

1902.
NEW ZEALAND.

MARINE DEPARTMENT:

ANNUAL REPORT FOR 1901-2.

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

MY LORD,—

Marine Department, Wellington, 8th July, 1902.

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.

SIR,—

Marine Department, Wellington, 1st July, 1902.

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

Lighthouses.—All the lights have been maintained in an efficient manner. The cost of maintenance, exclusive of the cost of the attending steamer, was £16,394 1s. 7d. The work of inspection of the buildings and plants has been performed by Captain Bollons, of the s.s. "Hinemoa," when visiting the lighthouse with oil, stores, &c.

Two keepers left the service, and one died during the year. Four appointments were made, three of them being to fill the vacancies caused by resignations and death, and the other to provide an additional keeper at Nugget Point, to enable the work of signalling vessels to be properly carried out.

A sum of £200 was voted last year to provide fog signal-rockets for use at some of the lighthouses, and inquiries have been made through the Agent-General as to the use of this class of fog signals in the United Kingdom, with the result that it is found that rockets are not much used, mainly owing to the danger to the men firing them. Apart from sirens and reed horns, which are very expensive, the signals mostly used are cotton-powder signals similar to those used at Pencarrow Head, some of them being fired by similar automatic apparatus, and some from a jib fixed on the lighthouse. The apparatus fixed on to the lighthouse is the less expensive, but, as it requires the constant attention of a man when in use, it appears more economical to procure the automatic apparatus for Godley Head and Taiaroa Head, where it is proposed to make signals during fogs.

A cable has been imported and is being laid to connect East Cape Lighthouse with the mainland, and the necessary land line to connect the lighthouse with the telegraph system of the colony is being erected. Arrangements have been made to exhibit storm-warning signals at this station, and to obtain daily weather reports from it. Being the most eastern station in the colony, the weather reports from it will be of considerable value in connection with weather forecasts. It will also be a signal-station for reporting vessels.

At Farewell Spit new houses have been erected for the three keepers, as the old houses, which were built when the lighthouse was erected in 1870, were becoming unfit for habitation. The roofs of the houses at Cape Saunders have been renewed and other repairs effected there. A workshop has been erected at Cape Egmont, the material having been supplied by the Department and the work of erection performed by the keepers.

The work of erecting a lighthouse at Kahurangi Point, between Westport and Farewell Spit, has been commenced. The lantern has reached the colony, and the apparatus is expected shortly. This light will be of great value to vessels trading to and from West Coast ports.

The sum of £25,626 17s. 6d. has been collected for light dues during the year. The amount received during the previous year was £22,240 9s. 3d.

Statements are annexed showing the cost of maintenance of the lighthouses during the year, and the cost of their construction.

Harbours.—The duties of the harbour staff at the ports under the control of this Department have been properly performed. The present arrangement, under which the Northern Union Steamboat Company is paid a subsidy of £340 a year for conveying the Harbourmaster at Kaipara about the harbour and for attending to the small buoys, is not satisfactory, as the vessel is not always available when required. As the harbour is of very large extent, and there is considerable oversea shipping trade to it, it is important that the Harbourmaster should have proper means of getting about, so as to keep himself acquainted with the depths of water and with the requirements of the various parts of the harbour. To enable him to do this, he should have a small steam or oil vessel at his disposal. Pouto, where he is stationed, is too far away from the shipping-places, and he would be in a much better position to carry out his duties properly if he were moved to Aratapu.

At Manukau an oil-launch would be very useful to the Harbourmaster in connection with his harbour duties, and with the supervision of the oyster-beds, which are under his control as Inspector of Fisheries.

Mr. S. G. Robinson has resigned the position of Harbourmaster at Waitapu, and Mr. S. Fittall has been appointed to succeed him.

The buoys at most of the ports under the control of this Department have been overhauled and cleaned by the "Hinemoa," and, with the exception of those at Ngunguru, they are in good condition and proper positions. At Ngunguru some of them have disappeared, owing, it is believed, to vessels colliding with them. These will shortly be replaced. A contract has been let to erect ten beacons to mark the channel leading to Havelock, and arrangements have been made for the erection of beacons to mark the entrance and the channel at West Wanganui. A by-law has been made providing that vessels must not use their propellers when turning at the Warkworth Wharf. This was necessary owing to the propellers forming a deep hole in the river at the wharf. The limits of the Port of Mōkau have been defined.

The sections of the Westport and Greymouth Harbour Board Acts which provide for a special rate of 3d. a ton on coal shipped at Westport and Greymouth have been brought into operation.

A return showing the harbour-works authorised by the Governor in Council, and the licenses issued for occupation of foreshore, is appended hereto.

The sum of £1,950 11s. 2d. has been collected for pilotage and port charges in respect of the harbours under the control of the Department. The amount collected during the previous year was £3,322 4s. 3d. The decrease is owing to Nelson Harbour now being under the control of a Harbour Board, which receives the pilotage and port charges collected at that port.

Fisheries.—Shipments of salmon-ova have been received from Canada and Great Britain. The shipment from Canada consisted of 500,000 sockeye or blueback ova, which were supplied without charge by the Canadian Fisheries Department. The ova were sent from Canada to San Francisco, in charge of one of the Canadian Fishery officers. At San Francisco they were taken charge of by Mr. G. H. Lambson, an officer of the United States Fish Commission, who brought them to New Zealand. The shipment arrived in bad condition, owing to the mode of packing not being suitable for long-distance carriage. Only 160,000 ova were good when unpacked, and there was a large percentage of deformed fish amongst those hatched out.

The ova from Great Britain came in two shipments—one of 150,000 by the "Gothic," and the other of 50,000 by the "Paparua." They yielded about 50 per cent. of good ova, but amongst the fish hatched out a considerable number were deformed.

The salmon at present in the hatchery at Hakataramea are as follow, viz.: Quinnot (seventeen months old), 20,000; sockeye or blueback (six months old), 20,000; Atlantic (*S. salar*)—"Gothic" shipment 51,200, "Paparua" 25,500.

During the year there have been liberated in the tributaries of the Waitaki River 23,600 yearling quinnot and 5,000 sockeye fry, and in the streams flowing into Lake Ohau 91,200 sockeye fry.

At the Hakataramea salmon-hatchery eight new rearing-ponds have been made, the race bringing the water for hatching purposes has been boxed from the springs to the hatching-shed, a high board fence has been erected round the ponds and buildings, a substantial wire fence has been erected round the reserve, a concrete floor has been put in the hatching-shed, and a tool-shed, workshop, cart-shed, and meat-house have been erected. Altogether, good progress has been made, and the Chief Inspector of Fisheries expresses himself well satisfied with the salmon-rearing experiments.

Inquiries have been made in Great Britain and the United States as to the possibility of bringing the spawn or live specimens of some of the best market fish of Europe and America to the colony, and the information obtained has been submitted to the Portobello Marine Fish Hatchery Board for its suggestions thereon.

The question of allowing trawling in the Hauraki Gulf and Frith of Thames was brought before Parliament last session, and the Chief Inspector of Fisheries was afterwards sent to Auckland and the Thames to make inquiries into the matter. He met persons interested and engaged in the fishing industry in both places, heard their statements, and submitted a report to the Department. After consideration of this report it was decided that for a time trawling should be prohibited in the Frith of Thames and in a portion of the gulf, and this has accordingly been done. The trawling industry at Napier has fallen off a good deal during the year, flounders not having been nearly so plentiful as formerly. H. C. Haywood, of Auckland, and Constable W. J. Campbell, of Wanganui, have been appointed Inspectors of Fisheries.

The close season for seals, which has been in force since October, 1894, has been extended up to the 30th June, 1903.

Oysters.—It has been decided to keep the beds in the Hauraki Gulf closed during the present season, as they have not yet recovered from the way in which they were depleted when last open; but it is anticipated that they will be in a proper condition for picking next season. The beds in

the northern subdivision of the Northern Oyster-fishery are open, but those in the middle and southern subdivisions are closed, as they require further rest. The other open beds in the North Island are those in the Tauranga Fishery, in Kaipara and Hokianga Harbours, and the leased areas in Manukau Harbour. It is found that in parts of the Hauraki Gulf rocks which have been denuded of oysters are becoming covered with barnacles and coral. The closing of the district will not remedy this, as oyster-spat will not fix on to the coral. The only way to make the rocks again fit for oysters is to clear the barnacles and coral off them just before the spatting season; and it would appear that the only way in which this can be done effectively is by leasing the foreshore in sections for oyster-culture. Some of the beds in Manukau Harbour have been reserved for the exclusive use of the Maoris for food, and steps are being taken to lease the remaining beds which are not now under lease.

Under the present law the revenue derived from oyster licenses and leases is payable to the local bodies whose districts border on the foreshore in respect of which it is raised, whilst all expenses in connection with surveys, licenses, and leases, and the cost of the administration of the law relating to oysters, is borne by the Consolidated Fund. I think that the law in this respect should be altered, as it is only reasonable that the authority which has to bear the cost of conserving and developing the oyster-fisheries should receive the revenue derived from those fisheries.

Last session a vote of £160 was taken to test the Foveaux Strait oyster-beds, but so far the Department has not been able to arrange for the work. It is proposed, however, to put it in hand during the current year.

There is very little to report on the formation and cultivation of artificial beds by private persons. There are still a few in existence, but the owners have not been very successful with them.

Proceedings have been taken against three persons for illegally taking oysters, and against two persons for attempting to export rock oysters. Conviction was secured in each case.

Weather-reporting.—This work has been carried out satisfactorily by Captain Edwin. A further supply of barographs and thermometers has been obtained from England. It is proposed to open a new reporting-station at East Cape Lighthouse.

Inspection of Machinery.—The inspection of land boilers, engines, and machinery has been placed under the control of Mr. Duncan, the Chief Inspector.

Survey of Steamers.—During the year certificates for 235 steamers and eighteen oil-engine vessels have been granted by this Department. A return of such vessels is appended hereto. Proceedings have been taken against the master of the "Lily" for carrying more passengers than allowed by the vessel's certificate, and against the master of the oil-launch "Rotokohu" for carrying passengers without a certificate. A fine was imposed in each case.

Masters, Mates, and Engineers.—The examinations of masters and mates during the year are reported upon by the Chief Examiner in his report appended hereto. New regulations for the examination of engineers, based on the latest regulations issued by the Board of Trade, have been made. For certificates of competency 208 persons passed their examinations and ninety-four failed. Of those who passed, 134 were masters, mates, and steamship engineers of sea-going vessels, sixty-three were masters and engineers of steamships plying within restricted limits, seven were engineers of sea-going vessels propelled by oil, gas, &c., and four engineers of similar vessels plying within restricted limits. Proceedings were taken against the master of the oil-engine vessel "Torora" for going to sea with an uncertificated engineer after engaging a certificated man to enable the ship to be cleared by the Customs, and he was fined £10 and costs. Prosecutions were also instituted against F. Hoskins and H. S. Hall for acting as engineers of the "Hauturu" and "May" without certificates, and they were fined 10s. and costs and £2 and costs respectively.

Deck Cargo.—The regulations regarding the carriage of deck cargo have worked smoothly, and it has only been necessary to take proceedings for breach of them in one case. In this case the master of the "Te Anau" was fined £5 and costs for carrying more cargo on deck than allowed by his license.

Engagement and Discharge of Seamen.—This work has been carried out satisfactorily. The issue of licenses to persons to procure seamen for vessels has been discontinued, and, so far as the Department is aware, the discontinuance has not caused inconvenience to masters of ships. Superintendents of Mercantile Marine render every possible assistance in obtaining the men required, and men wanting employment can obtain information at the shipping offices as to the vessels which need men. Proceedings have been taken against masters of vessels in five cases for employing and carrying men without putting them on articles, and in one case for not giving a proper discharge. A fine was imposed in each case.

Wages and Effects of Deceased Seamen.—The estates of thirty-four seamen, amounting to £197 1s. 7d., were dealt with during the year. Of these ten were new estates. The sum of £170 18s. 10d. was paid to relatives and other claimants.

Coastal Dangers.—H.M. surveying-ship "Penguin" has been engaged in surveying on the east coast of the Auckland District, including Poverty Bay, and various dangers have been surveyed by the Government steamers. The Surveyor-General has been asked and has agreed to instruct his officers who may be engaged in surveying on the coasts to determine by observations from land stations the positions of rocks marked "P.D." on Admiralty charts, and also of any others on which they may see breaks. The Department has issued a pamphlet giving information brought up to date concerning dangers, sailing directions, &c. It is proposed to publish a handbook annually containing information regarding the coasts and ports which will be useful to shipowners and mariners. Captain Blackburne, Nautical Adviser, is now preparing the information for publication this year.

Wrecks and Casualties.—A table is attached showing the casualties to ships, and an analysis. Those on the coasts of the colony numbered forty-five, representing 28,020 tons, as against forty-

eight, representing 19,502 tons, in the previous year. The total wrecks within the colony were eight, of 3,948 tons, as against ten, of 1,309 tons, in the previous year. The number of lives lost was twenty-eight, as against fourteen last year. Of these, twenty-five were within the colony—viz., twelve from the “Lizzie Bell,” one from the “Oban,” four from the “Whakapai,” one from the “Royal Tar,” and seven from the “Linda Weber” (all hands).

Government Steamers.—The “Tutanekai” has been fully employed during the whole of the year. She has been engaged on the following work, viz.: Service in connection with the Royal visit and in connection with troops going to and returning from South Africa; carriage of railway material, sleepers, &c.; and conveying oil and stores to lighthouses while the “Hinemoa” was undergoing repairs. During the Royal visit the “Hinemoa” was employed on service in connection with it; but, apart from this, she has been principally engaged in attending to the lighthouses, and overhauling and cleaning coastal and harbour buoys, and attending to beacons. She has also visited the depots for castaways at the southern islands and at the Kermadecs. In February last a contract was let to Messrs. G. Fraser and Sons (Limited), of Auckland, for additions, alterations, and repairs, which included a new deck, bulkhead, captain’s bridge, chart-house, house for steam steering-gear, enlargement of after hatch, fitting new winch, and installing the electric light. An order has been sent to England for steam steering-gear and new windlass.

I have, &c.,

GEORGE ALLPORT, for Secretary.

The PRINCIPAL EXAMINER of MASTERS and MATES to the SECRETARY, MARINE DEPARTMENT.

Office of the Principal Examiner of Masters and Mates, Lambton Quay,
Wellington, 14th May, 1902.

SIR,—

I have the honour to inform you that the examination of masters and mates has been carried out by the Examiners at the four principal ports in a satisfactory manner. I have been unable to visit the Examiners during the past year owing to the difficulty of getting any one to relieve Captain Smith (the Superintendent of Mercantile Marine and Examiner of Masters and Mates in Wellington), and I have myself conducted all the examinations in Wellington for some time past. The same practice has been continued as was formerly pursued, of using only the examination papers of my own setting, and the utmost care has been taken to insure perfect accuracy and freedom from misprints.

On the night of the 19th to 20th August, the examination-room and my office (both of which were close together, over the Wairarapa Farmers’ Association Buildings) were almost completely destroyed by fire. Temporary rooms were at once obtained, and the examinations were continued without interruption in them for three months and a half, when, after repairs had been effected, we again occupied the old rooms. The Shipmasters’ Society very kindly lent their deviascope to the Marine Department until another one could be obtained from England, for which we accord them hearty thanks. Other instruments, models, &c., have been replaced, new charts having been ordered from England.

There has been a decrease this year in the number of candidates who have presented themselves for examination, and, as was the case last year, the number of failures have exceeded the number of those who have successfully passed their examinations; a good percentage, however, of the successful ones have passed very creditably. The following mentioned have passed their respective examinations without making a single mistake in their papers: Mr. John Christian, second mate; Messrs. Harry Williams, W. N. Dutton, and David Reid, first mates; and Mr. Hugh McDermid Young, master ordinary for foreign-going certificates; also, Messrs. J. E. Sorensen and Andrew Carter for H.T. mate. Mr. A. E. Maxwell, for foreign-going master, worked very correctly and neatly except in one paper, and holds the record for quickness in the completion of all his work.

I have, &c.,

HAROLD S. BLACKBURNE,
Principal Examiner of Masters and Mates.

The Secretary, Marine Department.

RETURN of STEAMERS and OIL-ENGINE VESSELS to which CERTIFICATES of SURVEY were issued
in NEW ZEALAND during the Year ended 31st March, 1902.

Name of Vessel.	Tons Register.	Nominal Horse-power of Steam-engines and Brake Horse-power of Oil-engines.	Nature of Engines.	Nature of Propeller.	Class of Certificate.	Remarks.
Admiral	82	28	Compound ..	Screw ..	River.	
*Advance .. ..	..	8	Non-condensing ..	" ..	" ..	
Ahuriri	31	17	Compound ..	" ..	Extended river.	
Akaroa	43	28	" ..	" ..	Home trade.	
Alert (Auckland) ..	..	1½	Non-condensing ..	" ..	River ..	Launch.
Alert (Thames) ..	..	6	" ..	" ..	Extended river..	First survey.
Antrim	35	30	Non-condensing ..	Paddle ..	River.	
Aorere	49	16	Compound ..	Screw ..	Home trade.	
Aotea (Auckland) ..	157	33	" ..	" ..	River.	
Aotea (Auckland) ..	89	15	Oil-engines ..	" ..	Home trade.	
Aotea (Wanganui) ..	57	16	Non-condensing ..	Paddle ..	River.	
Awaroa .. ..	..	3	" ..	Stern wheel ..	" ..	Towing and cargo.
Awarua (Auckland) ..	100	32	Condensing ..	Paddle ..	Home trade.	
Awarua (Picton) ..	..	4	Non-condensing ..	Screw ..	" ..	Cargo only.
Beatrice	8	10	" ..	" ..	Extended river..	Fishing-vessel.
Bella	12	12	" ..	" ..	" ..	Cargo only.
Ben Lomond	33	15	Compound ..	" ..	River.	
Birkenhead	55	20	Non-condensing ..	Paddle ..	" ..	
Britannia	108	40	" ..	" ..	" ..	
Canterbury .. ..	..	24	" ..	Twin-screw ..	Extended river..	Launch.
Chelmsford	70	24	Compound ..	Screw ..	Home trade.	
Clansman	336	90	" ..	" ..	" ..	
Clara .. ..	..	2½	Condensing ..	" ..	River ..	Launch.
Clematis	5	8	" ..	Stern wheel ..	" ..	Towing and cargo.
Clyde .. ..	..	40	Compound ..	" ..	" ..	First survey.
Comet .. ..	..	2½	Condensing ..	Screw ..	" ..	Launch.
Corinna	820	141	Compound ..	" ..	Foreign trade.	
Coromandel	67	25	" ..	" ..	Extended river.	
Countess	84	28	" ..	" ..	River.	
Countess of Ranfurly ..	153	90	Oil-engines ..	" ..	Foreign trade ..	First survey.
Cygnat	66	43	Compound ..	" ..	Home trade.	
Despatch (Bluff) ..	24	20	" ..	" ..	Extended river..	Fishing-vessel.
Despatch (Mokau) ..	..	6	Non-condensing ..	" ..	River ..	Launch.
Dingadee	393	80	Compound ..	Twin-screw ..	Home trade.	
Dolly Varden	24	30	Oil-engines ..	Screw ..	" ..	Fishing-vessel.
Doto	19	16	Compound ..	" ..	" ..	" ..
Duchess	62	81	" ..	" ..	River.	
Duco	26	60	Triple expansion ..	" ..	Extended river.	
Durham	53	24	Compound ..	" ..	" ..	
Eagle	138	70	" ..	Paddle ..	River.	
Edina	5	6	Non-condensing ..	Screw ..	" ..	Fishing-vessel.
Effort	13	12	Compound ..	Paddle ..	Extended river..	Towing only.
Eliza .. ..	..	3	Non-condensing ..	Screw ..	River ..	" ..
Elsie	15	8	" ..	" ..	" ..	
Endon .. ..	..	5	Condensing ..	" ..	Extended river..	Fishing-vessel.
Erin .. ..	..	4	Non-condensing ..	" ..	River ..	Towing.
Ethel J.	20	16	Compound ..	" ..	" ..	
Express	36	25	" ..	" ..	Home trade ..	Fishing-vessel.
Fanny	55	30	" ..	" ..	" ..	
Fingal	22	9	" ..	" ..	" ..	
Florence .. ..	..	3½	Non-condensing ..	" ..	River.	
Freetrader	95	30	" ..	Stern wheel ..	" ..	Towing and cargo.
Gairloch	211	85	Compound ..	Twin-screw ..	Home trade.	
Gannet	15	6	Condensing ..	Screw ..	River.	
*Gertie	100	59	" ..	Twin-screw ..	Home trade.	
Glenelg	156	75	Compound ..	Screw ..	" ..	
Goldfinch .. ..	..	12	Non-condensing ..	" ..	River.	
Gretchen .. ..	..	1½	" ..	" ..	Extended river..	First survey; yacht.
Greyhound	83	50	Oil-engines ..	" ..	Home trade.	
Hamurana .. ..	..	10	Non-condensing ..	Twin-screw ..	River.	
Haupiri	475	88	Compound ..	Screw ..	Home trade.	
Hauroto	1,276	250	" ..	" ..	Foreign trade.	
Hawea	1,114	104	Triple expansion ..	" ..	" ..	
Heathcote	94	35	Compound ..	" ..	Extended river..	Hopper barge.
Herald	370	85	" ..	" ..	Home trade.	
Hercules	51	36	Oil-engines ..	" ..	Extended river..	Cargo only.
Himitangi	149	45	Triple expansion ..	" ..	Home trade.	
Hinemoa .. ..	..	6½	Non-condensing ..	" ..	River ..	Launch.
Hirere	32	16	Condensing ..	Twin-screw ..	" ..	
Huia (Auckland) ..	196	60	Non-condensing ..	Screw ..	Home trade.	
Huia (Wellington) ..	69	23	Compound ..	" ..	" ..	
Huria .. ..	..	10	Oil-engines ..	" ..	Extended river.	
Invercargill	123	50	Compound ..	" ..	Home trade.	
Iranui .. ..	..	8	Oil-engines ..	" ..	Extended river..	First survey.
Irene .. ..	..	2½	Non-condensing ..	" ..	River.	
Ithaca	7	9	Compound ..	" ..	Extended river..	Fishing-vessel.
Janet Nicoll	496	90	" ..	" ..	Home trade.	
J.D.O.	88	28	" ..	" ..	Extended river..	Dredging and towing.
John Anderson	36	25	" ..	" ..	" ..	
John Townley	85	40	" ..	Twin-screw ..	Home trade ..	First survey; dredge.
Kahu	99	40	" ..	Screw ..	Foreign trade.	
Kaipara .. ..	..	20	Quadruple expan- sion ..	" ..	River ..	First survey.
nieri	115	20	Compound ..	" ..	Home trade.	
panui	75	32	" ..	" ..	Extended river.	
Katikati	27	8	Condensing ..	" ..	" ..	
*Kawatiri (Westport) ..	..	2½	Non-condensing ..	Screw ..	River ..	Launch.

RETURN of STEAMERS and OIL-ENGINE VESSELS to which CERTIFICATES of SURVEY were issued, &c.—*continued.*

Name of Vessel.	Tons Register.	Nominal Horse-power of Steam-engines and Brake Horse-power of Oil-engines.	Nature of Engines.	Nature of Propeller.	Class of Certificate.	Remarks.
Kawau ..	53	20	Compound ..	Screw ..	Extended river.	
Kia Ora ..	..	24	Non-condensing ..	Stern wheel ..	River ..	Formerly "Delta." Launch.
Kilmorey ..	..	1 $\frac{1}{2}$	..	Screw ..	..	..
Kini ..	702	180	Triple expansion ..	" ..	Foreign trade.	
Kiripaka ..	75	24	Compound ..	" ..	Home trade.	
Koonya ..	663	115	Triple expansion ..	" ..	Foreign trade ..	First N.Z. survey.
Kopu ..	..	13	Non-condensing ..	Paddle ..	Extended river ..	Cargo only.
Kopuru ..	28	20	..	Screw ..	River.	
Koputai ..	5	120	Compound ..	Paddle ..	Home trade ..	Tug.
Kotiti ..	42	14	..	Screw ..	Extended river.	
Kotuku ..	662	112	Triple expansion ..	" ..	Home trade ..	First N.Z. survey.
Kuaka ..	33	90	Oil-engines ..	" ..	Extended river ..	First survey.
*Lily ..	23	7	Compound ..	Twin-screw ..	" ..	
Little George ..	4	4	Non-condensing ..	Screw ..	River.	
Lyttelton ..	..	14	..	Twin-screw ..	..
Lyttelton ..	39	80	Compound ..	Paddle ..	Extended river ..	Tug.
Mahutu ..	13	10 $\frac{1}{2}$	" ..	Screw ..	River ..	Towing only.
Mana (Wellington) ..	77	25	" ..	" ..	Home trade.	
*Mana (Westport) ..	51	90	" ..	Paddle ..	" ..	Tug.
*Manapouri ..	1,288	300	" ..	Screw ..	Foreign trade.	
Manaroa ..	77	24	" ..	" ..	Home trade.	
Manchester ..	336	160	" ..	" ..	Extended river ..	Dredge.
Manukau ..	45	20	" ..	" ..	" ..	
Manuwai ..	75	25	Non-condensing ..	Stern wheel ..	River.	
Maori ..	17	8	..	Screw ..	..
Mapourika ..	718	130	Triple expansion ..	" ..	Home trade.	
Mararoa ..	1,380	530	" ..	" ..	Foreign trade.	
Matuku ..	..	4	Non-condensing ..	" ..	River ..	Launch.
May ..	..	3	" ..	" ..	" ..	"
*Mere Mere ..	..	3	" ..	" ..	" ..	"
Minnie Casey ..	48	20	Compound ..	" ..	Extended river ..	Fishing-vessel.
Miranda ..	..	4	Non-condensing ..	" ..	" ..	"
Moa ..	95	33	Compound ..	" ..	Home trade.	
Moana (Auckland) ..	96	18	Oil-engines ..	Twin-screw ..	" ..	
Moerangi ..	14	27 $\frac{1}{2}$	" ..	Screw ..	" ..	First survey; fishing-vessel.
Mokoia ..	2,154	255	Triple expansion ..	" ..	Foreign trade.	
Moss Rose ..	..	6	Condensing ..	" ..	River ..	Fishing-vessel.
Motara ..	..	4	Non-condensing ..	" ..	" ..	Cargo only.
Moturoa ..	..	10	" ..	" ..	" ..	Launch.
Moura ..	1,247	275	Triple expansion ..	Twin-screw ..	Foreign trade.	
Murital ..	133	45	Compound ..	Screw ..	Home trade.	
Napier ..	48	30	" ..	" ..	" ..	
*Nautilus ..	29	18	" ..	" ..	" ..	
Ngapuhi ..	299	160	Triple expansion ..	Twin-screw ..	" ..	First N.Z. survey.
Ngaru ..	10	16	Oil-engines ..	Screw ..	Extended river ..	Yacht.
Ngunguru ..	54	17	Condensing ..	" ..	Home trade.	
Nina ..	7	2	Compound ..	" ..	River ..	Towing only.
Noko ..	15	9	Non-condensing ..	" ..	Extended river.	
No. 222 ..	502	120	Compound ..	Twin-screw ..	Home trade ..	Dredge.
Ohinemuri ..	73	26	" ..	Screw ..	" ..	
Ohuru ..	20	60	Condensing ..	Twin-screw ..	River.	
Omapere ..	352	80	Compound ..	Screw ..	Home trade.	
Onslow ..	16	14	" ..	Twin-screw ..	River.	
Opuatia ..	..	5	Non-condensing ..	Screw ..	" ..	Launch.
*Oreti ..	117	50	Compound ..	" ..	Home trade.	
Orewa ..	37	17	" ..	" ..	Extended river.	
Osprey ..	138	70	" ..	" ..	River.	
Ovalau ..	767	75	Quadruple expans'n ..	Screw ..	Foreign trade.	
Paeroa ..	46	15	Compound ..	" ..	Home trade.	
Paiaaka ..	10	9	" ..	" ..	Extended river ..	Fishing-vessel.
Pareora ..	355	71	Triple expansion ..	" ..	Home trade.	
Pearl ..	9	6	Non-condensing ..	" ..	River ..	First survey.
Pelorus ..	18	12	" ..	" ..	" ..	Towing.
Petone ..	388	82	Triple expansion ..	" ..	Home trade ..	Formerly "Gresham."
Phoenix ..	6	5	Non-condensing ..	" ..	River.	
Pilot ..	11	13	Compound ..	" ..	Home trade.	
Piraki ..	10	9	Non-condensing ..	" ..	River.	
Planet ..	13	8	" ..	" ..	" ..	
Plucky ..	29	40	Compound ..	" ..	Home trade ..	Tug.
Poherua ..	749	128	Triple expansion ..	" ..	Foreign trade.	
Presto ..	..	3	Non-condensing ..	" ..	River.	
Progress ..	200	50	Compound ..	" ..	Home trade ..	Dredge.
Pukaki ..	917	110	Quadruple expans'n ..	" ..	Foreign trade.	
Queen of the South ..	121	40	Compound ..	" ..	Home trade.	
Rakanoa ..	1,393	200	Triple expansion ..	" ..	Foreign trade.	
Result (Napier) ..	18	10	Non-condensing ..	" ..	Extended river ..	Fishing-vessel.
Result (Tauranga) ..	..	4	" ..	" ..	" ..	
*Rimu ..	144	95	Triple expansion ..	" ..	Home trade	
Ringarooma ..	623	300	Compound ..	" ..	Foreign trade.	
Rita ..	22	11	" ..	" ..	Home trade ..	Fishing-vessel.
Rob Roy ..	34	16	" ..	" ..	Extended river.	
Rosamond ..	462	90	" ..	" ..	Home trade.	
*Rose Casey ..	99	109	" ..	" ..	Extended river.	
Rotoiti ..	630	104	Triple expansion ..	Twin-screw ..	Home trade.	
Rotokino ..	1,263	135	Quadruple expans'n ..	Screw ..	Foreign trade.	
Rotokohu ..	11	8	Oil-engines ..	" ..	Extended river ..	First survey; cargo only.
Rotomahana (Auckland) ..	139	50	Compound ..	" ..	Home trade.	
Rotomahana (Dunedin) ..	915	450	" ..	" ..	Foreign trade.	

* Surveyed twice.

RETURN of STEAMERS and OIL-ENGINE VESSELS to which CERTIFICATES of SURVEY were issued, &c.—*continued.*

Name of Vessel.	Tons Register.	Nominal Horse-power of Steam-engines and Brake Horse-power of Oil-engines.	Nature of Engines.	Nature of Propeller.	Class of Certificate.	Remarks.
Rotorua	576	172	Compound ..	Screw ..	Home trade.	
Savaii	31	8	Condensing ..	" ..	Extended river..	Fishing-vessel.
Seagull .. ..	..	6	Non-condensing ..	" ..	River.	
Snark	12	10	" ..	" ..	" ..	
Stella	157	90	Compound ..	" ..	Home trade.	
Sterling	26	39	" ..	" ..	" ..	
Stormbird	137	40	" ..	" ..	" ..	
Sumner	94	35	" ..	" ..	Extended river..	Hopper barge.
Swan	16	10	Non-condensing ..	" ..	" ..	Fishing-vessel.
Sylph	5	8	Condensing ..	" ..	River ..	Towing.
Taiari	1,071	155	Triple expansion ..	" ..	Foreign trade.	
Tainui	46	20	Non-condensing ..	Paddle ..	River.	
Takapuna	377	165	Compound ..	Screw ..	Home trade.	
Talune	1,370	255	Triple expansion ..	" ..	Foreign trade.	
Tangaroa	109	70	Compound ..	Twin-screw..	Extended river.	
Tangihua	20	15	Non-condensing ..	Screw ..	River.	
Taniwha (Auckland)	191	40	Compound ..	Twin-screw..	Home trade.	
Taniwha (Timaru)	..	16	" ..	Screw ..	Extended river..	Dredge.
Tarawera	1,268	250	" ..	" ..	Foreign trade.	
Tarewai	7	12	" ..	" ..	River.	
Taviuni	910	135	Quadruple expansion	" ..	Foreign trade.	
Tawera (Auckland)	44	40	Oil-engines ..	" ..	Extended river..	Towing and light- ering.
Tawera (Te Anau)	..	25	Non-condensing ..	" ..	River.	
Te Anau	1,028	250	Compound ..	" ..	Foreign trade.	
Te Kapu	50	25	" ..	" ..	Home trade.	
Terranora	199	94	Condensing ..	Paddle ..	" ..	
Theresa Ward	9	95	Triple expansion ..	Screw ..	" ..	First survey.
Thistle	77	90	Oil-engines ..	Twin-screw ..	" ..	
Thomas King	70	16	Non-condensing ..	Screw ..	Extended river..	Cargo.
Timaru	211	78	Compound ..	Twin-screw ..	Home trade ..	Tug.
Titiroa .. ..	..	3	Non-condensing ..	Screw ..	River ..	Launch.
Tokatea	5	16	Oil-engines ..	" ..	Extended river..	First survey; fish ing-vessel.
Tongariro (Auckland)	62	25	Non-condensing ..	Paddle ..	River.	
Tongariro (Taupo)	..	8	Compound ..	Screw ..	" ..	
Toroa	174	91	Triple expansion ..	" ..	Foreign trade.	
Tuakau .. ..	..	2	Non-condensing ..	" ..	River ..	Launch.
Tuna (Gisborne)	..	14	Compound ..	Twin-screw ..	Extended river.	
Tuna (Kaipara)	..	3½	" ..	Screw ..	River ..	Towing.
Upolu	692	120	Quadruple expansion	" ..	Foreign trade.	
Vaite	98	30	Oil-engines ..	" ..	" ..	
Victory .. ..	..	4	Non-condensing ..	" ..	River ..	Towing.]
Vivid	6	13	" ..	" ..	" ..	
Waahi .. ..	..	5	" ..	" ..	" ..	Cargo only.
Waiapu	61	15	Oil-engines ..	" ..	Home trade.	
Waihi	63	20	Compound ..	" ..	" ..	
Waihora	1,269	250	" ..	" ..	Foreign trade.	
Waikare	1,901	229	Triple expansion ..	" ..	" ..	
Waikato	56	14	Non-condensing ..	Paddle ..	River. "	
Waimana	107	18	Quadruple expansion	Screw ..	Home trade.	
Waimarie	159	48	Compound ..	" ..	" ..	
Wainui	411	95	" ..	" ..	" ..	
Waione	43	240	" ..	Twin-screw ..	River ..	First survey.
Waiotahi	167	56	" ..	" ..	Home trade.	
Waipa .. ..	..	1½	Non-condensing ..	Screw ..	River ..	Towing; formerly "Queenie."
Waipori	1,229	180	Triple expansion ..	" ..	Foreign trade ..	First survey.
Wairere	27	80	Non-condensing ..	Paddle ..	River.	
Wairiri .. ..	..	7½	" ..	Screw ..	Extended river..	First survey.
Waitangi (Auckland)	34	62	Compound ..	Twin-screw ..	Home trade.	
Waitara .. ..	..	12	Non-condensing ..	Screw ..	River.	
Waitoa	27	16	Compound ..	" ..	Extended river.	
Waiwera (Henley)	..	6	Non-condensing ..	" ..	River ..	Launch.
Waiwera (Kaipara)	..	6	Compound ..	" ..	" ..	"
Waiwera (Lyttelton)	..	15	" ..	" ..	" ..	"
Wakatere	157	140	" ..	Paddle ..	Home trade.	
Wakatu	95	80	" ..	Screw ..	" ..	
Wanaka	1,572	280	Triple expansion ..	" ..	Foreign trade.	
Warkworth	24	10	Oil-engines ..	" ..	River.	
Warrimoo	2,076	490	Triple expansion ..	" ..	Foreign trade ..	First N.Z. survey.
Waverley	93	25	Compound ..	Twin-screw ..	Home trade.	
Weka (Auckland)	86	27	" ..	" ..	River.	
Weka (Napier)	53	20	" ..	Screw ..	Home trade.	
Wellington	279	90	" ..	" ..	" ..	
Westland	35	64	Condensing ..	Paddle ..	" ..	Greymouth tug.
Whakapara .. ..	..	2	Compound ..	Screw ..	Extended river..	Yacht.
Whangape	1,900	280	Triple expansion ..	" ..	Foreign trade.	
Winona	19	8	Compound ..	" ..	Extended river..	Fishing-vessel.
Zephyr	8	12	Non-condensing ..	" ..	River ..	Towing.

RETURN showing the TOTAL ORDINARY EXPENDITURE of the Marine Department—*continued*.

Nature of Expenditure.	Details.	Totals.	Grand Totals.
Lighthouses:—	£ s. d.	£ s. d.	£ s. d.
Salaries of keepers .. .. .	.. .. .	9,338 12 11	
Oil, including freight and storage .. .. .	.. .. .	2,712 8 9	
Stores and contingencies .. .. .	.. .. .	5,396 5 4	
Keepers' travelling-expenses .. .. .	.. .. .	38 18 0	
Lighthouse artificer .. .. .	.. .. .	210 0 0	
Pension of widow of Keeper Deck .. .. .	.. .. .	24 0 0	
New dwellings, Farewell Spit .. .. .	.. .. .	1,790 15 0	
			19,511 0 0
Superintendents of Mercantile Marine,—			
Salaries	1,060 0 0		
Contingencies	137 12 5		
		..	1,197 12 5
Fisheries,—			
Protection of fish and oysters—			
Salaries	506 18 5		
Travelling-expenses	123 0 5		
Contingencies	110 17 9		
Wages of attendants, Hakataramea Hatchery	271 14 0		
		1,012 10 7	
Collection and distribution of trout-ova .. .. .	.. .. .	66 11 6	
Fish-hatcheries .. .. .	.. .. .	6 15 0	
Hokitika hatcheries, £1 for £1 (grant) .. .. .	.. .. .	54 0 0	
Import of salmon-ova from Canada .. .. .	.. .. .	203 16 11	
Import of salmon-ova from Great Britain .. .. .	.. .. .	68 11 6	
Salmon-hatchery at Hakataramea .. .. .	.. .. .	715 16 5	
Supply of fish-ova and acclimatisation of fish, animals, &c. .. .. .	.. .. .	57 5 10	
Experimental trawling .. .. .	.. .. .	564 19 7	
			2,750 7 4
Weather-reporting,—			
Salary	350 0 0		
Contingencies	40 16 1		
		..	390 16 1
Less amount of credits to vote .. .. .	.. .. .	..	30,441 10 1
			2,292 7 1
Government steamers,—			
S.S. "Tutanekai"	11,960 3 0		
S.S. "Hinemoa"	9,302 4 9		
	21,262 7 9		28,149 3 0
Less amounts received for freight, passages, &c.	7,981 13 7		
			13,280 14 2
Departmental travelling-expenses .. .. .	.. .. .	1 4 2	
Expenses supervising excursion steamers .. .. .	.. .. .	136 4 9	
Coastal buoys, beacons, and surveys .. .. .	.. .. .	24 14 0	
Charts .. .. .	.. .. .	263 2 7	
Examination of masters and mates: Contingencies .. .. .	.. .. .	170 17 9	
Inquiries into wrecks and casualties .. .. .	.. .. .	349 8 6	
Expenses connected with survey of unseaworthy ships .. .. .	.. .. .	0 16 1	
Grant for prevention of encroachment of sea at Ocean Beach .. .. .	.. .. .	15 15 0	
Relief of distressed seamen .. .. .	.. .. .	5 19 7	
Grant for extension of Pembroke Wharf .. .. .	.. .. .	150 0 0	
Compensation to master of ketch "Envy" for losses sustained through Magisterial inquiry .. .. .	.. .. .	150 0 0	
Grant for survey to entrance of Clutha River .. .. .	.. .. .	75 0 0	
Refreshments to guests of New Zealand Government at Sydney .. .. .	.. .. .	5 17 6	
Further compassionate allowance to widow of late Captain Fairchild .. .. .	.. .. .	250 0 0	
Gratuity to Eliza Doncliff on account of her husband, killed while in employment of Westport Harbour Board .. .. .	.. .. .	150 0 0	
Sundries .. .. .	.. .. .	475 13 7	
		2,224 13 6	
Less amount of credits to vote .. .. .	.. .. .	350 14 6	
			1,873 19 0
Total			43,308 16 2

RETURN showing the COST of MAINTENANCE of the NEW ZEALAND LIGHTHOUSES, and the QUANTITY of OIL consumed at each, during the Year ended 31st March, 1902.

Name of Lighthouse.	Salaries.	Oil.		Stores and Contingencies.	Totals.
		Gallons consumed.	Value.		
	£ s. d.		£ s. d.	£ s. d.	£ s. d.
Cape Maria van Diemen	368 6 8	1,028	77 2 0	127 3 8	572 12 4
Moko Hinou	332 0 10	834	62 11 0	189 2 11	583 14 9
Tiritiri	280 0 0	531	39 16 6	66 17 7	386 14 1
Bean Rock	160 0 0	..	5 13 0	23 12 10	189 5 10
Ponui Passage	160 0 0	76	5 14 0	15 16 6	181 10 6
Cuvier Island	330 0 0	1,598	119 17 0	158 17 6	608 14 6
East Cape	352 17 6	704	52 16 0	182 0 8	*587 14 2
Portland Island	355 7 6	740	55 10 0	147 6 4	558 3 10
Napier Bluff	20 0 0	Gas	12 8 4	..	32 8 4
Cape Palliser	280 0 0	950	71 5 0	83 8 1	434 13 1
Pencarrow Head	300 0 0	949	71 3 6	61 3 10	432 7 4
Somes Island	131 2 9	759	56 18 6	85 13 9	273 15 0
Cape Egmont	279 2 3	581	43 11 6	108 1 5	430 15 2
Manukau Head	270 0 0	504	37 16 0	41 13 8	349 9 8
Manukau South Head leading-lights .. ..	..	142	10 13 0	4 12 2	15 5 2
Manukau North Head leading-lights	120 0 0	176	13 4 0	327 6 5	†460 10 5
Kaipara Head	250 0 0	568	42 12 0	114 18 2	407 10 2
Brothers	463 4 3	671	50 6 6	136 2 4	†649 13 1
Tory Channel leading-lights	90 0 0	160	12 0 0	5 5 5	107 5 5
Cape Campbell	270 0 0	555	41 12 6	96 11 11	408 4 5
Godley Head	271 0 5	501	37 11 6	69 11 7	378 3 6
Akaroa Head	230 0 0	568	42 12 0	117 12 8	440 4 8
Moeraki	268 15 10	488	36 12 0	63 12 1	368 19 11
Taiaroa Head	261 0 3	531	39 16 6	59 0 11	\$359 17 8
Cape Saunders	248 2 3	646	48 9 0	173 10 11	†470 2 2
Nugget Point	350 0 0	865	64 17 6	273 0 8	*687 18 2
Waipapapa Point	268 16 10	672	50 8 0	81 15 9	401 0 7
Dog Island	348 4 5	804	60 6 0	98 7 4	506 17 9
Centre Island	350 0 0	870	65 5 0	169 1 6	584 6 6
Puysegur Point	365 4 6	864	64 16 0	127 6 11	**557 7 5
Hokitika	12 0 0	Gas	10 16 6	0 5 6	23 2 0
Cape Foulwind	280 0 0	571	42 16 6	37 7 3	360 3 9
Farewell Spit	353 6 8	678	50 17 0	1,883 1 1	††2,287 4 9
Nelson	280 0 0	240	18 0 0	27 9 4	325 9 4
Stephens Island	380 0 0	1,787	134 0 6	148 12 5	662 12 11
French Pass	210 0 0	126	9 9 0	90 14 3	††310 3 3
Totals	9,338 12 11	21,737	1,659 3 4	5,396 5 4	16,394 1 7

NOTE.—This return does not include the cost of the periodical visits made to the lighthouses by the Government steamers with oil, stores, and provisions. The proportion of the steamers' expenses chargeable to this service is about £5,000 a year.

* Includes £76, cost of sending doctor to island. † Includes £298 1s. 6d., cost of new beacons. ‡ Includes £56 11s. 1d., cost of provisions. § £7 18s. 5d. of this for repairs. ¶ Includes £72 9s. 1d. for repairs. ¶ Includes £182 6s. 3d. for new flag-staff and repairs to house. ** Includes £15 for improving channel at landing. †† Includes £1,790 15s., cost of new dwellings; and £17 15s. 11d., repairs to tower. ‡‡ Includes £65 1s. 3d., repairs and additions to house.

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
Tiritiri	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
Cape Palliser	6,243	16	1
East Cape	7,594	8	8
Cost of telegraph cable to Tiritiri	1,085	19	6
Miscellaneous and unallocated	1,322	2	2
Total	£181,490	3	3

* Light discontinued; moved to Cape Egmont.

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

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

RETURN showing the FEES, &c., received under
the Shipping and Seamen's Acts, the Merchant
Shipping Act, the Sea-fisheries Acts, and for
PILOTAGE and PORT CHARGES, &c., during the
Year ended 31st March, 1902.

Nature of Receipts.	Amount.		
	£	s.	d.
Shipping and Seamen's Acts:—			
Fees for shipping and discharge of sea-	2,294	16	9
men, and sale of forms .. .. .	..	..	..
Survey of steamers	1,474	10	0
Measurement of ships	23	16	0
Examination of masters, mates, and	268	2	6
engineers .. .. .	..	..	..
Light dues	25,626	17	6
Merchant Shipping Act	203	7	4
Pilotage and port charges	1,950	11	2
Sundry receipts under Harbours Acts	356	7	6
Sea-fisheries Act	160	0	0
Sundries	158	6	10
Total	32,516	15	7

RETURN showing the AMOUNT of LIGHT DUES
collected during the Year ended 31st March,
1902.

Port.			Amount collected.		
			£	s.	d.
Auckland .. .. .	..	..	8,183	7	0
Onehunga .. .. .	..	..	144	4	2
Port Waikato .. .. .	..	..	4	3	8
Whangarei .. .. .	..	..	99	13	8
Whangaroa .. .. .	..	..	1	17	10
Russell .. .. .	..	..	23	7	3
Mangonui .. .. .	..	..	7	15	4
Hokianga .. .. .	..	..	9	9	8
Kaipara .. .. .	..	..	293	18	6
Thames .. .. .	..	..	86	1	2
Coromandel .. .. .	..	..	15	8	6
Tauranga .. .. .	..	..	20	2	0
Poverty Bay .. .. .	..	..	428	1	0
Napier .. .. .	..	..	637	3	1
New Plymouth .. .. .	..	..	212	7	6
Waitara .. .. .	..	..	41	12	2
Wanganui .. .. .	..	..	128	13	11
Patea .. .. .	..	..	10	16	10
Wellington .. .. .	..	..	5,951	14	10
Wairau .. .. .	..	..	15	11	7
Picton .. .. .	..	..	284	4	5
Nelson .. .. .	..	..	351	2	11
Westport .. .. .	..	..	627	5	5
Greymouth .. .. .	..	..	233	12	2
Hokitika .. .. .	..	..	2	15	6
Lyttelton .. .. .	..	..	2,528	0	11
Timaru .. .. .	..	..	477	17	8
Oamaru .. .. .	..	..	420	3	8
Dunedin .. .. .	..	..	1,868	7	10
Bluff and Invercargill .. .. .	..	..	2,517	17	3
Total .. .. .	..	..	£25,626	17	6

RETURN showing the AMOUNT of PILOTAGE,
PORT CHARGES, &c., collected during the Year
ended 31st March, 1902.

Name of Port.	Pilotage.			Port Charges, &c.			Total.		
	£	s.	d.	£	s.	d.	£	s.	d.
Auckland*	721	18	6	4,692	3	9	5,414	2	3
Onehunga	5	17	11	152	5	6	158	3	5
Hokianga	26	7	11	..	..	..	26	7	11
Kaipara	286	8	9	1,128	11	9	1,415	0	6
Thames*	129	13	8	..	..	..	129	13	8
Gisborne*	88	4	10	885	14	10	973	19	8
Wairoa*	110	0	0	4	2	6	114	2	6
Napier*	874	16	11	4,094	7	10	4,969	4	9
New Plymouth*	67	9	9	162	5	1	229	14	10
Waitara*	85	11	11	91	9	0	177	0	11
Wanganui*	466	16	10	..	..	..	466	16	10
Patea*	43	9	3	10	1	0	53	10	3
Foxton	195	5	4	..	..	..	195	5	4
Wellington*	456	14	11	10,176	9	9	10,633	4	8
Wairau	155	14	0	..	..	..	155	14	0
Nelson*	1,720	12	4	478	3	6	2,198	15	10
Hokitika* .. .. .	..	..	..	24	3	5	24	3	5
Lyttelton*	7,963	15	0	5,568	3	8	13,531	18	8
Timaru*	1,894	3	2	3,157	14	9	5,051	17	11
Oamaru* .. .. .	..	..	..	2,097	13	5	2,097	13	5
Dunedin*	6,930	11	5	5,414	17	10	12,345	9	3
Invercargill* .. .. .	..	..	..	11	9	10	11	9	10
Bluff*	4,206	12	9	1,751	1	2	5,957	13	11
Totals	26,430	5	2	39,900	18	7	66,331	3	9

* Harbour Board revenue.

† Tonnage rate on cargo.

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 31st March, 1902.

Name of Seaman.	Balance to Credit of Estate on 31st March, 1901.	Amount received.	Amount paid.	Balance to Credit of Estate on 31st March, 1902.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.
John Price Blacklock	6 14 4	1 13 4	..	8 7 8
C. Osterman	7 11 10	1 2 8	..	8 14 6
Alexander Smith	2 3 6	..	2 3 6	..
William Robertson	11 6 6	0 13 0	11 19 6	..
W. A. Hoey .. .. .	..	3 11 6	3 11 6	..
Antonio Morice .. .. .	..	4 15 0	4 15 0	..
R. J. Sanders .. .. .	..	4 5 6	4 5 6	..
D. Lang .. .. .	..	1 6 2	1 6 2	..
J. Perry .. .. .	..	1 6 2	..	1 6 2
Thomas Newman .. .. .	..	4 18 7	..	4 18 7
Walter Livesey .. .. .	..	4 9 6	3 10 0	0 19 6
Christopher Gordon .. .. .	..	2 0 4	0 4 0	1 16 4
Francis Glancev .. .. .	..	12 0 0	12 0 0	..
John Edward Johnson .. .. .	..	5 12 0	5 12 0	..
John Anderson	12 13 0	..	12 13 0	..
John Olsen	12 13 0	..	12 13 0	..
Gus Peterson	11 17 0	..	11 17 0	..
James Miller	6 4 4	..	6 4 4	..
H. J. Clark	18 11 0	..	18 11 0	..
Richard Ryan	9 14 4	..	9 14 4	..
G. McNab	1 3 0	..	1 3 0	..
W. Anderson	2 13 4	..	2 13 4	..
C. Stewart	2 10 8	..	2 10 8	..
Christian Hansen	1 18 0	..	1 18 0	..
James McKay	7 16 0	..	7 16 0	..
Robert McKay	5 4 0	..	5 4 0	..
Manuel Font	6 15 8	..	6 15 8	..
J. McGee	3 16 0	..	3 16 0	..
Frank Anderson	7 8 4	..	7 8 4	..
M. Johnston	0 12 0	..	0 12 0	..
Andrew Luping	0 11 0	..	0 11 0	..
W. Jorenge	0 12 0	..	0 12 0	..
Mikal Larsen	6 2 10	..	6 2 10	..
Duncan Campbell	2 16 2	..	2 16 2	..
Totals	149 7 10	47 13 9	170 18 10	26 2 9

RETURN of LICENSES as COLONIAL PILOT issued in pursuance of Section 31 of "The Shipping and Seamen's Act Amendment Act, 1894," during the Year ended 31st March, 1902.

No. of License.	Date of Issue.	Name of Licensee.	Port of Residence.	Date of Expiry of License.
26	25 March, 1902	Frank Lawton	Wellington ..	3 March, 1903.
27	12 July, 1901	Richard Groombridge Butt.. .. .	" ..	20 July, 1902.
28	9 Aug., "	Edward Wheeler	" ..	12 Aug., "
29	1 Oct., "	Gordon McKinnon	Port Chalmers ..	4 Sept., "
30	16 Nov., "	Hugh McLellan	Lyttelton ..	11 Nov., "
31	28 Jan., 1902	Archibald Kennedy	Wellington ..	21 Dec., "

RETURN of LICENSED ADJUSTERS of COMPASSES in New Zealand.

Date of Issue.	Name of Licensee.	Address.
9 April, 1896	Frederick Macbeth	Dunedin.
15 " "	Robert Strang	"
5 May, "	George Urquhart Thomson	"
26 Nov., "	John Robertson	Onehunga.
11 Dec., "	William Bendall	Wellington.
1 Feb., 1897	Hugh McLellan	Lyttelton.
27 April, "	Frederic William Cox	Nelson.
27 May, "	Thomas Fernandez	Auckland.
27 July, "	Robert Hatchwell	Lyttelton.
1 Sept., "	Arthur G. Gifford	Wellington.
13 Aug., 1898	Herbert John Richardson	"
26 April, 1899	Robert Heddleston Neville	"
26 June, 1900	Charles Frederick Sundstrom	Dunedin.
27 July, "	John Adamson	Auckland.
27 Nov., "	Thomas Basire	Port Chalmers.

RETURN showing the NUMBER of NOTICES to MARINERS relating to Matters within the Colony issued by the Marine Department during the Year ended 31st March, 1902.

Port or Place.	Subject of Notice.
Kaipara Harbour ..	Extension of shoals at entrance.
Nugget Point ..	Establishment of Lloyd's signal-station.
Timaru Harbour ..	Light on eastern extension of breakwater.
Hauraki Gulf ..	Rock off Tiritiri Island.
Poverty Bay ..	Positions of Tokomaru and Tomoana Rocks.
Otago Harbour ..	Position of buoy off Boiler Point.
Nugget Point ..	Weather-signals exhibited.
French Pass ..	Alteration of position of Middle Bank buoy.
Poverty Bay ..	Removal of buoys, Tokomaru and Tomoana Rocks.
Hauraki Gulf and Rangitoto Channel	Sandbank in Rangitoto Channel and rock off Tiritiri Island.
Manukau Harbour ..	Leading-lights for main channel.
Wellington Harbour ..	Lights on Glasgow Wharf.
Hauraki Gulf ..	Telegraph cable between Motuihi and Waiheke Islands.
Napier ..	Alteration of position of signal-station.
Cook Strait ..	Caution as to passages off Jackson's Head.
Lyttelton Harbour ..	Dredging operations.
Gisborne ..	Alteration of colour of back leading-light.
Poverty Bay ..	Positions of rocks, and depths of water thereon.
West Coast, South Island ..	Rocks off Hunt's Beach and Makawiho Point.
Cape Foulwind ..	Height of light above sea-level.
Wellington Harbour ..	Extension of Falcon Shoal.

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
Moko Hinou ..	1st order dioptric	Fixed	..	Red, to show over Columbia Reef.	Stone	Timber	18 June, 1883
Tiritiri ..	2nd "	Flashing	10"	White	Iron	"	1 Jan., 1865
Ponui Passage ..	2nd "	Fixed	..	White, with red arc over Flat Rock	"	"	"
Cuvier Island ..	5th "	White and red ..	..	Timber	"	"	29 July, 1871
East Cape ..	1st "	Revolving	30"	White	Iron	"	22 Sept., 1889
..	2nd "	Flashing	10"	"	"	"	9 Aug., 1900
..	2nd "	Revolving	30"	"	Timber	"	10 Feb., 1878
Portland Island	..	Fixed	..	Red, to show over Bull Rock.	"	"	"
Cape Palliser ..	2nd order dioptric	Revolving	*	White	Iron	Timber	27 Oct., 1897
Pencarrow Head ..	2nd "	Fixed	..	"	"	"	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 "	Fixed	10"	"	"	"	24 Sept., 1877
Brothers ..	..	Fixed	..	Red, to show over Cook Rock.	"	"	"
Cape Campbell ..	2nd order dioptric	Revolving	1'	White	Timber	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	Iron	"	17 June, 1870
Nelson ..	4th "	Fixed	..	White, with red arc to mark limit of anchorage	"	"	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

* Flashing twice every half-minute, with interval of three seconds between flashes.

† Two flashes in quick succession every half-minute.

RETURN of MASTERS, MATES, and ENGINEERS to whom CERTIFICATES of COMPETENCY were issued during the Year ended 31st March, 1902.

Name of Person.	Rank.	Class of Certificate.	Date of Issue.	No.
Duncan Cameron	Master, ordinary ..	Foreign trade ..	16 April, 1901 ..	623
James Francis Crawford	" ..	" ..	20 May, " ..	900
John Macdonald Etheridge	First mate ..	" ..	3 June, " ..	901
Carl Murrell Marris	Master, ordinary ..	" ..	7 " " ..	879
John Benton	" ..	" ..	15 " " ..	766
Peter John Ewing	" ..	" ..	16 July, " ..	*902
Frederick Stanley Wainhouse	Second mate ..	" ..	10 Aug., " ..	903
William James Scott	" ..	" ..	26 Sept., " ..	904
William Norton Dutton	First mate ..	" ..	26 " " ..	810
Donald Petrie Malcolm	Second mate ..	" ..	3 Oct., " ..	905
David Reid	First mate ..	" ..	15 " " ..	906
James Cowan	" ..	" ..	4 Nov., " ..	†907
Herbert Louis Barton Goertz	Master, ordinary ..	" ..	4 " " ..	855
Albert John Radcliffe	First mate ..	" ..	8 " " ..	908
Arthur James Charman	Master, ordinary ..	" ..	13 " " ..	909
Alfred Ernest Maxwell	" ..	" ..	28 " " ..	910
John Hampden Barton	Second mate ..	" ..	28 " " ..	911
Hugh McGilvray	Master, ordinary ..	" ..	3 Dec., " ..	912
John Christian	Second mate ..	" ..	13 Jan., 1902 ..	913
Albert Ernest Young	Master, ordinary ..	" ..	12 Feb., " ..	755
James Ramsay	First mate ..	" ..	12 " " ..	914
Harry Williams	" ..	" ..	6 March, " ..	915
Frederick Julius George Schutze	Master, ordinary ..	" ..	10 " " ..	840
Walter Scott	Only mate ..	" ..	21 " " ..	916
George Benjamin Corby	Mate ..	Home trade ..	1 April, 1901 ..	5470
John Teixeira	" ..	" ..	18 " " ..	5471
William Allen	" ..	" ..	25 " " ..	5472
Charles Vendore	Master ..	" ..	8 May, " ..	5411
Foster James Tackaberry	Mate ..	" ..	13 " " ..	5473
Andrew Carter	" ..	" ..	22 " " ..	5474
Alfred Sandston	" ..	" ..	3 June, " ..	5475
John Johnson	Master ..	" ..	3 July, " ..	5393
Hans Rudolph Jorgensen	Mate ..	" ..	3 " " ..	5476
William James Scott	" ..	" ..	17 Sept., " ..	5477
Daniel McKenzie	Master ..	" ..	17 " " ..	5478
John Brown	Mate ..	" ..	17 " " ..	5479
Arthur Ernest Burt	Master ..	" ..	15 Oct., " ..	5413
David Alfred Scott	" ..	" ..	19 " " ..	5453
Anton Petersen	Mate ..	" ..	4 Nov., " ..	5480
James McDonald	" ..	" ..	28 " " ..	5481
Ludvig Syman	" ..	" ..	10 Dec., " ..	5482
Trevor Ernest Jones	" ..	" ..	24 " " ..	5483
Charles Edwards Hargraves	Master ..	" ..	24 Jan., 1902 ..	5484
Arthur Seeley	" ..	" ..	12 Feb., " ..	5458
George Buckham Brown	" ..	" ..	25 " " ..	5456
Oliver Powell	" ..	" ..	6 March, " ..	5418
Charles Headland	" ..	River trade ..	1 April, 1901 ..	3325
John Thomas Alexander Leopold Williams	" ..	" ..	8 May, " ..	3326
Thomas Reynolds	" ..	" ..	7 June, " ..	3327
Thomas Lander	" ..	" ..	10 " " ..	3328
Albert Stirling	" ..	" ..	3 July, " ..	3329
Henry Cooper Bradney	" ..	" ..	3 " " ..	3330
Alexander Charles Low	" ..	" ..	3 " " ..	3331
Edmond James Wann	" ..	" ..	3 " " ..	3332
Eugenio Charles Perano	" ..	" ..	3 " " ..	3333
George Matthew Bell Poppelwell	" ..	" ..	26 " " ..	3334
Robert Allan	" ..	" ..	28 Aug., " ..	3335
Frederick John Cox	" ..	" ..	24 Sept., " ..	3336
James Godfrey Poole	" ..	" ..	8 Oct., " ..	3337
Henry Rishton Walker	" ..	" ..	15 " " ..	3338
Horace Edward Norgrove	" ..	" ..	19 " " ..	3339
Alfred Henry Hunt	" ..	" ..	4 Nov., " ..	3340
John Henry Hodgson	" ..	" ..	4 " " ..	3341
Thomas Anderton	" ..	" ..	3 Dec., " ..	3342
Trevor Ernest Jones	" ..	" ..	24 " " ..	3343
William Day	" ..	" ..	27 Jan., 1902 ..	3344
Frederick Savage	" ..	" ..	12 Feb., " ..	3345
William Douglas Warden	3rd-class engineer ..	Foreign trade ..	16 April, 1901 ..	498
Thomas Mullian	" ..	" ..	16 " " ..	499
David Kilgour McDonald	" ..	" ..	16 " " ..	500
Kenneth Murdo Finlayson	" ..	" ..	16 " " ..	501
John Harrison Ballantine	" ..	" ..	13 May, " ..	502
John Gall Lockie	" ..	" ..	13 " " ..	503
William Henry Judd	" ..	" ..	13 " " ..	504
Andrew Crawford Baird	" ..	" ..	13 " " ..	505
Seymour Beale	" ..	" ..	10 June, " ..	506
Daniel Duncan	" ..	" ..	15 " " ..	507
William John White	2nd-class engineer ..	" ..	15 " " ..	404
Alphonsus Burton	3rd-class engineer ..	" ..	27 " " ..	508
Robert Earl Lindsay	" ..	" ..	27 " " ..	509
Andrew Hamilton Reid Stobo Wishart	" ..	" ..	8 July, " ..	510
Richard Spencer Fleming	" ..	" ..	8 " " ..	511
Herbert Samuel Derbidge	" ..	" ..	8 " " ..	512
Peter Alexander Coote	" ..	" ..	8 " " ..	513
Alfred Suter	" ..	" ..	8 " " ..	514

* Renewal.

† Steamship only.

RETURN of MASTERS, MATES, and ENGINEERS to whom CERTIFICATES of COMPETENCY were issued during the Year ended 31st March, 1902—*continued*.

Name of Person.	Rank.	Class of Certificate.	Date of Issue.	No.
George John Stitt	3rd-class engineer ..	Foreign trade ..	22 July, 1901 ..	515
Arthur Clements Harrap	" ..	" ..	22 " " ..	516
James Buglass	" ..	" ..	1 Aug., " ..	517
John Robertson	" ..	" ..	1 " " ..	518
Carl Henry William Deschler	" ..	" ..	8 " " ..	519
Martin Scott	" ..	" ..	8 " " ..	520
Herman Nielsen	" ..	" ..	8 " " ..	521
Thomas Matthew Finlayson	" ..	" ..	8 " " ..	522
Charles John Styche	" ..	" ..	10 " " ..	523
Walter Nelson Aimers	" ..	" ..	10 " " ..	524
Allan Hugh Hunter	" ..	" ..	10 " " ..	525
Edward Turley	" ..	" ..	10 " " ..	526
George Richard Hale	" ..	" ..	10 " " ..	527
Peter Heywood Macdonald	" ..	" ..	10 " " ..	528
Archie Edward Bruce Ward	" ..	" ..	28 " " ..	529
Tedbar Stanley Harper	" ..	" ..	28 " " ..	530
Malcom John Connor	2nd-class engineer ..	" ..	17 Sept., " ..	434
James John Jack	3rd-class engineer ..	" ..	17 " " ..	531
Hugh Valdemar Johansen	" ..	" ..	26 " " ..	532
Harry Josiah Rogers	" ..	" ..	27 " " ..	533
Ernest Seldon Pyke	2nd-class engineer ..	" ..	8 Oct., " ..	306
Samuel Hosking Luke	" ..	" ..	8 " " ..	411
Frank Bycroft Keall	3rd-class engineer ..	" ..	8 " " ..	534
Arthur Douglas Ensor	" ..	" ..	8 " " ..	535
William Earnshaw	" ..	" ..	8 " " ..	536
Frank Leonard Peterson	2nd-class engineer ..	" ..	15 " " ..	410
William Fairweather	3rd-class engineer ..	" ..	15 " " ..	537
William Lockwood Mitchell	" ..	" ..	15 " " ..	538
Henry Lionel Ziman	2nd-class engineer ..	" ..	13 Nov., " ..	350
John Jabez Hay Wishart	" ..	" ..	13 " " ..	429
Frederick Charles Jacobs	1st-class engineer ..	" ..	13 " " ..	539
Leonard John Stinson	3rd-class engineer ..	" ..	13 " " ..	540
Theodore Delabere Barker	" ..	" ..	13 " " ..	541
Maxwell Devenish Meares	" ..	" ..	13 " " ..	542
John Miller	" ..	" ..	13 " " ..	543
George Edgar	" ..	" ..	13 " " ..	544
Harry Raymond	1st-class engineer ..	" ..	13 " " ..	545
Alexander McKenzie	3rd-class engineer ..	" ..	28 " " ..	546
Arthur James Killip	" ..	" ..	28 " " ..	547
John Adam Glasgow	1st-class engineer ..	" ..	13 Dec., " ..	281
James Somerville Don	3rd-class engineer ..	" ..	13 " " ..	548
James Richardson	" ..	" ..	13 " " ..	549
Colin Turner	" ..	" ..	13 " " ..	550
Andrew Smail	" ..	" ..	13 " " ..	551
Hugh Kirkland	" ..	" ..	13 " " ..	552
Edward Robson	" ..	" ..	13 " " ..	553
Hugh John Beck	" ..	" ..	13 " " ..	555
John Bedford McNaught	" ..	" ..	13 " " ..	556
James Lisle	2nd-class engineer ..	" ..	13 Jan., 1902 ..	416
Francis Henry	" ..	" ..	13 " " ..	426
James Frederick Doull	3rd-class engineer ..	" ..	13 " " ..	557
Duncan Turner	" ..	" ..	13 " " ..	558
John Thompson	" ..	" ..	12 Feb., " ..	559
James Forester Mackley	" ..	" ..	12 " " ..	560
James Young Alexander	" ..	" ..	12 " " ..	561
Robert William Wallace	1st-class engineer ..	" ..	17 " " ..	343
John William Townsend	2nd-class engineer ..	" ..	17 " " ..	458
Robert Lancelot Maclean	3rd-class engineer ..	" ..	17 " " ..	562
Thomas Rogerson	1st-class engineer ..	" ..	17 " " ..	563
John Heath Johnston	3rd-class engineer ..	" ..	17 " " ..	564
Frank Septimus Marchant	" ..	" ..	17 " " ..	565
James Glover	2nd-class engineer ..	" ..	12 March, " ..	365
David Robertson	" ..	" ..	12 " " ..	394
Edward George McDougall	3rd-class engineer ..	" ..	12 " " ..	566
Arthur Edwin Coleman	" ..	" ..	12 " " ..	567
Frank Mellish	" ..	" ..	12 " " ..	568
Robert Cowan Aitken	" ..	" ..	12 " " ..	569
George Rodgers	" ..	" ..	12 " " ..	570
William McFarlane	" ..	" ..	12 " " ..	571
John Ernest Denton	" ..	" ..	12 " " ..	572
George Forbes	" ..	" ..	18 " " ..	573
Arthur John Ayers	Engineer ..	River trade ..	18 April, 1901 ..	*1850
George Plank	" ..	" ..	8 May, " ..	1851
Joseph McKnight	" ..	" ..	8 " " ..	1852
William Innes	" ..	" ..	13 " " ..	1853
Walter Richard Paltridge	" ..	" ..	13 " " ..	1854
George Matthew Bell Poppelwell	" ..	" ..	3 June, " ..	1855
Eustace Cleary	" ..	" ..	7 " " ..	1856
Isaac Clough	" ..	" ..	7 " " ..	1857
John McPherson	" ..	" ..	10 " " ..	1858
Bernard Whiteford	" ..	" ..	10 " " ..	1859
John Edward Martin	" ..	" ..	27 " " ..	1860
Herbert George Hool	" ..	" ..	3 July, " ..	1861
William Burns Souter Lindsay	" ..	" ..	22 " " ..	1862

* Renewal.

RETURN of MASTERS, MATES, and ENGINEERS to whom CERTIFICATES of COMPETENCY were issued during the Year ended 31st March, 1902—*continued*.

Name of Person.	Rank.	Class of Certificate.	Date of Issue.	No.
William Stewart Hennah	Engineer	River trade	1 Aug., 1901	1863
Charles Henry Kellett	"	"	10 " "	1864
George Sinclair	"	"	4 Sept., "	1865
Richard Perry	"	"	17 " "	1866
Archibald Benjamin Badmin Percy	"	"	17 " "	1867
Hugh Brown	"	"	17 " "	1868
George Henry Reston	"	"	17 " "	1869
Frank Herbert Bulford	"	"	26 " "	1870
James Atkins	"	"	8 Oct., "	1871
Charles Olof Marklurd	"	"	3 Dec., "	1872
Ernest Augustus McConnel	"	"	10 " "	1873
Adam Nixon	"	"	13 Jan., 1902	1874
Ernest John Ryan	"	"	13 " "	1875
Robert Murray	"	"	13 " "	1876
Ernest August Meyenberg	"	"	13 " "	1877
Maunsell Frederick Hardinge	"	"	13 " "	1878
Thomas Herbert Bezar	"	"	13 " "	1879
Peter Edward Firth	"	"	1 Feb., "	1880
William James Evans	"	"	17 " "	1881
Percy Wilfred Moss	"	"	20 " "	1882
Richard Powell Morgan	"	"	26 March, "	1883
Henry Alexander Butters	Marine-engine driver	"	13 May, 1901	76
George Henry Reston	"	"	13 " "	77
Charles Henry Smythe	"	"	13 " "	78
Charles William White	"	"	13 " "	79
Henry Smith Hall	"	"	28 Aug., "	80
Frederick Audley	"	"	17 Sept., "	81
Alfred Keane	"	"	17 " "	82
Francis Hosking	"	"	17 " "	83
William Peacock	"	"	17 " "	84
Herbert Edward Sutton	"	"	13 Jan., 1902	85
Arthur Edward Meikle	"	"	25 Feb., "	86
James Young Kelly	1st-class engineer*	Sea-going	13 May, 1901	8
Thomas Herbert Barwell	2nd-class engineer*	"	17 Sept., "	9
Athol Ernest Sircom Foster	"	"	17 " "	10
Thomas Herbert Barwell	1st-class engineer*	"	12 Feb., 1902	9
Douglas Edgar Edwin Giles	"	"	12 " "	11
George Tee	"	"	12 " "	12
William Burnet Jones	2nd-class engineer*	"	12 " "	13
Alfred Heber Chadwick	Engineer*	River trade	13 May, 1901	2
James Reid	"	"	8 Oct., "	3
George Smith Robb	"	"	8 " "	4
Karl Oskar Niuman	"	"	12 Feb., 1902	5

* For vessels propelled by other mechanical power than steam.

RETURN showing the ORDERS IN COUNCIL which have been issued during the Financial Year ended 31st March, 1902.

Date of Order.	Purpose of Order.
1901.	
April 17	Approves of plans of W. Brown and Son's wharf, Wairoa River, Kaipara.
" 17	Licenses W. Brown and Son to occupy foreshore for wharf-site.
" 17	Approves of plan of widening of Live-stock Jetty, Lyttelton.
" 27	Approves of plans of Kauri Timber Company's drawbridge over Aratapu Creek.
May 6	Approves of plan of Kauri Timber Company's wharf-extension, Te Kopuru.
" 6	Licenses Kauri Timber Company to occupy foreshore for wharf-extension, Te Kopuru.
" 6	Prescribes dues for use of Mitchelson Timber Company's wharves, Kaipara.
" 13	Approves of plan of J. Brockland's boatshed, Horse-shoe Bay.
" 13	Licenses J. Brockland to occupy foreshore for shed-site, Horse-shoe Bay.
" 13	Approves of plan of Manasseh and Walscheger's boatshed, Horse-shoe Bay.
" 13	Licenses Manasseh and Walscheger to occupy foreshore for shed, Horse-shoe Bay.
" 27	Approves of plan of Mititai ferry-slip.
" 27	Licenses Hobson County Council to occupy site for Mititai ferry-slip.
" 27	Approves of plan of Northern Steamship Company's wharf, Hohoura.
" 27	Licenses Northern Steamship Company to occupy foreshore for wharf-site, Hohoura.
June 1	Makes general harbour regulations as to lights of vessels.
" 1	Approves of plans of additions to No. 2 Jetty, Lyttelton.
" 12	Approves of plan of extension of Main Eastern Wharf, Bluff.
" 12	Revokes R. Thompson's license to occupy foreshore, New Brighton.
July 6	Appoints members of Greymouth Harbour Board.
" 6	Approves of plans of A. J. Lumley's boatshed, Otago Harbour.
" 6	Licenses A. J. Lumley to occupy site for boatshed, Otago Harbour.
" 11	Appoints members of Westport Harbour Board.
" 16	Approves of plan of J. D. Williams's shed, Waiharara River.
" 16	Licenses J. D. Williams to occupy site for shed, Waiharara River.
" 16	Approves of plans of wharf, Okuru River.
" 16	Licenses Westland County Council to occupy wharf-site, Okuru River.
" 16	Approves of plans of county wharf and ferry-slip, Wairoa River, Kaipara.
" 16	Licenses Hobson County Council to occupy site for wharf and ferry-slip.
Aug. 5	Approves of plans of additions to Railway Wharf, Auckland.
" 14	Approves of Westport Harbour Board procuring wagons for railway.
" 14	Approves of plans of breastwork and landing, Auckland Harbour.
" 14	Revokes license to C. Spooner to occupy foreshore at Waiwera.
" 14	Revokes authority for construction of harbour-works, Auckland Harbour.
" 14	Authorises construction of timber breastwork, Auckland Harbour.
" 22	Approves of plans of Kauri Timber Company's booms, Waiwawa River.
" 22	Licenses Kauri Timber Company to occupy site for booms, Waiwawa River.
Sept. 2	Authorises construction of bridge over tidal creek, Okain's Bay.
" 16	Authorises construction of bridge over tidal creek, Orewa River.
" 23	Approves of plans of G. and H. King's wharf and booms, Tangowahine, Kaipara.
" 23	Licenses G. and H. King to occupy site for wharf and booms, Tangowahine.
" 23	Approves of plans of Butler Bros. and Co.'s wharf, Tokatoka, Kaipara.
" 23	Licenses Butler Bros. and Co. to occupy site for wharf at Tokatoka.
" 23	Approves of plan of extension of low-level breastwork, Lyttelton.
" 30	Makes a by-law for Mahurangi Harbour.
" 30	Approves of plan of completion of reclamation and timber staging, Customhouse Quay, Wellington
" 30	Approves of plan of new railway-approach to Bluff Harbour.
" 30	Approves of plan of wharf on east side of Patea River.
Oct. 10	Prescribes dues for Cape Turnagain Jetty.
" 21	Approves of plan of J. Smyth and Co.'s boom, Kennedy Bay.
" 21	Licenses J. Smyth and Co. to occupy site for boom, Kennedy Bay.
" 21	Approves of plans of J. A. Subritzky's wharf at Rangaunu Bay.
" 21	Licenses J. A. Subritzky to occupy site for wharf at Rangaunu Bay.
" 21	Approves of plan of landing-stage, New Brighton.
" 21	Appoints a member of Greymouth Harbour Board.
" 21	Prescribes harbour-light dues for Nelson.
" 28	Approves of plans of New Zealand Portland Cement Company's wharf, Limestone Island, Whangarei.
" 28	Licenses New Zealand Portland Cement Company to occupy wharf-site, Limestone Island.
" 28	Approves of plan of J. Wigmore's booms, Manukau Harbour.
" 28	Licenses J. Wigmore to occupy site for booms, Manukau Harbour.
" 28	Approves of extension of wharf at Pembroke.
Nov. 4	Makes additional harbour regulations.
" 4	Approves of plan of extension of concrete wall, Te Aro, Wellington.
" 4	Approves of plans of extension of Hobson Street Wharf, Auckland.
" 28	Approves of plans of Monowai Gold-mining Company's wharf, Waiomo, Thames.
" 28	Licenses Monowai Gold-mining Company to occupy wharf-site, Waiomo.
" 28	Appoints D. B. Wallace licensee of Public Hall, Kohukohu.
" 28	Approves of plan of extension of Greymouth Breakwater.
" 28	Approves of plans of New Zealand Timber Company's booms, Kouto Point, Hokianga.
" 28	Licenses New Zealand Timber Company to occupy site for booms, Kouto Point.
" 28	Approves of plans of harbour-works at Nelson.
" 28	Amends dues and regulations for Kaikoura Wharf.
Dec. 4	Vests management of Raupo Wharf in Otamatea County Council.
" 4	Makes regulations and prescribes dues for Maungaturoto Wharf.
" 4	Approves of plan of extension of No. 6 Jetty, Lyttelton.
" 11	Approves of plans of wharf at Gisborne.
" 18	Approves of plans of Kauri Timber Company's wharf, Whitianga.
" 18	Licenses Kauri Timber Company to occupy wharf-site, Whitianga.
1902.	
Jan. 20	Approves of Westport Harbour Board procuring a suction dredging-pump.
" 24	Appoints a member of Westport Harbour Board.
" 20	Approves of plans of J. A. Subritzky's wharf, Rangaunu Bay.
" 20	Licenses J. A. Subritzky to occupy wharf-site, Rangaunu Bay.
" 20	Appoints W. W. Hales licensee of Cape Turnagain Landing-place.
" 31	Prescribes dues for Waitapu Wharf.
Feb. 10	Approves of F. B. Farmer's oyster-bed, Balena Bay, Wellington.
" 10	Revokes R. McIntosh's licenses to occupy foreshore at Whangaroa.
" 21	Validates election of Chairman of Mokau Harbour Board.
March 8	Approves of plans of F. J. Sullivan's smokehouse, Carey's Bay, Otago Harbour.
" 8	Licenses F. J. Sullivan to occupy site for smokehouse, Carey's Bay.

RETURN OF ACCIDENTS TO SEAMEN and Others on board Ship reported to the Marine Department during the Financial Year ended the 31st March, 1902.

Date of Accident.	Name of Vessel, Port of Registry, and Official Number.	Name of Person injured.	Nature of Injury: Fatal or otherwise.	Place where Accident occurred.	Particulars as to Accident and its Cause, and Verdict of Jury where Coroner's Inquest held.
1901. April 3	Cygnat, s.s., Lyttelton, 91893 ..	James Ross, O.S.	Broken arm ..	Alongside wharf at Lyttelton ..	O.S. James Ross, in getting on board ship at night, fell between wharf and ship into the water, breaking his arm in the fall.
"	Sarah and Mary, Invercargill, 52965	J. Christensen, mate ..	Bruised ankle ..	Alongside wharf, Dunedin ..	In heaving up some timber it ran aft along the deck, and struck Christensen's foot, bruising the ankle severely.
May 4	Invercargill, s.s., Dunedin, 84489	Mons Monson, A.B.	" ..	Alongside wharf, Waikawa ..	While shifting a truck from goods-shed to ship Monson stood on the truck while the truck was being pushed along by the mate. On reaching the end of the wharf the truck ran off the line on to the ship's deck, and Monson in jumping off got his leg under the wheel.
"	Camphill, Liverpool, 96333 ..	J. J. Klein, A.B.	Fatal ..	At sea: Lat. 38° 36' S.; long. 61° 43' E.	Whilst furling main topgallant-sail the man fell to the deck, and was instantaneously killed.
June 15	Wanaka, s.s., Dunedin, 95018	Oliver A. Nolan, A.B.	Finger hurt ..	Lyttelton ..	Whilst clearing a derrick-fall the first finger of Nolan's right hand got jammed in the block, and was hurt severely.
July 4	Hinemoa, s.s., Wellington, 69016	George Cousins, chief cook	Hand damaged ..	Palliser Bay, Cook Strait ..	A sea breaking on board carried away the hook securing the galley door, which, swinging close to the lintel, to which the cook was holding, jammed his fingers, cutting off the top of the forefinger of his right hand and badly hurting the other fingers.
"	Clyde, Lyttelton, 71793 ..	James Cowan, mate and A.B.	Injury to foot ..	Greymouth ..	While taking in a cargo of timber a piece of the timber Cowan was handling slipped off the hatch-coaming and struck him on the foot, injuring it.
"	Rotokino, s.s., Dunedin, 84499	H. Robinson, chief steward	Knee damaged ..	At sea ..	The chief steward, walking along the deck at night while the ship was pitching, slipped on the timber stowed on deck, and damaged his right knee.
"	Monowai, s.s., Dunedin, 84497	Robert James Sanders, O.S.	Fatal ..	At sea on voyage to Sydney.	While coming down from aloft the man lost his hold by some means unknown, and fell on No. 2 hatch, a distance of 63 ft., breaking his arm and cutting his head badly.
"	Rimutaka, s.s., Plymouth, 111355	W. C. Wells, saloon waiter	Fracture of right thigh and forearm, and severe contusion of left elbow	Lyttelton ..	Wells was up the main rigging without permission, and in attempting to come down on the inside hand-over-hand lost his hold and fell to the deck.
Aug. 8	Tutanekai, s.s. ..	George Kennedy, A.B.	Bruised ribs and internal injuries ..	Off Gisborne ..	While engaged in putting out one of the ship's boats the man fell off the skids, bruising his ribs and sustaining internal injuries.
"	Invercargill, s.s., Dunedin, 84489	D. McRae, ship's boy ..	Bruised fingers ..	Lyttelton ..	D. McRae was engaged scrubbing the ship's side from a punt, and in shifting the punt his fingers were caught between it and the steamer's side.
"	Isle of Erin, Liverpool, 70977	Thomas Newman, A.B.	Fatal ..	Lat. 42° 51' S.; long. 122° 15' E.	While engaged in unbending the spanker the man was swept overboard by the flapping of the sail and drowned.
Sept. 9	Hinemoa, s.s., Wellington, 69016	Joseph Salt, labourer ..	Injury to left middle finger of left hand	Lyttelton ..	While engaged discharging railway-iron Joseph Salt, a labourer, jammed one of his fingers in the iron.
"	Huia, Auckland, 102268	George Morgan, boy ..	Both legs broken ..	Oruawharo River, Kaipara ..	Accident caused through the boy getting his legs entangled in the fore-boom guy-tackle fall while the foresail was being jibed.
Oct. 7	Paparua, s.s., Plymouth, 111346	J. Riggs, boatswain ..	Severe shaking ..	Queen's Wharf, Wellington ..	The man fell from 'tween-decks into hold, receiving a severe shaking.

RETURN of ACCIDENTS to SEAMEN and Others on board Ship reported to the Marine Department, &c.—*continued*.

Date of Accident.	Name of Vessel, Port of Registry, and Official Number.	Name of Person injured.	Nature of Injury: Fatal or otherwise.	Place where Accident occurred.	Particulars as to Accident and its Cause, and Verdict of Jury where Coroner's Inquest held.
1901. Oct. 12	Corinna, s.s., Dunedin, 79252 ..	John Harding, A.B. ..	Injury from fall ..	Wharf, Timaru ..	The man, in going down the hold to get deck-brooms, fell into the lower hold and injured himself.
Nov. 9	Kittawa, s.s., Dunedin, 106640	J. Hill, A.B. ..	Top of finger taken off ..	Dunedin ..	When "Kittawa" leaving wharf Hill was slacking away after-spring, and got his left hand caught between rope and bits, with result that top of third finger cut off.
" 20	Warrimoo, Dunedin, 101901 ..	James McKay, A.B. ..	Injury to finger ..	Port Chalmers ..	The man was at boat-drill, getting out his boat (No. 2). When hoisting the boat he tried to clear the boat's fall from the roller which goes across the deck, and the fourth finger of his right hand got caught between the roller and the rope, injuring it badly. No blame was attributed to any one in the matter.
Dec. 6	Invercargill, Glasgow, 68117 ..	H. C. Sayers, apprentice	Fatal ..	Lat. 40° 5' S.; long. 70° 10' E.	H. C. Sayers, apprentice, while engaged aloft furling sail, fell overboard, and was drowned.
1902. Feb. 7	Melville Island, Glasgow, 89998	William Hartley, O.S. ..	" ..	Wool Jetty, Wellington ..	The man, while engaged on the main lower-topsail yard bending a sail, fell to the deck, and died in the hospital, where he was taken.
Mar. 8	Sarah and Mary, Invercargill, 52365	L. Hay, deck-boy ..	Injury to feet ..	Wharf, Dunedin ..	While Hay was engaged discharging timber on to the wharf the sling became unhooked, causing the timber to strike and bruise his ankles severely.

SUMMARY OF CASUALTIES TO SHIPPING REPORTED TO THE MARINE DEPARTMENT DURING THE FINANCIAL YEAR ENDED 31st MARCH, 1902.

Nature of Casualty.	Casualties on or near the Coasts of the Colony.						Casualties outside the Colony.						Total Number of Casualties reported.		
	Steamers.			Sailing-vessels.			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.
Strandings,—															
Total wrecks	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Partial loss	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Slight damage	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
No damage	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Total strandings	14	11,692	..	10	3,869	13	24	15,561	13	..	..	..	24	15,561	13
Foundered,—															
Total loss	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Capsized,—															
Total loss	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Partial loss	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Total capsized	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Collisions,—															
Partial loss	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Slight damage	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
No damage	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Total collisions	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Fires,—															
Total loss	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Partial loss	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Total fires	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Miscellaneous, including damage by heavy seas to hull and cargo, loss of masts, sails, &c., and breakdown of machinery	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Total casualties to shipping	25	22,065	..	20	5,955	25	45	28,020	25	1	2,137	..	47	30,644	25
Loss of life only	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Total number of casualties reported	25	22,065	..	20	5,955	25	45	28,020	25	1	2,137	3	50	33,978	28

RETURN OF WRECKS and CASUALTIES to SHIPPING reported to the Marine Department from the 1st April, 1901, to the 31st March, 1902.

Date of Casualty.	Name of Vessel, also Age and Class.	Rig.	Register	Number of		Nature of		Place where Casualty occurred.	Wind.		Decision of Court of Inquiry, &c.	Name of Master.
				Crew	Passengers.	Cargo.	Casualty.		Direction.	Force.		
1901. March 26 (supposed)	Linda Weber, 24 years	Brigantine	114	7	..	Ballast..	Supposed foundered; total loss	Supposed off East Cape	S.E.	Gale ..	Vessel left Gisborne for Hokianga on 23rd March, and was last seen off Tokomaru on 26th March, thirty miles south of East Cape, during bad weather which prevailed on that and subsequent days. She is supposed to have foundered at sea, with loss of all hands	Simon McKenzie.
April 28	Mapourika, s.s., 3 years	Schooner	717	40	56	General	Deck swept by heavy sea	Off Pencarrow Head ..	N.N.W.	Fresh ..	On leaving Port Nicholson for Nelson vessel was struck by an exceptionally heavy sea, which swept the deck and flooded the engine-room and saloon	John Grant.
May 4	Te Kapu, s.s., 12 years	Schooner	50	10	..	General	Shaft broken..	Entrance to Motueka Harbour	..	Calm ..	Tail-shaft broke, without apparent cause, as vessel was entering Motueka Harbour	George Allman.
" 6	Camphill, 11 years	Barque..	1199	19	..	General	Loss of life only	Lat. 38° 36' S., long. 61° 43' E. On voyage from Liverpool to Wellington	..	Moderate gale	An A.B. named J. J. Klein, whilst furling main topgallant-sail, fell to the deck and was killed	William Mayne.
" 18	Omega, 65 years	Hulk ..	401	..	..	Coal and kerosene	Fire on board; total loss	Wellington Harbour ..	..	..	Cause of fire unknown.	
" 26	Cavalier, 7 years	Ketch ..	36	3	..	Ballast..	Stranded; total loss	Reef at entrance to Mason's Bay, Stewart Island	W.S.W.	Gale ..	Vessel broached-to through loss of sails during gale, and became unmanageable	Joseph Roderignes.
June 18	Rotomahana, s.s., 25 years	Schooner	139	14	42	General	Crank-shaft fractured	Six miles W.S.W. of Coromandel Heads	N.	Moderate gale	Crank-shaft fractured for no apparent reason. Set sail for Thames, arriving there at 4 a.m. on 19th June	Robert Huia Gibbons.
" 30 and subsequently	Genevieve M. Tucker, 31 years	Barque..	487	12	..	Coal ..	Loss of sails, damage to deck-house, and leakage	On voyage from Newcastle, N.S.W., to Wellington	S.E.	Gales ..	Vessel left Newcastle on 22nd June, and arrived in Wellington on 23rd July. On the 30th June and subsequent days she met with a succession of heavy southerly gales, during which she shipped heavy seas, smashing in the deck-house, injuring the mate and two of the crew, and losing her sails	William Edward Oliver.
July 4	Amelia, Sims, 9 months	Schooner	98	7	..	Coal ..	Rudder-tail carried away	Lat. 36° 38' S., long. 168° 32' E. On voyage from Sydney to Lyttelton	S.S.W.	Squally..	Rudder-tail carried away through stress of sea and heavy weather	William Laird Whitby.
" 4	Pania, s.s., 5 years	Ketch ..	37	8	4	Produce	Tail-shaft broken and loss of propeller	A quarter of a mile outside Wairau Bar	W.	Light ..	Casualty cannot be accounted for, as vessel did not touch ground in crossing bar, or come in contact with any hard substance that could be seen	Henry Fisk.
" 10	Theresa Ward, s.s., 1 year	Cutter ..	9	9	25	General	Stranded; no damage	The Neck, Paterson Inlet, Stewart Island	S.W.	Light ..	The vessel went on the beach through the reversing gear of the engines jamming	Charles Herbert Lovett.
" 22	Clyde, 14 years	Schooner	21	3	..	Fish ..	Stranded; partial loss	Bushy Point, about 12 miles east of Bluff Harbour	E.	Strong breeze	Stranding caused by only man on deck thinking land was further off than it was, and not putting vessel on the other tack in time to clear the land	Karl F. Junge.

RETURN OF WRECKS AND CASUALTIES TO SHIPPING reported to the Marine Department—continued.

Date of Casualty.	Name of Vessel, also Age and Class.	Rig.	Register 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.		
1901. July 24	Lizzie Bell, 24 years	Barque..	1036	18	..	Ballast..	Stranded; total loss	12	Waimate Reef, 1½ miles south of Oeo River, South Taranaki Bight	S.E.	Fresh breeze	Vessel was on voyage from Wellington to Newcastle, N.S.W., in ballast, and at 8 p.m. the master set the course N.W. by W., Stephens Island light bearing S.E. by E., magnetic, so that Cape Farewell would be passed on the port hand about twenty-five miles distant; but at 11.15 p.m. she struck on the reef and became a total wreck. The crew took to the lifeboat, which capsized twice, and twelve of them were lost. Loss of vessel was caused by negligent navigation of master from taking his departure from Stephens Island and not verifying his distance when abeam by four-point bearings. His certificate was suspended for twelve months, and he was ordered to pay \$25 toward cost of inquiry	John Rees.
" 27	Tomoana, s.s., 2 years	Schooner	3905	..	..	General	Stranded; slight damage	..	Poverty Bay ..	S.S.W.	Light ..	Vessel touched on uncharted rock while at anchor off Gisborne	Alfred Child.
Aug. 10	Jane Douglas, s.s., 25 years	Schooner	75	8	..	General	Stranded; partial loss	..	South Spit, Okuru River	E.	Light ..	No blame attached to master or chief officer..	Christian Theodore Julius Andersen. Charles Ludwig Olsen.
" 11	Ururoa, 8 months	Schooner	196	9	..	Ballast..	Stranded; partial loss	..	Poverty Bay, about two miles south of Breakwater	S.E.	Light ..	Master was anxious to get out of bay owing to threatening aspect of weather, but wind fell off, and he was unable to get vessel about when close to shore	Gilbert Brown.
" 13	Jessie Niccol, 29 years	Schooner	93	6	..	Timber..	Stranded; partial loss	..	Cape Campbell Road ..	N.W.	Light ..	Vessel struck on and passed over reef off Cape Campbell, and, becoming waterlogged, crew were taken off by s.s. "Gulf of Anoud."	
" 19	Elmville, s.s., 12 years	Schooner	1173	24	..	Ballast ..	Stranded; partial loss	..	Below Tokatoka, Wairoa River, Kaipara Harbour	N.	Light ..	Vessel was subsequently towed into Lyttelton by s.s. "Cygnets." Master was guilty of error of judgment in miscalculating his distance from land, and he was ordered to pay cost of inquiry, \$7 7s.	Robert Cooper.
29	Isle of Erin, 26 years	Barque..	889	..	..	Superphosphates	Loss of life only	1	Lat. 42° 51' S., long. 122° 15' E. On voyage from Port Ellesmere, U.K., to Timaru	..	..	Vessel, presumably unobserved by master, was set over to side of channel where rocks are, and her proximity thereto was not noted by master until too late to avoid casualty	Peter Sebire.
" 29	Falcon, 24 years	Schooner	98	6	2	Timber..	Stranded; partial loss	..	Maori Bay, Pelorus Sound	N.N.E.	Strong gale	An A.B., Thomas Newman, while engaged in unbending the sparker to replace it by another sail, was caught by the sail flapping, carried overboard and drowned	Peter Johnson.
Sept. 11	Oban, 4 years ..	Schooner	39	3	..	Ballast..	Stranded; partial loss	1	South entrance to Kiti Bay, Pelorus Sound	N.W.	Light ..	Vessel dragged anchors and drove ashore while sheltering from storm	Charles Bonner.
												The scow "Oban" was struck by a sudden squall, and, having no ballast, heeled over and could not recover herself, and capsized, a seaman named Andrew Anderson being drowned. No blame can be attached to the master	

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

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.		
1901.													
Sept. 16	Ronga, 1½ years	Schooner	93	7	..	Ballast..	Capized; slight damage	..	Off Fairy Bay, Pelorus Sound	N.W.	Squall ..	Vessel with all sail set was struck by sudden squall while practically becalmed. Master committed error of judgment in not fully providing against such an accident, and he was ordered to pay £7 7s. costs of inquiry	Otto Edward Peterson,
" 21	Cygnat, s.s., 16 years	Schooner	66	10	..	Manure and salt	Stranded; no damage	..	Horse-shoe Bay, Tory Channel	..	Calm ..	Master mistook Horse-shoe Bay for proper channel, grounding on soft papa rock in the endeavour to resume his proper course	Alexander Innes Murray.
" 29	Whakapai, 5 years	Schooner	67	5	..	None ..	Capized; total loss	4	Off East Cape, between East Cape and East Island	S.	Squalls..	Vessel belonged to class known as scows. She sustained some damage in landing her cargo on beach at Tokomaru Bay. Attempts were made to repair her, and being made, as supposed, watertight, she left for Gisborne to have proper repairs effected; but when three or four miles off shore the wind went round to the south, blowing hard, with considerable sea. Master endeavoured to make for Hick's Bay, to beach vessel; but she capized, and four lives were lost. Errors in judgment on the part of the master, who was drowned, contributed largely to cause the casualty, though it is probable that if the weather had continued fine he would have brought his vessel to port	Charles Bonner.
Oct. 1	Patiki, p.s., 20 years	Cutter ..	37	4	..	Gelignite	Collision; partial loss	..	Netherton Reach, Paroa River	..	Calm ..	Under special circumstances of the case, Court did not feel justified in holding either master responsible	Edward Joseph Adlam.
" 1	Taniwha, s.s., 3 years	Schooner	191	18	10	General	Collision; no damage	..					William Sullivan.
" 9	Indradevi, s.s., 1 year, 100 A1 Lloyd's	Schooner	3702	60	..	General	Collision; no damage	..					Theophilus Trotter.
" 9	Lily, 27 years..	Schooner	84	5	..	Produce	Collision; partial loss	..	20 miles N.N.E. of Godley Head	S.E.	Moderate breeze	Court was of opinion that every precaution had been taken by those on board the steamer to avoid collision, and considered that the mate of the schooner, who held no certificate, had shown great neglect and want of discretion in not calling the master earlier; and he was ordered to pay £5 5s. towards cost of inquiry	Andrew Bloom.
" 11	Lady Barkly, s.s., 40 years	Cutter ..	39	7	..	Nil ..	Collision; slight damage	..	½-mile outside outer beacons off Collingwood	W.	Light ..	The "Lady Barkly" had the "Emma Sims" in tow, and after casting off the tow-rope the vessels came into collision	Jacob Edwin Stevens.
" 11	Emma Sims ..	Schooner	61	5	..	Timber..	Collision; slight damage	..					Arthur Rhys Reynolds.
" 15	Poharua, s.s., 11 years	Schooner	749	23	..	Ballast..	Stranded; partial loss	..	Sunken rock at Cape Stephens, Cook Strait	N.W.	Light ..	Master not guilty of negligence under the circumstances; the set of tide, and fog, combined to bring about a situation which master took only possible course to retrieve. No order made as to costs	James Stewart Adams.

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

Date of Casualty.	Name of Vessel, also Age and Class.	Rig.	Register.	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.		
1901.													
Oct. 17	Monowai, s.s., 10 years	Schooner	2137	81	145	General	Propeller - boss fractured and blades stripp'd	..	Lat. 44° 45' S., long. 158° 18' E. On voyage from Bluff to Hobart	S.W.	Moderate gale	Supposed that propeller struck floating log or wreckage. Vessel was towed back to Port Chalmers by s.s. "Mokoia."	Henry William Holbrook Chatfield.
" 27	Tarewai, s.s., 11 years	Cutter ..	7	2	4	None ..	Stranded; slight damage	..	Near wharf, Quarantine Island, Otago Harbour	N.W.	Moderate gale	In leaving wharf vessel was caught broadside on by strong wind and tide, and driven against a rock about 50 ft. or 60 ft. from wharf	Edward Miall Moss.
" 27	Pukaki, s.s., 14 years	Schooner	917	26	..	Ballast ..	Propeller-shaft broken	..	35 miles off Timaru ..	N.N.E.	Moderate breeze	Vessel broke her propeller-shaft while on voyage from Dunedin to Westport, and was towed back to Dunedin by the s.s. "Te Anau"	Sydney Stringer.
" 31	Waverley, s.s., 18 years	Schooner	93	12	..	General	Stranded; slight damage	..	Schnapper Point, Boulder Bank, Nelson	S.W.	Strong ..	Course set from Pepin Island was too fine considering the weather. Master ordered to pay £3 3s. towards cost of inquiry	Frank Longbourne Vicker-man.
" 31	Antioeo Accame, 10 years	Barque ..	1086	14	..	Ballast ..	Stranded; total loss	..	Off Danger Reef, Shag Point, Otago	S.W.	Strong .. breeze	Master, with a light ship and strong off-shore wind, hugged the land too closely	Bragadin Carlo Monti.
Nov. 7	Southern Isle, 6 months	Schooner	71	..	..	General	Collision; partial loss	..	Gladstone Pier, Lyttelton Harbour	N.	Squally	The hulk "Maria," in tow of launch "Canterbury," was driven by force of squall against "Southern Isle," causing damage to bulwarks, planks, and rigging of latter vessel	Patrick Darragh.
" 26	Royal Tar, 19 years	Barque ..	598	13	2	Ballast ..	Stranded; total loss	1	Shearer Rock, Tiritiri Island, Hauraki Gulf	E.S.E.	Moderate breeze	Casualty was due to negligent navigation of the master. His certificate was suspended for six months, and he was ordered to pay costs of inquiry	Finlay Morrison.
" 29	Kotuku, s.s., 1 year	Schooner	662	22	..	Coal and timber	Stranded; partial loss	..	Walker Rock, off Jackson's Head, Cook Strait	S.E.	Moderate	Casualty happened through concurrence of following conditions, viz.: An extra strong tide, a low-powered and badly steering vessel, with a very full cargo, and possibly a master who had not had sufficient opportunity of testing the power of his vessel under such conditions	Samuel Kennedy.
Dec. 1	Blackheath, s.s., 12 years	..	1719	..	..	Ballast ..	Stranded; no damage	..	Bluff Harbour	..	Calm ..	Vessel touched when coming up harbour between dark-coloured buoy and Sterling Point. Master had no chart of harbour	Francis George Evans.
" 3	Waimate, s.s., 5 years	Schooner	3629	61	..	Flax, wool, tallow, & frozen meat	Fire on board; partial loss	..	Napier Roadstead	..	Light ..	Fire broke out in the flax stowed in No. 4 hold, between decks, but no evidence to show how same originated	Joseph John Hamon.
" 6	Invercargill, 27 years	Ship ..	1246	..	..	General	Loss of life only	1	Lat. 40° 5' S., long. 70° 10' E.	N.W.	Gale ..	H. C. Sayers, an apprentice, while engaged aloft furling sail, fell overboard and was drowned	Thomas Bowling.
" 18	Rotorna, s.s., 25 years	Schooner	576	39	56	Produce	Stranded; no damage	..	100 ft. N.W. of Beacon, French Pass	N.W.	Light ..	Casualty caused by breakdown of steam steering gear	Charles McArthur.
21	Rotomahana, s.s., 22 years	Schooner	915	54	207	General	Breakdown of machinery	..	30 miles south of Cape Campbell	S.E.	Light ..	Casualty consisted of the low-pressure go-ahead eccentric rod of the main engine bending	Walter Manning.

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

Date Casualty.	Name of Vessel, Age and Class.	Rig.	Register	Number of		Nature of		Number of Lives lost.	Place where Casualty occurred.	Wind.		Decision of Court of Inquiry, &c.	Name of Master.
				Cre- w.	Passen- gers.	Cargo.	Casualty.			Dirac- tion.	Force.		
1901. Dec. 30	Queen of the South, s.s., 25 years	Schooner	121	12	1	Wool and flax	Stranded; par- tial loss	..	Mouth of Waikanae River, Cook Strait	S.	Moderate	The mate, John Smith Goudie, did not exercise due care in navigation of the vessel, and the general navigation of the vessel by the master was of a careless nature. Each officer was ordered to pay £2 12s. 6d., costs of inquiry	William Manley.
1902. Jan. 2	Mapourika, s.s., 3 years	Schooner	718	44	79	General	Stranded; slight damage	..	At Beacon, French Pass	S.W.	Light ..	Vessel took the Pass too early, instead of waiting till slack water	Lionel Campbell
" 18	Alexandra, 10 years, Danish vessel	Barque..	610	12	..	Ballast..	Stranded; total loss	..	Hattie's Beach, near Perpendicular Point, West Coast, South Island	N.N.E.	Moderate	Vessel overran her course and drifted out of course set by nearly one point, by which she missed seeing Cape Foulwind light. She got too near inshore before position discovered, and ran on the rocks	Hugh Worrall. Peter Swarrar Ankerson.
Feb. 24	Westralia, s.s., 5 years, A1 Lloyd's	Schooner	1819	65	93	General	Stranded; par- tial loss	..	Between wharf and lightship, Bluff Har- bour	..	..	Vessel was coming up Bluff Harbour when she touched aft as she was passing the lightship	William Waller.
Mar. 5	Jessie Osborne, 28 years	Barque..	1058	..	..	Wool and tow	Fire on board; partial loss	..	Wool Jetty, Wellington Harbour	..	..	Not sufficient evidence to justify any finding as to how the fire originated	Richard Cantley.
" 23	Sir Henry, 14 years	Brigantine	95	6	..	Oats and chaff	Stranded; no damage	..	South Spit, Hokiitika River	..	Calm	Vessel crossed bar safely, but wind dying way she anchored, and an attempt was made to warp her in. One of the lines parted, and she grounded on the South Spit, but got off on the following tide	William Rennie.

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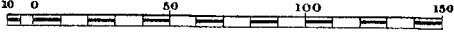
NEW ZEALAND WRECK CHART

1ST APRIL, 1901, TO 31ST MARCH 1902,

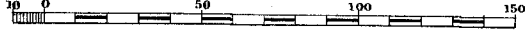
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in the
Marine Department

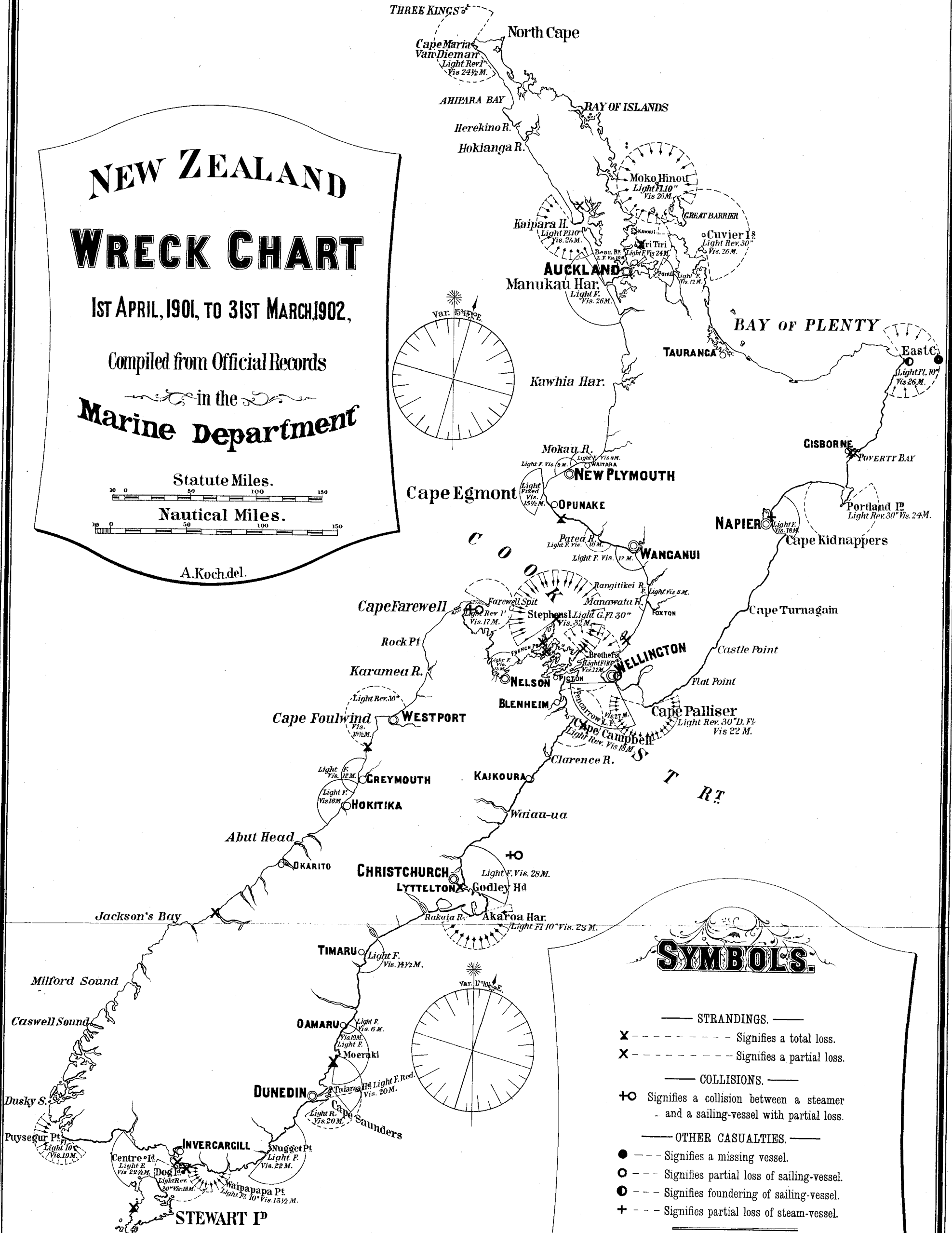
Statute Miles.



Nautical Miles.



A. Koch del.



SYMBOLS.

- STRANDINGS. —
- X ——— Signifies a total loss.
 - X ——— Signifies a partial loss.
- COLLISIONS. —
- +○ Signifies a collision between a steamer and a sailing-vessel with partial loss.
- OTHER CASUALTIES. —
- ——— Signifies a missing vessel.
 - ——— Signifies partial loss of sailing-vessel.
 - ⊙ ——— Signifies foundering of sailing-vessel.
 - + ——— Signifies partial loss of steam-vessel.

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

⊙ SNARES

