

SESS. II.—1897.
NEW ZEALAND.

MARINE DEPARTMENT.

(ANNUAL REPORT FOR 1896-97.)

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

MY LORD,—

Marine Department, Wellington, 12th August, 1897.

I do myself the honour to transmit herewith, for your Excellency's information, the report of the Marine Department of the colony for the financial year ended the 31st March last.

I have, &c.,

WM. HALL-JONES,

Minister of Marine.

His Excellency the Right Hon. the Earl of Ranfurly,
Governor of New Zealand.

The SECRETARY to the MINISTER of MARINE.

SIR,—

Marine Department, Wellington, 31st May, 1897.

I have the honour to make the following report on the administration of this department during the financial year ended the 31st March last :—

Lighthouses.—The cost of the maintenance of the lighthouses during the year was £15,644 4s., which includes the cost of erecting a new tower at Farewell Spit ; but it does not include anything for the expenses of the Government steamer which periodically visits all the lighthouses with oil, stores, and provisions. The annual expenses of the steamer amount to about £7,000, and most of her time is occupied in attending to the lighthouses.

Parliament having voted the sum of £400 for repairs to lighthouses and keepers' dwellings, the department has been able to carry out necessary repairs, principally to the dwellings at Dog Island, Centre Island, Puysegur Point, and Tiri Tiri. At the first-named station the second assistant keeper's house, which was too small for a married man, has been enlarged by the addition of two rooms. The work at this station, at Puysegur Point, and at Tiri Tiri was done by the department's carpenter with the assistance of local men. A portion of the repairs at Centre Island were executed by the lighthouse artificer, and the remainder by the principal keeper, who is a carpenter by trade, with the assistance of a carpenter sent from Invercargill. The lighthouse artificer also carried out some necessary works at Nugget Point, the principal of which was the renewal and improvement of the roadway across the narrow neck between the tower and the dwellings. At Nelson the new house for the principal keeper has been completed, and the house-accommodation at the station is now satisfactory. The erection of this house was carried out by the Public Works Department. At Portland Island a schoolroom has been erected, and the Hawke's Bay Education Board has established a school there. It is proposed to enlarge the second assistant keeper's house at this station during the current year, to build a workshop, and to rebuild the cart-shed, which was destroyed during a heavy gale on the 30th January last. These works, and the repairs which are required at some of the other lighthouses, will necessitate a further vote being asked for during the ensuing session of Parliament.

A new tower has been erected at Farewell Spit, as the old tower was becoming unsafe from decay. The new one is an open-framed iron structure, and the height from the ground to the top of the lantern is 88 ft. The work of erection was carried out by the Public Works Department, the material being conveyed to the site by the Government steamers. In order that the light might be discontinued for as short a time as possible a new lantern was procured, and as soon as the construction of the tower was completed the lighthouse artificer proceeded to erect it. The exhibition of the light from the old tower was discontinued on the morning of the 17th January last, and the work of taking down the machine and apparatus and erecting them in the new tower was performed so expeditiously that the light was shown again on the night of the 19th of the same month. It having been reported that the water had shoaled on the Spit end, the Nautical Adviser took advantage of the opportunity of his being there in connection with the exhibition of the light from the new tower to take soundings. These showed that the water had shoaled two fathoms since the soundings shown on the Admiralty chart were taken.

A report has been received from Messrs. D. and C. Stevenson, of Edinburgh, engineers to the Northern Board of Lighthouses, to the effect that, after instituting a series of experiments with the view of devising burners for the consumption of mineral colza oil, they regret to say that the result is not encouraging, and that they are forced to the conclusion that the burners now in use in the colony are the best that can be devised. Under such circumstances it is not desirable to use this oil, as when it was tried with the present burners at several lighthouses the results were not satisfactory.

On the 25th May, 1896, a very heavy sea washed away 130 ft. of the tramway which runs from the landing-place at Cape Maria van Diemen. This has been replaced by the keepers with fresh material sent for the purpose. The hauling-wire of the wire tramway which is stretched across from the mainland to the island for the purpose of enabling keepers to get letters and parcels sent across having broken some time ago, an attempt was made to replace it when the Government steamer "Tutanekai" was at the station in March last, but the attempt was not successful, owing to the wire carrying away. New wire will be procured, so that the work may be done when the steamer next visits the place.

On the 4th September last the ketch "Champion" came into collision with the beacon from which a light is shown in the French Pass. Some damage resulted to the beacon, which was repaired the same day by the lightkeeper and his assistant.

On the 16th October last a signal was made from Puysegur Point Lighthouse to a passing steamer for medical assistance, and on the steamer reporting this on her arrival at the Bluff arrangements were at once made for the harbour tug to take a doctor down. On her arrival it was found that Principal Keeper Alexander Parks was so ill that it was necessary to bring him up to the Invercargill Hospital, where he died on the 12th November. He was in the lighthouse service for twenty-three years, and was a most efficient keeper. A compassionate allowance equal to one year's salary has been granted to his widow, and his eldest son has been appointed a lightkeeper. The thanks of the department are due to the Bluff Harbour Board for their courtesy in allowing the tug to proceed to the lighthouse with the doctor. No charge was made beyond the actual cost of coal, provisions, and extra labour.

The Slaughter's cotton-powder signal mentioned in my last report as having been ordered for erection at Pencarrow Head has not yet arrived from England. The delay has been caused through the patentee having designed certain improvements which he wishes to incorporate in the signal he is to supply.

A very heavy thunderstorm occurred at Puysegur Point on the 16th July last, when the base of the tower was struck by lightning, but fortunately no serious damage was done.

On the 16th November last the ketch "Huon Belle," when passing through Ponui Passage, ran into the lighthouse, and did considerable damage to it, which has since been repaired. The owner of the vessel paid £40 towards the cost of the repairs.

The question of improving Somes Island light so that it may be a better guide to vessels entering Wellington Harbour has been under consideration, but so far no decision has been arrived at as to what would be the best thing to do in the matter. If a more powerful light is erected on Somes Island a new tower will be required, and it is estimated that the cost of this and the new light that would be required would be £2,000.

The erection of the tower and other buildings at Cape Palliser is now being carried out by the Public Works Department, and the work is expected to be completed at an early date. As soon as the buildings are handed over to this department the erection of the lantern and apparatus will be proceeded with.

The question of the erection of a lighthouse at the Snares by the Governments of New South Wales, Victoria, Tasmania, and New Zealand was discussed at the Conference of Premiers held in Hobart in February last, and a resolution was passed leaving it to this colony to submit proposals for its construction and maintenance. A draft agreement has accordingly since been prepared and submitted to the Governments of the colonies mentioned, and on their agreeing to its terms it is proposed to proceed with the work.

During the year a communication was received from the committee of Lloyds on the subject of establishing signal-stations on Stephens Island, Cape Maria van Diemen or the North Cape, and the Snares, for the purpose of signalling and reporting vessels approaching the New Zealand ports. The committee stated that it would undertake the working of such stations provided the necessary sites could be granted and telegraphic communication provided. The Government replied that there was no telegraphic communication with the North Cape, Stephens Island, and the Snares, but that the use of sites for stations would be granted, if desired, at Farewell Spit and Cape Maria van Diemen. It was at the same time suggested that the better and more economical course would be for Lloyds to contribute the salary of an additional lightkeeper, which would enable one keeper to be always kept on the look-out for vessels, and avoid the expense of a separate signal-station. The committee did not, however, agree with this suggestion, stating that there were grave objections to the same men being employed as lightkeepers and also as signalmen, and that they had instructed their agents in Wellington to prepare plans for signal-stations at Farewell Spit and Cape Maria van Diemen, and to submit them to this department for approval, so that measures might be taken to establish stations at these places.

All the lighthouses have been inspected by Captain Allman, whose report is appended hereto.

The sum of £15,995 5s. 4d. was collected for light dues during the year, as compared with £15,562 5s. 3d. during the previous year, being an increase of £433 0s. 1d.

Harbours.—The buoys in most of the harbours under the control of this department have been overhauled and cleaned by the Government steamers. Representations having been made that leading lights should be erected at the entrance to Hokianga Harbour, the Nautical Adviser visited the place to see what was necessary. He advised that a permanent light should be established on

the South Head, and that two suitable lamps should be provided to be used as leading lights. It is proposed to make provision for the cost of these lights in the current year's estimates. The necessary buoys for Herekino Harbour were taken north by the "*Hinemoa*," but when she arrived off the place the sea was too rough for her boats to go in and lay them. They were therefore brought to Onehunga, and, as there is now no vessel trading to the port, it has been decided to defer laying them down until the necessity for them arises. Shipmasters having urged that the leading beacons at the entrance to Kaipara Harbour should be improved, and that leading lights should be established, it was decided that the Nautical Adviser should visit the place and report on what was required. After taking soundings and inspecting the present leading marks he reported that he could not recommend the alteration in the leading beacons that was desired, as it would lead vessels on to Tory Shoal, and that owing to the numerous and dangerous sandbanks, which undergo rapid changes, it would not be advisable to establish leading lights. Should it, however, be decided to erect such lights, a third-order light would be required to insure its being visible far enough seaward, and such a light would be expensive. He thought that the best way to improve the harbour would be to place a large can buoy painted black a little inside the North Spit end in about 7 fathoms water, and a large cone red buoy on the north-west side of Tory Shoal, in about 4 fathoms water. The question of making provision for these buoys will be considered when the estimates are prepared. The work of attending to the small buoys and conveying the Harbourmaster up the various branches of the harbour when necessary is still performed by the subsidised steamer, as the department has not yet seen its way to procure a steam- or oil-launch for the performance of the harbour service. The Harbourmaster at Manukau having reported changes in the banks and channels at the entrance to that harbour, the Nautical Adviser and the Harbourmaster made an examination of the entrance, and took soundings, with the result that it was found that a great change had taken place in the main channel, and that the main bank in the south channel was travelling towards the beach. There was not, however, considered to be any necessity to alter the beacons and other leading marks. Other changes have since been reported, and fresh soundings will be taken the first time a Government steamer is available for the work. Buoys have been laid down at Ngunguru for the guidance of vessels trading to the port. At Motueka Mr. H. L. Moffatt, the local Wharfinger, has been appointed Harbourmaster, so as to give him the necessary power to enforce the observance of the provisions of the Harbours Acts and regulations in the harbour.

Power was obtained by "The Harbours Act Amendment Act, 1894," to enable the Governor in Council to authorise a Harbour Board to divide its harbour rating district into electoral wards, and the New Plymouth Harbour Board, wishing to avail itself of this power, applied for an Order in Council to empower it to divide the New Plymouth Harbour rating district into six wards, so as to localise the representation on the Board. This has been done, and there is therefore one member for each of the six wards, instead of six members elected by one electorate. The Coromandel Council has been empowered to exercise the powers of a Harbour Board in Coromandel Harbour. The desirability of prescribing a general signal for use by vessels requiring a steam-tug at night has been under consideration, and the various Harbour Boards have been consulted as to the description of signal that would be suitable. The department hopes to be able to issue the necessary Order in Council at an early date.

A return showing the licenses issued for the occupation of foreshore and the authorities given for the erection of wharves is appended thereto.

A sum of £1,633 17s. 3d. was collected for pilotage and port charges during the year in respect of the harbours under the control of the department.

Oyster-fisheries.—When the question as to which beds in the northern districts should be opened this year was under consideration it was found that those in Whangarei Harbour and the Hauraki Gulf had not sufficiently recuperated to be in a fit state for picking. It was therefore decided to keep them closed for another year; but, as the beds in the district between the South Head of Whangaruru Harbour and the Waitangi River in the Bay of Islands, which had been closed for two years, were in good condition, that district was opened, and, as the district between the Waitangi River and the North Cape is still open, oysters may now be taken by licensed pickers anywhere between the North Cape and Whangaruru Harbour. The district between Tairua Harbour and Opotiki has been declared open, and the beds in Kaipara Harbour have also been opened. Most of the beds in Manukau Harbour have been leased in areas which are sufficiently large to be worth the lessees' while to cultivate and work them properly, and the leases are subject to such conditions as will prevent any person, company, or syndicate getting a monopoly of them. The department has been urged to lease the beds in the Hauraki Gulf, as being the only way to conserve the oysters, but it has not seen its way to do so, as such a course would shut out the licensed pickers. Mr. J. P. Bennett, of Waiheke Island, has been appointed an Inspector of Fisheries for the purpose of protecting the beds in the Hauraki Gulf, and his appointment has had a beneficial effect. He is paid only a small salary, but receives one-third of the fines recovered through his instrumentality.

The following convictions were obtained during the year for illegally taking oysters: J. McDonald, owner and master of the cutter "*Antelope*," was fined £5 and costs; his vessel, which was forfeited, was returned to him on payment of a further sum of £15. Messrs. Rolton and Humphries were fined £2 and costs. J. Anderson was fined £2 and costs; the boat which was used by him, and which was a hired one, was returned to its owner on payment of a further sum of £3 3s. J. Knox was fined 10s. and costs, and his boat was restored on payment of a further sum of £5. F. R. Davis and A. Arthur were fined—the former £4 and costs and the latter £7 and costs; the yacht used by them, which was a hired one, was returned to the owner on payment of a further amount of £12 1s. 3d. J. Clements and Humphries were each fined £3 and costs, and their boat was returned to them on payment of £5 8s. A. Arthur, F. R. Davis, and M. Garnaut were

fined—the first two £2 and costs each, and the last-named £1 and costs; the yacht used, which was a hired one, was returned to its owner on payment of £8 1s. A. Kirk and F. Messenger were fined—the former £5 and costs and the latter £3 and costs, and their boat was sold. C. Petters was fined £5 and costs, but W. Knox, who assisted in committing the offence, did not appear, and could not be found; their boat was sold. M. Garnaut and J. Wilson were fined—the former £3 and costs and the latter £5 and costs, but H. Arthur, who was one of the party, could not be found; their boat was sold. Two Waiheke Island Natives, named Adams and Walker, were fined £5 and costs each; their boat was returned to them on payment of a further sum of £2 18s. 6d. All these prosecutions took place at Auckland, with the exception of that of Rolton and Humphries, in which case the conviction was obtained at the Thames.

The following licenses to occupy foreshore for the formation and cultivation of artificial beds were issued during the year: P. Neame, 16½ acres, Mahau, Pelorus Sound; J. J. Daily, 7½ acres, Heathcote Estuary; M. Banton, 4 acres, Purau Bay, Lyttelton; J. S. A. Deeming and Sons, 2½ acres, Bay of Islands.

Sea-fisheries.—During the last session of Parliament the Sea-fisheries Act was amended, and provision was made enabling the Governor in Council to declare that any particular species or description of edible shell-fish and sponge-beds should be subject to the provisions of the law relating to oysters or oyster-beds. This provision was made so that there might be power to protect and regulate the use of mussel and other shellfish beds, to enable rights to be granted for the culture of shellfish, and, as regards sponge-beds, it was desired that there should be power to enable the discoverer of a sponge-bed to obtain the exclusive right to it for a limited period. Advantage has been taken of the power regarding shellfish to bring lobsters and crabs under the provisions of the Act relating to oysters, and Mr. J. J. Daily, of Sydenham, has been granted a license to occupy a portion of the foreshore and tidal land of the Heathcote Estuary for the purpose of the propagation of these crustacea. The general fishing regulations have been consolidated and made under “The Sea-fisheries Act, 1894.”

Representations were made to the department that net-fishing in the Wanganui River was considerably diminishing the number of flounders in the river, and also that trout were caught in the nets. It was urged that the use of nets above the town bridge should be prohibited, and that a close season of four months in the year should be made for the portion of the river below that bridge. After making full inquiry into the matter, including the effect which such a prohibition and a close season would have upon the fishermen, it was decided to prohibit the use of nets in the portion of the river above the Aramoho Railway bridge for one year, and this has accordingly been done. The question of extending the close period will be considered during the year. Sir James Hector, who was asked to make inquiry and report as to the advisability or otherwise of a close season for mullet, having reported against the continuance of the close season which was then in force between Whangaruru and the North Cape, it has been revoked, and there is therefore now no close season for this fish in the colony, with the exception of a small portion of Kaipara Harbour. The reports made by Sir James, and notes of the evidence taken by him, are now being printed under his supervision for presentation to Parliament. The practice of using jiggers—that is, appliances formed of pieces of metal or other substance attached to a line and placed in a river or stream for the purpose of turning whitebait into nets—having come into vogue, and such practice having proved detrimental to fair fishing by preventing persons higher up the river from getting fish in any quantity, regulations have been made prohibiting the practice. The use of herring-nets with 1½ in. mesh in Lake Ellesmere has been authorised.

The close season for seals has been extended up to the 30th June, 1898. The lessee of the Auckland Islands applied for permission to kill sea-lions on those islands on the ground that they injure the grass. As this could not be done without declaring an open season for taking the sea-lion—a species of seal—under cover of which the fur seal might be taken, the Government did not see their way to accede to his request. The principal keeper at Cape Foulwind Lighthouse, who visited the Steeples Rocks in January last, reported that he found the seals there fairly numerous, with a fair proportion of young ones. On the 27th June last W. Lewis and G. Brown were fined £2 each at Ashburton for having a seal in possession, and on the 27th August W. O. McFie was fined £5 and costs for being in possession of a seal at Waikouaiti.

Sergeant White, of Greymouth, has been appointed an Inspector of Fisheries, in place of Constable Wildermoth, who has been removed to another place.

It having been found that the requirements of the law, especially as to emptying nets in the water, were not observed by some of the fishermen in Otago Harbour, it was decided to appoint a special Inspector for six months to see the law enforced, and Mr. D. H. Hastings has been selected for the position. There have been three convictions during the year for catching fish below the minimum size prescribed by the regulations—viz., May and Bruce, of Porirua, who were fined £5 and costs; F. Becker, of Saltwater Creek, Canterbury, fined £3 and costs; and W. J. Bruce, of New Brighton, who was fined £1 and costs. In the last two cases the nets used were seized and forfeited.

Weather Reporting.—Captain Edwin has continued to perform the duty of making daily weather forecasts, and circulating them throughout the colony. Many of the instruments used for weather-reporting purposes not being so reliable as they should be, especially for the most important stations, it has been decided to procure a supply of standard barometers, barographs, and thermometers from England.

Examination of Masters, Mates, and Engineers.—One hundred and twenty-five candidates passed their examinations for certificates of competency, and fifty-six failed. Of those who passed eighty-nine were masters, mates, and engineers of sea-going vessels, and thirty-six were masters and engineers of steamers plying within restricted limits. Seven certificates of service were issued. New regulations for the examination of masters and mates, similar to regulations made by the

Board of Trade, have been made, which are to come into force on the 1st January next. The necessary books and appliances for use in the examinations under these regulations have been procured from England. Captain Marciel, the Examiner at Lyttelton, resigned the position during the year, but was afterwards reappointed.

The regulations regarding the examination of engineers have been consolidated and amended. This was rendered necessary by the alteration of the law made by "The Shipping and Seamen's Act Amendment Act, 1896," which made provision for third-class certificates. The regulations also provide that the examinations of engineers are to be held at Auckland during the first week in January, May, and September; at Wellington during the first week of February, June, and October; at Christchurch during the first week of March, July, and November; and at Dunedin during the first week of April, August, and December. In cases of emergency the Examiners are to exercise their discretion as to examining candidates at other than the prescribed times.

Government Steamers.—The s.s. "Tutanekai" arrived from Glasgow on the 30th September last. She left Greenock on the 24th July, and called at Madeira, St. Vincent, Capetown, Amsterdam Island, Albany, and Hobart on the way. Captain Fairchild, who went Home for the purpose, brought her out, and he speaks highly of her qualities as a sea-boat. She is to be used for attending to lighthouses, for laying and repairing telegraph-cables, and any other Government work for which she may be required. She was specially designed for cable work, but, as she is not likely to be required often for such work, her cable gear has been put in store here, as it would be in the way when the vessel is engaged on lighthouse or other duty. She is fitted with a first-class saloon, which contains twenty-four berths, and room for making up six other beds; and she has a special cabin for lightkeepers, containing accommodation for eleven men and six women. After her arrival in the colony she was laid up until the middle of December, when she took His Excellency the Governor and party to Nelson, Westport, and West Coast Sounds, returning *via* the Bluff. She has since been engaged on lighthouse and harbour work, including a visit to the Kermadec Islands to inspect the dépôts for castaways which are established there.

The "Hinemoa" was kept fully employed until the middle of December in attending to lighthouses, overhauling and cleaning buoys, and doing other work, including making a trip to the Snare, Auckland, Campbell, Antipodes, and Bounty Islands to search for castaways, and to inspect the provision and clothing dépôts. On her return from her southern lighthouse trip in December she was laid up, as it was decided that the "Tutanekai" was to take up her running. As it was considered that the latter vessel would perhaps be able to do all the work required in attending to lighthouses, &c., it was decided to sell the "Hinemoa," and tenders for her purchase were invited by advertisement in New Zealand, Sydney, and Melbourne; but no offers were received. It was then decided to utilise her by visiting more frequently the sealing-grounds, and by arranging that the Government steamers should convey as much as possible of the coal, sleepers, and other material required by the railways to the port at which they were wanted, and that the other Government departments should ship their cargo by them whenever it could possibly be done. In order to make her more fit for the carriage of cargo, the forehold has been enlarged, and some necessary repairs have been effected to her machinery, &c. Captain Fairchild being now in command of the "Tutanekai," the "Hinemoa" is under the charge of Captain Neale, formerly first mate of that vessel.

Coastal Surveys.—The rock off the Gable-end Foreland, touched by the s.s. "Monowai," was found by Captain Fairchild in February last. Its position is very nearly that given by the master of the "Monowai." Captain Neale surveyed the Ward and Theresa Rocks, and Weka Reef, off Stewart Island.

Charts.—The charts which the department has hitherto kept for sale to masters and owners of vessels at the Customhouses at the principal ports have only been those of New Zealand and of the Polynesian Islands with which we have trade; but, as there have been several inquiries for charts of other parts of the world, it has been decided to keep a stock of those of Australia, of the Eastern Archipelago, of the China Sea, of the South Pacific Ocean, and of the east coast of South America from Rio de Janeiro to Cape Horn. These will be kept at the Customhouse at Wellington, but masters of vessels at other ports can get what they want sent to them by communicating with the Collector.

Wrecks and Casualties.—A table showing the analysis of casualties to shipping is appended hereto. Those on the coasts of the colony numbered sixty, representing 22,058 tons, as against thirty-seven, affecting 21,060 tons, in the previous year. The number of total wrecks within the colony, including four sailing-vessels which are supposed to have foundered, was nine, of 1,450 tons, as against eight, of 2,070 tons, in the previous year. The number of lives lost was fifteen, as against eight in 1895-96. Of these, nine were on or near the coasts of the colony—viz., one from the ship "Westland," and four each from the "Lizzie Ellen" and "Alert" (all hands in the two last-named vessels). The lives lost beyond the colony were one each from the "Westland," "Patrician," "Pleione," "Rakaia," "Soukar," and "Dundale."

Survey of Steamers.—The report of the Principal Engineer Surveyor on the work in connection with the survey of steamers is appended hereto. A uniform system respecting the limits within which small restricted-limit steamers are allowed to ply has been brought into operation, and it is found to work very well. Under this system the different limits within which these steamers may ply are defined by regulation. Formerly the Surveyor fixed the limits in each case. The question as to revoking the regulations which require steamers plying in salt and brackish waters, and having non-condensing engines, to be surveyed half-yearly has been under consideration, but the Government has not seen its way to interfere with the regulations. Proceedings have been taken against James Bindon for acting as master of the s.s. "Horeke" without being in possession of a certificate, and against the masters of the s.s. "Staffa" and s.s. "Mahinapua" for carrying more passengers than allowed by the vessels' certificates. A fine was imposed in each case.

Wages and Effects of Deceased Seamen.—The estates of fifteen deceased seamen, amounting to £130 18s. 8d., were dealt with during the year. Of these, six were new estates. The sum of £93 9s. 6d. was paid to relatives and other claimants, and the sum of £11 11s. 2d., being the amount of unclaimed estates which had been in the hands of the department for over six years, was paid into the public account.

Engagement and Discharge of Seamen.—It has been found necessary to exercise the greatest caution in accepting statutory declarations from men that they are entitled to ship. The law allows such declarations to be accepted in the case of seamen who have lost their discharges, and who in consequence are unable to produce documentary evidence of their qualification for the rating of able seamen or firemen as the case may be. The department has good reason to believe that men without the proper qualifications have made declarations that they were entitled to ship, and instructions have therefore been issued to Superintendents of Mercantile Marine that in all doubtful cases they are to question the men as to their knowledge of the duties of a seaman before granting a permit. The question of appointing master mariners to be Shipping Masters at the four principal ports is now under the consideration of the Government. The Collector of Customs at Wellington having found, on examining the articles of agreement of the s.s. "Mahinapua," that the master had not obtained ratification of some engagements and discharges which had taken place on board, proceedings were taken against him, and he was fined £2 and costs, the fine being small as the case was the first of the kind which had come before the Court.

In July last eight of the crew of the s.s. "Rimutaka" went ashore without leave while the vessel was at Hobart on her way from London to this colony, and, as they did not return before the vessel left, the master, on arrival at Wellington, reported them as deserters, and obtained the sanction of the Superintendent to writing them off the articles as such. Subsequently, owing to representations made by the Tasmanian authorities, the owners brought them over to join the vessel at Lyttelton, but on their arrival the master claimed that the writing-off as deserters held good, and that they must ship afresh. The matter was then brought before this department, which sought the opinion of the Crown Law Officers, who advised that the men were wrongfully entered as deserters, and that the officer should not have sanctioned their being written off as such. This opinion was based on section 188 of "The Imperial Merchant Shipping Act, 1894," which provides that a master shall not discharge a seaman or apprentice, or leave him behind, unless he previously obtains the sanction of the Superintendent or Chief Officer of Customs at or near the place, which in this case was Hobart. After this opinion was obtained the department insisted upon the writing-off being treated as null and void.

One case of the carriage of explosives by a passenger-steamer contrary to law came under the notice of the department. In this case the s.s. "Te Kapu" carried ten packages of powder from Napier to Wairoa. Proceedings were taken against the master, who was fined £10 and costs.

The only case in which it was considered necessary to take proceedings for overloading was that of the "Royal Tar," which arrived at Auckland from Newcastle, New South Wales. Before the vessel left Newcastle the master was notified by the authorities that he must lighten her before proceeding to sea. He did not, however, do so, and the local Marine Board then reported the matter to this colony, and the master was prosecuted on his arrival at Auckland, and fined £25 and costs.

At the request of the Port Nicholson Yacht Club an application was made to the Imperial Government for permission to fly the blue ensign of Her Majesty's fleet, and, the club having complied with certain necessary formalities, the Admiralty has acceded to the request, and the requisite warrants have been received and forwarded to the club.

Alterations in the Law.—During the session of Parliament held in 1896 an Act to further amend "The Shipping and Seamen's Act, 1877," was passed. Considerable alteration was made in the law regarding engineers of sea-going vessels. Up to the coming into operation of the Act there were only two grades of certificated sea-going engineers, and no steamship could be compelled to carry more than two engineers; but the new Act provides for three grades of certificates, and that the number of engineers to be carried in intercolonial and coasting vessels is to be regulated by the indicated horse-power and the distance between terminal ports. It also provides that engineers are to be rated as officers, and that when the conduct of any person in the engine department is likely to be called into question on an investigation into a steamship casualty one of the Assessors must be an engineer holding a first-class certificate. Intercolonial and coasting steamships registered not sooner than six months after the coming into operation of the Act are to have adequate ventilation of the engineers' room, engine-room, and stokehold; and for each engineer up to at least three a separate room is to be provided, having a separate entrance to the deck otherwise than through the engine-room. Provision is also made that the current rate of wages ruling in the colony is to be paid to seamen engaged in the colony, or who, though engaged abroad, are employed in the colony; that in the case of seamen engaged in the colony the engagement may be determined by twenty-four hours' notice on either side at any time after the ship's arrival at her final port of discharge in the colony, consequent on the completion of a round voyage; and that when any member of the crew of a foreign-going ship has been sent to prison for a term not exceeding one month, and the ship is about to leave the colony before the expiration of such term, the delinquent is to be put on board by the police, and kept in custody by the master until the ship has sailed.

With the exception of fifteen weeks during which it was necessary to employ a temporary clerk, the whole of the very large amount of clerical work done in the head office during the past year has been overtaken by the Chief Clerk, one assistant, and a cadet, notwithstanding the addition to the work of former years.

I have, &c.,

W. T. GLASGOW, Secretary.

The PRINCIPAL EXAMINER of MASTERS and MATES to the SECRETARY, Marine Department.

SIR,—

Wellington, 14th June, 1897.

I have the honour to inform you that the examination of masters and mates has been carried out as formerly by the Examiners at the four principal ports in a satisfactory manner.

During the year, in addition to the other examinations, four candidates were examined in and passed the voluntary examination in the laws of the deviation of the compasses of iron ships. This examination forms the necessary qualification required for licensed adjusters of compasses.

There are at present nine licensed adjusters of compasses in the colony, who are distributed as follows: Three at Auckland, two at Wellington, one at Lyttelton, two at Dunedin, and one at Nelson.

Several candidates have failed in the form-vision test, and recently a candidate holding a first mate's certificate omitted to state in his declaration that he had previously failed in the form-vision test in Australia, and on examination in this colony he was still found unable to pass the test. Subsequently, in accordance with the regulations, a note of the fact of this failure was written across the face of the candidate's certificate before it was returned to him.* The new Board of Trade regulations for the examination of masters and mates will come into force at the beginning of the year 1898. The examination in navigation is more difficult than it formerly was, and several new problems have been added to each grade for certificates of competency for foreign-going ships. The problems are also varied in every possible way, so as to insure that the candidate has a proper knowledge of the subject.

Another important feature in the new regulations is that all examination questions in navigation are to be forwarded by the Principal Examiner in sealed packages to where they are required, and must on no account be opened by any officer other than the Examiner, and by him only at the commencement of the examination. After the examination is completed all the questions are to be again sealed up by the Examiner, and forwarded to the Principal Examiner at Wellington for his approval. During examination (or at any time) the Examiners are to take special precautions to preclude the possibility of any person having access to the examination papers.

In conclusion, I may state that the new requirements of the examination will increase the work and responsibility of the Examiners generally.

I have, &c.,

GEO. ALLMAN,

Principal Examiner of Masters and Mates.

The Secretary, Marine Department, Wellington.

The INSPECTOR of LIGHTHOUSES to the SECRETARY, Marine Department.

SIR,—

Wellington, 14th June, 1897.

I have the honour to report that, in accordance with your instructions, I inspected the northern lighthouses of New Zealand during the months of October, November, and December last.

The result of my inspection is that I found that, almost without exception, the lighting apparatus and towers at all the stations are in good order and well kept; also the keepers' dwelling-houses, with the exception of Manukau Head and Cape Maria van Diemen stations. Manukau Head station is now being put in order, and when completed will be in good condition. As regards Cape Maria van Diemen, the necessary material for effecting the most important repairs was forwarded at the beginning of the year, and I expect this work has been completed some time ago. At all the stations I found the keepers to be a steady, reliable body of men, attentive to their duties, and apparently fully alive to the responsibility of their position. I regret to say that at a few of the stations the friendly relationship that, in my opinion, should exist amongst the keepers (with all due regard to discipline) does not exist. With a view of rectifying this matter some changes will be necessary at an early date.

At the various light-stations where telephone communication is established it has been of great service to the shipping community for weather-reporting purposes, and for reporting passing vessels, and to insure a greater efficiency in this branch of the service several of the telephones have been connected with and extended to the towers, so that the keepers on watch can have immediate access to them, which is a great advantage.

During the year much has been done to improve the lighting system on the coast, and also in several of the harbours.

Farewell Spit.—A new iron tower has been erected at Farewell Spit in place of the old wooden tower; the latter was taken down when the new structure was completed.

In September and in June the Engineer-in-Chief and I visited Cape Palliser. In the former month we finally fixed on the site for the lighthouse and the keepers' dwellings; several weeks afterwards the preparatory work for erecting the tower was begun. Much difficulty and delay were experienced in landing the necessary material, owing to frequent intervals of bad weather.

When we visited the station in June the tower and dwellings were in an advanced state towards completion, and should be finished during the month; after which the work of placing the lighting apparatus in position will be gone on with, and if there are no delays there is every prospect of Cape Palliser Lighthouse being lighted and exhibited for the use of mariners about the middle of October next, 1897.

* The form-vision test is for the purpose of ascertaining whether candidates' vision is such as to qualify them for service at sea as mates and masters. This test is the first that candidates are required to undergo, and until it is passed further examination cannot be proceeded with.

Cape Palliser Lighthouse is admirably situated for all purposes, and would make an excellent look-out station in the event of war for reporting passing vessels. In time of peace it would be equally serviceable for the same purpose if connected by telegraph. If this were done, the four corners of Cook Strait would be within hail, so to speak, of mariners. At the western entrance of the Strait Cape Farewell and Cape Egmont light-stations are connected by wire. Cape Campbell, which commands the south-eastern entrance, is also connected by wire. Next to Cape Farewell station, I think Cape Palliser is the most important station for reporting passing vessels and vessels navigating Cook Strait.

Harbour Lights.—Several lights of different colours have been placed on various wharves and jetties in New Zealand by their respective Harbour Boards.

Hokianga Harbour.—Since my last report I inspected the entrance to Hokianga Harbour for the purpose of reporting as to the advisability of establishing harbour lights there. I am of opinion that it would be exceedingly advantageous to shipping frequenting Hokianga to have a permanent white light placed on the South Head. I also think it would be advisable to provide leading lights for crossing the bar, and to be used only at the Harbourmaster's discretion when required.

Kaipara Harbour.—The entrance of Kaipara Harbour was also inspected by me for the purpose of reporting as to the advisability of establishing leading lights for crossing Kaipara Bar. As regards establishing suitable leading lights for guiding vessels into Kaipara Harbour by night, it is, in my opinion, both difficult and expensive, for various reasons. In the first instance, there are numerous dangerous sandbanks which extend in various directions far out into the sea, and are constantly undergoing rapid changes; so much so that the leading beacons have been changed frequently. Secondly, leading lights to be of reliable service for this purpose should be seen at sea at least ten or fifteen miles. This would necessitate the erection of two new lighthouses, at a probable cost of £2,000 each, which might at any time become absolutely useless as guiding lights if the bar changed or altered its then position.

Wellington Harbour Lights.—Regarding placing a light at the entrance of Wellington Harbour and increasing the power of the light on Somes Island, I would recommend that if it is thought necessary to place a light at the entrance of Wellington Harbour it should, in my opinion, be placed on the outer rock of Barrett's Reef (if practicable). My reasons are obvious. Barrett's Reef, although being the principal danger, has deep water on the south and on the east sides of it. If a second-order occulting light were placed on the outer rock vessels could pass (comparatively speaking, quite close to it on the south and on the east side, and so avoid the projecting rocky shore on the eastern side of the entrance. The cost of erecting a suitable tower, &c. (if practicable), would vary from £10,000 to £15,000. A light such as I have mentioned would be of great assistance to vessels bound in and out of Wellington Harbour by night. If a light were placed on Barrett's Reef the light on Somes Island would not require altering. If the present light on Somes Island is to remain the only guiding light into Wellington Harbour the power of the light should be increased. If either of these suggestions were executed it would be materially in the interest of local bodies, and perhaps they might see their way to contribute towards the cost.

Surveys.—Numerous surveys have been made of reported dangers by officers of the department and by officers of various Harbour Boards, and buoys and beacons have been placed to mark them where required. The Wellington Harbour Board have marked their harbour where required by the new regulation buoys. This is the only instance in the colony where the new buoys have been adopted.

Pigeon Service.—A pigeon-loft has been established at Somes Island for the purpose of training carrier-pigeons for the Lighthouse Service, to be made use of at those stations where there is no telegraph communication. These pigeons, so far, have been a great success, and have conveyed several important messages from Captain Fairchild in different parts of Cook Strait, including the particulars of the loss of the "Zuleika" in Palliser Bay.

Fog-signal.—The patent explosive fog-signal ordered from England some time ago should soon arrive in the colony. It will then be placed in a suitable position at Pencarrow Head.

Accident.—The only accident in the Lighthouse Service that occurred during the year was caused by a small vessel colliding with the tower at Ponui Passage. The damage was not very extensive, and did not interfere with the lighting apparatus.

Deaths.—The principal keeper at Puysegur Point, an old and valued servant in the department, died at Invercargill Hospital.

Retirement.—Mr. F. M. Smith, the principal keeper at Cape Egmont, retired owing to ill-health.

I have, &c.,

GEO. ALLMAN,

Inspector of Lighthouses.

The Secretary, Marine Department, Wellington.

The PRINCIPAL ENGINEER-SURVEYOR of STEAMERS and CHIEF EXAMINER of ENGINEERS to the SECRETARY of the MARINE DEPARTMENT.

SIR,—

Principal Engineer-Surveyor's Office, Wellington, 14th April, 1897.

I have the honour to submit my annual report of the financial year ended 31st March, 1897.

During the year 271 surveys have been held, the total number of steamers surveyed being 207.

A large amount of repairs and alterations to steamers have been made this year to bring them up to date, and to meet the increased requirements of trade. The carrying-out of this work has taken up much of the time of the surveyors throughout New Zealand.

The question of granting yearly certificates (instead of six-monthly certificates as at present) to steamers fitted with non-condensing machinery should be again considered, as nearly all these boats ply where fresh water is available.

The set times for examination of engineers which came into force last year have even the greatest satisfaction.

The position of engineers on steamers has been improved by the amendment to the Shipping and Seamen's Act of last session, which came into force in January, 1897. The days when all that was required of a sea-going engineer was his ability as a workman have gone. With modern machinery, the number of auxiliary fittings, including evaporators, feed-heaters, auxiliary pumping-engines, freezing, electric lighting, hydraulic appliances, and many others, his general knowledge has to be much more extensive, and the ability to cope with difficulties will bring out the most efficient man.

To give the young engineer an incentive to improve his position by his theoretical as well as practical knowledge, the new third-class engineer's examination is open to him without sea-service, and, judging by the standard of those who have already passed this examination in New Zealand, I think the young New-Zealander has nothing to fear in his struggle for a place when opportunity offers.

The following table shows the number of steamers engaged in the respective trades, their tonnage, horse-power, and fees payable for survey:—

Number.	Trade in which engaged.	Fees payable.	Aggregate Registered Tonnage.	Registered Nominal Horse-power.
		£ s. d.		
23	Foreign	279 10 0	19,557	4,234
64	Home trade	504 0 0	11,633	3,899
120	River and extended river ...	397 0 0	3,626	2,146½
207		1,180 10 0	34,816	10,279½

Appended is a table giving names of steamers surveyed, tons register, horse-power, nature of machinery and propeller, also trade in which employed.

I have, &c.,

ROBERT DUNCAN,
Principal Engineer-Surveyor.

The Secretary, Marine Department.

RETURN of STEAMERS to which CERTIFICATES of SURVEY were issued in NEW ZEALAND during the Year ended the 31st March, 1897.

Name of Vessel.	Tons Registered.	Nominal Horse-power of Engines.	Nature of Engines.	Nature of Propeller.	Class of Certificate.	Remarks.
Ahuriri ..	31	17	Compound ..	Screw ..	Extended river.	
*Albany ..	8	8	Non-condensing ..	" ..	River ..	Launch.
*Alexandra ..	73	30	" ..	Paddle ..	" ..	"
Amateur ..	4	4	" ..	Screw ..	" ..	"
Aorere ..	49	16	Compound ..	" ..	Home trade.	
Argyle ..	126	45	" ..	" ..	" ..	
Antrim ..	36	30	Non-condensing ..	Paddle ..	River.	
Awarua ..	100	80	Condensing ..	" ..	Home trade ..	Tug.
*Beatrice ..	8	10	Non-condensing ..	Screw ..	Extended river.	
*Bella ..	12	12	" ..	" ..	" ..	
Ben Lomond ..	33	15	Compound ..	" ..	River.	
*Birkenhead ..	55	16	Non-condensing ..	Paddle ..	" ..	
Blanche ..	18	9	" ..	Screw ..	" ..	
Britannia ..	108	40	" ..	Paddle ..	" ..	
Brunner ..	333	95	Triple expansion ..	Screw ..	Home trade.	
*Canterbury ..	..	24	Non-condensing ..	Twin-screw ..	Extended river..	Launch.
Charles Edward ..	123	60	Compound ..	" ..	Home trade.	
Chelmsford ..	70	24	" ..	Screw ..	" ..	
Clansman ..	336	99	" ..	" ..	" ..	
Clara ..	..	2½	Non-condensing ..	" ..	River.	
*Clematis ..	5	4	" ..	Sternwheel ..	" ..	
Comet ..	..	2½	" ..	Screw ..	" ..	
Corinna ..	820	141	Compound ..	" ..	Foreign trade.	
Coromandel ..	67	25	" ..	" ..	Extended river.	
Delta ..	..	24	Non-condensing ..	Sternwheel ..	River.	
*Despatch (Auckland)	..	6	" ..	Screw ..	" ..	
Dingadee ..	393	80	Compound ..	Twin-screw ..	Home trade.	
*Douglas ..	55	20	Condensing ..	Screw ..	" ..	
Duo ..	26	60	Triple expansion ..	" ..	Extended river ..	Tug.
*Eagle ..	138	70	Compound ..	Paddle ..	" ..	
Effort ..	13	12	" ..	" ..	" ..	
*Eliza ..	..	3	Non-condensing ..	Screw ..	River ..	Launch.
Elsie ..	15	8	" ..	" ..	Extended river.	
*Enterprise ..	61	30	" ..	Paddle ..	River.	
Erin ..	..	4	" ..	Screw ..	" ..	
Erskine ..	98	35	Compound ..	" ..	" ..	Dredge.
*Ethel J. ..	20	16	" ..	" ..	River.	
*Fairy ..	32	15	Non-condensing ..	" ..	Extended river.	
Fanny ..	67	30	Compound ..	" ..	Home trade.	
Fingal ..	22	11	Condensing ..	" ..	Extended river.	
Flora ..	338	180	Compound ..	" ..	Foreign trade.	
Flower of Kent ..	..	3½	" ..	" ..	River ..	Launch.
Freetrader ..	95	30	Non-condensing ..	Sternwheel ..	" ..	
Gairloch ..	211	85	Compound ..	Twin-screw ..	Home trade.	
Glenelg ..	156	75	" ..	Screw ..	" ..	
Goldfinch ..	..	12	Non-condensing ..	" ..	River ..	Formerly "Mac-andrew."
Grafton ..	322	123	Compound ..	Twin-screw ..	Home trade.	
*Heathcote ..	94	35	" ..	Screw ..	River ..	Hopper-barge.
*Help ..	..	1½	Non-condensing ..	" ..	" ..	Launch.
Herald ..	370	85	Compound ..	" ..	Home trade.	
Hesketh ..	393	80	" ..	Twin-screw ..	" ..	
Hirere ..	..	16	Condensing ..	" ..	River.	
Horeke ..	..	4	Non-condensing ..	Screw ..	" ..	Launch (formerly "Miranda").
Huia (Wellington)	90	25	Compound ..	" ..	Home trade.	
*Huia (Auckland)	..	8	Non-condensing ..	" ..	River.	
*Ida ..	12	10	" ..	" ..	" ..	
Invercargill ..	123	50	Compound ..	" ..	Home trade.	
Invincible ..	50	25	" ..	" ..	Extended river.	
*Iona ..	159	65	" ..	" ..	Home trade.	
Irene ..	..	2½	Non-condensing ..	" ..	River ..	Launch.
Jane Douglas ..	75	22	Compound ..	" ..	Extended river.	
Janet Nicoll ..	456	90	" ..	" ..	Home trade.	
John Anderson ..	36	25	" ..	" ..	Extended river.	
Kahu ..	99	40	" ..	" ..	Foreign trade.	
Kanieri ..	115	20	" ..	" ..	Home trade.	
Kate ..	..	5	Non-condensing ..	" ..	River ..	
*Katikati ..	27	8	Condensing ..	" ..	Extended river.	
Kawatiri ..	285	70	Compound ..	" ..	Home trade.	
*Kawau ..	37	10	" ..	" ..	Extended river.	
Kennedy ..	125	43	" ..	Twin-screw ..	Home trade.	
*Kina ..	52	15	" ..	Screw ..	River ..	
Kiripaka ..	72	20	" ..	" ..	Home trade.	
Kopuru ..	28	20	Non-condensing ..	" ..	River.	
Koputai ..	5	120	Compound ..	Paddle ..	Home trade ..	Tug.
*Kotuku ..	41	40	Non-condensing ..	Three screws	River.	
Lena ..	..	5	" ..	Screw ..	Extended river..	Fishing vessel.
Lily ..	20	12	Comp'd condensing	Twin-screw ..	" ..	
Little George ..	4	4	Non-condensing ..	Screw ..	River ..	Launch.
Lytelton ..	39	80	Compound ..	Paddle ..	Home trade ..	Tug.
Mahinapua ..	205	80	" ..	Twin-screw ..	" ..	

* Surveyed twice, and in some cases three times.

RETURN of STEAMERS to which CERTIFICATES of SURVEY were issued, &c.—*continued.*

Name of Vessel.	Tons Registered.	Nominal Horse-power of Engines.	Nature of Engines.	Nature of Propeller.	Class of Certificate.	Remarks.
Mana (Westport) ..	51	90	Compound ..	Paddle ..	Home trade ..	Tug.
* Mana (Wellington) ..	51	25	" ..	Screw ..	Extended river..	"
Manaia ..	55	15	" ..	" ..	Home trade.	"
Manapouri ..	1,020	300	" ..	" ..	Foreign trade.	"
Manawatu ..	111	38	" ..	" ..	Home trade.	"
Manukau ..	45	15	" ..	" ..	Extended river.	"
* Manuwai ..	75	25	Non-condensing ..	Sternwheel ..	River.	"
* Maori ..	17	8	" ..	Screw ..	Extended river.	"
Maori ..	118	60	Condensing ..	" ..	Home trade.	"
Mararoa ..	1,380	530	Triple expansion ..	" ..	Foreign trade.	"
* Matau ..	50	40	Non-condensing ..	Sternwheel ..	River.	"
* Matuku ..	3	3	" ..	Screw ..	" ..	Launch.
Mawhera ..	340	75	Compound ..	" ..	Home trade.	"
May ..	..	3	Non-condensing ..	" ..	River ..	"
Minnie Casey ..	48	25	Compound ..	" ..	" ..	"
Moa ..	109	33	" ..	" ..	Home trade ..	"
Moss Rose ..	..	6	Condensing ..	" ..	River ..	"
Mountaineer ..	66	60	Compound ..	Paddle ..	" ..	"
* Napier ..	48	30	" ..	Screw ..	Home trade.	"
* Nautilus ..	32	18	" ..	" ..	Extended river..	Yacht.
Neptune ..	44	18	" ..	" ..	Home trade ..	Since wrecked.
* Ngunguru ..	54	12	Condensing ..	" ..	Extended river.	"
* Nile ..	21	20	Non-condensing ..	Paddle ..	" ..	"
* Noko ..	15	9	" ..	Screw ..	" ..	"
No. 121 ..	394	100	Compound ..	Twin-screw ..	" ..	Dredge.
No. 222 ..	502	120	" ..	" ..	Home trade.	"
Ohau ..	411	92	" ..	Screw ..	Foreign trade.	"
Ohinemuri ..	73	26	" ..	" ..	Home trade.	"
Omapere ..	352	80	" ..	" ..	" ..	"
Onslow ..	16	14	" ..	Twin-screw ..	River.	"
Opawa ..	64	18	" ..	Screw ..	Home trade.	"
Orowaiti ..	283	70	" ..	" ..	" ..	"
Oreti ..	138	50	" ..	" ..	Foreign trade.	"
Osprey ..	138	70	" ..	Paddle ..	River.	"
Ovalau ..	767	75	Quadruple expansion ..	Screw ..	Foreign trade.	"
* Paeroa ..	45	16	Compound ..	" ..	Extended river.	"
Paiaka ..	10	10	" ..	" ..	" ..	Fishing vessel.
Paeroa ..	355	71	Triple expansion ..	" ..	Home trade.	"
* Patiki ..	37	22	Non-condensing ..	Paddle ..	River.	"
Pania ..	27	11	Compound ..	Screw ..	Home trade.	"
Pelorus ..	18	12	Non-condensing ..	" ..	River.	"
Penguin ..	517	180	Compound ..	" ..	Home trade.	"
Pinafore ..	..	3	Condensing ..	" ..	River ..	Launch.
Phoenix ..	6	6	Non-condensing ..	" ..	Extended river..	"
Pilot ..	11	13	Compound ..	" ..	River ..	"
Pioneer ..	5	5	Non-condensing ..	" ..	" ..	"
Piraki ..	10	9	" ..	" ..	Extended river.	"
* Planet ..	13	8	" ..	" ..	" ..	"
Plucky ..	29	40	Compound ..	" ..	Home trade ..	Tug.
* Poherua ..	749	128	Triple expansion ..	" ..	Foreign trade.	"
Progress ..	200	50	Compound ..	" ..	Home trade ..	Dredge.
Pukaki ..	917	110	" ..	" ..	Foreign trade.	"
Pupuki ..	..	1	Non-condensing ..	" ..	River ..	Launch.
Queen of the South ..	121	40	Compound ..	" ..	Home trade.	"
Rakanoa ..	1,393	200	Triple expansion ..	" ..	Foreign trade.	"
* Result (Tauranga) ..	13	10	Non-condensing ..	" ..	Extended river.	"
* Result (Napier) ..	18	23	" ..	" ..	" ..	"
Richmond ..	475	105	Compound ..	" ..	Foreign trade.	"
Riro Riro ..	..	4	Non-condensing ..	" ..	River ..	"
Rosamond ..	462	90	Compound ..	" ..	Home trade.	"
* Rose Casey ..	100	109	" ..	" ..	Extended river.	"
Rotomahana (Dunedin) ..	901	450	" ..	" ..	Foreign trade.	"
Rotomahana (Auckland) ..	139	45	" ..	" ..	Home trade.	"
* Scotchman ..	30	10	Non-condensing ..	" ..	Extended river.	"
Sea Gull ..	..	6	" ..	" ..	" ..	"
* Snark ..	12	10	" ..	" ..	" ..	"
Southern Cross ..	158	50	Compound ..	" ..	Foreign trade.	"
* Staffa (Auckland) ..	40	20	Condensing ..	" ..	Extended river.	"
Staffa (Dunedin) ..	..	3½	Non-condensing ..	" ..	River ..	Launch.
Stella ..	157	90	Compound ..	" ..	Home trade.	"
Stormbird ..	137	40	" ..	" ..	" ..	"
Sunbeam ..	..	8	Non-condensing ..	" ..	River.	"
* Sumner ..	94	35	Compound ..	" ..	" ..	Hopper-barge.
Sylph ..	5	4	Non-condensing ..	" ..	" ..	"
* Tainui ..	47	20	" ..	Paddle ..	" ..	"
Taiari ..	1,071	155	Triple expansion ..	Screw ..	Foreign trade.	"
* Takapuna (Dunedin) ..	370	165	Compound ..	" ..	Home trade.	"
* Takapuna (Auckland) ..	58	20	Non-condensing ..	Paddle ..	River.	"
Talune ..	1,303	255	Triple expansion ..	Screw ..	Foreign trade.	"
* Tangihua ..	20	15	Non-condensing ..	" ..	River.	"
Tarawera ..	1,269	250	Compound ..	" ..	Foreign trade.	"
* Tarawai ..	7	14	" ..	" ..	River.	"
Taroa ..	..	5	Condensing ..	" ..	Extended river..	Fishing vessel.

* Surveyed twice, and in some cases three times.

RETURN of STEAMERS to which CERTIFICATES of SURVEY were issued, &c.—*continued*.

Name of Vessel.	Tons Registered.	Nominal Horse-power of Engines.	Nature of Engines.	Nature of Propeller.	Class of Certificate.	Remarks.
Taupo	408	92	Compound ..	Screw ..	Foreign trade.	Dredge.
Taniwha .. ..	..	16	Non-condensing ..	" ..	River ..
Taviuni	910	135	Quadruple expans'n	" ..	Foreign trade.	
*Te Aroha	50	14	Non-condensing ..	Paddle ..	River.	Foreign trade.
Te Anau	1,028	250	Compound ..	Screw ..	Foreign trade.	
Tekapo	1,544	270	" ..	" ..	" ..	
Tekapu	50	25	" ..	" ..	Extended river.	Home trade.
Terranora	199	94	Condensing ..	Paddle ..	Home trade.	
Theodore	35	25	Non-condensing ..	" ..	River.	
Thomas King	70	16	" ..	Screw ..	Extended river..	Tug.
Timaru	211	78	Compound ..	Twin-screw ..	Home trade ..	
Tongariro	62	25	Non-condensing ..	Paddle ..	River.	
Torea	9	18	Compound ..	Screw ..	Extended river.	Launch.
Tuakau .. ..	..	2	Non-condensing ..	" ..	River ..
*Tui .. ..	..	6½	" ..	" ..	" ..
*Tuna	14	Compound ..	Twin-screw ..	Extended river.	Foreign trade.
*Upolu	700	120	Quadruple expans'n	Screw ..	Foreign trade.	
Victoria	92	50	Non-condensing ..	Paddle ..	Extended river.	
*Victory	4	" ..	Screw ..	River ..	Extended river.
Vivid	6	14	" ..	" ..	Extended river.	
Waihi	63	20	Compound ..	" ..	Home trade.	
*Waikato	56	20	Non-condensing ..	Paddle ..	River.	Home trade.
Wainui	391	95	Compound ..	Screw ..	Home trade.	
Waiotahi	168	56	" ..	Twin-screw ..	" ..	
*Wairere	27	80	Non-condensing ..	Paddle ..	River.	Home trade.
Waipara	70	30	" ..	Twin-screw ..	Home trade.	
Wairoa (Auckland)	63	24	Compound ..	Screw ..	" ..	
Wairoa (Napier)	48	20	Condensing ..	" ..	Extended river.	River.
*Wairoro .. ..	..	10	Non-condensing ..	" ..	River.
*Waitara .. ..	..	12	" ..	" ..	Extended river.
*Waitoa	27	16	Compound ..	Twin-screw ..	" ..	River.
*Waiwera (Lyttelton)	6	15	" ..	Screw ..	" ..	
Waiwera (Henley) .. ..	..	7	Non-condensing ..	" ..	River.
Waimarie	159	48	Compound ..	" ..	Home trade.	Foreign trade.
Wakatipu	1,258	256	Quadruple expans'n	" ..	Foreign trade.	
Wakatu	95	30	Compound ..	" ..	Home trade.	
Wareatea	288	70	" ..	" ..	" ..	Twin-screw ..
Waverley	77	25	" ..	" ..	" ..	
Weka (Napier)	53	20	" ..	Screw ..	" ..	
Wellington	279	90	" ..	" ..	" ..	Paddle ..
Westland	35	64	Condensing ..	" ..	" ..	
*Whangape .. ..	..	6	Non-condensing ..	Screw ..	River ..
*Yankee Doodle	6	12	" ..	Paddle ..	" ..	Tug.
Zephyr	8	12	" ..	Screw ..	" ..	

* Surveyed twice, and in some cases three times.

RETURN showing the CERTIFICATES of SERVICE issued to MASTERS, MATES, and ENGINEERS during the Year ended the 31st March, 1897.

Name of Person.	Rank.	Class of Certificate.	Date of Issue.	No.
Robert Clark	Master ..	Home trade ..	26 Aug., 1896 ..	2675
Samuel Westrupp	" ..	" (renewal) ..	28 Aug., " ..	2676
George Henry Short	" ..	Home and foreign trade ..	8 Oct., " ..	2677
Edward Ross Campbell	" ..	Home trade ..	27 Nov., " ..	2678
Wesley Hare	Mate ..	" ..	11 Dec., " ..	2679
Robert Johnson	Master ..	" ..	7 Jan., 1897 ..	2680
William Vereker Bindon	" ..	" ..	30 Jan., " ..	2681

RETURN showing the Total Ordinary Expenditure of the Marine Department during the Financial Year ended the 31st March, 1897.

Nature of Expenditure.	Details.	Totals.	Grand Totals.
	£ s. d.	£ s. d.	£ s. d.
HEAD OFFICE:—			
Secretary, also Secretary and Inspector of Customs ..	..	
Chief Clerk	300 0 0		
Clerk	230 0 0		
Cadet	74 6 2		
Nautical Adviser, &c.	400 0 0		
			1,004 6 2
HARBOURS:—			
Manukau,—			
Salaries	426 0 0		
Wharf	100 0 0		
Contingencies	105 8 4		
Russell,—		631 8 4	
Contingencies	5 19 0		
Maraetai,—		5 19 0	
Wharf	2 18 6		
Whakatane,—		2 18 6	
Removal of rocks	145 9 0		
Tauranga,—		145 9 0	
Contingencies	3 2 0		
Hokianga,—		3 2 0	
Salaries	274 0 0		
Clearing willows from Taheke River	100 0 0		
Contingencies	30 18 5		
Kaipara,—		404 18 5	
Salaries	405 0 0		
Subsidy to steamer for harbour-work	340 0 0		
Contingencies	35 4 5		
Mokau,—		780 4 5	
Salary	18 15 0		
Contingencies	7 13 1		
Opunake,—		26 8 1	
Salary	25 0 0		
Contingencies	11 7 1		
Foxton,—		36 7 1	
Salary	190 0 0		
Contingencies	64 4 8		
Rangitikei,—		254 4 8	
Salary	18 0 0		
Wairau,—		18 0 0	
Salary	145 0 0		
Removing snags	30 6 6		
Contingencies	9 17 10		
Havelock,—		185 4 4	
Contingencies	1 2 6		
Nelson,—		1 2 6	
Salaries	524 0 0		
Contingencies	108 1 4		
Motueka,—		632 1 4	
Salary	3 6 8		
Riwaka,—		3 6 8	
Salary	5 0 0		
Contingencies	2 3 0		
Waitapu,—		7 3 0	
Salary	31 5 0		
Maintenance of leading lights	37 10 0		
Contingencies	9 12 0		
Collingwood,—		78 7 0	
Salary	31 5 0		
Contingencies	9 15 0		
Little Wanganui,—		41 0 0	
Contingencies	7 10 0		
Mokihinui,—		7 10 0	
Contingencies	25 0 0		
Karamea,—		25 0 0	
Signalling vessels	14 10 0		
Construction of stop-bank	4 15 1		
Contingencies	29 18 10		
Okarito,—		49 3 11	
Salary	50 0 0		
Cutting channel through bar	20 0 0		
Contingencies	39 14 0		
Okuru,—		109 14 0	
Contingencies	8 11 4		
Waikawa,—		8 11 4	
Salary	10 0 0		
Waikouaiti,—		10 0 0	
Improving harbour	75 0 0		
Decanter Bay,—		75 0 0	
Grant for wharf	150 0 0		
Stewart Island,—		150 0 0	
Grant for wharf	200 0 0		
		200 0 0	

RETURN showing the Total Ordinary Expenditure of the Marine Department—*continued.*

Nature of Expenditure.	Details.	Totals.	Grand Totals.
	£ s. d.	£ s. d.	£ s. d.
HARBOURS—continued.			
Pension of J. Heberley	50 0 0	50 0 0	
Buoy chain and general contingencies	222 11 8	222 11 8	
LIGHTHOUSES:—			4,164 15 3
Salaries of keepers	9,006 19 4		
Travelling-expenses of keepers	35 10 8		
Oil	1,335 9 3		
Stores and contingencies	2,871 10 8		
New tower, Farewell Spit	2,301 1 2		
Lighthouse artificer	200 0 0		
Pension of Mrs. Deck	24 0 0	15,774 11 1	15,774 11 1
Departmental travelling-expenses	74 5 0		
Coastal buoys	41 6 3		
Sundries	263 11 9		
Charts	62 8 0		
Inquiries into wrecks and casualties	163 2 0		
Relief of distressed New Zealand seamen	32 5 9		
Relief of distressed seamen (other than New Zealand)	3 16 6	640 15 3	640 15 3
Administration of "The Sea-fisheries Act, 1894"—			
Protection of fish	99 2 1		
Protection of oysters and lease of beds	361 0 8	460 2 9	460 2 9
Examination of Masters and Mates,—			
Salaries	163 2 0		
Contingencies	159 2 9	322 4 9	322 4 9
Weather Forecasts,—			
Salary	300 0 0		
Contingencies	10 12 6	310 12 6	310 12 6
Government Steamers,—			
S.s. "Hinemoa,"—			
Wages, stores, provisions, &c.	4,940 6 9		
S.s. "Tutanekai,"—			
Building of vessel and cost of bringing her to colony (balance of cost)	29,621 16 10		
Wages, stores, provisions, &c., since arrival in colony	1,488 7 11	36,050 11 6	36,050 11 6
Less amount of credits to vote .. .. .	..	..	58,727 19 3
Total .. .. .	..	..	552 12 2
			£58,175 7 1

RETURN of ESTATES of DECEASED SEAMEN received and administered in pursuance of the Provisions of "The Shipping and Seamen's Act, 1877," during the Year ended the 31st March, 1897.

Name of Seaman.	Balance to Credit of Estate on 31st March, 1896.	Amount received.	Amount paid.	Balance to Credit of Estate on 31st March 1897.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.
John Rissler	4 14 9	..	4 14 9	..
James Glass	4 8 7	..	4 8 7	..
John McKay	2 7 10	..	2 7 10	..
Frank Anderson	16 17 10	..	9 9 6	7 8 4
Mrs. Lucy Fotheringham	6 5 1	..	6 5 1	..
Ellis Thomas Tree	82 16 5	3 8 1	..	86 4 6
John McLeod	0 16 10	10 8 6	11 5 4	..
A. McKichan	7 15 5	13 7 1	21 12 6	..
Karl Kavander	4 15 11	..	..	4 15 11
Charles Henry Clears .. .. .	..	8 19 7	8 19 7	..
G. H. Keyworth .. .. .	..	8 0 0	8 0 0	..
G. Littlewood .. .. .	..	1 3 10	..	1 3 10
Thomas Hogan .. .. .	..	13 7 8	13 7 8	..
Ernest Williams .. .. .	..	2 7 2	2 7 2	..
Patrick Casey .. .. .	..	0 11 6	0 11 6	..
Totals	180 18 8	61 13 5	93 9 6	99 12 7

RETURN showing the COST of MAINTENANCE of the NEW ZEALAND LIGHTHOUSES, and the Quantity of Oil consumed at each, during the Year ended the 31st March, 1897.

Name of Lighthouse.	Salaries.	Oil.		Stores and Contingencies.	Totals.
		Gallons consumed.	Value.		
	£ s. d.		£ s. d.	£ s. d.	£ s. d.
Cape Maria van Diemen	379 13 11	1,005	75 7 6	121 17 4	576 18 9
Moko Hinou	383 6 8	831	62 6 6	109 4 3	554 17 5
Tiri-Tiri	300 0 0	488	36 12 0	59 6 11*	395 18 11
Bean Rock	200 0 0	88	7 18 4	47 8 11	255 7 3
Ponui Passage	160 0 0	75	5 12 6	73 9 11 ^a	239 2 5
Cuvier Island	362 13 4	1,270	95 5 0	100 15 6	558 13 10
Portland Island	369 3 11	753	56 9 6	148 1 5 ^b	573 14 10
Napier Bluff	20 0 0	Gas	12 17 3	1 8 0	34 5 3
Pencarrow Head	250 0 0	935	70 2 6	65 13 5	385 15 11
Somes Island	156 0 0	218	16 7 0	58 14 10	231 1 10
Cape Egmont	316 13 4	573	42 19 6	123 13 7	483 6 5
Manukau Head	260 0 0	537	40 5 6	45 3 0	345 8 6
Manukau South Head leading-lights	.. .. .	170	12 15 0	31 10 3	175 4 3
Manukau North Head leading-lights	120 0 0	146	10 19 0		
Kaipara Head	290 0 0	549	41 3 6	75 8 0	406 11 6
Brothers	534 0 8	677	50 15 6	81 0 0	665 16 2
Tory Channel leading-lights	90 0 0	169	12 13 6	6 13 2	109 6 8
Cape Campbell	300 0 0	554	41 11 0	76 6 4	417 17 4
Godley Head	290 0 0	511	38 6 6	36 16 0	365 2 6
Akaroa Head	270 0 0	641	48 1 6	36 6 7	354 8 1
Moeraki	265 0 0	516	38 14 0	46 8 0	350 2 0
Taiaroa Head	270 0 0	552	41 8 0	27 5 0	338 13 0
Cape Saunders	280 0 0	648	48 12 0	41 0 2	369 12 2
Nugget Point	260 0 0	905	67 17 6	102 18 7 ^c	430 16 1
Waipapapa Point	263 6 8	530	39 15 0	50 3 4	353 5 0
Dog Island	374 18 4	782	58 17 3	146 4 1 ^d	579 19 8
Centre Island	370 0 0	868	65 2 0	260 11 9 ^e	695 13 9
Puysegur Point	354 17 9	874	65 11 0	312 18 0 ^f	733 6 9
Hokitika	9 0 0	Gas	17 15 0	0 9 6	27 4 6
Cape Foulwind	294 16 9	572	42 18 0	65 0 0	402 14 9
Farewell Spit	380 0 0	556	41 14 0	2,387 13 5 ^g	2,809 7 5
Nelson	244 15 0	252	18 18 0	309 7 1 ^h	573 0 1
Stephens Island	378 13 0	1,733	129 19 6	115 8 0	624 0 6
French Pass	210 0 0	122	9 3 0	8 7 6	227 10 6
Totals	9,006 19 4	19,100	1,464 12 10	5,172 11 10	15,644 4 0

* Repairs, £17 3s. 10d. ^a Repairs, £51 2s. ^b Schoolroom, £28 8s. 8d. ^c Repairs, £52 16s. 9d. ^d Enlarging house, £30 10s. 10d.
^e Repairs, £127 16s. 11d. ^f Repairs, £110 8s. 7d. ^g New tower, £2,301 1s. 2d. ^h New house, £274 8s. 4d.

NOTE.—This return does not include the cost of the periodical visits made to the lighthouses by the Government steamer with oil, stores, and provisions.

RETURN showing the NUMBER of NOTICES to MARINERS relating to Matters within the Colony issued by the Marine Department during the Year ended the 31st March, 1897.

Port or Place.	Subject of Notice.
Westport Harbour ..	As to stranded barque "Coromandel" two notices).
Whangaparoa Bay ..	As to position of rock (two notices).
Stewart Island ..	Particulars regarding Ward Rock.
Kaipara Harbour ..	Signals at pilot-station to indicate state of bar.
Kaipara Harbour ..	Shoaling of water in Galatea Channel.
Wanganui River ..	Dredging operations.
Oamaru Harbour ..	Position of buoy to mark dredge-moorings.
Farewell Spit ..	Notification that light is to be shown from new tower.
Cape Palliser ..	Preliminary notice of exhibition of.

RETURN showing the Cost of Erection of the
New Zealand Coastal Lighthouses.

Name of Lighthouse.	Cost of Erection.
	£ s. d.
Pencarrow Head	6,422 0 4
Nelson	2,824 8 9
Tiri-Tiri	5,747 7 2
Mana Island*	5,513 0 1
Taiaroa Head	4,923 14 11
Godley Head	4,705 16 4
Dog Island	10,480 12 8
Farewell Spit	6,139 11 8
Nugget Point	6,597 3 7
Cape Campbell	5,619 2 6
Manukau Head	4,975 2 4
Cape Foulwind	6,955 9 1
Brothers	6,241 0 0
Portland Island	6,554 14 5
Moeraki	4,288 13 2
Centre Island	5,785 19 0
Puysegur Point	9,958 19 5
Cape Maria van Diemen	7,028 14 8
Akaroa Head	7,150 6 5
Cape Saunders	6,066 6 3
Cape Egmont†	3,353 17 11
Moko Hinou	8,186 5 0
Waipapapa Point	5,969 18 11
Ponui Passage‡ .. .. .	.. .. .
Kaipara Head	5,571 8 0
French Pass	1,427 17 5
Cuvier Island	7,406 16 11
Stephens Island	9,349 9 11
Cost of telegraph cable to Tiri-Tiri	1,085 19 6
Miscellaneous and unallocated	1,322 2 2
Total	£167,651 18 6

* Light discontinued; moved to Cape Egmont.

† Cost of iron tower, lantern, and apparatus, which were moved from Mana Island, is not included in this.

‡ Built by Provincial Government of Auckland; cost not known in Marine Department.

RETURN showing the Amount of Light-dues
collected during the Year ended the 31st
March, 1897.

Port.	Amount collected.
	£ s. d.
Auckland	4,686 3 11
Onehunga	75 19 6
Whangarei	72 1 3
Whangaroa	4 2 1
Russell	41 3 2
Mongonui	0 9 5
Hokianga	5 17 7
Kaipara	139 19 5
Thames	87 10 1
Coromandel	41 19 9
Tauranga	20 12 3
Poverty Bay	294 1 1
Napier	463 14 3
New Plymouth	102 10 2
Waitara	36 4 5
Wanganui	85 2 2
Patea	6 3 5
Wellington	3,936 3 7
Wairau	12 14 11
Pieton	169 7 8
Nelson	312 13 3
Westport	325 19 9
Greymouth	187 0 4
Hokitika	5 0 6
Lyttelton	1,688 4 8
Timaru	247 9 10
Oamaru	157 2 4
Dunedin	1,522 17 6
Bluff and Invercargill	1,266 17 1
Total	£15,995 5 4

RETURN showing the Fees, &c., received under
the Shipping and Seamen's Acts, the Merchant
Shipping Act, and for Pilotage and Port
Charges, &c., during the Year ended the 31st
March, 1897.

Nature of Receipts.	Amount.
	£ s. d.
Shipping and Seamen's Acts:—	
Fees for shipping and discharge of sea-	1,390 13 6
men, and sale of forms	
Survey of steamers	1,097 0 0
Measurement of ships	23 15 0
Examination of masters, mates, and	169 5 0
engineers	
Light-dues	15,995 5 4
Merchant Shipping Act	118 14 6
Pilotage and port charges	1,633 17 3
Sundry receipts under Harbours Acts	202 13 0
Sea-fisheries Act	253 13 9
Sundries	116 4 4
Total	£21,006 1 8

RETURN showing the Amount of Pilotage, Port
Charges, &c., collected during the Year ended
the 31st March, 1897.

Name of Port.	Pilotage.	Port Charges, &c.	Total.
	£ s. d.	£ s. d.	£ s. d.
Auckland*	537 0 9	2,639 10 3	3,176 11 0
Onehunga .. .. .	.. .. .	69 3 0	69 3 0
Hokianga	31 15 3	.. .. .	31 15 3
Kaipara	111 12 2	.. .. .	111 12 2
Thames*	99 19 0	9 1 4	109 0 4
Gisborne*	61 19 4	572 15 6	634 14 10
Wairoa*	108 16 6	5 16 6	114 13 0
Napier*	478 4 3	2,954 15 1	3,432 19 4
New Plymouth*	37 11 9	55 6 4	92 18 1
Waitara*	74 16 7	85 0 11	159 17 6
Wanganui*	392 9 3	.. .. .	392 9 3
Patea*	24 8 4	10 0 3	34 8 7
Foxton	133 14 9	.. .. .	133 14 9
Wellington*	342 12 9	6,185 3 4	6,527 16 1
Wairau	126 11 0	.. .. .	126 11 0
Nelson	471 15 8	689 5 5	1,161 1 1
Hokitika* .. .. .	.. .. .	42 10 8	42 10 8
Lyttelton*	3,873 8 6	3,258 11 10	7,132 0 4
Timaru*	556 8 5	1,636 2 4	2,192 10 9
Oamaru* .. .. .	.. .. .	1,436 0 0	1,436 0 0
Dunedin*	5,820 7 6	4,336 11 8	10,156 19 2
Invercargill* .. .. .	.. .. .	14 9 8	14 9 8
Bluff*	2,026 12 2	999 12 8	3,026 4 10
Riverton* .. .. .	.. .. .	5 4 0	5 4 0
Totals	15,310 3 11	25,005 0 9	40,315 4 8

* Harbour Board revenue.

† Tonnage rate on cargo.

RETURN showing the ORDERS IN COUNCIL which have been issued during the Financial Year ended the 31st March, 1897.

Date of Order.		Purpose of Order.
1896—		
April	9	Approves of plans of McKay and Menzies' wharf, Decanter Bay.
"	9	Licenses McKay and Menzies to occupy foreshore for wharf site, Decanter Bay.
May	6	Divides New Plymouth Rating District into electoral wards.
"	20	Approves of plans of county wharf at Bredin's Landing, Paparoa, Kaipara.
"	20	Licenses Otamatea County Council to occupy wharf site at Bredin's Landing.
"	28	Approves of plans of Kauri Timber Company's booms, Waikahikatea Channel, Kaipara.
"	28	Licenses Kauri Timber Company to occupy site for booms, Waikahikatea Channel.
June	2	Extends close season for seals.
"	9	Approves of Westport Harbour Board constructing additional railway-siding.
"	15	Revokes vesting of Waiuku Wharf in Waipipi Road Board.
"	15	Vests management of Waiuku Wharf in Waiuku Road Board.
"	15	Approves of filling-in approach to lower Western Training-wall, Westport, with stone.
"	15	Approves of Hokiangia County Council reclaiming alongside Kohukohu Wharf.
"	15	Approves of plans of Municipal Baths at Thorndon, Wellington.
"	26	Appoints a member of Westport Harbour Board.
July	13	Approves of plans of bridge over Waihou River, Thames.
"	27	Approves of plans of Quay Street Jetty No. 3, Auckland.
"	27	Prescribes dues and rates for use of Waitapu Wharf.
Aug.	10	Makes regulations as to whitebait fishing in Westland County.
"	10	Approves of Westport Harbour Board procuring twenty-five hopper wagons.
"	10	Approves of Westport Harbour Board connecting coal-staiths with weighbridge by telephone.
"	10	Approves of plans of Ferry Jetty off Waterloo Quay, Wellington.
"	24	Approves of Thames Harbour Board licensing J. W. Walker to occupy foreshore for mining.
"	31	Approves of plans of coal-loading wharf and siding at Westport.
Sept.	7	Approves of additions to Thorndon Yacht Club shed, Wellington.
"	7	Approves of Westport Harbour Board erecting running shed in station yard.
"	7	Approves of Westport Harbour Board erecting waiting-room, Waimangaroa Station.
"	7	Approves of plans of extension of Merchandise Wharf, Westport.
"	14	Approves of plans of further extension of lower Western Training-wall, Westport.
"	21	Declares Coromandel County Council shall be Harbour Board for Coromandel Harbour.
Oct.	12	Approves of plans of protective works on river near Blenheim.
"	12	Makes regulations as to herring-nets used in Lake Ellesmere.
"	12	Vests management of Motueka Wharf in Waimea County Council.
"	26	Varies close season for oysters in Manukau.
"	26	Approves of plan of addition to Purua Jetty, Lyttelton.
Nov.	16	Approves of plan of W. Hayes's boat- and landing-shed, Whangaroa.
"	16	Licenses W. Hayes to occupy foreshore for shed site, Whangaroa.
"	16	Approves Westport Harbour Board procuring hopper wagons.
"	16	Prohibits use of jiggers in whitebait fishing.
Dec.	12	Revokes license to E. R. Cardno to occupy site for booms in Waima River.
"	12	Approves of plans of Morning Star Gold-mining Company's wharf, Preservation Inlet.
"	12	Licenses Morning Star Gold-mining Company to use foreshore for wharf site.
"	12	Approves of erection of Harbour Board offices on foreshore at Bluff.
"	12	Revokes close season for mullet in Bay of Islands.
"	21	Declares lobsters and crabs subject to provisions of Act as to artificial beds.
"	21	Makes sea-fishing regulations.
"	21	Approves of plans of H. Palmer's oyster storage ground, Wellington.
1897—		
Jan.	11	Grants compassionate allowance to widow of late Lightkeeper Parks.
"	11	Approves of further extension of lower Western Training-wall, and dredging, Westport.
"	20	Approves of Westport Harbour Board procuring railway plant.
Feb.	15	Approves of plan of J. Smyth and Co.'s tramway on foreshore at Kennedy Bay.
"	15	Licenses J. Smyth and Co. to occupy foreshore for tramway at Kennedy Bay.
"	15	Vests management of a wharf in Auckland Harbour in Kauri Timber Company.
"	22	Approves of plans of additions to Northcote Ferry Jetty, Auckland Harbour.
March	15	Licenses J. Hartley and others to occupy foreshore at Kohukohu for recreation ground.
"	15	Approves of plans of extension of Horseshoe Bay Wharf.
"	15	Approves of plans of extension of Goods Wharf, Thames.

RETURN showing the Number of MASTERS, MATES, and ENGINEERS examined during the Year ended the 31st March, 1897, distinguishing the Number of Successful and Unsuccessful Candidates.

Class of Certificate.	Auckland.			Wellington.			Lyttelton.			Dunedin.			Other Places.			Totals.		
	Passed.	Failed.	Total.	Passed.	Failed.	Total.	Passed.	Failed.	Total.	Passed.	Failed.	Total.	Passed.	Failed.	Total.	Passed.	Failed.	Total.
Foreign-going masters and mates	9	5	14	17	8	25	2	2	4	7	11	18	..	..	..	35	26	61
Home-trade masters and mates	4	3	7	4	2	6	..	..	..	..	..	..	..	..	..	8	5	13
River-steamer masters	..	4	7	11	2	..	2	..	..	..	..	..	2	..	2	8	7	15
Sea-going engineers ..	..	6	1	7	28	6	34	7	1	8	3	1	4	2	..	2	46	55
River-steamer engineers ..	..	2	..	2	4	1	5	1	1	2	1	1	2	4	5	9	12	20
Marine engine-drivers ..	..	11	1	12	2	..	2	1	..	1	..	..	2	..	2	16	1	17
Totals	36	17	53	57	17	74	11	4	15	11	13	24	10	5	15	125	56	181

DESCRIPTIVE RETURN of New Zealand Coastal Lighthouses.

Name of Lighthouse.	Order of Apparatus.	Description.	Period of Revolving Light.	Colour of Light.	Tower built of	Dwellings built of	Date first lighted.
Cape Maria van Diemen	1st order dioptric	Revolving	1'	White	Timber	Timber	24 Mar., 1879
	..	Fixed	..	Red, to show over Columbia Reef			
Moko Hinou	1st order dioptric	Flashing	10"	White	Stone	Timber	18 June, 1883
Tiri-Tiri..	2nd "	Fixed	..	White, with red arc over Flat Rock	Iron	"	1 Jan., 1865
Ponui Passage	5th "	"	..	White and red ..	Timber	"	29 July, 1871
Cuvier Island	1st "	Revolving	30"	White	Iron	"	22 Sept., 1889
	2nd "	"	30"	"	Timber	"	10 Feb., 1878
Portland Island	..	Fixed	..	Red, to show over Bull Rock			
Pencarrow Head	2nd order dioptric	"	..	White	Iron	Timber	1 Jan., 1859
Cape Egmont	2nd "	"	..	"	"	"	1 Aug., 1881
Manukau Head	3rd "	"	..	"	Timber	"	1 Sept., 1874
Kaipara Head	2nd "	Flashing	10"	"	"	"	1 Dec., 1884
	2nd "	"	10"	"	"	"	24 Sept., 1877
Brothers ..	..	Fixed	..	Red, to show over Cook Rock			
Cape Campbell	2nd order dioptric	Revolving	1'	White	Timber	"	1 Aug., 1870
Godley Head	2nd "	Fixed	..	"	Stone	Stone	1 April, 1865
Akaroa Head	2nd "	Flashing	10"	"	Timber	Timber	1 Jan., 1880
Moeraki ..	3rd "	Fixed	..	"	"	"	22 April, 1878
Taiaroa Head	3rd "	"	..	Red	Stone	Stone	2 Jan., 1865
Cape Saunders	2nd "	Revolving	1'	White	Timber	Timber	1 Jan., 1880
Nugget Point	1st "	Fixed	..	"	Stone	Stone	4 July, 1870
Waipapapa Point	2nd "	Flashing	10"	"	Timber	Timber	1 Jan., 1884
Dog Island.	1st order catadioptric	Revolving	30"	"	Stone	Stone	1 Aug., 1865
Centre Island	1st order dioptric	Fixed	..	White, with red arcs over inshore dangers	Timber	Timber	16 Sept., 1878
Puysegur Point	1st "	Flashing	10"	White	"	"	1 Mar., 1879
Cape Foulwind	2nd "	Revolving	30"	"	"	"	1 Sept., 1876
Farewell Spit	2nd "	"	1'	White, with red arc over Spit end	"	"	17 June, 1870
Nelson ..	4th "	Fixed	..	White, with red arc to mark limit of anchorage	Iron	"	4 Aug., 1862
French Pass	6th "	"	..	Red and white, with white light on beacon	"	"	1 Oct., 1884
Stephens Island	1st "	Group flashing	*	White	"	"	29 Jan., 1894
Cape Palliser	2nd "	Revolving	†	White	"	"	Now building.

* Two flashes in quick succession every half minute. between flashes.

† Flashing twice every half-minute, with interval of three seconds

RETURN of MASTERS, MATES, and ENGINEERS to whom CERTIFICATES of COMPETENCY were issued during the Year ended the 31st March, 1897.

Name of Person.	Rank.	Class of Certificate.	Date of Issue.	No.
George Napier Lindsay	First Mate	Foreign trade	7 April, 1896	698
Joseph Parker Herbert Jordan	Master Ordinary	"	24 " " "	689
Robert Crawford	First Mate	"	24 " " "	790
Samuel Holt	Second Mate	"	16 May, " " "	791
Robert Adolphus Forbes Anderson	"	"	16 " " "	792
Herbert Platts	First Mate	"	10 June, " " "	793
John Murray Drewette	Master Ordinary	"	11 " " "	794
Charles Edwards Hargraves	Second Mate	"	11 " " "	795
Carl Gustaf Moberg	Master Ordinary	"	6 July, " " "	718
Mathias Olsen	Second Mate	"	14 " " "	796
Henry Watts	"	"	6 Aug., " " "	797
William Gustav Dieley	"	"	10 " " "	798
William Fretwell	"	"	13 " " "	799
Robert Geoffrey Cross	"	"	26 " " "	800
Edwin Percy Dent Wright	"	"	22 Sept., " " "	801
Edwin Percy Dent Wright	"	(renewal)	8 Oct., " " "	802
James Theodore Wilson	First Mate	"	12 " " "	548
David Todd	"	"	12 " " "	803
Peter John Ewing	Master Ordinary	"	16 " " "	804
Richard McAvoy	Only Mate	"	19 " " "	584
Henry Arthur Rutter	Master Ordinary	"	22 " " "	620
Arthur Howell	"	"	6 Nov., " " "	805
John Dawson	"	"	17 " " "	735
Patrick Darragh	Second Mate	"	27 " " "	806
Herbert Slocombe	First Mate	"	27 " " "	807
William Ludwig Gustav Reed	Master Ordinary	"	27 " " "	808
Gerald Thomas Trevor Hull	"	"	22 Dec., " " "	809
William Norton Dutton	Second Mate	"	22 " " "	810
Walter Andrew Tulloch	First Mate	"	13 Jan., 1897	762
William Gilmer	Master Ordinary	"	19 " " "	632
George Allen	Second Mate	"	19 " " "	811
Murdoch Morrison	"	"	2 Feb., " " "	812
William Rundal Ponsonby	"	"	19 " " "	813
Charles Roy	"	"	27 " " "	814
Herbert Burtram Wade	Master	Home trade	1 April, 1896	5392
William Mollison	"	"	7 " " "	5360
John Johnson	Mate	"	6 May, " " "	5393
Charles Frederick William August Greenberg	"	"	22 " " "	5394
William McPherson	"	"	10 June, " " "	5395
Gabriel Gabrielsen	"	"	28 Aug., " " "	5396
Robert Albert Grone	"	"	13 Oct., " " "	5397
Charles Nelson	"	"	7 Nov., " " "	5398
William John Carey	"	"	11 Dec., " " "	5399
Neil McArthur	"	"	22 " " "	5400
Frederick Irving	"	"	22 " " "	5401
Peter McIntyre	Master	"	19 Jan., 1897	5576
Hugh McGilvray	"	(renewal)	26 " " "	5402
Theodore William Haultain	"	"	26 " " "	5403
William Mulgrew	"	River trade	6 May, 1896	3259
Frederick William Meikle	"	"	26 Sept., " " "	3260
Thomas Garnaut	"	"	12 Oct., " " "	3261
Gustaf Pelier Solvender	"	"	19 " " "	3262
Alexander McDonald	"	"	27 Nov., " " "	3263
Richard Henwood Vercoe	"	"	11 Dec., " " "	3264
John Harrison	"	"	19 Jan., 1897	3265
Alfred Henry Pook	"	"	29 March, " " "	3266
Thomas Robertson Anderson	1st Class Engineer	Foreign trade	1 April, 1896	264
John James Cormack	"	"	16 May, " " "	265
Edward Wrigley	"	"	26 June, " " "	266
Charles William Richmond Suisted	2nd Class Engineer	"	11 Sept., " " "	267
William Carson	1st Class Engineer	"	23 " " "	268
James Darling	2nd Class Engineer	"	8 Oct., " " "	269
Charles Stewart Crawford	"	"	8 " " "	270
Archibald Campbell	"	"	7 Nov., " " "	271
Edgar Percival Turner	"	"	7 " " "	272
John Finlayson	"	"	24 Dec., " " "	273
Frank Smith	"	"	21 Jan., 1897	274
James Bambery	3rd Class Engineer	"	1 Feb., " " "	275
Percy William Hambleton	"	"	1 " " "	276
Thomas Wetherilt	"	"	1 " " "	277
William David Jones	"	"	1 " " "	278
Ambrose Hughey Port	"	"	1 " " "	279
Arthur Leslie Turner	"	"	1 " " "	280
James Adam Glasgow	"	"	1 " " "	281
James Blackwood	"	"	1 " " "	282
Ernest Morrison	"	"	2 " " "	283
Joshua Fowler	1st Class Engineer	"	10 " " "	284
William Wright	3rd Class Engineer	"	10 " " "	285
Hugh Alexander Calder	"	"	10 " " "	286
Maurice Manthel	"	"	13 " " "	287
Thomas Bell Jones Sinclair	"	"	13 " " "	288
John Buchanan Hay	"	"	13 " " "	289
George Richard Skinner	"	"	13 " " "	290
William Hay	"	"	13 " " "	291

RETURN of MASTERS, MATES, and ENGINEERS to whom CERTIFICATES of COMPETENCY were issued during the Year ended the 31st March, 1897—*continued.*

Name of Person.	Rank.	Class of Certificate.	Date of Issue.	No.
Reginald Edward Smallbone	3rd Class Engineer	Foreign trade ..	13 Feb., 1897 ..	292
Thomas Telfer	"	" ..	13 " " ..	293
Thomas Moore Murray	"	" ..	13 " " ..	294
Carl Hausmann	"	" ..	13 " " ..	295
James Sydney Faulkner	"	" ..	13 " " ..	296
John Young	2nd Class Engineer	" ..	27 " " ..	297
Charles McIntyre	3rd Class Engineer	" ..	27 " " ..	298
Archibald Coubrough	"	" ..	4 March, " ..	299
Joseph Healy	"	" ..	5 " " ..	300
Norman Arnott	"	" ..	5 " " ..	301
Douglas Grant Stevenson	"	" ..	8 " " ..	302
Henry Augustus Levestam	"	" ..	10 " " ..	303
William Reid	"	" ..	22 " " ..	304
Henry Wilson Roy	"	" ..	22 " " ..	305
Ernest Seldon Pyke	"	" ..	25 " " ..	306
Godfrey Land Foster	Engineer	River trade ..	24 April, 1896 ..	1747
Daniel Henry Edmonds	"	" ..	26 June, " ..	1748
Edward Augustus Johnston	"	" ..	1 July, " ..	1749
Frederick McDowall	"	" ..	1 " " ..	1750
Gilbert Cunningham	"	" ..	1 " " ..	1751
Edward King	"	" ..	30 " " ..	1752
James Brown	"	" ..	13 Aug., " ..	1753
William John McManus	"	" ..	21 " " ..	1754
Walter Joseph Newtown	"	" ..	23 Oct., " ..	1755
James Sydney Faulkner	"	" ..	11 Dec., " ..	1756
Robert William Davidson	"	" ..	11 " " ..	1757
George Hardin	"	" ..	24 " " ..	1758
David Burns	"	" ..	19 Jan., 1897 ..	1759
William Munro Watt	"	" ..	10 Feb., " ..	1760
Alfred George Skilton	"	" ..	22 March, " ..	1761
David Scott Robertson	Marine Engine-driver	" ..	24 April, 1896 ..	1
Frederick Grimwood	"	" ..	24 " " ..	2
John Leak	"	" ..	26 June, " ..	3
James George Harp	"	" ..	11 July, " ..	4
William Munro Watt	"	" ..	11 " " ..	5
William Fincher Coutts	"	" ..	16 " " ..	6
William Coates	"	" ..	16 " " ..	7
Arthur Ernest Bennett	"	" ..	10 Aug., " ..	8
Joseph O'Connell	"	" ..	13 " " ..	9
William Smith	"	" ..	21 " " ..	10
Harry Graham Lever	"	" ..	10 Sept., " ..	11
John O'Donohue	"	" ..	15 " " ..	12
George Washington Moore	"	" ..	15 " " ..	13
Thomas Jefferson McGowan	"	" ..	22 Nov., " ..	14
Samuel Howan	"	" ..	17 " " ..	15
John Benjamin Charles Dore	"	" ..	27 " " ..	16

SUMMARY of CASUALTIES to SHIPPING and SEAMEN reported to the Marine Department during the Financial Year ended the 31st March, 1897.

Nature of Casualties.	Casualties on or near the Coasts of the Colony.									Casualties outside the Colony.									Total Number of Casualties reported.		
	Steamers.			Sailing-vessels.			Total within Colony.			Steamers.			Sailing-vessels.			Total outside Colony.					
	No. of Vessels.	Tonnage.	No. of Lives lost.	No. of Vessels.	Tonnage.	No. of Lives lost.	No. of Vessels.	Tonnage.	No. of Lives lost.	No. of Vessels.	Tonnage.	No. of Lives lost.	No. of Vessels.	Tonnage.	No. of Lives lost.	No. of Vessels.	Tonnage.	No. of Lives lost.	No. of Vessels.	Tonnage.	No. of Lives lost.
Strandings,— Total wrecks Partial loss Slight damage No damage	4	161	..	1	338	..	5	499	..	..	..	..	..	..	..	..	..	..	5	499	..
	5	3,301	..	3	1,265	..	8	4,566	..	..	..	..	..	..	..	..	..	..	8	4,566	..
	5	862	..	6	432	..	11	1,294	..	..	..	..	..	..	..	..	..	..	11	1,294	..
	6	1,679	..	4	423	..	10	2,102	..	..	..	..	..	..	..	..	..	..	10	2,102	..
Total strandings	20	6,003	..	14	2,458	..	34	8,461	..	..	..	..	..	..	..	..	..	..	34	8,461	..
Founderings,— Total loss Partial loss	..	..	..	4	951	8	4	951	8	..	..	1	1,213	1	1,213	1	1,213	1	5	2,164	9
	1	19	..	..	..	..	1	19	..	..	..	..	..	..	..	..	..	..	1	19	..
	1	19	..	4	951	8	5	970	8	..	..	..	1	1,213	1	1,213	1	6	2,183	9	
Collisions,— Partial loss Slight damage No damage	1	2,642	..	2	524	..	3	3,166	..	..	..	..	..	..	..	..	..	..	3	3,166	..
	2	2,708	..	1	..	..	3	2,708	..	..	..	..	..	..	..	..	..	..	3	2,708	..
	2	454	..	1	..	..	3	454	..	..	..	..	..	..	..	..	..	..	3	454	..
	5	5,804	..	4	524	..	9	6,328	..	..	..	..	..	..	..	..	..	..	9	6,328	..
Fires,— Partial loss Slight damage	1	45	..	..	..	..	1	45	..	..	..	1	3,071	..	..	..	..	..	2	3,116	..
	2	3,341	..	..	..	..	2	3,341	..	..	..	..	..	..	..	..	..	..	2	3,341	..
	3	3,386	..	..	..	..	3	3,386	..	..	..	1	3,071	..	..	..	..	..	4	6,457	..
Miscellaneous, including damage by heavy seas to hull and cargo, leaks, loss of masts, sails, &c., and breakdown of machinery	5	1,564	..	3	233	..	8	1,797	..	..	..	2	863	..	..	2	853	..	10	2,650	..
Total casualties to shipping	34	16,776	..	25	4,166	8	59	20,942	8	1	3,071	3	2,066	1	4	5,137	5	6	63	26,079	9
Loss of life only	..	..	..	1	1,116	1	1	1,116	1	1	3,660	1	4,587	4	5	8,247	6	6	6	9,363	6
Total number of casualties reported	34	16,776	..	26	5,282	9	60	22,058	9	2	6,731	1	7	6,653	5	9	13,384	6	69	35,442	15

RETURN of WRECKS and CASUALTIES to SHIPPING reported to the Marine Department from the 1st April, 1896, to the 31st March, 1897.

Date of Casualty.	Name of Vessel, also Age and Class.	Rig.	Registered Tonnage.	Number of		Nature of		Number of Lives lost.	Place where Casualty occurred.	Wind.		Decision of Court of Inquiry, &c.	Name of Master.
				Crew.	Passengers.	Cargo.	Casualty.			Direction.	Force.		
1896. April 8	Queen of the South, s.s., 19 years	Schooner	121	12	..	General	Collision; no damage	..	3 miles off Napier Breakwater	N.	Light ..	The steamer struck fishing vessel "Girola," and carried away her bowsprit. Casualty caused through the "Girola," having no lights up	Edward John Harvey.
12	Waipara, s.s., 33 years	Schooner	63	8	..	General	Stranded; partial loss	..	South Spit, Okarito River	W.N.W.	..	Vessel grounded on South Spit on entering the river	Nicholson Wood.
15	Coromandel, 21 years, 100 A1	Barque..	848	16	..	Coal	Stranded; partial loss	..	Eastern side of Buller River, Westport	N.	Strong breeze	Stranding partly due to unreadiness of tug-master to put way on vessel after he gave orders to cast off headlines, and to unhandiness of tug's crew; also to absence of arrangements for signalling from tug to pilot in charge of ship. The ultimate cause of stranding was due to order given by pilot to port the helm, and to slacking-up of tow-line immediately after, ship being then in a critical position. Harbour Board blamed for inefficiency of crew of tug and for want of more careful supervision over their employees. Master to blame in entirely trusting to advice given by pilot, and for not using every means to secure his vessel immediately after stranding. Costs of inquiry, amounting to £90 17s., ordered to be paid as follows: Captain Leech, pilot, two-fourths; Captain Nolan, tugmaster, one-fourth; and Westport Harbour Board, one-fourth	Lewis Williams.
25	Marramarra, s.s., 12 years	Lugger..	45	5	..	Coal	Stranded; slight damage	..	3 miles off Patea	N.W.	Gale ..	Casualty caused by striking a snag off Patea, on passage from Waitara to Wanganni	James Reardon.
May 3	Coromandel, 21 years, 100 A1	Barque..	848	16	..	Coal	Capsized, total loss	..	Near Railway Wharf, Wellington Harbour	..	..	After getting vessel off from stranding at Westport, she was brought to Wellington in a leaky condition by Captain Bendall, who beached her near the Railway Wharf, and, as tide fell next day, she capsized. Captain Bendall blamed for beaching ship without communicating with harbour authorities, and ordered to pay £15 17s., costs of inquiry	William Bendall.
12	Ocean Rover, 12 years	Schooner	139	7	..	Wheat ..	Loss of masts, spars, sails, &c.	..	About 25 miles east of Cape Brett, on voyage from Lyttelton to Noumea	S.E. to N.E.	Whole gale	Casualty caused through heavy gale and terrific seas	John Johnson.
13	Norah, 14 years	Schooner	48	3	..	Ballast..	Stranded; no damage	..	S.W. side of Ruakaka River, near Whangarei	N.E.	Fresh gale	Casualty caused through large raft of logs being moored across channel, which prevented vessel going up river for safety and shelter	Edward McDonald.
18	Waikato, s.s., 4 years, 100 A1 Lloyd's	Schooner	3071	50	..	General	Fire on board; partial loss.	..	On voyage from London to Auckland, lat. 48° 49' S., long. 114° 55' E.	..	..	Fire broke out in No. 5 hold, and was extinguished in about five hours. Supposed to have been caused by spontaneous combustion among some bales of oiled canvas	John William Croucher.

May	22	Ruahine, s.s., 4 years, Al Lloyd's	Schooner	3296	102	20	General	Fire on board; slight damage	..	Alongside Queen's Wharf, Wellington	..	..	John Bone.
"	29	Marramarra, s.s., 12 years	Schooner	45	5	1	Bricks ..	Stranded; total loss	..	Oeo Point, West Coast, North Island, Cook Strait	N.W.	Light ..	James Reardon.
June	2	Napier, s.s., 26 years	Schooner	48	8	..	General	Stranded; no damage	..	Entrance of Mataura River	S.W.	Light ..	Henry Matheson.
"	4	Ohau, s.s., 12 years	Schooner	411	21	..	Ballast ..	Stranded; partial loss	..	Cook Rock, off Brothers Lighthouse, Cook Strait	Cal'm	..	Felix Black.
"	9	Pieton, s.s., 15 years	Cutter ..	7	4	4	General	Stranded; total loss	..	Beach inside bar, Karamea River	S.W.	Moderate	Robert Johnson.
"	12	Herald, s.s., 12 years	Schooner	370	20	..	General	Stranded; no damage	..	Patiti Reef, Timaru ..	Variable	Light ..	Frederick Jones.
"	25	Penguin, s.s., 32 years	Schooner	517	36	21	General	Breaking of propeller-shaft	..	Off Jules Island, Croixelles Harbour, Blind Bay	S.E.	Light ..	Walter Manning.
July	1	Cavalier, 1 year	Ketch ..	36	4	..	Ballast ..	Stranded; slight damage	..	300 yards northward to entrance of Jacob's River, Riverton	S.W.	Fresh breeze	William McKillop.
"	2	Deva, 23 years, 100 A1	Barque..	761	18	..	Lead-ore	Vessel strained through cargo shifting	..	Tasman Sea, on voyage from Port Pirie, S.A., to Newcastle-on-Tyne	S.W.	Gale	J. Anderson.
"	8	Anglian, s.s., 23 years	Schooner	1354	50	..	General	Collision with jetty; slight damage	..	Screw-pile Jetty, Inner Harbour, Lyttelton	Variable	Ligh ..	Charles Ernest Hood.
"	11	Brunner, s.s., 8 years	Schooner	333	22	..	Nil ..	Collision; no damage	..	Coal - staiths, Buller River, Westport	Cal'm	..	James Ramsay.
"	11	Mary Winkelman, 15 years	Barquentine	432	11	..	Coal ..	Collision; partial loss	..	..	..	..	Krist Benneche.

RETURN of WRECKS and CASUALTIES to SHIPPING reported to the Marine Department—continued.

Date of Casualty.	Name of Vessel, also Age and Class.	Reg.	Number of		Nature of		Number of Lives Lost.	Place where Casualty occurred.	Wind.		Decision of Court of Inquiry, &c.	Name of Master.
			Crew.	Passengers.	Cargo.	Casualty.			Direction.	Force.		
1896.												
July 17	Morning Light, 11 years	Schooner	92	6	Coal	Vessel dismantled	..	Long 166° 2' E., lat. 38° 41' S., on voyage from Bali, N.S.W., to Lyttelton	S.W.	Hard gale	Vessel dismantled during hard gale with heavy seas, and came under jury-rig into Nelson for repairs	William Rennie.
"	25 Waiti, s.s., 14 years	Schooner	63	13	General	Stranded; slight damage	..	Bar at entrance to Waitara River	E.	Light ..	Vessel was caught by strong current and heavy sea while crossing bar, and, losing steerage-way, was cast ashore	William George North.
"	28 Anahuero ..	Cutter ..	..	2	General	Collision; no damage	}	About 4 miles N.W. of Nelson Lighthouse, Blind Bay	S.W.	Light ..	Casualty caused through both vessels not carrying lights. Certificates of both masters suspended for fourteen days	(Gabriel Gabrielson.
"	28 Argus, 42 years	Ketch ..	..	3	Timber ..	Collision; slight damage						Samuel Westrupp.
Aug. 7	Waimui, s.s., 10 years	Schooner	391	26	General	Stranded; slight damage	..	Entrance to Grey River	E.	Light ..	Vessel touched on breakwater when entering river. Casualty caused through rudder-chains parting at critical time	George Lambert.
"	9 Anglian, s.s., 23 years	Schooner	1354	50	General	Collision; slight damage	..	East end of Queen Street Wharf, Auckland Harbour	..	..	When s.s. "Rangatira" was lying at her berth at wharf, the s.s. "Anglian" swept down upon her by the tide, damaging her propeller, and starting gear in engine-room, &c.	(Charles Ernest Hood.
"	9 Rangatira, s.s., 6 years	Schooner	2642	46	General	Collision; partial loss	}	Centre of Horseshoe Bay, Stewart Island	N.E.	Moderate gale	Vessel was at anchor when gale sprang up. Both anchors were down, but the chains parted, and she went ashore	(George Burton. Daniel Morrison.
"	10 Dolly Varden, 22 years	Cutter ..	20	3	Ballast ..	Stranded; slight damage						Richard Kelly.
"	10 Westland, 18 years, Al Lloyds	Ship ..	1116	26	General	Loss of life only	1	Lat. 38° 8' S., long. 19° 23' E., on voyage from Liverpool to Wellington	S.	Gale ..	An A.B. named Frederick H. Crouch, while engaged aloft securing sail, fell on to the deck, and died from the injuries received	
"	20 Gipsy, 21 years	Cutter ..	27	3	Coal	Vessel dismantled	..	About 10 miles outside Coromandel Harbour, Hauraki Gulf	N.N.W. to W.	Fresh breeze	A sudden change of wind threw mainsail over, causing jibing, and the force of the sail going over broke the mast about 7 ft. from the top, where there was a flaw, only discovered after the accident	Christian Jensen.
"	20 Manukau, s.s., 16 years	Ketch ..	45	5	Lime, coal, and furniture	Fire on board; partial loss	..	Mokau River, 10 miles from Heads	S.W.	Light ..	Fire caused through crown of boiler getting red-hot and setting fire to deck. The shortness of water in boiler was owing to carelessness of the engineer, George Tee, whose certificate was suspended for three months, and he was ordered to pay costs of inquiry, not to exceed £10	Martin Jensen.
"	22 Kawatiri, s.s., 14 years	Schooner	286	18	Coal	Stranded; slight damage	..	1 mile below wharf, Buller River, Westport	Cal'm	Cal'm	Vessel touched slightly on half-tide wall when leaving Westport, through steering badly	Berthold Apstein.
"	22 Hunon Belle, 32 years	Ketch ..	42	4	Ballast ..	Stranded; slight damage	..	Entrance to Nelson Harbour	Cal'm	Cal'm	Vessel was being towed out by boat, but tide, being strong, set her to leeward of the Arrow Rock. Anchor was let go, but it dragged, and vessel went on rocks, but floated off in the evening	Frichhof Wilhelm Hultgren.

Aug.	26	Waverley, s.s., 13 years	Schooner	77	11	1	Coal	..	Stranded; slight damage	..	Abreast of breakwater, North Spit, Patea	S.S.E.	Strong breeze	Strong set of tide across channel set vessel on to spit	Frank L. Vickerman.
"	28	Patrician, 19 years	Ship	1213	15	..	Coal	..	Foundered; total loss	1	Lat. 39° 8' S., long. 158° 11' E., on voyage Newcastle, N.S.W., to Lyttelton	E.	Gale	Vessel met with continued gales from the 25th August. Heavy seas swept decks and cast adrift spare spars, which split covering boards, letting water into hold which could not be kept under. One man was washed overboard during the gales, the remainder of the crew being rescued by the s.s. "Fife- shire." The Court expressed its admiration of the gallant conduct of the chief mate of the "Fifeshire," George Ross, Boatwain Mouatt, and Quartermaster Martin, who manned the boat that rescued the men, and of the assistance rendered to the rescue party by the skilful management of the "Fifeshire"	Edward Robert Sterling.
Sept.	6	Mania, s.s., 22 years	Ketch	65	8	1	Coal	..	Loss of pro- peller	..	7 miles north of Wai- tara	N.E.	Light breeze	Loss of nut of propeller during voyage from Mokau to Waitara, and propeller shifting off shaft	G. A. Simpson.
"	12	Waipara, s.s., 23 years	Schooner	62	8	..	Produce	..	Stranded; no damage	..	North Beach, Hokitika, River	S.W.	Light	Vessel stranded while towing scow "Moana" to sea	Nicholson Wood.
"	12	Moana, 1 year	Schooner	111	7	..	Railway- sleepers	..	Stranded; no damage	..	Mouth of Hokitika River	S.W.	Light	Vessel stranded while in tow of s.s. "Waitara"	William Cozens.
"	17	Westland, 18 years, A1 Lloyd's	Ship	1116	25	1	General	1	Loss of life only	1	Cook Strait	S.	Gale	The passenger, C. W. L. Colly, disappeared overboard from the ladder on the port side of the forecastle-deck about 9.30 p.m., and was lost	Richard Kelly.
"	18	Kestrel, 8 years	Ketch	51	4	..	Produce	..	Stranded; par- tial loss	..	Bar of Waimakariri River	S.W.	Light breeze	Casualty caused through Signalman G. F. Day being grossly negligent in his duty of mark- ing the true channel, and he was ordered to pay £5 8s. 5d., costs of inquiry	Henry Ashford Featherston.
"	21	Pinafore, s.s. (launch)	Lug-sail	..	3	1	None	..	Breakdown of machinery	..	7 miles north of Astro- labe, Blind Bay	S.E.	Light	Casualty caused through want of closer and more efficient attention to engine	Thomas Hal- stead Harley.
Oct.	4	Pleione, 20 years, 100 A1 Lloyd's	Ship	1092	25	..	General	1	Loss of life only	1	Lat. 43° 50' S., long. 56° E., on voyage from London to Nelson	W.	Moderate gale	An A.B., Gustav Smith, fell from the main topgallant-yard on to the deck, and died seven hours afterwards from the injuries received	Alfred H. Sar- gent.
"	19	Coquette, 13 years	Schooner	214	8	..	Coal and timber	..	Stranded; slight damage	..	Inside Farewell Spit	W.N.W.	Fresh	Casualty caused by vessel missing stays and being compelled to wear. It being hazy at the time, the distance from shore seems to have been misjudged, and vessel grounded in wearing	Samuel Brown.
"	29	Pet, 15 years	Ketch	22	2	..	Limestone	..	Stranded; slight damage	..	Largest of Tata Islands, Golden Bay	S.W.	..	Casualty caused through stern-post being rotten, and rudder carrying away	Ambrose Edward Rickett.
Nov.	3	Rakaia, s.s., 1 year	Schooner	3660	..	..	General	1	Loss of life only	1	Lat. 43° 12' S., long. 148° 35' E., on voyage from Hobart to Wel- lington	..	..	An O.S. named Patrick Casey was found in the bunkers smothered under the coal. Supposed to have gone there to sleep off effects of drink procured in Hobart	J. D. Sutcliffe.
"	8	Mania, s.s., 22 years	Ketch	65	7	..	General	..	Propeller-shaft broken	..	8 miles south of Cape Egmont	S.	Moderate breeze	Propeller-shaft broke at sea. Vessel towed into Waitara by s.s. "Manukau"	G. A. Simpson.
"	10	Takapuna, s.s., 13 years	Schooner	370	44	90	General	..	Stranded; no damage	..	Inside breakwater, New Plymouth	N.E.	Fresh	Vessel was approaching wharf on a thick, dark night, and, her lines having failed to reach the wharf, she drifted broadside on to the bank inshore	John Grant.

RETURN of WRECKS and CASUALTIES to SHIPPING reported to the Marine Department—continued.

Date of Casualty.	Name of Vessel, also Age and Class.	Rig.	Regis-tered	Number of		Nature of		Number of Lives lost.	Place where Casualty occurred.	Wind.		Decision of Court of Inquiry, &c.	Name of Master.
				Crew	Passen-gers.	Cargo.	Casualty.			Dirac-tion.	Force.		
1896. Nov. 11	Soukar ..	Ship ..	1304	..	..	General	Loss of life only	1	Lat. 38° 29' S., long. 28° 59' E., on voyage from Liverpool to Wellington	W.S.W.	Strong gale	An assistant steward named Ernest Winter is supposed to have fallen overboard from the topgallant forecastle while procuring water from over the ship's side	Moses Carden.
"	Huon Belle, 33 years	Ketch ..	42	4	..	Sand ..	Collision; partial loss	..	Ponui Passage Light-house	S.W.	Strong breeze; squally	Vessel collided with lighthouse. Casualty caused through vessel being in stays when strong squall heeled her over, and there was no room to wear round in time	Peter Johnson.
"	Clematis, 24 years	Ketch ..	67	5	..	Ballast ..	Loss of mast and sails	..	18 miles north of Kai-koura Peninsula	S.S.W.	Strong breeze	Casualty appears to have been accidental, and no one to blame	Hans Kruhl.
"	Coquette, 13 years	Schooner	214	8	..	Ballast ..	Stranded; no damage	..	Bar of Wanganui River	N.	Light ..	Casualty caused through fresh in river setting vessel to northward, and s.s. "Huia," towing her, not having her in proper command	Samuel Brown.
"	Rock Lily, 9 years	Ketch ..	50	4	..	Timber ..	Stranded; no damage	..	Bar of Waimakariri River	S.	..	Casualty caused through vessel touching ground between rise and fall of sea, and wind falling away and going more ahead	William Thomas Taylor.
"	Corinna, s.s., 14 years	Schooner	820	..	..	General	Stranded; no damage	..	Abreast red light, entrance to Nelson Harbour	..	..	Casualty caused through steering-gear, being new, acting less quick at a critical moment than the pilot expected	Peter Nordstrum.
Dec. 3	Liberty, 2 months	Ketch ..	14	..	..	Nil ..	Foundered; total loss	..	Off Clyde Quay, Wellington Harbour	N.W.	Gale ..	Vessel sank at her moorings in about four fathoms of water in the night, during the gale, when no one was on board	John Chalmers.
"	Delmira, 32 years	Schooner	338	10	..	General	Stranded; total loss	..	Barton Point, Cape Palliser	S.E.	Light ..	The master did not make sufficient allowance, when crossing the entrance to Cook Strait, for the inset of the current, but at 8.30 p.m., becoming anxious about his position, properly altered his course, and did all he could to save his vessel, and probably would have done so had the wind not failed. The Court returned his certificate, and made no order for costs	Frederick A. Hutchinson.
1897. Jan. 1	Ruapahu, s.s., 14 years, Al Lloyd's	Barque..	2658	102	220	General	Stranded; partial loss	..	Farewell Spit	..	..	Master responsible, through error in judgment, in trusting to cross-bearing taken to a sand-hill instead of a more clearly defined point, but chiefly to his leaving bridge when running for land without giving full and sufficient instructions to officers of watch. Fourth officer censurable for not taking more prompt action at time of danger, and for keeping in-pended for three months, and ordered to pay costs of inquiry, £15 15s., less £5 to be paid by Edward Forsyth, fourth officer	Dugald Stuart.
"	Elizabeth Price, 23 years	Schooner	98	6	..	Ballast ..	Stranded; slight damage	..	Pig Island, Queen Charlotte Sound	Calm	Calm	Vessel not being under control during calm, she was caught by baffling puffs of winds and adverse tide, and quietly took the ground till tide rose to full	Thomas Hughes.

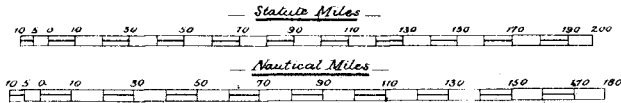
Jan. 3	Dundale, 12 years	Barque..	1075	..	..	Lat. 51° 30' N., long. 6° 25' W.	..	..	An A.B. named Leopold Hilbert, while engaged with others in furling the upper fore-topsail, fell on to the deck and was killed	John Lamont.
" 7 (supposed)	Lizzie Ellen, 10 years	Schooner	42	3	1	Supposed between Nugget Point and Bluff	W.N.W.	Gale	Vessel left Timaru with shingle ballast, and it is supposed that, meeting a heavy gale, the ballast shifted and the vessel capsized and foundered	Daniel Keys.
" 15	Mania, s.s., 22 years	Schooner	65	7	..	Reef off mouth of Oco River, Taranaki	N.N.W.	Moderate	Master held responsible for going to sea improperly equipped, and for negligent navigation. His certificate was suspended for two months, and he was ordered to pay £11 17s. 6d., costs of inquiry	George Archibald Simpson.
" 30 (supposed)	Alert, 14 years	Schooner	47	4	..	Supposed in Cook Strait	S.E.	Heavy gale	Vessel left Lyttelton for Waitapu on the 28th January, and has not since been heard of. Supposed to have foundered during heavy gale which prevailed shortly after leaving Lyttelton	Fritthof Wilhelm Hultgren.
" 31	Manukau, s.s., 16 years	Ketch ..	45	5	..	Alongside wharf, Waitara	S.E.	Gale	Fire occurred in cargo of lime, which must, as regards some portion at least, have been shipped in a damp condition	Martin Jensen.
" 31	Pukaki, s.s., 16 years	Schooner	917	27	6	5 miles south-east of Taurakeri Head, Cook Strait	S.E.	Gale	Casualty caused through rudder not being strong enough to stand the heavy seas striking against it	Colin Francis Post.
Feb. 10	Aorere, s.s., 11 years	Schooner	49	9	2	Bar of Patea River	S.E.	Fresh	Vessel bumped heavily when crossing bar, and, not answering her helm, drifted on to north bank	William Tinney.
" 12	Neptune, s.s., 14 years	Schooner	44	9	4	Main beach, bar of Wairau River	S.E.	Fresh breeze	Vessel struck on South Spit when crossing bar, and, injection-grating or pipe getting choked with sand, engines were impaired, and she drifted on to main beach, where she became a total wreck	Samuel Clark.
" 18	William Manson, 25 years	Barque..	366	11	2	Point of Haulashore Island, Nelson Harbour	Cal	..	Pilot F. W. Cox made an error of judgment in attempting to bring vessel in so late upon the tide. He was ordered to pay £6 10s., costs of inquiry	Thomas Angel Fry.
March 6	No. 121 dredge, 12 years	Schooner	394	..	..	Auckland Harbour	..	..	Casualty caused by water in boiler being worked at excessive density, due to negligence of engineer, William Stewart, whose certificate was suspended for three months, and he was ordered to pay costs of inquiry, £6 5s. 6d.	George Broadfoot.
" 11	Torea, s.s., 19 years	Schooner	9	3	..	Gula Gula Point, Queen Charlotte Sound	N.W.	Strong gale	Master was groping his way to an anchorage in Bowden's Bay, and evidently overestimated the distance run between Snake and Gula Gula Points	Henry Fisk.
" 26	Queen of the South, s.s., 20 years	Schooner	121	12	1	Bar of Manawatu River	N.	Light	Casualty caused through there being insufficient water on bar	Edward John Harvey.
" 26	Ethel J., s.s., 14 years	Cutter ..	19	3	..	Alongside wharf, Mangawhare, Kaipara Harbour	..	..	Vessel supposed to have caught, at low water, some part of the wharf, and the rising tide listed her over sufficiently to fill with water, either through open ports or otherwise	J. W. Pearce.

Approximate Cost of Paper.—Preparation, not given; printing (exclusive of plan) 1,625 copies, £28 11s.

NEW ZEALAND WRECK CHART.

1st APRIL, 1896, TO 31st MARCH, 1897.

Compiled from Official Records
in the
MARINE DEPARTMENT.



SYMBOLS.

STRANDINGS.

- X ----- Signifies a total loss.
- X ----- " partial loss.

COLLISIONS.

- ++ ----- Signifies a collision between two steam-vessels with partial loss.
- ∞ ----- Signifies a collision between two sailing-vessels with partial loss.
- † ----- Signifies a collision between a steamer and a sailing-vessel with partial loss.

CASUALTIES OTHER THAN BY STRANDINGS, COLLISIONS, OR MISSING VESSELS.

- ----- Signifies a total loss of a sailing-vessel.
- ----- Signifies a partial loss of a sailing-vessel.
- † ----- Signifies a partial loss of a steam-vessel.

NOTE.—Casualties resulting in slight damage are not shown on this chart.

