

1874.

NEW ZEALAND.

NINTH REPORT OF THE MARINE DEPARTMENT, FOR THE YEAR ENDED 30TH JUNE, 1874.

Presented to both Houses of the General Assembly by command of His Excellency.

Customs Department (Marine Branch),
Wellington, 5th August, 1874.

SIR,—

I do myself the honor to furnish the following report of this department for the year ended on the 30th June last :—

Lighthouses.—The coastal lights throughout the colony have been maintained in good order during the year, and no complaints against the efficiency of any of them have reached the department. Only one instance during the year is known where a light became extinguished during the night. This occurred at the lighthouse at the entrance to Nelson Harbour, on the 27th March, and was duly reported by the lightkeeper himself, in obedience to his printed instructions. The first time I visited Nelson after this occurrence, I inquired into the cause of it, and found that it had not arisen through any neglect on the part of the keeper. The light went out in consequence of an accident suddenly happening to a part of the pressure apparatus of the lamp, during the temporary absence of the keeper from the light-room. The light, I believe, was not extinguished for any length of time, as the keeper had a second lamp at hand, ready trimmed, which he lighted immediately he discovered the accident. There is only one keeper at this light, the same that had charge of it when it was taken over from the Provincial Government. Heretofore he has been able, with the assistance of his wife, to attend to the light satisfactorily, and I have therefore refrained from recommending any change which would lead to additional expense; but the occurrence above referred to has led me to conclude that an assistant keeper should now be appointed, so as to place the Nelson light on the same footing as the other coastal lights of the colony, and I therefore recommend that this appointment be made with as little delay as possible, for, owing to the number of steamers that trade to Nelson, the consequence of allowing the light to go out, when one of these vessels was steaming down Blind Bay, in full confidence of being warned by the light of her near approach to the shore, might be most disastrous. There can be no doubt, that when a lighthouse is established, every possible precaution ought to be taken to ensure that the light shall be kept burning brightly every night, between sunset and sunrise, and no mere question of economy ought to interfere to prevent such precautions from being taken. One of the most obvious and necessary of these is, that every lighthouse should be provided with two keepers, for it is impossible that one man can keep awake and on the alert night after night, especially during the long winter nights, when vigilance is most required: sleep must, sooner or later, overcome him, and then an accident to the light, such as the one described above, may arise at any moment, causing it to be extinguished, and perhaps lead to shipwreck and serious loss of life.

Attention was called, in last year's report, to the recommendations that had been made from time to time that a light at the entrance to Tory Channel should be provided. In compliance with these recommendations, you authorized it to be proceeded with without delay, and accordingly the site was surveyed, and the lantern and apparatus were ordered in December. Advices have been received from Messrs. Stevenson, of Edinburgh, the Engineers to the Northern Board of Lighthouses, through whom the order was sent, that contracts for their construction had been entered into. The "Luna" was placed at the disposal of the department in the middle of November last, for the purpose of fixing the site for this light, and also of determining where the light for Cape Foulwind should be placed. Mr. Blackett, the Marine Engineer, and Captain Johnson, readily decided on the position for the Tory Channel light, and the "Luna" then proceeded to Farewell Spit Lighthouse with stores, and thence to Westport, the distance from which place to Cape Foulwind is only about six miles. The road from Westport to Charleston passes about a mile and a quarter inland of the extremity of the cape. The cape is everywhere covered with dense bush, so that a track had to be cut from the road to reach the coast at the point where it is proposed to erect the lighthouse, as the spot could not be approached from Westport by the beach, and a landing could not be effected from the sea, owing to the heavy swell and the rocky nature of the coast. On arriving at the end of the cape, an excellent site was fixed upon; but it was found that it would be necessary to have an extensive clearing made. This was required also to provide for the light being seen up and down the coast. Arrangements were there-

fore made with Mr. Dobson, the District Engineer, to set a number of men to work on this clearing ; and on the return of the "Luna," by way of the West Coast, from the trip she made afterwards to Foveaux Strait, Captain Johnson found the clearing completed, and was enabled to take accurately all necessary bearings. The order for the apparatus was sent home in December ; and I expect very shortly to receive from Messrs. Stevenson a drawing showing the exact size of the lantern, when the construction of the tower will be at once proceeded with, so that it may, if possible, be ready to receive the lantern and apparatus immediately they reach the colony. I venture to trouble you with this detailed account of the steps which had to be taken in connection with the Cape Foulwind light, because similar steps will have to be taken before the erection of many of the projected lights can be proceeded with, and because I believe that a very common opinion with regard to lighthouses is, that all that has to be done is to send to England for a complete lighthouse apparatus, of the most approved and modern design, in order to get out exactly what is wanted ; but a very short experience shows how entirely erroneous this opinion is. Lighthouses so ordered would, as a rule, be unnecessarily expensive, and would rarely be suited for the localities they were intended for. A notable instance of this is afforded by the Mana light, which was ordered early in 1863, for Cook Strait, before the site on which it was to be placed was fixed upon. The iron tower that was sent out was 48 feet high, when one less than half that height would have been more suitable ; and the illuminating apparatus was made to show all round, when one with an apparatus to illuminate the arc to seaward of about 250° was all that was required. It will be seen, therefore, that it is indispensably necessary that the site of every lighthouse should be carefully examined and surveyed before the order for the apparatus can be prepared ; and it is, moreover, necessary to ascertain that a practicable road to the selected site can be made from the nearest safe landing-place. In some places, roads of considerable length, and over difficult ground, have to be made before the materials required can be conveyed to the site on which the lighthouse is to be erected ; this, of course, greatly enhances the cost of the light. In the case of the lighthouse at Nugget Point, a road had to be made for a considerable distance, at a cost of £719 10s.

Lighting of Cook Strait.—The necessity for the erection of the Tory Channel light was urged on the ground that it would complete the lighting of the narrow part of Cook Strait. I felt constrained recently to represent to you that I thought that it would be unadvisable now to proceed with the erection of this light. The site was fixed upon by the late Marine Board, for the double object of marking the entrance to Tory Channel, and, in conjunction with the light on Mana, of facilitating the navigation of the Strait. The reports of the Board show that, whilst it regarded the Brothers as the most suitable site for a light for the purpose last named, on account of their prominent and central position and of their proximity to hidden dangers, yet, as the cost of erecting and maintaining a light on them would greatly exceed the means placed at the disposal of the Board, it decided upon recommending the adoption of the two lights named above, instead of a single light on the Brothers. The opinion of shipmasters who trade through the Strait is now, I believe, entirely in favour of a light on the Brothers ; and those best acquainted with the entrance to Tory Channel strongly condemn the project of placing a light there, as they say that, owing to the strong tide and very narrow entrance, it would not be safe to enter at night, even with the assistance of a light ; and that such a light would probably have the effect of luring vessels to destruction, rather than of assisting them to avoid the dangers by which the navigation of that locality is beset in dark and stormy weather. They maintain that on no account should the entrance be attempted except in the daylight. With a light on the Brothers, there would be no necessity either for the Tory Channel light or the one on Mana ; both could be placed on other parts of the coast. The one ordered for Tory Channel would probably answer very well for Cape Egmont, where a light is urgently required, and the Mana light could be placed on whichever of the sites for new lights it would be found best suited for. If, from any cause, it should be found impracticable to place a light on the Brothers, then the character of the Mana light should at once be altered, to distinguish it from the fixed light at Pencarrow Head, which it is liable to be mistaken for, as was shown in the evidence given on the inquiry into the wreck of the "City of Newcastle" in November, 1872, and again in the recent case of the wreck of the "Cyrus."

Manukau Heads Lighthouse.—The contract for the tower for this light and for the keeper's dwelling, at a cost of £2,421, was let on the 16th October. The designs were prepared by the Marine Engineer, and the whole of the work has been satisfactorily carried out under the directions of Mr. James Stewart, C.E., the resident engineer of the Public Works Department in Auckland. Although not coming within the period to which this report relates, it will be convenient here to state that the Manukau Lighthouse is now complete in every particular, and that it will be lighted up on the 1st of next month. It is a third order dioptric light, with a glass mirror, and is provided with lamps to burn paraffin, fitted with Captain Doty's patent burners. In a trial which was recently made, the light was found to burn with a clear white flame, and there is every reason to believe that this class of luminant will prove highly effective, and much more economical than that heretofore used, viz. colza oil. As soon as this paraffin lamp has been proved beyond doubt to be superior to the ordinary lamps in general use, steps should be taken to have all the lighthouses throughout the colony fitted with lamps of the same description, which, in addition to improving the light, would effect an annual saving of about £300 in the cost of oil, at the present rate of consumption.

Napier Light.—At the same time that the Manukau light was ordered, a fourth order light was ordered by this department, at the request of the Provincial Government of Hawke's Bay, for Napier. This has been placed at the Napier Bluff, and being a harbour light was paid for and will be maintained by the Provincial Government. The cost of the lantern and apparatus amounted to £411 14s. 7d.

New Lights.—A sum of £35,000 was voted by the Legislature last Session for the erection of additional lights, which are urgently required for the safe navigation of various parts of the coast. The localities named for these lights were : Cape Maria Van Diemen, Moko Hinou Islands, Portland Island, Tory Channel, Cape Saunders, Western Entrance to Foveaux Strait, and Cape Foulwind. Captain Johnson, of this department, was despatched to the South by the "Luna" in February last, and was instructed to "examine the coast at Oamaru, Moeraki, Cape Saunders, and West Cape, for the purpose of fixing upon the most suitable sites for the new lighthouses it was proposed to erect at or near those places."

This duty was performed by Captain Johnson in a very satisfactory and painstaking manner; but from the fact of his being unable to reach some of the actual spots selected in Foveaux Strait, owing to rough weather, and to the difficulty of penetrating through the bush without having tracks cut (the time for doing which could not be spared), he was unable to furnish the detailed information required for the purpose of preparing designs for the various buildings required in connection with these lights. Mr. Blackett, unfortunately, was unable, on account of pressure of business in the Public Works Department, to accompany the expedition, so that it was not ascertained definitely whether the obstacles which prevented access to the sites referred to were such as presented any great engineering difficulties or not.

As the efficient lighting of Foveaux Strait is acknowledged on all hands to be urgently required, I submit that the Marine Engineer should be sent there with as little delay as possible to complete the survey and examination of the sites selected by Captain Johnson; and, on his reaching that far, it would be advisable that he should proceed on to the Snares, for the purpose of carefully examining those islets and ascertaining the best position on them for a lighthouse, so as to put the department in possession of such reliable information as will enable it to form a correct estimate of the cost of erecting and maintaining a light on them; for I think there can be no doubt that, sooner or later, the authorities in the United Kingdom and in Australia must recognize the necessity of uniting with this colony in providing the funds for establishing this much needed light.

Soon after the return of the "Luna" from the Southern trip, she was despatched to the North on a similar service. On this occasion the Marine Engineer, Captain Johnson, Mr. Wilson (who also accompanied Captain Johnson to the South), and myself, were on board. Fine weather was experienced throughout the trip, and full advantage was taken of it to carefully examine every point on the coast at which it was considered that a light was required; the exact heights and bearings being taken in every case, so that the department is now in possession of every requisite information to enable it to specify the height of tower and nature of the apparatus required for each of these lights, whenever it may be decided to proceed with their erection. The localities visited specially with reference to lighthouses, or other business connected with this department, were: Manakau Heads, Kaipara, Hokiangra, Cape Maria Van Diemen, Three Kings, Cape Reinga, North Cape, Moko Hinou Islands, Hen and Chickens, Bream Head, Tauranga, East Cape Island, Poverty Bay, and Portland Island. Excellent sites for lights were found at Motu Opao, the small island off Cape Maria Van Diemen, North Cape Island, Moko Hinou Islands, and Portland Island; a description of each is given in the report which Captain Johnson addressed to you on the 10th June last.

Steam Tender for Lighthouse Service.—I have already pointed out to you how necessary it will be for this department to be provided with a small steamer for attending to the lighthouses as soon as the proposed new lights are proceeded with. The "Luna" is now frequently not available just at the particular time when the lighthouses ought to be attended to; and her trips on this service have almost invariably to be hurried over in order to free her by a particular date for some other duty; the result is, that the lighthouses at a distance from Wellington cannot be visited and inspected as often as they should be. If inconvenience is now felt on this account, it must be obvious that this will be greatly increased when additional lighthouses are built, most of which will be on distant parts of the coast, remote from settlement, and which will, therefore, have to be visited more frequently by an officer of this department than is necessary in the case of lights near to the principal seaports, which are under the constant observation of the local authorities, who can report any irregularity coming under their observation.

Lighthouse Dues.—The amount of dues collected during the past year amounted to £8,841 11s. 4d., being £1,996 1s. 11d. in excess of the collections of the previous year; this is owing not alone to the increase in the number of ships that reached the colony last year, but also to the expansion and activity of the coasting trade. The cost of the maintenance of the coastal lighthouses in 1873-74 was £4,852 9s. 7d. It will be seen, on reference to the tables appended hereto, that this sum was less by £3,989 1s. 9d. than the amount collected for light dues; but when the projected lights are erected, the cost of maintenance will exceed the receipts; this, however, is not a matter for regret, for in a maritime colony, such as this is, any expenditure for the maintenance of lights that may have to be provided for out of the general revenue, will be repaid to the public indirectly, over and over again, by reductions in the rates of freight and insurance, which will certainly follow from the increased safety that will be afforded to shipping on our coasts by the establishment of a number of well-placed and effective lighthouses.

Merchant Shipping Laws.—In consequence of the important additions made last year to the Imperial Merchant Shipping laws, it became necessary, in order to preserve the harmony which has existed since the passing of "The Merchant Shipping Adoption Act, 1869," between the law in the United Kingdom and that in this colony on this important subject, to adopt several of the provisions of "The Imperial Merchant Shipping Act, 1873." A Bill has accordingly been prepared for this purpose, which, if it be passed by the Legislature, will place the laws of New Zealand, on all matters relative to masters and seamen, and to safety and prevention of accidents, on the same footing as those of the mother country. Among the provisions relating to seamen are two which are urgently required to place the law with regard to agreements with seamen on a more satisfactory footing than it is at present,—the one permits the owner or agent of home-trade ships to enter into time agreements with individual seamen to serve in any one or more ships belonging to him, which agreements need not expire on the 30th of June or 31st of December; and the other permits seamen to enter into agreements, stating the maximum period of the voyage or engagement, and the places or parts of the world (if any) to which the voyage or engagement is not to extend, instead of requiring the nature and duration of the intended voyage to be defined, as provided by section 149 of "The Merchant Shipping Act, 1854."

Examination of Masters, Mates, and Engineers.—The number of persons who have been examined during the year was 92. Of these, 57 passed and obtained certificates of competency of the several grades shown in the return relating to this subject appended hereto; the largest number of examinations continues to be held in Auckland.

Reference was made in last year's report to difficulties that had arisen with regard to the three years' domicile required of candidates for examination in this colony under the Board of Trade Regulations; and also to the special regulations which had been issued to meet the case of persons applying to be examined for certificates, who have not the requisite domicile qualification to entitle them to be examined for Board of Trade certificates. I enclose herein copies of letters that have passed between this department and the Board of Trade on this subject, from which it will be observed that these special regulations have been approved of by the Board of Trade, and that a more liberal interpretation will hereafter be given to the term "domicile," so that all difficulties in relation to the examination of candidates and the granting of certificates of competency in this colony have now been entirely removed.

Wrecks and Casualties.—The number of wrecks and casualties that occurred on the coasts of the colony, during the year ending 30th June last, was no less than 58, of an aggregate tonnage of 7,703 tons, being 34 wrecks, of 4,282 tons, more than took place last year. Of these wrecks, 27, of 5,074 tons, were total, and 30, of 2,629 tons, were partial. Vessels that are known to have been recovered after being wrecked, although returned by the officer holding the inquiry as "Total," are placed under the head of "Partial." Under this heading are also placed all vessels which have suffered casualties, however slight.

Twenty lives were lost; the number in the previous year was thirteen. Eight were lost in the "Flora Macdonald," on the Manukau bar; five in the "Cyrus" and two in the "Wellington," near Sinclair's Head; three in the "Agnes," between Waikato and Raglan; one in the "Redcliff," in Allday Bay; and one washed overboard from the "Elizabeth," off Wellington Heads. Besides the wrecks above referred to, the return contains also particulars of casualties to four vessels which occurred beyond the limits of this colony, viz. the "Prince of Wales," 23 tons, totally wrecked at the island of Mangaia; the "Lady Bowen," "Allahabad," and "Claud Hamilton," which suffered more or less damage at sea—the latter losing the master, through a sea carrying away the deck-house.

Weather Reports.—The daily weather reports exhibited at the various telegraph offices throughout the colony having been found to be not entirely reliable, mainly, I understand, in consequence of the telegraph clerks being unable to spare sufficient time from their ordinary duties to make the requisite observations, and these reports being of great service to the seafaring community, you resolved to take steps for securing, as far as possible, thoroughly reliable information as to the state of the weather, from observations to be made at all the coast stations by the Harbour Masters, leaving the few inland stations, as at present, in the hands of officers of the Telegraph Department; the information thus collected to be carefully recorded and studied, with a view of eventually establishing a system of storm signals such as are in use in the United Kingdom and other maritime countries. Captain Edwin was detailed to undertake this duty, and has been located in an office in the Custom House, to enable him to communicate without loss of time with the telegraph office, which is next door. The following stations are in direct communication with this central office, viz.,—Auckland, Manukau Heads, Thames, Coromandel, Taupo, Opunake, Castle Point, Wellington, Hokitika, Westport, Bealey, Lyttelton, Timaru, Oamaru, Port Chalmers, Bluff, and Queenstown. I enclose herein a copy of a letter from Captain Edwin, reporting the progress that has already been made towards carrying out the design here referred to.

Returns.—The usual returns and wreck chart will be found appended hereto.

I have, &c.,

WILLIAM SEED,

Secretary of Customs.

The Hon. the Commissioner of Customs, Wellington.

Mr. W. SEED to the ASSISTANT SECRETARY, Marine Department, Board of Trade.

Customs Department (Marine Branch),

Wellington, 12th March, 1874.

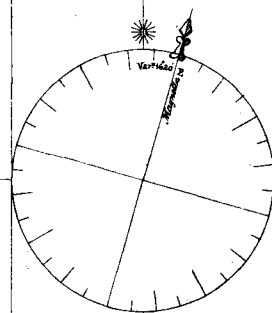
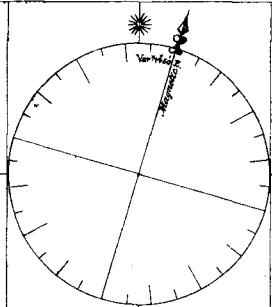
SIR,—

I have to acknowledge the receipt of your letter (M. 18549, 4th December, 1873), in reply to mine of the 30th September last, in which I pointed out certain difficulties that had arisen in regard to the three years' domicile qualification imposed by the Board of Trade on candidates for certificates of competency in this colony.

In reply, I have been directed to thank you for the very full and prompt explanation afforded by you on the points raised in my letter; at the same time, I am to state that whilst this Department fully recognizes the necessity for due precautions being taken for preventing improper persons from obtaining certificates, yet, that a rigid adherence to the strict terms of the condition imposed by paragraph 5 of the Order in Council of 9th August, 1872, will frequently bear hardly on persons desiring to be examined for certificates of competency in this colony. A striking illustration of this is afforded in a recent case which is described in the copies of correspondence enclosed herein; and I am to represent that the Government of this colony would esteem it a favour if the condition referred to could be relaxed, at any rate to the extent of allowing certificates to be granted to persons who have served continuously in ships trading to New Zealand for a period of, or for periods amounting to, at least three years immediately preceding their application to be examined, so as to place them in the same position as if they had served on board vessels registered in New Zealand. This relaxation would meet the case of persons who take service in vessels which trade between this colony and the United Kingdom, and who naturally desire to pass their examination in the place where, from having the longest time in port, and from being able to live on shore with their friends, they have the greatest facilities for preparation and study.

With regard to the last paragraph of your letter, in which you point out that when the master or first mate of any British vessel arriving in this colony has from any cause been removed, her officers of lower grades can now bring the ship home, and that a certificate as master would not be necessary under the circumstances, I am to observe that this statement seems to be at variance with the paragraph on this subject in the "Second Memorandum" by the Board of Trade relating to colonial certificates. That paragraph states that—

1st July 1873 to 30th June 1874



CASUALTIES BY STRANDING
X — Signifies a Total Loss.
X — " " Partial Loss.

00—Collision between two Sailing-vessels with partial loss.
04— " " a Steam-vessel & a Sailing-vessel with partial loss.

● _____ a Total loss of a Sailing vessel.
 ○ _____ a Partial " " " "

"Some enactment will be necessary in each colony availing itself of the Act to prevent British ships without certificated officers from trading to or from such colony, after a date to be fixed by the Government of such colony. The provisions of the Imperial Act applicable to British ships trading to or from the United Kingdom are contained in "The Merchant Shipping Act 1854," sections 136 and 161, and section 10 of "The Merchant Shipping Act, 1862."

The sections of "The Merchant Shipping Act, 1854," here referred to, are in force, by adoption, in this colony (see "The Merchant Shipping Adoption Act, 1869," transmitted in my letter No. 358H, of 13th April, 1872), so that it would appear that the provisions which prevent foreign-going ships from going to sea without certificated masters are as binding in New Zealand as they are in the United Kingdom, and that, therefore, a vessel which reaches New Zealand, and loses her master, or either of her mates, from any cause, would not be entitled to clear for the return voyage without having a new certificated master or mate appointed. Indeed, this seems reasonable; for obviously the same necessity must exist for certificated officers on the return voyage as on the outward voyage. If, however, there is some provision in the law supporting the view expressed in your letter, which has escaped attention in this colony, I should esteem it a favour if you would point it out, in order that all doubt on this important point may be cleared up.

I have, &c.,

WILLIAM SEED,

Secretary of Customs.

The Assistant Secretary, Marine Department, Board of Trade,
Whitehall Gardens, S.W.

Mr. W. SEED to the REGISTRAR-GENERAL of SHIPPING and SEAMEN, London.

Customs Department (Marine Branch),

SIR,—

Wellington, 27th September, 1873.

I have the honor to forward the enclosed certificate of competency as first mate, No. 16, issued in favour of Thomas Moffatt, who passed the necessary examination at Dunedin, in this colony, on the 2nd of this month. As he sailed to London in the "J. N. Fleming" before the certificate could be forwarded to him, he requested that it might be sent to him, to the care of the Registrar-General of Shipping, London. I also forward herewith his certificate as second mate, No. 96087.

I have, &c.,

The Registrar-General of Shipping and Seamen,
6, Adelaide Place, London Bridge.

WILLIAM SEED,

Secretary of Customs.

REGISTRAR-GENERAL of SHIPPING and SEAMEN, London, to the SECRETARY of CUSTOMS, Wellington.

Office of the Registrar-General of Shipping and Seamen,

SIR,—

Adelaide Place, London Bridge, E.C., 1st December, 1873.

With reference to your letter of the 27th September last, enclosing Imperial certificate as second mate, No. 96087, granted to Thomas Moffatt, in May, 1872; also a certificate as first mate, No. 16, granted to the same person, at New Zealand, in September last, but which was not issued, owing to Moffatt having sailed on his return voyage to London in the "James Nicol Fleming," of Glasgow, official No. 60442:

I herewith return the last-mentioned certificate, which I beg to acquaint you is not valid in this country, under paragraph 5 of the Order in Council dated 9th August, 1872, as Thomas Moffatt, the person to whom it was granted, had not been domiciled in New Zealand, or served in ships registered there, for a period of three years immediately preceding the application for the same.

The name has been struck out of the list dated the 26th September, 1873, received by this mail.

The Imperial certificate has been retained for delivery to Mr. Moffatt on his arrival in London.

I am, &c.,

EDWARD HOWE COLEMAN,

pro Registrar-General.

The Secretary of Customs, Wellington, New Zealand.

Mr. W. SEED to the CHIEF HARBOUR MASTER, Dunedin.

Customs Department (Marine Branch),

SIR,—

Wellington, 24th February, 1874.

Referring to the examination that was passed by Mr. T. Moffatt, of the ship "J. N. Fleming," in Dunedin, for first mate's certificate, I beg to inform you that the certificate which was granted to him has been returned to this office by the Registrar-General of Seamen, London, with the announcement that it is not valid in the United Kingdom, because Mr. Moffatt had not been domiciled in New Zealand, or served in ships registered here, for a period of three years immediately preceding the application for the certificate.

When that application was made, I was informed by the Collector at Dunedin that applicant had been all his time with Captain Logan, had shipped originally at Dunedin, and that his parents were resident there. I inferred from this that Mr. Moffatt really belonged to Dunedin, and that his domicile was unquestionable. I therefore had no hesitation in issuing a certificate to him after he had passed.

As the boon granted by the Queen's Order in Council of the 9th August, 1872, which recognizes New Zealand certificates as of equal value with those issued in the United Kingdom, will be greatly diminished if the youths of this colony who ship under circumstances similar to those described above cannot pass their examinations, and obtain their certificates here, I purpose making further represen-

tations on this subject to the Board of Trade, and I should be much obliged to you if you could furnish me with any additional particulars respecting Mr. Moffatt's service, as to where he was apprenticed, and whether or not this country can be properly regarded as his home.

I have, &c.,

W. Thomson, Esq., Chief Harbour Master, Dunedin.

WILLIAM SEED,

Secretary of Customs.

CHIEF HARBOUR MASTER, Dunedin, to the SECRETARY of CUSTOMS, Wellington.

SIR,—

Harbour Office, Port Chalmers, 4th March, 1874.

In reply to your communication of 24th ultimo, *re* Mr. Moffatt's service, &c., I have the honor to state that the family of which he is a member arrived here in 1860, and reside in Dunedin still; that Thomas Moffatt attended the district schools, and afterwards the High School, from his arrival till May, 1866; then served as junior clerk in a Dunedin mercantile house for twenty-one months; and then went to sea in February, 1868, with Captain Logan, in the ship "William Davie," owned in Glasgow, and on arrival at that port was apprenticed either to Captain Logan or Patrick Henderson and Co., his parents cannot say which of the two. He has sailed with Captain Logan ever since, then in the "William Davie," now in the "J. N. Fleming." These vessels are regular traders here, and lie longer at this port than they do on the other side, so that Dunedin may be regarded as Mr. Moffatt's home.

I have, &c.,

WM. THOMSON,

Harbour Master.

The Secretary of Customs (Marine Branch), Wellington.

Mr. T. GRAY to the SECRETARY of CUSTOMS.

Colonial Certificates.

SIR,—

Board of Trade, Whitehall Gardens, 18th May, 1874.

I am directed by the Board of Trade to acknowledge the receipt of your letter of the 12th March, in further reference to certain difficulties which have arisen in New Zealand in regard to three years' domicile qualification imposed by this Board on candidates for colonial certificates of competency, in which you give an instance of alleged hardship, and express a hope that the Board will be disposed to relax this condition, at least to the extent of allowing certificates to be granted to persons who have served continuously in ships trading to New Zealand for a period of, or for periods amounting to, three years immediately preceding their application to be examined.

In reply, I am to inform you that there does not appear to be any need, in order to meet the cases to which you allude, to relax the regulations under which a man must either have been domiciled in New Zealand for three years, or have served on board vessels registered in the colony for that period. In the case of Mr. Moffatt, he was eligible for examination, as his domicile had been in New Zealand for three years, in the sense to which "domicile" can alone apply to seamen who are continually employed at sea; and the general cases to which you allude, where men have been longer in port in New Zealand, and spent more time with their friends there than in other places, a similar interpretation of the word domicile would apply.

With regard to the remarks contained in the last paragraph of your letter, I am to state, in the pointing out that when the master or first mate of any British vessel arriving in a British colony, had from any cause been removed, her officers of lower grades could bring the ship home, and that a certificate as master would not be necessary under the circumstances, this Board had overlooked the adoption of the 136th section of "The Merchant Shipping Act, 1854," by the Legislature of New Zealand, and they desire me to inform you that they approve of the special examinations in such cases to allow a lower officer of the ship to take command of the ship from New Zealand.

I have, &c.,

The Secretary, Customs Department (Marine Branch),
Wellington, New Zealand.

THOMAS GRAY.

Commander R. A. EDWIN to Mr. W. SEED.

SIR,—

Marine Department, Wellington, 11th August, 1874.

In compliance with your request, I have now the honor to forward the following statement, showing the progress made with experimental system of weather reports, from the 28th of last April to the 30th June:—

The Hon. the Commissioner of Customs having directed me to undertake this duty, and arrangements whereby I am now enabled to communicate direct with the Harbour Masters and other reporting officers having been completed, the necessary instructions were forwarded to them in the latter part of last April, and on the 28th of that month the first report was received from Lyttelton; by the end of June reports were daily received from seventeen stations.

As the instruments from which the observations are made are mostly aneroids, which are frequently found to have variable errors, a number of mercurial barometers have been ordered from England; but as most of the observers would probably find a standard barometer difficult to read off, it has been decided to supply less expensive instruments.

The duties of forecasting the weather were commenced during the second week in May, and although the instrumental errors are in some instances large, and are by no means accurately known, the experimental warnings forwarded have been in many instances correct.

The Government, being desirous of affording the masters of all vessels as much assistance as possible in obtaining information as to the state of the weather, have carried into effect a plan by which short questions and answers upon this subject can be made available, the cost of both messages being defrayed by the sender, upon the principle of reply paid. The question is in all cases, "What weather have you?" The reply states the direction and force of the wind, movement of the barometer, and the state of the sea or bar.

These messages are sent to the Harbour Master of the port from which it is desired to obtain the information, who forwards, in reply, the necessary particulars.

I have, &c.,

R. A. EDWIN,
Commander, R.N.

W. Seed, Esq., Secretary of Customs, Wellington.

RETURN of the Total Expenditure of the Marine Department for the Financial Year 1873-74.

Vote 89. Item.	Nature of Expenditure.	Details of Expenditure.	Total Amount Expended.	Total Amount Voted
		£ s. d.	£ s. d.	£ s. d.
1	Officer in Charge ... ..	...	100 0 0	100 0 0
2	Marine Engineer ... ..	...	200 0 0	200 0 0
3	Inspector of Steamers and Nautical Assessor ... ..	...	380 0 0	380 0 0
4	Inspector of Steamers and Engineer Surveyor ... ..	...	380 0 0	380 0 0
5	Examiner of Masters and Mates ... ..	...	300 0 0	300 0 0
6	Clerk ... ..	...	250 0 0	250 0 0
7	Local Inspectors of Steamers ... ..	...	100 0 0	250 0 0
8	Expenses under "Inquiry into Wrecks Act, 1869" ... ..	...	278 4 4	100 0 0
9 to 19	Lightkeepers' Salaries ... ..	...	3,354 15 2	3,690 0 0
20	Repairs and Additions to Lighthouses, Tools, and other permanent Lighthouse Stores and Land	276 9 5	...	...
	Lighthouse Contingencies—payment of temporary Keepers, &c., &c.	291 15 2	...	...
	General Lighthouse Expenses, including Oil, &c.	929 9 10	...	...
	Lightkeepers' Travelling Expenses	9 6 0	...	...
	Departmental Travelling Expenses	332 19 0	...	...
	Departmental Contingencies	143 7 2	...	...
	Charts	25 0 4	...	...
	Buoys and Beacons	20 4 0	...	...
	Salaries of Local Examiners of Masters and Mates	157 3 3	2,185 14 2	3,000 0 0
	Totals ... ..	...	7,528 13 8	8,650 0 0

RETURN showing Cost of Maintenance of the New Zealand Lighthouses during the Financial Year 1873-74.

Name of Lighthouse.	Repairs and Stores of a permanent nature.	Oil and other Annual Supplies and Contingencies.	Keeper's Salaries.	Total Expenses for the Year.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Tiri Tiri	8 12 0	100 18 0	341 8 6	450 18 6
Manukau ... ..	...	...	14 3 4	14 3 4
Farewell Spit	18 0 6	155 17 3	440 0 0	613 17 9
Nelson ... ..	...	24 10 11	180 0 0	204 10 11
Mana Island	3 0 9	124 11 9	330 0 0	457 12 6
Pencarrow Head	*176 17 4	141 16 10	340 0 0	658 14 2
Cape Campbell	6 2 2	120 7 1	319 3 4	445 12 7
Godley Head	15 17 5	141 11 10	350 0 0	507 9 3
Tairoa Head	34 17 3	87 11 6	320 0 0	442 8 9
Nugget Point ... ..	...	187 12 9	310 0 0	447 12 9
Dog Island	13 2 0	186 7 1	410 0 0	609 9 1
Totals	276 9 5	1,221 5 0	3,354 15 2	4,852 9 7

* Includes cost of land, £173.

RETURN showing the Quantity of Oil consumed at the New Zealand Lighthouses during the Financial Year 1873-74.

Name of Lighthouse.	Quantity of Oil consumed.
	Gallons.
Tiri Tiri	421
Farewell Spit	437
Nelson	110
Mana Island	549
Pencarrow Head	609
Cape Campbell	427
Godley Head	499
Tairoa Head	367
Nugget Point	588
Dog Island	603
Total for 1873-74	4,610
Total for 1872-73	4,887

RETURN of the Amount received for Pilotage, Port Charges, &c. (being Provincial Revenue), at the various Ports of New Zealand, during the Financial Year 1873-74.

Name of Province and Port.						Amount Received for Pilotage.	Amount Received for Port Dues, &c.	Totals.
						£ s. d.	£ s. d.	£ s. d.
AUCKLAND—								
Auckland	...	...	...	...	...	1,329 12 6	255 2 10	*1,584 15 4
Onehunga	...	...	...	...	...	83 19 4	110 7 2	194 6 6
Kaipara	...	...	...	...	...	288 18 10	119 4 3	408 3 1
Thames	...	...	...	...	...	...	73 9 11	73 9 11
Russell	...	...	...	...	...	33 6 4	2 10 2	35 16 6
Mongonui	...	...	...	...	...	12 0 0	11 18 0	23 18 0
Hokianga	...	...	...	...	...	138 8 6	...	138 8 6
Totals						1,886 5 6	572 12 4	2,458 17 10
TARANAKI—								
New Plymouth	...	...	...	...	...	46 7 0	30 13 3	77 0 3
WELLINGTON—								
Wanganui	...	...	...	...	...	226 7 2	...	226 7 2
Wellington	...	...	...	...	...	2,032 14 11	1,132 1 9	3,164 16 8
Totals						2,259 2 1	1,132 1 9	3,391 3 10
HAWKE'S BAY—								
Napier	...	...	...	...	...	880 17 8	177 1 2	1,057 18 10
NELSON—								
Nelson	...	...	...	...	...	774 2 0	10 16 1	784 18 1
WESTLAND—								
Hokitika	...	...	...	...	...	48 5 0	...	48 5 0
CANTERBURY—								
Lyttelton	...	...	...	...	...	2,814 10 6	1,315 10 7	4,130 1 1
Timaru	...	...	...	...	...	...	14 18 8	14 18 8
Totals						2,814 10 6	1,330 9 3	4,144 19 9
OTAGO—								
Oamaru	...	...	...	...	...	...	278 6 11	278 6 11
Dunedin	...	...	...	...	...	2,469 12 3	1,207 16 1	3,677 8 4
Invercargill	...	...	...	...	...	...	20 13 10	20 13 10
Bluff	...	...	...	...	...	372 18 5	46 10 4	419 8 9
Riverton	...	...	...	...	...	34 19 2	1 7 0	36 6 2
Totals						2,877 9 10	1,554 14 2	4,432 4 0
TOTALS, 1873-74						11,586 19 7	4,808 8 0	16,395 7 7
TOTALS, 1872-73						8,137 6 4	4,006 2 0	12,143 8 4

* Revenue of Auckland Harbour Board.

RETURN showing the Amount of Light Dues Collected during the Financial Year 1873-74.

Port at which Collected.						Amount.
						£ s. d.
Auckland	...	...	...	...	...	1,472 13 4
Onehunga	...	...	...	...	...	8 0 5
Kaipara	...	...	...	...	...	15 17 3
Tauranga	...	...	...	...	...	12 1 6
Russell	...	...	...	...	...	29 8 3
Mongonui	...	...	...	...	...	1 4 3
Hokianga	...	...	...	...	...	7 15 6
Whangarei	...	...	...	...	...	6 2 2
New Plymouth	...	...	...	...	...	36 7 9
Wanganui	...	...	...	...	...	33 11 5
Wellington	...	...	...	...	...	1,484 16 10
Napier	...	...	...	...	...	99 6 5
Picton	...	...	...	...	...	88 12 10
Havelock	...	...	...	...	...	20 1 5
Kaikoura	...	...	...	...	...	3 5 3
Nelson	...	...	...	...	...	605 15 3
Westport	...	...	...	...	...	47 10 7
Greymouth	...	...	...	...	...	67 8 11
Hokitika	...	...	...	...	...	27 10 4
Lyttelton	...	...	...	...	...	1,864 8 4
Akaroa	...	...	...	...	...	5 10 4
Timaru	...	...	...	...	...	83 6 4
Oamaru	...	...	...	...	...	101 3 3
Dunedin	...	...	...	...	...	2,296 1 1
Invercargill	...	...	...	...	...	5 14 9
Bluff	...	...	...	...	...	413 12 4
Riverton	...	...	...	...	...	4 5 3
Total for 1873-74						£8,841 11 4
Total for 1872-73						£6,845 9 5

RETURN showing the Number of Masters and Mates examined, distinguishing the Number of Successful and Unsuccessful Candidates.

Class Examined for.	Auckland.			Wellington.			Dunedin.			Totals.		
	Passed.	Failed.	Total.	Passed.	Failed.	Total.	Passed.	Failed.	Failed.	Passed.	Failed.	Total.
Foreign-going Certificates ...	24	29	53	7	3	10	2	...	2	33	32	65
Home-trade Certificates ...	8	...	8	6	3	9	1	...	1	15	3	18
Totals ...	32	29	61	13	6	19	3	...	3	48	35	83

RETURN of Masters, Mates, and Engineers, to whom Certificates of Competency have been granted under "The Merchant Ships Officers Examination Act, 1870," during the Financial Year 1873-74.

Names.	Rank for which Certificate has been granted.	Class of Certificate.	Date of Issue of Certificate.	No. of Certificate.
John Scouller* ...	Master ...	Foreign Trade ...	16 July, 1873	6
James Matthew* ...	First Mate ...	" " ...	16 July, 1873	7
Frederick Ohlson* ...	Master ...	" " ...	14 August, 1873	8
John Peter Oakes* ...	" ...	" " ...	26 August, 1873	9
Thomas Chrisp* ...	" ...	" " ...	26 August, 1873	10
Hugh Ross* ...	First Mate ...	" " ...	26 August, 1873	11
William Lamb* ...	Master ...	" " ...	11 Sept. 1873	12
William James Johnson* ...	" ...	" " ...	11 Sept. 1873	13
William Farquhar* ...	" ...	" " ...	11 Sept. 1873	14
Joseph Ellis*† ...	" ...	" " ...	23 Sept. 1873	15
Thomas Moffatt* ...	First Mate ...	" " ...	23 Sept. 1873	16
Thomas John Pennal* ...	Master ...	" " ...	26 November, 1873	17
William Solloway Lane* ...	Second Mate ...	" " ...	7 November, 1873	18
John Charles Moller* ...	Master ...	" " ...	19 December, 1873	19
Charles Spooner* ...	" ...	" " ...	3 January, 1874	20
John Gibb ...	Only Mate ...	" " ...	9 January, 1874	21
Edward Harvey ...	" ...	" " ...	9 January, 1874	22
Kenneth McKenzie* ...	Master ...	" " ...	6 February, 1874	23
Donald Hugh McKenzie* ...	" ...	" " ...	26 February, 1874	24
Henry Morton ...	First Mate ...	" " ...	26 January, 1874	25
Frederick Jones* ...	Master ...	" " ...	27 January, 1874	26
Simon McKenzie* ...	" ...	" " ...	30 January, 1874	27
James Frederick Irving ...	" ...	" " ...	30 January, 1874	28
James Carey ...	Only Mate ...	" " ...	26 February, 1874	29
Reuben Wells* ...	Master ...	" " ...	19 March, 1874	30
Henry Johnson ...	Only Mate ...	" " ...	27 March, 1874	31
Peter Devereux ...	" ...	" " ...	2 April, 1874	32
Charles Frederick Helander* ...	" ...	" " ...	28 April, 1874	33
Joseph Murray* ...	Master ...	" " ...	28 April, 1874	34
William Graham Alexander* ...	First Mate ...	" " ...	15 June, 1874	35
Patrick McConville ...	Master ...	Home ...	16 July, 1873	5,010
David John Jackson ...	" ...	" " ...	16 July, 1873	5,011
Henry Fisk ...	" ...	" " ...	31 July, 1873	5,012
Henry William Knight ...	" ...	" " ...	25 August, 1873	5,013
Norman McKenzie ...	" ...	" " ...	7 November, 1873	5,014
John Christian Moller ...	" ...	" " ...	7 November, 1873	5,015
Murdoch David Sutherland ...	" ...	" " ...	26 November, 1873	5,016
Frederick Melhuish Dicker ...	" ...	" " ...	26 November, 1873	5,017
George Romeril ...	" ...	" " ...	27 January, 1874	5,018
Alfred Moss ...	" ...	" " ...	30 January, 1874	5,019
Edward Nelson ...	" ...	" " ...	19 March, 1874	5,020
James Wills ...	" ...	" " ...	21 March, 1874	5,021
Donald Urquhart ...	" ...	" " ...	28 April, 1874	5,022
Jacob Wichman ...	Mate ...	" " ...	28 April, 1874	5,023
Thomas Swede ...	Master ...	" " ...	28 April, 1874	5,024
Edward Stephenson ...	Mate ...	" " ...	7 May, 1874	5,025
George Chappell* ...	Engineer ...	Second Class ...	16 July, 1873	14
Thomas Thomson* ...	" ...	" " ...	16 July, 1873	15
John Sewell* ...	" ...	" " ...	22 August, 1873	16
John Coutts* ...	" ...	First ...	30 Sept. 1873	17
James Carlaw* ...	" ...	" " ...	1 May, 1874	18
James Stewart* ...	" ...	" " ...	29 October, 1873	19
John Morton* ...	" ...	Second ...	27 January, 1874	20
Robert Johnson* ...	" ...	" " ...	27 January, 1874	21

* Issued under the provisions of Her Majesty's Order in Council of 9th August, 1872, and have the same force as similar Certificates granted by the Board of Trade in the United Kingdom.

† Passed in steam.

RETURN of Masters, Mates, and Engineers to whom Certificates of Service have been granted under "The Merchant Ships Officers Examination Act Amendment Act, 1871," during the Financial Year 1873-74.

Name.	Rank for which Certificate has been granted.	Class of Certificate.	Date of Issue of Certificate.	No. of Certificate.
Williams, Edward Stafford ...	Master ...	Foreign Trade ...	1 July, 1873	2,281
Holmes, Thomas ...	" ...	Home " ...	24 July, 1873	2,282
Payne, William Atkins ...	" ...	Foreign " ...	25 July, 1873	2,283
Campbell, John ...	" ...	Home " ...	29 July, 1873	2,284
Mason, John ...	" ...	" " ...	29 July, 1873	2,285
Brown, Gilbert ...	" ...	" " ...	29 July, 1873	2,286
Bouman, Herman Jacobus ...	" ...	Foreign " ...	29 July, 1873	2,287
Savage, Thomas ...	" ...	Home " ...	29 July, 1873	2,288
Wilson, Isaac ...	" ...	" " ...	29 July, 1873	2,289
Mathieson, Duncan ...	" ...	Foreign " ...	29 July, 1873	2,290
Stephens, James ...	" ...	Home " ...	29 July, 1873	2,291
Smith, Neil ...	" ...	" " ...	29 July, 1873	2,292
Greenwood, Joseph ...	" ...	" " ...	29 July, 1873	2,293
Couch, Charles ...	" ...	" " ...	29 July, 1873	2,294
Weir, Archibald ...	" ...	Foreign " ...	29 July, 1873	2,295
Williams, George ...	Mate ...	Home " ...	29 July, 1873	2,296
Moore, John ...	" ...	" " ...	29 July, 1873	2,297
Munro, Alexander Taylor ...	" ...	Foreign " ...	29 July, 1873	2,298
Trimmer, Henry ...	Master ...	Home " ...	8 August, 1873	2,299
Le Brun, John ...	" ...	Foreign " ...	8 August, 1873	2,300
Botham, John ...	Mate ...	Home " ...	8 August, 1873	2,301
Hughes, Thomas ...	Master ...	Foreign " ...	20 August, 1873	2,302
McLeod, Roderick ...	" ...	" " ...	22 August, 1873	2,303
Chapman, George Prowse ...	" ...	" " ...	22 August, 1873	2,304
Leslie, Peter Greig ...	" ...	Home " ...	22 August, 1873	2,305
Trayte, George Henry ...	" ...	Foreign " ...	3 Sept. 1873	2,306
Perkins, Edward ...	" ...	" " ...	9 Sept. 1873	2,307
Hedges, Frank ...	" ...	Harbour & River Trade	12 Sept. 1873	2,308
Lawrenson, Herman ...	" ...	Home Trade ...	16 Sept. 1873	2,309
Evans, Charles ...	" ...	Foreign " ...	29 Sept. 1873	2,310
Tizard, Henry Hayes ...	" ...	Home " ...	29 Sept. 1873	2,311
Martin, Alfred ...	" ...	Foreign " ...	29 Sept. 1873	2,312
Wann, John Thomas ...	" ...	Home " ...	29 Sept. 1873	2,313
Gibbs, Alexis George ...	Mate ...	Foreign " ...	29 Sept. 1873	2,314
Butt, Richard Groombridge ...	Master ...	Home " ...	4 October, 1873	2,315
Palmer, William Henry ...	" ...	" " ...	18 October, 1873	2,316
Doble, Robert ...	" ...	" " ...	29 October, 1873	2,317
Lennon, Michael ...	" ...	" " ...	29 October, 1873	2,318
Nolan, James ...	" ...	" " ...	29 October, 1873	2,319
Berriman, Richard ...	Mate ...	" " ...	29 October, 1873	2,320
Quartermaster, Edward Gadney ...	Master ...	" " ...	29 October, 1873	2,321
Stewart, Duncan ...	" ...	" " ...	29 October, 1873	2,322
Stavers, William ...	" ...	Foreign " ...	12 November, 1873	2,323
Gibbons, George Miltor ...	Mate ...	" " ...	28 November, 1873	2,324
Gibbons, George Miltor ...	Master ...	Home " ...	28 November, 1873	2,325
Smith, Richard Charles ...	" ...	" " ...	28 November, 1873	2,326
Rae, Daniel ...	" ...	" " ...	28 November, 1873	2,327
Munro, Alexander ...	" ...	" " ...	28 November, 1873	2,328
Coleman, Charles ...	" ...	" " ...	28 November, 1873	2,329
Evanson, John ...	" ...	" " ...	28 November, 1873	2,330
Bonner, Charles ...	" ...	" " ...	28 November, 1873	2,331
Palmer, Abraham ...	" ...	" " ...	28 November, 1873	2,332
Wilson, John ...	" ...	" " ...	10 December, 1873	2,333
Black, James ...	" ...	" " ...	10 December, 1873	2,334
Gathercole, William ...	" ...	" " ...	10 December, 1873	2,335
Lennan, Patrick Joseph ...	" ...	" " ...	10 December, 1873	2,336
Williams, William ...	" ...	" " ...	10 December, 1873	2,337
Lennan, Patrick Joseph ...	Mate ...	Foreign " ...	10 December, 1873	2,338
Ross, John ...	Master ...	" " ...	20 January, 1874	2,339
Lloyd, William ...	Mate ...	" " ...	26 January, 1874	2,340
Lloyd, William ...	Master ...	Home " ...	26 January, 1874	2,341
Rackstraw, Frank Henry ...	" ...	" " ...	26 January, 1874	2,342
Tiller, John William ...	" ...	" " ...	26 January, 1874	2,343
Jones, Thomas ...	" ...	" " ...	29 January, 1874	2,344
Glover, William ...	" ...	" " ...	20 February, 1874	2,346
Maule, Francis ...	" ...	" " ...	20 February, 1874	2,347
Clarkson, John Alfred ...	" ...	" " ...	20 February, 1874	2,348
Watts, William ...	" ...	" " ...	20 February, 1874	2,349
Bendall, William ...	" ...	Foreign " ...	20 February, 1874	2,350
Garnes, John ...	" ...	Home " ...	27 February, 1874	2,351
Allason, William ...	" ...	" " ...	27 February, 1874	2,352
Cook, John William ...	" ...	" " ...	21 March, 1874	2,353
McKay, Donald ...	Mate ...	" " ...	21 March, 1874	2,354
Ramsay, John ...	Master ...	" " ...	21 March, 1874	2,355
Printz, George ...	" ...	Foreign " ...	22 May, 1874	2,356
Sullivan, William ...	" ...	Home " ...	22 May, 1874	2,357
Bignell, George William ...	" ...	" " ...	22 May, 1874	2,358
Donovan, Andrew ...	" ...	" " ...	22 May, 1874	2,359
Fairchild, John ...	" ...	" " ...	22 May, 1874	2,360
Westrup, John ...	" ...	" " ...	23 May, 1874	2,361
Lake, Edward ...	" ...	" " ...	24 June, 1874	2,362
Oatridge, William ...	" ...	" " ...	24 June, 1874	2,363
Chambers, Alexander ...	Mate ...	Foreign " ...	24 June, 1874	2,364
Stevens, James ...	Master ...	Home " ...	26 June, 1874	2,365
Kirkwood, David ...	Engineer ...	Second Class	8 July, 1873	1,021
Murray, William ...	" ...	" " ...	18 October, 1873	1,022
Balme, Charles ...	" ...	" " ...	18 October, 1873	1,023
Hunter, Hugh ...	" ...	" " ...	28 November, 1873	1,024
Kirkhan, John ...	" ...	" " ...	6 February, 1874	1,025
Keith, Archibald ...	" ...	" " ...	13 February, 1874	1,026

RETURN of Steam Vessels to which Certificates have been issued in New Zealand during the Financial Year 1873-74.

Name of Vessel.	Tons Register.	Horse Power of Engines.	Nature of Propeller.	Class of Certificate.	Nature of Engines.	Remarks.
Blue Nose ...	42	30	Paddle	River	Non-condensing	
Waipa ...	30	30	"	"	"	
Eclipse ...	8	8	Screw	"	"	Steam Launch.]
Rangiriri ...	30	30	Stern Wheel	"	"	
Waikato ...	61	14	Paddle	"	"	
Enterprise No. 1 ...	22	14	"	"	"	
Enterprise No. 2 ...	40	32	"	Extended River	"	
Gemini ...	11	7	Twin Screw	River	"	
Lady Bowen ...	29	34	Paddle	Extended River	Condensing	
Royal Alfred ...	89	60	"	Sea-going	"	
Lalla Rookh ...	23	14	"	Extended River	Non-condensing	
Devonport ...	23	12	"	River	"	
Challenger ...	26	30	"	Extended River	"	
Golden Crown ...	207	140	"	"	Condensing	
Comerang ...	152	60	"	Sea-going	"	
Star of the South ...	175	45	Screw	"	"	
Pretty Jane ...	101	35	"	"	Non-condensing	
Tam O'Shanter ...	10	7	Paddle	River	"	
Lily ...	20	10	Twin Screw	Extended River	"	
Rowena ...	74	30	Screw	Sea-going	Condensing	
Takapuna ...	58	20	Paddle	River	Non-condensing	
La Buena Ventura ...	4	4	Screw	"	"	Steam Launch.
Southern Cross ...	65	40	"	Sea-going	Condensing	
Lily ...	5	8	"	River	Non-condensing	Steam Launch.
Una ...	14	8	"	"	"	Steam Launch.
Bella ...	12	12	"	Extended River	"	
Fairy ...	33	15	"	"	"	
Phosbe ...	416	120	"	Sea-going	Condensing	
Taranaki ...	298	90	"	"	"	
Lady Bird ...	286	70	"	"	"	
Wellington ...	261	80	"	"	"	
Rangatira ...	184	50	"	"	"	
Manawatu ...	103	45	Paddle	"	"	
Paterson ...	260	120	"	"	"	
Go-Ahead ...	83	30	Twin Screw	"	Non-condensing	
Storm Bird ...	67	30	Screw	"	"	
Napier ...	44	24	"	"	"	
St. Kilda ...	174	45	"	"	Condensing	
Tongariro ...	39	10	Paddle	Extended River	"	
Osprey ...	28	10	"	River	Non-condensing	
Pioneer ...	18	10	Screw	"	"	
Pioneer ...	10	6	"	"	"	Steam Launch.
Halcyon ...	24	25	Twin Screw	Extended River	"	
Novelty ...	43	30	Paddle	River	"	
Clyde ...	27	32	"	Extended River	"	
Mullogh ...	46	15	Screw	River	"	
Gazelle ...	47	30	"	Extended River	"	
Moa ...	50	25	"	"	Condensing	
Beautiful Star ...	126	30	"	Sea-going	"	
Maori ...	118	60	"	"	"	
Geelong ...	108	70	Paddle	"	"	
Effort ...	13	12	"	River	Non-condensing	
Golden Age ...	79	60	"	"	"	
Jane ...	25	8	Screw	"	"	
Jane Williams ...	34	15	"	"	"	
Antrim ...	35	30	Paddle	"	"	
Peninsula ...	32	20	"	"	"	
Lady of the Lake ...	60	30	"	Sea-going	"	
Samson ...	111	70	"	"	Condensing	
Wallabi ...	101	25	Screw	"	"	
Wanganui ...	165	50	"	"	"	
Tuapeka ...	24	60	Stern Wheel	River	Non-condensing	
Waipara ...	48	30	Twin Screw	Sea-going	Condensing	
Lioness ...	26	60	Paddle	"	"	
Dispatch ...	38	40	"	"	"	
Result ...	13	10	"	Extended River	Non-condensing	
Ino ...	24	12	Twin Screw	"	"	
Titan ...	21	55	Paddle	Sea-going	Condensing	
Lady Barkly ...	30	25	"	Extended River	"	
Wallace ...	56	40	"	Sea-going	"	
Charles Edward ...	89	60	"	"	"	
Lyttelton ...	86	25	"	"	"	
Murray ...	59	18	Screw	"	"	
Kennedy ...	125	36	Twin Screw	"	"	

RETURN of General Exemption Certificates issued during the Financial Year 1873-74.

No. of Certificate.	Names of Masters, to whom Certificates have been issued.	Names of Vessels for which Certificates have been issued.	Ports included on Certificate.
192	William Conway ...	Kennedy ...	Nelson, Westport, Greymouth, Hokitika, and Okarito.
193	John William Carpenter ...	Ocean Wave ...	Auckland.
194	Frank Moore ...	Victoria ...	Auckland.
195	Joseph Hughes ...	Comerang ...	Auckland.
196	William Christie Sinclair ...	Claud Hamilton ...	Wellington.
197	John Walter Garth ...	Sea Bird ...	Hokitika, Greymouth, and Okarito.
198	Mathew Houston ...	Lizzy Grey ...	Hokitika, Greymouth, and Okarito.
199	John Griffiths ...	Manawatu ...	Wellington.
200	George Loverock ...	Surprise ...	Auckland.
201	James Brand ...	Charybdis ...	Russell, Auckland, Manukau, Kaipara, Tauranga, Lyttelton, Akaroa, Timaru, Mongonui, and New Plymouth.
202	David Cochrane Law ...	Queensland ...	Dunedin.
203	James Brownell ...	Princess Alice ...	Auckland.
204	Charles Lloyd ...	Rangatira ...	Wellington.
205	George Macdonald Brown ...	Celestia ...	Lyttelton, Akaroa, Timaru, and Bluff.
206	John Mitchell ...	Ellen ...	Lyttelton.
207	Henry Moulton ...	Tasso ...	Wellington and Lyttelton.
208	Edward Thomas Miles ...	Free Trader ...	Lyttelton, and Timaru.
209	John Petersen ...	Pretty Jane ...	Dunedin.
210	William Bowden ...	Claud Hamilton ...	Wellington.
211	Henry Boon ...	Southern Cross ...	Lyttelton.
212	Powell Andrews ...	Anne Melhuish ...	Wellington.
213	William Rose ...	Coronet ...	Auckland.
214	Charles Joseph Campbell ...	Thomas and Henry ...	Lyttelton and Dunedin.
215	Robert Nicoll ...	Czarewitch ...	Dunedin.
216	William Jackson ...	Lalla Rookh ...	Auckland and Mongonui.
217	George Greenwood ...	Isabella ...	Lyttelton and Wellington.
218	Roderick McLeod ...	Marmion ...	Auckland.
219	James Croket ...	Queensland ...	Lyttelton.
220	William S. Petrie ...	Medora ...	Lyttelton.
221	James Taylor ...	Silver Lining ...	Lyttelton.
223	William Henry Palmer ...	Pretty Jane ...	Auckland.
224	George Walker ...	Alarm ...	Auckland and Wellington.
225	Elliot Websdale ...	Boycito ...	Dunedin.
226	John Macey ...	Carl ...	Lyttelton.
227	John Coleman ...	Eleanor ...	Lyttelton.
228	John Blaney ...	Wanganui ...	Dunedin.
229	George Mundle ...	Paterson ...	Russell, Auckland, Wellington, and Lyttelton.
230	Thomas Paterson ...	Pakeha ...	Lyttelton.
231	John Bishop ...	Thomas and Henry ...	Russell, Auckland, New Plymouth, Manukau, Kaipara, and Lyttelton.
232	Thomas Jarvis ...	Result ...	Wellington.

RETURN of the Amount Collected during the Financial Year 1873-74 as Fees under the Steam Navigation Act and the Merchant Ships Officers Examination Act, and for Sale of Charts, &c.

Nature of Receipt.	Amount Collected.
	£ s. d.
Fees under Steam Navigation Act and Merchant Ships Officers Examination Act ...	614 17 0
Sale of Charts ...	44 5 6
Sale of Oil Casks, &c. ...	19 8 10
Total ...	£678 11 4

Date of Casualty.	Name of Vessel, also Age and Class, when known.	Rig.	Register Tonnage.	Number of		Nature of Cargo.	Nature of Casualty.	Number of Lives Lost.	Place where Casualty took place.	Wind.		Finding of the Court of Inquiry.	Name of Master.
				Crew.	Passengers					Direction.	Force.		
1873.													
July 18	"Excelsior," 13 years	Schooner	92	6	4	Timber, Salt, Slates	Stranded; partial loss	...	Rocks off Flat Point	E.N.E.	Moderate	Vessel ran too near Flat Point; probably compass affected by quantity of chain cable stowed nine or ten feet from it	William Joiner.
July 22	"Meteor," 9 years	Schooner	43	4	...	General	Stranded; total loss	...	Wanganui Bar, South Spit	W.	Gale	Loss occasioned by vessel standing in too close before being sufficiently to windward to enter the channel	Peter Leng.
July 28	"Union," 24 years	Brig	158	8	1	Ballast	Stranded; total loss	...	Wangaroa Bay ...	N.E.	Whole gale	Loss occasioned by stress of weather. Master should have provided himself with proper chart	Alexander McCallum.
July 30	"Rangitoto," s.s., 15 years	Schooner	448	38	Not known	General	Stranded; total loss	...	Jackson Head, Cook Strait	S.E.	Light	Master censured for not taking the vessel through the passage himself. Mate also censured, as he did not exercise the vigilance necessary for such intricate navigation	Hugh Mackie.
July 31	"Canterbury," 18 years	Schooner	38	4	...	Produce	Stranded; partial loss	...	Kaikoura Peninsula	S.W.	Strong breeze	Vessel sprung a leak, pump broke down, and she had to be beached. Care should have been taken to see that spare pump was in working order	John Grubb.
Aug. 1	"Tawera," 10 years	Schooner	55	...	...	General	Stranded; partial loss	...	Bar Turanganui River, Poverty Bay	S.W.	Light	Vessel drew too much water for bar	Joseph Kennedy.
Aug. 7	"Jane," s.s., 5 years	Schooner	25	...	...	...	Stranded; partial loss	...	Orewa River, near Auckland.	...	...	Vessel parted cable, and went ashore	William Adams.
Aug. 20	"Trade Wind," 15 months	Cutter	19	3	...	Flour and Sundries	Capsized & foundered; partial loss	...	Between Rangitoto and Wangaroa, in Hauaki Gulf	Sudden gust	Heavy	Vessel capsized by squall from unexpected quarter; no blame to master.	Samuel Richard Savoy.
Aug. 21	"Anne Melhuish," 24 years	Barque	344	11	...	Coal and Maize	Stranded; partial loss	...	Eastern side of entrance to Port Nicholson	N.W.	Fresh breeze, squally	The master acted throughout in a seaman-like manner, and is free from blame, the accident being unavoidable	William Davidson.
Aug. 24	"Lady Bowen"	Barque	892	...	...	Wool, Cotton, Copper, & other Ore	Cargo damaged by ship-ping water in a gale	...	Lat. 35° 33' S., Long. 160° 1' E.	N.N.W.	Strong gale	Accident partly if not wholly due to bad stowage	Joseph Teagus-son.
Aug. 26	"Jane Anderson," 5 years	Schooner	96	6	...	Wheat and Bran	Collision; partial loss	...	Oamaru Bay ...	N.E.	Fresh breeze	The collision was not attributable to any want of seamanship or neglect of any kind on the part of captain of "Jane Anderson"	Hugh Paterson.
Aug. 27	"Emile," 10 years	Brig	214	9	...	Coal, Timber, Coke	Stranded; total loss	...	Oamaru Beach ...	N.E.	Heavy gale	Vessel was unable to beat out, and the heavy sea caused cables to part. No blame attached to the master	Joseph Pallant.
Aug. 27	"Scotaman," 16 years	Brig	231	10	3	Coal	Stranded; total loss	...	Oamaru Beach ...	N.E.	Heavy gale	"Emile," by which "Emile" was disabled, and could not get to sea. Heavy seas caused cable to part, and vessel was thrown on the beach	Charles Rogers.
Aug. 27	"Emile," 10 years	Brig	214	9	...	Coal, Timber, Coke	Stranded; total loss	...	Oamaru Beach ...	East	Storm	"Jane Anderson" came into collision with "Emile," by which "Emile" was disabled, and could not get to sea. Heavy seas caused cable to part, and vessel was thrown on the beach	Joseph Pallant.
Aug. 27	"Duke of Edinburgh," 5 years	Three-masted Schooner	77	6	...	Timber	Stranded; partial loss	...	Timaru Beach ...	N.E.	Strong breeze	Cables parted by heavy seas; Master was justified in running the vessel on shore. Vessel was not supplied with sufficient quantity of cable	James Dunn.
Aug. 27	"Fairy Queen," 10 years	Brig	214	9	...	Coal, 12 tons	Stranded; total loss	...	Timaru Beach ...	East	Strong breeze	Cables parted by heavy seas, and vessel was then run ashore. Master took every precaution to prevent accident	William Spence.

Date of Casualty.	Name of Vessel, also Age and Class, when known.	Reg. Tonnage.	Number of		Nature of Cargo.	Nature of Casualty.	Number of Lives Lost.	Place where Casualty took place.	Wind.		Finding of the Court of Inquiry.	Name of Master.
			Crew.	Passengers					Direction.	Force.		
1873. Aug. 27	"Wanderer," 2 years	32	3	...	Wheat	Stranded; partial loss	...	Timaru Beach ...	N.E.	Moderate gale	Cables parted by heavy seas; having lost all anchors and being unable to beat out, was run ashore. Master used all precaution to prevent casualty. Vessel supplied with too little cable for an open roadstead	Chas. McLean.
Sept. 7	"Claud Hamilton," 13 years	530	35	30	General	Deck-house washed overboard	1	At sea, in lat. 40° 7' S., long. 156° E.	S.E.	Gale	No blame attached to master and crew at inquiry; but it is possible that the accident arose from an error of judgment on the part of the late master (who unfortunately lost his life by the accident), in not heaving to	William Rouse (drowned). W. C. Sinclair, at Inquiry.
Sept. 10	"Kestrel," 1 year	20	...	...	Ballast	Total loss	...	Port Underwood, Ocean Bay	S.E.	Gale	The master did everything necessary under the circumstances	Ferdinand Meller.
Sept. 10	"Lady of the Lake," s.s., 11 years	60	8	...	Ballast	Partial loss	...	Timaru Beach ...	S.S.E.	Gale	Vessel sprung a leak and was beached to save her. Master acted judiciously	Stephen Tall.
Sept. 17	"Oreid," 7 years	66	6	...	Flour	Stranded; total loss	...	Oamaru Beach ...	East- erly	Fresh breeze	Master fully acquitted of all blame	Charles William Bartlett.
Sept. 22	"Oitawa," 8 years	222	9	2	Timber	Stranded; total loss	...	Stony River, New Plymouth	N.N.W.	Strong breeze	Vessel ran on shore. Master stated that compasses were deranged by electricity. Court found that accident was not caused by wrongful act or default of master	William Best.
Sept. 28	"Rose of Eden," 6 years	30	4	...	Timber	Stranded; partial loss	...	Ocean Bay, in Chaffer's Passage, entrance to Port Nicholson	S.	Gale	Opportunity to leave anchorage was neglected. Master's certificates as master and second mate suspended for six months	James Grievie.
Oct. 7	"Prince of Wales," 11 years	23	5	14	General Merchandise	Stranded; total loss	...	On reef, about 1 mile south of Settlement on Island of Mangala, South Pacific	...	Calm	Every effort possible under circumstances was apparently made by master	Robert Burr.
Oct. 22	"Tuspeka," p.s. 10 years	24	5	...	Potatoes, 21 tons	Partial loss	...	Molyneux River, 1 mile above Coal Point	...	...	Force of current caused her to strike against snag	John Paterson.
Oct. 24	"Benecluch," 1 year	66	5	...	Timber	Stranded; partial loss	...	Hokitika Bar ...	...	Light	No blame attached to master	Daniel Henry.
Oct. 29	"Speedwell," 1 year	36	3	...	...	Stranded; partial loss	...	Curtis' Wharf, Grahamstown, Thames, Auckland	N.W.	Strong gale	Accident caused by stress of weather and bad holding ground	Frank Ohemius.
Nov. 15	"Fiery Cross," 5 years	72	4	...	Coal	Collision; partial loss	...	Off Point Rodney	S.W.	Light breeze	"Bonita" did not keep away soon enough. If wind had been strong, she would have cleared "Fiery Cross,"	Thomas Short.
Nov. 27	"Bonita," 6 months	22	3	...	Gum and Stores	Stranded; partial loss	...	Off Chamberlain's Island, Hauraki Gulf	N.W.	Moderate breeze	Vessel struck against piece of bank timber, which knocked a hole into her and caused her to founder	Henry Ngaru.
Nov. 27	"Maggie Robertson," 1 year	16	2	...	Firewood	Foundered; partial loss	...	Wharf, Bluff Harbour	N.W.	Fresh breeze	a kerosene lamp left unattended in mate's room	David Skinner.
Dec. 18	"Wanganui," s.s., 10 years	179	18	...	General	Partial damage by fire	...	Caroline Beach, Island of Ruapeke	N.W.	Strong gale	Fire caused by flaring-up or explosion of	Charles Fraser.
Dec. 19	"Mary Brilliard," 8 years	14	3	...	Ballast	Stranded; total loss	...				Every effort made to save vessel. Accident caused by insufficient length of cable	James Adams.

RETURN of Wrecks on which Inquiries have been held, &c.—continued.

Date of Casualty.	Name of Vessel, also Age and Class, when known.	Reg. Tonnage.	Number of		Nature of Cargo.	Nature of Casualty.	Number of Lives Lost.	Place where Casualty took place.	Wind.		Finding of the Court of Inquiry.	Name of Master.
			Crew.	Passengers					Direction	Force.		
1873. Dec. 20	"Redcliff," 15 years	22	3	...	Grain	Stranded; total loss	1	Allday Bay	N.N. E.	Whole gale	Master perhaps showed want of judgment in not leaving bay when he could, but he did not expect that the N.E. wind would attain its height before 11 a.m., as usual, by which time he would have been ready for sea again.	William Halford.
Dec. 20	"Aborigine," 6 years	132	6	6	General	Stranded; total loss	...	Hokitika River	N.E.	Strong gale	Casualty first caused by N.E. gale and southerly current setting her on South Spit. The final cause being a heavy fresh that came down river and rendered all preparations to heave her off useless	James Levens.
Dec. 31	"Surat," 11 years, classed for 12 years at Liverpool Lloyds	1,000	37	270	General	Stranded; total loss	...	Struck upon Chasland's Mistake, and subsequently beached in Catlin's Bay	N.W.	Fresh breeze	Vessel lost through wrongful act and default of Edmund Joseph Johnson, Master, Abram Forshaw, Mate, and Edward Heselton, Second Mate. Master and mate's certificates cancelled, and second mate's suspended for two years	Edmund Joseph Johnson.
1874. Feb. 2	"Flora Macdonald," 12 years	18	3	5	General	Capsized and foundered; total loss	8 (all hands)	Manukau Bar	S.W.	Heavy squalls	Loss supposed to have been caused by some damage done to steering gear, which caused her to put back to Manakau, and that in running in over the bar, not being under the command of her helm, she broached-to and capsized. No blame seems attributable to master, owners, or crew	J. L. Kenny.
Feb. 2	"Allahabad," 9 years, AA 1, Lloyds	1,185	25	...	Coal	Lost mizen mast, main-topmast, boats, &c.	...	Lat. 36° 40' South, Long. 178° 20' West	S.S.W.	Hurricane	Masts cut away to save vessel which had been thrown on her beam ends by heavy sea	F. W. Crispin.
Feb. 7	"Dauntless," 2 years	72	1st time of collision	...	Ballast	Collision; partial loss	...	Between Breakwater and Queen Street Wharf, Auckland	S.S.E.	Whole gale	Collision caused through fault of both vessels	William Millar.
Feb. 7	"Challenger," s., 4 years	26	1	...	Ballast	...	...	South Spit, at entrance to Hokitika River	S.W.	Moderate Breeze	Flood having come down the river, silted up the bar to the extent of four feet, which was not discernible from signal station or tug	W. D. Hargreaves.
Feb. 10	"Florence," 5 years	55	5	...	General	Stranded; partial loss	...	The Wade, Auckland	N.E.	Fresh	Accident caused by mismanagement of master whilst labouring under influence of liquor; first mate, Mr. Wise, and second mate, Mr. Marsack, also blamed. Court considered that it had not power to suspend certificates, as the vessel was not seriously damaged. Nautical Assessor concurred in finding of Court relative to misconduct of officers, but not as to want of power of Court to suspend certificates	Gilbert Brown.
Mar. 1	"Anazi," 9 years, A1 at Lloyds 16 years	468	15	12	General	Stranded; partial loss	...	...	...	...	...	W. H. Holman.
Mar. 5	"Sarah and Mary," 10 years	154	8	...	Timber	Stranded; partial loss	...	Outer North Spit, entrance to Hokitika River	S.W.	Moderate Breeze	Heavy sea striking tug caused her to lose her headway in breakers on bar, when current set vessel on to North Spit. No blame attributable to master	H. Simpson.

RETURN of Wrecks on which Inquiries have been held, &c.—continued.

17

H.—22.

Date of Casualty.	Name of Vessel, also Age and Class, when known.	Rig.	Register Tonnage.	Number of •		Nature of Cargo.	Nature of Casualty.	Number of Lives Lost.	Place where Casualty took place.	Wind.		Finding of the Court of Inquiry.	Name of Master.
				Crew.	Passengers.					Direction.	Force.		
1878. Mar. 6	"Mary Van Every," 11 years	Schooner	41	4	...	Coal	Total loss	...	Bar, Clutha River	N.E.	Calm	Caught on bar when in tow of steamer, line broke, and vessel drifted on to the rocks	T. Dawson.
Mar. 7	"Randolph," 22 years	Schooner	20 (not registered)	3	...	Firewood	Capsized & foundered; total loss	...	Off Pilot Station, South Head, Port Lyttelton	S.W.	Storm	Accident unavoidable; no blame to master and crew	George Gray.
Mar. 7	"Wellington," 20 years	Ship	696	14	...	Ballast, 240 tons	Stranded; total loss	2	Two and a half miles to the eastward of Sinclair Head, Cook Strait	S.E.	Strong Breeze	Master deficient in due care in navigation of his ship. Certificate suspended for six months. Mate censured for not keeping proper look-out. As master did his duty to the best of his ability, and was almost constantly at his post, and his fault was more an error of judgment than of culpable negligence, Court recommended that a chief mate's certificate be granted to him during period of suspension of his certificate as master	H. E. Hill.
Mar. 7	"Cyrus," 6 years	Barque	317	10	3	Ballast, 90 tons	Stranded; total loss	5	Two and a half miles to the eastward of Sinclair Head, Cook Strait	S.E.	Strong Breeze	Master careless in navigation of his vessel. His certificate suspended for twelve months. But as he endeavoured to do his duty, was always at his post, sober and steady, Court recommended that first mate's certificate be granted to him during period of suspension of his certificate as master	Powell Andrews.
Mar. 9	"Silver Lining," 14 years	Brig	219	10	...	Coal	Stranded; total loss	...	North Head Reef, Kakanui Bay	...	...	Wreck caused by master shortening sail instead of going about, and again, by lifting a second anchor; if he had held on, the steamer could have gone to his assistance. If vessel had been provided with kedg and proper boats, she need not have been lost. Master's certificate suspended for six months	Jas. Taylor.
Mar. 15	"Maid of Otago," 3½ years	Schooner	50	4	...	Timber	Stranded; partial loss	...	Bar of Waitara River, Taranaki.	W.S. W.	Moderate breeze	Master free from blame	Duncan Bain.
Mar. 23	"Hercules," 30 years	Brigantine	139	7	...	Timber	Stranded; partial loss	...	Poua Point, Kaipara Harbour	S.S.W.	Light breeze	Loss caused by wind falling	George Smith.
April 3	"Thames," 13 years	Ketch	23	2	...	General cargo and ballast	Foundered; partial loss	...	Kenepuru Sound, an arm of the Pelorus Sound	N.W.	Squally	Vessel capsized in a sudden squall, no blame to master	C. H. Smith.
April 18	"Albion," 7 years	Brig	263	10	...	Timber	Stranded; total loss	...	Kaitapaka Creek, Kaipara River, Auckland	...	Calm	An eddy tide set vessel on to a rock	James Robinson.
April 19	"Kate Brain," 3 months	Brigantine	118	7	...	Railway sleepers	Stranded; partial loss	...	A reef about 400 yards from Moko-moko Jetty, New River	N.N. E.	Moderate	Pilot committed an error of judgment in not keeping the vessel further off from the reef. Everything possible was done to get her off. Vessels of her tonnage should be provided with a heavier kedg or a stream anchor, and should have at least two pumps	Joseph Brain.

51 H. 22.

RETURN of Wrecks on which Inquiries have been held, &c.—continued.

Date of Casualty.	Name of Vessel, also Age and Class, when known.	Reg. Tonnage.	Number of		Nature of Cargo.	Nature of Casualty.	Number of Lives Lost.	Place where Casualty took place.	Wind.		Finding of the Court of Inquiry.	Name of Master.
			Crew.	Passengers.					Direction.	Force.		
1873. May 3	"Emulous," 9 years	157	8	...	Flour, 48 tons	Stranded; total loss	...	Oamaru Beach ...	...	Calm	Vessel lost from neglect of master in not paying out sufficient chain to ride with. Vessels of this class should be much better found. Cables of insufficient length. Master's certificate suspended for six months	Angus Mathieson.
May 3	"Ocean Wave," 8 years	118	7	2	Coal	Stranded; total loss	...	Oamaru Beach ...	...	Calm	Master had to slip in order to avoid being run down by "Emulous," when vessel was cast on shore by the sea	Christopher Frederick Mann.
May 6	"Fanny Kelly," 6 months	35	4	...	General	Stranded; partial loss	...	Hole in the Wall Passage, inside of Mercury Island, East Coast	E.	Moderate	Casualty occurred through vessel striking a sunken rock alleged not to be laid down in chart. No blame attributable to master	Charles Baker.
May 18	"Alert," 18 years	43	4	...	Sawn timber	Abandoned; water-logged; partial loss	...	Titirangi Bank, Guard's Bay	S.S.E.	...	Vessel being leaky was abandoned	John King.
May 22	"Pearl," 10 years	34	3	...	Coal	Stranded; partial loss	...	Arrow Rock, western side of entrance to Nelson Harbour	West	Gentle breeze	Casualty occurred by master attempting to bring vessel into harbour against the tide	Edward Nelson.
May 25	"Emu," 24 years	27	2	...	Ballast	Capsized; total loss	...	Off Pigeon Bay, 10 miles from Lyttelton South Head	S.W.	...	A sudden puff of wind capsized and she foundered	Thomas Thompson.
May 26	"Mary Thomson," 23 years	49	5	...	Ballast	Stranded; total loss	...	On the reef inside Omaha Bay, Auckland	S. by E.	Heavy gale	Vessel lost through stress of weather; no blame to master	Martin John O'Connell.
May 28	"Earl of South Esk," 16 years	336	12	...	Coal, 478 tons	Stranded; total loss	...	South end of Barrett's Reef, entrance to Port Nicholson	S.	Light breeze	Vessel lost through error in judgment on part of master: 1st. In endeavouring to beat into harbour without a pilot; 2nd. In weighing his anchor before the southerly wind had fairly set in; 3rd. When getting under way and seeing the wind baffling, he did not either make a stern board or let go his anchor again. Master censured for carelessness and want of caution, more particularly in not having jib bent	William Archibald Frodsham.
May 31	"Kate"	26	3	...	Grain, Oats, and Seed	Stranded; partial loss	...	North Spit at entrance to Wanganui River	E.	Light	Master censured for carelessness and want of caution, more particularly in not having jib bent	Joseph Barnard Tilley.
May 31	"Agnes"	23	3	...	Timber	Supposed stranded; total loss	Supposed 3 (all hands)	About half-way between Waikato and Raglan	Not known	known	Portions of wreck of vessel picked up between Waikato and Raglan	Frank Brew.
June 7	"Gem"	6 (Not registered)	2	...	Firewood and Pigs	Stranded; total loss	...	Bar at the mouth of the Wairau River	N.E.	Strong	Loss unavoidable; no blame attached to anybody	Robert George Staveley.
June 19	"Elizabeth"	33	3	...	Ballast	Loss of life	1	Four miles from Wellington Heads	S.E.	...	Man accidentally fell overboard	William Short.
June 22	"Waipara," s.s.	70	9	...	Coals	Stranded; partial loss	...	South Spit, Grey-mouth Bar	N.W.	Strong breeze	Early on the tide, not sufficient allowance made for sea and wind	C. S. Bascand.