RETURN of Wrecks and Casualties to Shipping reported to the Marine Department, from the 1st April, 1883, to the 31st March, 1884.

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		name of Master.	Horatio Char- nock Hayward.	Daniel Berry.	Frederick W. S. Renner.	Charles Quentin	Edward Stafford	williams. Edward Wiess.	David John Jackson,	Joseph Hayton Rice.	Richard Berri- man.	William Ralph Scott.	Richard Berri- man.	Francis Holmes.	
, , ,	- Decision of Court of Inquiry.		Strong current carried vessel on to reef	Fore-yard and maintopsail-yard parted in slings in a violent squall	After vessel left Wellington a heavy S.E. gale sprang up, and, as she has not since been seen, and various articles belonging to her have been picked up, she is supposed to have	been lost with all hands In taking the bar Captain Williams committed an error of informent in following so closely	the s.s. "Tui," which was in charge of the pilot. He was ordered to pay the costs of	In the induity, \$\pi \text{1/8}\$.  No blame attached to pilot or any person concentration of the pilot of any person concentration of the pilot of t	Centred in removal of vessel Casualty caused by master keeping too close to shore off Okura Point through mistaking inner for outer headland. Master ordered	to pay costs of inquiry Vessel left Greymouth for Melbourne on 10th April, 1883, and has not since been heard of	A passenger, Jaines Monro Bertram, fell overboard in a rough sea and was drowned	Stranding caused through vessel's keel touching a bank in channel and remaining fast until she swung against end of protective	works The mate, Alexander Murphy, fell overboard and was drowned. Supposed to have tripped	over a passenger lying on the deck Master was guilty of great carelessness—1st. In giving a course S. ‡ E. by both compasses without having previously compared the two. Ond To not again, on a lying off the	vessel's position on the chart when land was observed on the starboard bow. 3rd. In not examining the log to ascertain distance run, when he saw red light, before altering
	Wind.	Force.	. Strong	:	Heavy gale		Light	Calm	:		Strong	Light .	Calm .		
		Direc- tion.	E.N.E.	:	S.E.		S.E.	:	:	:	vi.	S.W.	:	:	
1	Place Where	Casualty occurred.	N.E. extreme of Astro- labe Reef, between Kadavu and Viti	ji sean	Supposed off Terawhiti, New Zealand		Close to outer edge of bar, Wanganui River	Pier Heads, entrance of	Okura Reef, Okura Bay, near the Wade, New Zealand	Supposed mid - ocean, between Greymouth	and Meibourne Three or four miles N. of Terawhiti on voy- age from Wellington	to Wanganui End of protective works, mouth of Hokitika River	On voyage from Wanga- nui to Wellington	Entrance to Waitara River	
	Number of Lives Lost.		:	:	Supposed 4; all hands	_	:	:	:	Supposed 7; all	pands 1	•	<del>1</del>	:	
	Nature of	Casualty.	Stranded; total loss	Yards carried away,	S. S. S.	Collision;	Collision;		Ditto	Supposed foundered;	total loss Loss of life only	Stranded; no damage	Loss of life only	Stranded; slight damage	
		Cargo.	Copra	General	Ballast	General	*	Colonial	Ballast	Coal	General	<b>.</b>		`	·
	Number of	Passen- gers.	7	. 80	:	1.6	11	:	:	:	:	7	:	:	
	Num	Стем.	4	24	4	14	16	6	ന	7	:	16	:	34	
	Register Tonnage,		95	1044	57	55	135	310	42	174	:	78	:	462	
	Rig.		Schooner	Ship	Schooner		*	•	· ·	Brigantine	Schooner	*	*	*	
4	Name of Vessel,	Age and Class.	Coronet, 11 years		Hanneh Barratt, 10 years	Tui, s.s., 6 years	Kennedy, s.s.,	ñ	City of Cork, s.s., 6 years	Adieu, 13 years	Huia, s.s., 5 years	Murray, s.s., 24	Huia, s.s., 5 years	Наwea, s.s	
	Date of	Casualty.	1882. Oct. 18	1883. Jan. 10	Supposed April 2		April 5	9	18	!	May 2	. 61	о	6	