	191	
A. E. Grimsstone	Captain Johnson	"	River Service only	Osprey Edward	Nov. 1, "	192	
T. Holmes	" " " " " "	"	Coasting Service only	Charles Edward	" " "	193	
W. McKinley	Captain Thomson	"	River Service only	Enterprise	Jan. 4, 1870	194	
T. Hicks	" " " " " "	"	"	Antrim	" 7, "	195	
A. Bignell	Captain Johnson	"	Coasting Service only	Waipara	Feb. 1, "	196	
T. Fernandez	Captain Richards	"	Extended River only	Lalla Rookh	May 6, "	197	
C. S. Fison	" " " " " "	"	"	Lady Bowen	" " "	198	
E. Bolger	" " " " " "	"	Coasting Service only	Tauranga	" " "	199	
G. Gozer	J. Stewart, Engine Surveyor, Auckland	Engineer	Non-condensing Engines, River Service	Waipa	Aug. 10, 1869	177	In lieu of No. 176
D. G. Donald	Not again examined	"	Condensing Engines, Extended River Service	Duke of Edinburgh	" " "	178	In lieu of No. 108
W. Duncan	" " " " " "	"	Non-condensing Engines, River Service	Persevere	" " "	179	In lieu of No. 132
G. Buchanan	" " " " " "	"	Condensing Engines, Towing Service	Lioness	Sept. 9, "	180	
J. Coutts	J. Stewart	"	Non-condensing Engines, Seagoing Service	Go-Ahead	" " "	181	
R. G. Smythe	Not again examined	"	Non-condensing Engines, Extended River Service	Clyde	Oct. 15, "	182	In lieu of No. 166
J. Hamilton	" " " " " "	"	"	Halcyon	" " "	183	In lieu of No. 21
H. Hunter	J. Nancarrow, Engineer Surveyor for the Colony	"	Condensing Engines, Coasting Service	Wallabi	" 27, "	184	
E. West	Not again examined	"	Non-condensing Engines, River Service	Novelty	Nov. 22, "	185	In lieu of No. 58
A. Crawford	" " " " " "	"	"	Peninsula	" " "	186	In lieu of No. 38
M. Moffatt	" " " " " "	"	"	Lady of Lake	" " "	187	In lieu of No. 16
C. Boyd	" " " " " "	"	"	Mullough	" " "	188	In lieu of No. 69

RETURN of MASTERS and ENGINEERS to whom CERTIFICATES of COMPETENCY have been issued during the Financial Year, 1869-70.—continued.

Name.	Name and Position of Examining Officer.	Nature of Examination.	Class of Certificate.	Vessel for which Certificate has been issued.	Date of Issue of Certificate.	Certificate No.	Remarks.
G. Gyde	J. Stewart	Engineer	Condensing Engines, Extended River Service	Lady Bowen	Dec. 2, 1869	189	
W. Brown	J. Nancarrow	"	Condensing Engines, Coasting Service	Keera	Jan. 7, 1870	190	
J. Macdonald	"	"	Non-condensing Engines, River Service	Antrim	"	191	
A. Kerr	Not again examined	"	"	Victoria	"	192	
J. Scott	"	"	Condensing Engines, Coasting Service	Murray	"	193	
J. Leys	"	"	"	Comarang	April 25,	194	In lieu of No. 43
J. Robinson	"	"	"	Kennedy	"	195	In lieu of No. 52
W. Harwood	J. Stewart	"	"	Tauranga	"	196	In lieu of No. 31
C. Campbell	Not again examined	"	"	Maori	"	197	
J. Black	J. Stewart	"	Condensing Engines, Extended River Service	Duke of Edinburgh	May 6,	198	
W. J. Fison	Not again examined	"	Non-condensing Engines, Extended River Service	Clyde	"	199	
J. McDonald	"	"	"	Enterprise, No. 2	"	200	In lieu of No. 94
J. Cappel	J. Stewart	"	Condensing Engines, Coasting Service	Keera	"	201	In lieu of No. 171
W. Smith	"	"	Non-condensing Engines, River Service	Enterprise, No. 1	16,	202	
J. Fawcus	"	"	Condensing Engines, Coasting Service	Samson	23,	203	

RETURN of MASTERS and ENGINEERS to whom CERTIFICATES of COMPETENCY have been issued during the Financial Year, 1870-71.

Name.	Name and Position of Examining Officer.	Nature of Examination.	Class of Certificate.	Vessel for which Certificate has been issued.	Date of Issue of Certificate.	Certificate No.	Remarks.
W. Allason	Captain Johnson	Master	Coasting Service only	St. Kilda	July 13, 1870	200	
R. Dyason	"	"	Extended River Service only	Sturt	"	201	
E. Tonge	Captain Richards	"	"	Challenger	"	202	
J. Gorn	Captain Thomson	"	Coasting Service only	Wainui	"	203	
J. Lindsey	Captain Richards	"	River Service only	Blue Nose	Sept. 6,	204	
S. Hatfield	Captain Thomson	"	Coasting Service only	Wainui	Oct. 15,	205	
T. Kitchinghara	Captain Turnbull	"	"	Dispatch	Nov. 17,	206	
J. Nolan	"	"	"	Lioness	Dec. 20,	207	
G. McKinnan	Captain Thomson	"	"	Tairoa	"	208	
W. Guy	"	"	"	Wainui	Jan. 20, 1871	209	
R. Leary	Captain Johnson	"	River Service only	Alpha	Feb. 10,	210	
J. Butt	Captain Richards	"	Extended River Service only	Clyde	Jan. 11,	211	
J. Ellis	"	"	"	Golden Crown	"	212	
R. Howarth	Captain Thomson	"	River Service only	Victoria	"	213	
J. McDowall	Not again examined	"	"	Clutha	31,	214	
T. Hart	"	"	Coasting Service only	Beautiful Star	"	215	In lieu of No. 7
C. Fraser	"	"	"	Storm Bird	"	216	In lieu of No. 121
D. Sinclair	Captain Thomson	"	"	Geelong	"	217	
W. L. Bannatyne	Not again examined	Engineer	Condensing Engines, Coasting Service	Maori	Sept. 6,	205	
A. Marshall	J. Stewart	"	Non-condensing Engines, River Service	Blue Nose	"	206	In lieu of No. 142
W. O. McLeod	"	"	"	Gemini	"	207	

RETURN of STEAM VESSELS to which Certificates have been issued in New Zealand during the Financial Year 1869-70.

Name of Vessel.	Tons Register	Horse-power of Engines.	Nature of Propeller.	Class of Certificate.	Nature of Engines.
Blue Nose	42	30	Paddle	River	Non-condensing
Waipa	30	25	"	"	"
Rangariri	45	20	Stern Wheel	"	"
Enterprise No. 1	22	14	Paddle	"	"
Enterprise No. 2	40	32	"	Extended River	"
Challenger	26	30	"	"	"
Maori Chief	15	26	"	River	"
Gemini	11	7	Twin Screw	"	"
Clyde	27	32	Paddle	Extended River	"
Tauranga	67	40	Twin Screw	Sea-going	Condensing
John Penn	122	50	"	"	"
Favorite	38	45	Paddle	Extended River	"
Lady Bowen	26	34	"	"	"
Duke of Edinburgh	51	35	"	"	"
Royal Alfred	89	60	"	Sea-going	"
Lalla Rookh	23	14	"	Extended River	Non-condensing
Go-Ahead	70	30	Twin Screw	Sea-going	"
Jane	18	18	Screw	River	"
Comarang	152	60	Paddle	Sea-going	Condensing
Keera	158	60	Screw	"	"
Star of the South	147	40	"	"	"
Wellington	261	80	"	"	"
Rangatira	174	50	"	"	"
Stern Bird	67	30	"	"	"
Ahuriri	130	50	"	"	"
Phoebe	416	120	"	"	"
Airedale	286	60	"	"	"
Lord Ashley	296	80	"	"	"
Wanganui	164	50	"	"	"
Taranaki	298	90	"	"	"
Osprey	22	10	Paddle	River	Non-condensing
Halcyon	24	25	Twin Screw	Extended River	"
Novelty	42	30	Paddle	River	"
Mullogh	46	15	Screw	"	"
Betsy Douglas	14	12	Paddle	"	"
Gazelle	47	30	Screw	Extended River	"
Moa	47	25	"	"	Condensing
Beautiful Star	125	30	"	Sea-going	"
Wainui	87	25	"	"	"
Maori	118	60	"	"	"
Geelong	108	70	Paddle	"	"
Wallace	56	40	"	"	"
Tairoa	51	30	Screw	"	Non-condensing
Golden Age	78	60	Paddle	River	"
Peninsula	31	20	"	"	"
Lady of the Lake	57	25	"	"	"
Result	8	10	Twin Screw	"	"
Tuapeka	24	60	Stern Wheel	"	"
Antrim	36	30	Paddle	"	"
Victoria	10	12	Screw	"	"
Expert	7	8	"	"	"
Waipara	47	30	Twin Screw	Sea-going	"
Yarra	32	35	Paddle	River	"
Persevere	27	25	"	"	"
Lioness	26	60	"	Sea-going	Condensing
Dispatch	38	40	"	"	"
Wallabi	101	25	Screw	"	"
Lyttelton	86	25	Paddle	"	"
Lady Barkly	30	25	"	Extended River	"
Moutoa	60	16	"	"	Non-Condensing
Charles Edward	89	60	"	Sea-going	"
Murray	57	25	Screw	"	"
Kennedy	125	36	Twin Screw	"	"

RETURN of STEAM VESSELS to which Certificates have been issued in New Zealand during the Financial Year 1870-1.

Name of Vessel.	Tons Register	Horse-power of Engines.	Nature of Propeller.	Class of Certificate.	Nature of Engines.
Blue Nose	42	30	Paddle	River	Non-condensing
Waipa	30	25	"	"	"
Rangariri	45	20	Stern Wheel	"	"
Enterprise No. 1	22	14	Paddle	"	"
Enterprise No. 2	40	32	"	Extended River	"
Maori Chief	15	26	"	River	"
Gemini	11	7	Twin Screw	"	"
Clyde	27	32	Paddle	Extended River	"
Lady Bowen	26	34	"	"	Condensing
Duke of Edinburgh	51	35	"	"	"
Royal Alfred	89	60	"	Sea-going	"
Lalla Rookh	23	14	"	Extended River	Non-condensing
John Penn	122	50	Twin Screw	Sea-going	Condensing
Samson	111	70	Paddle	"	"
Devonport	23	12	"	River	Non-condensing
Challenger	26	30	"	Extended River	"
Golden Crown	207	140	"	"	Condensing
Napier	44	24	Screw	Sea-going	Non-condensing
Williams	219	120	Paddle	"	Condensing
Comerang	152	60	"	"	"
Keera	158	60	Screw	"	"
Go-Ahead	70	30	Twin Screw	"	Non-condensing
Star of the South	147	40	Screw	"	Condensing
Wellington	261	80	"	"	"
Rangatira	174	50	"	"	"
Storm Bird	67	30	"	"	"
Ahuriri	130	50	"	"	"
Phœbe	416	120	"	"	"
Airedale	286	60	"	"	"
Lord Ashley	296	80	"	"	"
Wanganui	164	50	"	"	"
St. Kilda	91	30	"	"	"
Taranaki	298	90	"	"	"
Pioneer	18	10	"	River	Non-condensing
Osprey	22	10	Paddle	"	"
Halcyon	24	25	Twin Screw	Extended River	"
Novelty	42	30	Paddle	River	"
Mullogh	46	15	Screw	"	"
Gazelle	47	30	"	Extended River	"
Moa	47	25	"	"	Condensing
Beautiful Star	125	30	"	Sea-going	"
Wainui	87	25	"	"	"
Maori	118	60	"	"	"
Geelong	108	70	Paddle	"	"
Wallace	56	40	"	"	"
Tairoa	51	30	Screw	"	Non-condensing
Golden Age	78	60	Paddle	River	"
Peninsula	31	20	"	"	"
Lady of the Lake	57	25	"	"	"
Result	8	10	Twin Screw	"	"
Tuapeka	24	60	Stern Wheel	"	"
Clutha	21	20	Paddle	"	"
Antrim	36	30	"	"	"
Victoria	10	12	Screw	"	"
Waipara	47	30	Twin Screw	Sea-going	"
Lioness	26	60	Paddle	"	Condensing
Dispatch	38	40	"	"	"
Wallabi	101	25	Screw	"	"
Lyttelton	86	25	Paddle	"	"
Lady Barkly	30	25	"	Extended River	"
Charles Edward	89	60	"	Sea-going	"
Murray	57	25	Screw	"	"
Kennedy	125	36	Twin Screw	"	"

REPORT OF MARINE DEPARTMENT.

RETURN of the AMOUNT COLLECTED during the Financial Years 1869-70 and 1870-1, as FEES under the Steam Navigation Act, for PILOTAGE EXEMPTION CERTIFICATES, and for SALE of CHARTS, &c.

Nature of Receipt.	Received during 1869-70.	Received during 1870-1.
	£ s. d.	£ s. d.
Fees for Survey of Steam Vessels	436 0 0	508 4 0
„ Examination of Masters and Engineers of Steam Vessels	19 19 0	8 18 6
„ Pilotage Exemption Certificates	169 7 0	66 3 0
Sale of Charts, &c.	20 4 1	30 15 10
	£645 10 1	£614 1 4

RETURN of GENERAL PILOTAGE EXEMPTION CERTIFICATES issued during the Financial Year, 1869-70.

No. of Certificate.	Name of Master to whom Certificate has been issued.	Names of Vessels for which Certificates have been issued.	Ports included in Certificate.
76	John Bain	Keera	Wellington, Lyttelton, Oamaru, Akaroa, Timaru, Dunedin, Manukau, Taranaki, Auckland.
77	W. Anderson	Chanticleer	Lyttelton, Akaroa, Timaru, Dunedin.
78	J. Harrold	Margaret	Kaipara, Dunedin, Okarito, Hokitika, Greymouth.
79	H. Moulton	Anne Melhuish	Wellington, Lyttelton.
80	E. Wheeler	Lord Ashley	Auckland, Tauranga, Napier, Wellington, Taranaki, Manukau, Lyttelton, Otago, Bluff, Nelson, Picton.
81	H. Worsp	Phoebe	Auckland, Tauranga, Napier, Wellington, Lyttelton, Otago, Bluff, Nelson, New Plymouth.
82	J. Hobbs	Rifleman	Wellington, Lyttelton, Akaroa, Timaru, Dunedin, Okarito, Greymouth, Russell, Auckland.
83	J. Malcolm	Maori	Lyttelton, Akaroa, Timaru, Dunedin.
84	W. A. Payne	Elizabeth Curle	Wellington, Dunedin, Okarito, Hokitika, Greymouth, Westport, Auckland, Lyttelton, Akaroa, Timaru.
85	Thos. Hart	Geelong	Wellington, Lyttelton, Akaroa, Timaru, Dunedin, Bluff.
86	W. G. Cellem	Tauranga	Russell, Auckland, Tauranga, Napier, Wellington, Lyttelton, Dunedin, Picton, New Plymouth, Manukau.
87	G. A. Phillips	Glencoe	Auckland, Wellington, Lyttelton, Akaroa, Timaru, Dunedin, Hokitika.
	T. Underwood	Claud Hamilton	Wellington, Lyttelton, Otago, Bluff.
89	S. Tall	Tairoa	Dunedin, Bluff.
90	P. Toomey	Lady Don	Lyttelton, Akaroa, Timaru, Dunedin, Hokitika, Okarito, Greymouth, Wellington.
91	J. Eckhoff	Banshee	Dunedin, Okarito, Hokitika, Greymouth, Auckland, Lyttelton, Timaru, Akaroa.
92	W. Davidson	Cantero	Lyttelton, Akaroa, Timaru, Dunedin, Wellington.
93	W. Kiddey	Amateur	Auckland, Lyttelton.
94	R. Mailler	Eagle	Lyttelton, Akaroa, Timaru, Oamaru, Dunedin, Wellington.
95	T. Holmes	Charles Edward	Manukau, New Plymouth, Nelson, Hokitika, Okarito, Greymouth, Lyttelton, Akaroa, Timaru.
96	J. Ruxton	Canterbury	Lyttelton, Akaroa, Timaru, Hokitika, Wellington.
97	J. Riddle	Eucalyptus	Auckland, Lyttelton, Akaroa, Timaru, Dunedin, Hokitika, Okarito, Greymouth.
98	A. Black	Midas	Wellington, Lyttelton, Dunedin.
99	E. Lusher	City of Newcastle	Wellington, Lyttelton.
100	J. Whitwell	Kennedy	Manukau, Taranaki, Nelson, Hokitika, Okarito, Greymouth, Westport, Wellington.
101	G. Walker	Anne Melhuish	Wellington, Auckland.
102	A. Swanson	E. U. Cameron	Waitara, New Plymouth, Picton, Wellington, Lyttelton, Akaroa, Timaru.
103	W. Walker	Onehunga	Wellington, Dunedin, Lyttelton, Akaroa, Timaru.
104	F. Holmes	Taranaki	Manukau, Auckland, Wellington, Taranaki, Napier, Lyttelton, Otago, Tauranga.
105	D. H. Mackenzie	Flirt	Mongonui, Russell, Auckland, Lyttelton, Akaroa, Timaru, Napier.
106	H. Patterson	Ottawa	Lyttelton, Akaroa, Timaru, Dunedin, Hokitika.
107	J. Galbraith	Ocean Wave	Russell, Auckland, Lyttelton, Timaru, Akaroa, Hokitika, Wellington.
108	T. Blake	Adeline Burke	Lyttelton, Akaroa, Timaru, Dunedin.
109	J. Watson	Midas	Dunedin.
110	D. Yule	Anne Melhuish	Wellington.

RETURN of GENERAL PILOTAGE EXEMPTION CERTIFICATES issued during the Financial Year, 1870-71.

No. of Certificate.	Name of Masters to whom Certificates have been issued.	Names of Vessels for which Certificates have been issued.	Ports included in Certificate.
111	E. Wheeler ...	Taranaki ...	Auckland, Tauranga, Napier, Wellington, Taranaki, Manukau, Lyttelton, Otago, Bluff, Picton, Nelson.
112	F. Holmes ...	Wellington ...	Auckland, Tauranga, Manukau, Napier, Wellington, Taranaki, Lyttelton, Otago.
113	E. Tonner ...	Nil Desperandum ...	Lyttelton, Akaroa, Timaru, Auckland.
114	R. Dyason ...	Sturt ...	Lyttelton.
115	P. Matzen ...	Golden Isle ...	Auckland, Russell.
116	G. Morton ...	John Bullock ...	Lyttelton, Akaroa, Timaru.
117	G. Harrison ...	Frowning Beauty ...	Wellington.
118	J. H. Gibbon ...	Constance ...	Auckland.
119	S. Burch ...	Pet ...	Lyttelton, Akaroa, Timaru.
120	J. W. Johnson ...	Southern Cross ...	Hokitika, Greymouth, Okarito, Lyttelton, Akaroa, Timaru, Dunedin.
121	A. Palmer ...	Murray ...	Nelson, Westport, Greymouth, Hokitika, Okarito, Manukau, Taranaki, Napier.
122	H. J. C. Andrew ...	Lord Ashley ...	Auckland, Manukau, Napier, Wellington, Lyttelton, Dunedin, Taranaki.
123	J. Gorn ...	Wainui ...	Lyttelton, Akaroa, Timaru, Dunedin.
124	J. Flowerday ...	St. Kilda ...	Auckland, New Plymouth, Wellington, Lyttelton Dunedin, Manukau, Tauranga.
125	A. Bell ...	Crest of the Wave ...	Lyttelton, Akaroa, Timaru, Dunedin, Okarito, Hokitika, Greymouth, Westport.
126	J. Paton ...	Stranger ...	Auckland, Wellington, Lyttelton, Akaroa, Timaru, Dunedin.
127	W. Mathews ...	Gazelle ...	Wellington.
128	W. Odell ...	Tell ...	Wellington.
129	G. Greenwood ...	Dayspring ...	Wellington.
130	J. A. Scott ...	Lady Bird ...	Wellington.
131	W. M'Burney ...	Hebe ...	Auckland.
132	C. H. Welsh ...	Union ...	Dunedin.
133	R. G. A. Pearce ...	Gothenburg ...	Wellington, Lyttelton, Dunedin.
*1	David Yule ...	Haversham ...	Wellington.
2	J. M'Naughton ...	Velocidade ...	Lyttelton, Akaroa, Timaru.
3	E. J. Ledwell ...	Australian Packet ...	Russell, Auckland.
4	J. W. Cumming ...	Margaret Campbell ...	Auckland, Dunedin.
5	H. J. C. Andrew ...	Lord Ashley ...	Auckland, Tauranga, Napier, Wellington, Taranaki, Manukau, Lyttelton, Dunedin, Picton.
6	Brydges White ...	Camilla ...	Auckland.
7	Crofton Fleek ...	Leonidas ...	Auckland.
8	D. Williams ...	Anne Melhuish ...	Wellington.
9	B. H. Evans ...	Union ...	Lyttelton.
10	T. Hughes ...	Emma Jane ...	New Plymouth, Waitara, Dunedin.
11	J. Allen ...	Australind ...	Lyttelton.
12	H. Patching ...	Water Lily ...	Lyttelton.
13	J. Lawrie ...	Sea Gull ...	Mongonui, Russell, Auckland, Akaroa, Lyttelton, Timaru, Manukau, Kaipara.
14	H. A. Westbrook ...	Jane ...	Lyttelton.
15	D. E. McKellar ...	Esk ...	Wellington.
16	A. Kennedy ...	Airedale ...	Auckland, Tauranga, Wellington, Picton, Taranaki, Manukau, Lyttelton, Otago, Bluff, Nelson.
17	J. A. Scott ...	Anne Melhuish ...	Wellington.
18	T. Underwood ...	Alhambra ...	Wellington, Lyttelton, Otago, Bluff.
19	E. Stafford ...	Gazelle ...	Wellington.
20	F. W. S. Renner ...	Rangatira ...	Auckland, Tauranga, Wellington, Napier, Taranaki, Manukau, Lyttelton, Otago, Bluff, Nelson, Picton.
21	C. Saunders ...	James Patterson ...	Auckland.
22	H. Worsp ...	Phoebe ...	Auckland, Tauranga, Napier, New Plymouth, Wellington, Manukau, Lyttelton, Otago, Bluff, Nelson.
23	D. Hughes ...	Amateur ...	Auckland, Lyttelton.
24	G. Morton ...	John Bullock ...	Lyttelton, Akaroa, Timaru.
25	F. Bowton ...	Joliba ...	Wellington, Lyttelton, Akaroa, Timaru, Dunedin, Auckland, Nelson, Okarito, Hokitika, Greymouth.
26	Isaac Burch ...	Pet ...	Lyttelton, Akaroa, Timaru, Dunedin.
27	W. Anderson ...	Fawn ...	Lyttelton, Akaroa, Timaru, Dunedin.
28	E. Stephens ...	Crishna ...	Auckland, Nelson.
29	R. Daniels ...	Wallabi ...	Wellington, Lyttelton, Akaroa, Timaru, Okarito, Hokitika, Greymouth, Westport, Nelson, Wanganui, Manukau.
30	J. Mathews ...	City of Newcastle ...	Wellington, Dunedin.
31	W. Scott ...	Lyttelton ...	Nelson.
32	J. Walker ...	Lady Barkly ...	Nelson.
33	A. Palmer ...	Murray ...	Napier, Taranaki, Manukau, Okarito, Hokitika, Greymouth, Westport, Nelson.
34	T. Whitwell ...	Kennedy ...	Wellington, Taranaki, Manukau, Okarito, Hokitika, Greymouth, Westport, Nelson.
35	T. Holmes ...	Charles Edward ...	New Plymouth, Manukau, Lyttelton, Akaroa, Timaru, Okarito, Hokitika, Greymouth, Nelson.
36	Francis Holmes ...	Star of the South ...	Russell, Auckland, Tauranga, Napier, Wellington, Taranaki, Manukau, Otago, Lyttelton.
37	G. Smith ...	Duke of Edinburgh ...	Auckland, Wellington.
38	G. McArthur ...	Bella Mary ...	Auckland.

* Certificates from No. 1 to 100 were issued under "The Marine Act Amendment Act, 1870."

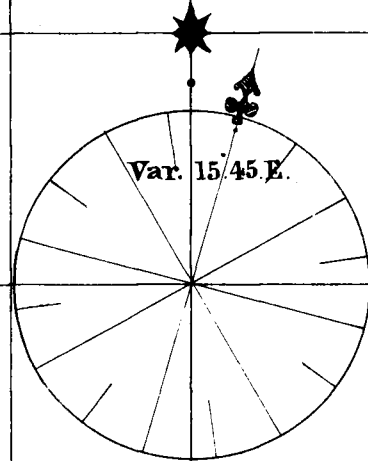
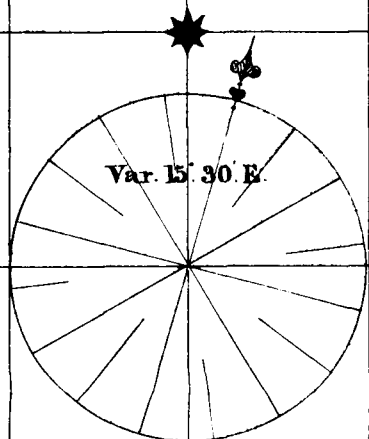
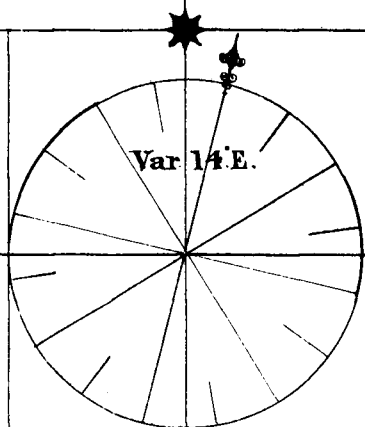
PILOTAGE EXEMPTION CERTIFICATES—*continued.*

No. of Certificate.	Name of Masters to whom Certificates have been issued.	Names of Vessels for which Certificates have been issued.	Ports included in Certificate.
39	J. Claverly	Lismore	Dunedin.
40	J. Watson	Midas	Dunedin.
41	C. H. Walsh	Union	Dunedin.
42	P. Duncan	Sarah and Mary	Hokitika, Greymouth.
43	J. Wood	Cyrene	Lyttelton.
44	C. Ifwerson	Cleopatra	Auckland, Kaipara, Wellington, Lyttelton, Akaroa, Timaru.
45	J. W. Johnson	Southern Cross	Lyttelton, Akaroa, Timaru, Dunedin, Okarito, Hokitika, Greymouth.
46	W. Bendall	Napier	Auckland, Tauranga, Napier, Wellington, Lyttelton, Akaroa, Timaru, Bluff.
47	P. Carter	Alice Cameron	Auckland, Russell.
48	J. Linklater	Wanganui	Wellington, New Plymouth, Manukau, Lyttelton, Akaroa, Timaru, Wanganui.
49	E. Lusher	Australind	Wellington, Lyttelton.
50	S. Sampson	P. C. E.	Lyttelton, Akaroa, Timaru.
51	C. Rogers	Bengal	Dunedin.
52	J. Hagley	Tararua	Auckland, Manukau, Wellington, Lyttelton, Dunedin, Bluff.
53	R. G. A. Pearce	Göthenburg	Wellington, Lyttelton, Dunedin, Bluff.
54	E. Wheeler	Taranaki	Auckland, Tauranga, Wellington, Napier, New Plymouth, Manukau, Otago, Lyttelton, Bluff, Picton, Nelson.
55	J. Conner	Aborigine	Hokitika, Greymouth, Okarito.
56	A. Chambers	Huntress	Auckland, Russell.
57	A. Williamson	Lady Bird	Wellington.
58	T. Hart	Beautiful Star	Wellington, Lyttelton, Akaroa, Timaru, Dunedin, Bluff.
59	H. Tucker	Camille	Wellington, Lyttelton.
60	J. B. Greig	James Paxton	Wellington, Lyttelton, Akaroa, Timaru, Dunedin, Bluff, New River, Riverton.
61	C. Frazer	Storm Bird	Auckland, Dunedin, Bluff, New River, Riverton, Okarito, Hokitika, Greymouth.
62	M. McKenzie	Kenilworth	Auckland.
63	W. Cooper	Kato	Auckland.
64	T. S. Brown	Dancing Wave	Auckland, Wellington, Lyttelton, Akaroa, Timaru, Okarito, Hokitika, Greymouth.
65	J. Brain	Aurora	Russell, Auckland, Kaipara.
66	J. McKenzie	Herald	Auckland, Manukau, Russell, Tauranga, Hokianga, Kaipara, Napier, Wellington, Lyttelton, Dunedin.
67	H. Mackie	Rangitoto	Wellington, Lyttelton, Port Chalmers, Bluff.
68	J. Hobbs	Rifleman	Auckland, Russell, Wellington, Lyttelton, Akaroa, Timaru, Dunedin, Okarito, Hokitika, Greymouth.
69	J. Falconer	Jane Anderson	Auckland, Wellington, Lyttelton, Akaroa, Timaru, Dunedin, Russell.
70	R. Mailler	Magellan Cloud	Russell, Napier Roadstead, Lyttelton, Timaru, Akaroa, Auckland.
71	W. Millar	Sea Gull	Auckland.
72	G. Walker	Alarm	Auckland, Wellington.
73	W. Edward	Rita	Auckland.
74	J. McDonald	W. C. Wentworth	Russell, Auckland, Kaipara.
75	T. Chrisp	Comerang	Russell, Auckland, Tauranga, Waitara, Taranaki, Manukau, Wellington, Lyttelton, Akaroa, Timaru, Dunedin.
76	P. Doile	Go-Ahead	Auckland, New Plymouth, Manukau, Wellington, Lyttelton, Otago, Nelson, Wanganui.
77	J. Ellis	Golden Crown	Auckland.
78	J. Sedcole	Enterprise	Wellington, Dunedin, Lyttelton, Akaroa, Timaru.
79	H. Priest	Isabella	Lyttelton, Akaroa, Timaru, Hokitika, Greymouth, Okarito.
80	P. O'Brien	Cleopatra	Lyttelton, Akaroa, Timaru, Hokitika, Okarito, Greymouth.
81	J. Robinson	Waverley	Monganui, Auckland.
82	G. Short	Fiery Cross	Russell, Auckland, Lyttelton, Akaroa, Timaru, Dunedin.
83	G. P. Stephens	Prosperity	Okarito, Hokitika, Greymouth.
84	E. Griffiths	Ocean Wave	Auckland, Wellington, Lyttelton, Akaroa, Timaru, Dunedin, Okarito, Hokitika, Greymouth.
85	M. Carey	Ahuriri	Russell, Auckland, Wellington, New Plymouth, Manukau, Lyttelton, Dunedin, Okarito, Hokitika, Greymouth, Nelson, Wanganui.
86	J. Galbraith	Ocean Wave	Russell, Auckland, Wellington, Lyttelton, Timaru, Akaroa, Hokitika.
87	H. Quinlan	Lady Bird	Wellington.
88	W. Best	Emulous	Dunedin.
89	J. Riddle	Eucalyptus	Auckland, Lyttelton, Akaroa, Timaru, Dunedin, Hokitika, Okarito, Greymouth.
90	D. H. McKenzie	Flirt	Monganui, Russell, Auckland, Napier, Lyttelton, Akaroa, Timaru.
91	W. G. Burnett	Zephyr	Okarito, Hokitika, Greymouth.
92	J. Flowerday	St. Kilda	Auckland, Tauranga, Wellington, Wanganui, New Plymouth, Manukau, Lyttelton, Dunedin.
93	C. McBurney	Hebe	Auckland, Hokianga.
94	P. Jones	Sea Gull	Russell, Auckland.
95	J. Le Brun	Waterman	Lyttelton, Akaroa, Timaru, Okarito, Greymouth, Hokitika.
96	J. Paton	Memento	Auckland, Wellington, Lyttelton, Akaroa, Timaru, Dunedin.
97	W. Cleary	Princess Alice	Lyttelton, Akaroa, Timaru.
98	H. Robinson	Free Trader	Auckland, Lyttelton.
99	J. W. Clark	Claud Hamilton	Wellington, Lyttelton, Akaroa, Timaru, Dunedin.
100	J. Newring	Novelty	Auckland.

NEW ZEALAND WRECK CHART

1st July 1869 to 30th June 1871.

COMPILED FROM
Official Records
IN THE
MARINE DEPARTMENT.



SYMBOLS.

Casualties by Stranding.

- ✕ Signifies a Total loss
- ✕ " " Partial loss

Casualties by Collision.

- ++ Signifies a Collision between two Steam Vessels with partial loss
- ✕+ " " " a Steam Vessel & a Sailing Vessel with total loss of both Vessels
- 0+ " " " " " with partial loss

Casualties otherwise than by Collision or Stranding

- Signifies a total loss of a Sailing Vessel.

