

1904.
NEW ZEALAND.

MARINE DEPARTMENT.

(ANNUAL REPORT FOR 1903-1904.)

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

MY LORD,—

Marine Department, Wellington, 15th August, 1904.

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. Baron Plunket,
Governor of New Zealand.

SIR,—

Marine Department, Wellington, 31st May, 1904.

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 properly maintained, and the keepers have carried out their duties in an efficient manner. The new light at Kahurangi Point has been exhibited since the 30th November last, and has proved to be of great benefit to ships, especially to those trading to Westport and Greymouth. Owing to the impossibility of landing at this place when there is any sea on, it must be expected that the attending steamer will often be delayed there. On two occasions since lighting up, provisions have had to be packed down from Collingwood owing to the sea preventing a landing at the lighthouse. It would be a great advantage in connection with the landing, and would save the attending steamer a lot of useless steaming, if the station was connected with the telegraph system of the colony, as the vessel could then go on with other work until advised by wire that the landing was workable, when she could run down and land without delay. A telegraph-station there would also be of value to passing vessels.

A new lighthouse is now being erected at Jack's Point, near Timaru, which will be of great value to vessels passing that point. The fourth-order lantern and apparatus which were formerly in use on Somes Island are being erected in this lighthouse.

During the year the light at the French Pass, which is in charge of one man, has been reduced from the grade of a Principal Keeper's station to that of an Assistant Keeper's. The change was made on the retirement from the service of the Principal Keeper who was formerly in charge, and it will reduce the cost of maintenance.

It is proposed to erect a new iron tower at Cape Campbell as soon as the steamer is available to convey the balance of the ironwork from Wellington. In order that the light may be out as little time as possible, a new lantern has been procured from England, and it will be fitted in the new tower before the light is interfered with. The old lantern will be available for use elsewhere.

A new dwellinghouse has been erected at Cape Maria van Diemen, and sundry repairs to buildings have been executed at other stations. During a recent heavy gale and sea the flagstaff at Cape Maria was broken, and considerable damage was done to the tramway which goes down to the landing-place. A new mast, and material to repair the damage to the tramway, have been sent to the station by the "Hinemoa." The wire tramway across which mails and fresh meat are conveyed from the mainland to this lighthouse was out of working-order for some time, owing to the breaking of the hauling-wire, but it has now been repaired.

The landing-place at East Cape has been very much damaged by slips, and owing to the nature of the cliff it is feared that further slips will come down.

The Wigham light on the beacon at Jackson's Head, which should burn thirty days without attention, has become extinguished several times during the year. As it was found inconvenient for a Union Company's steamer to attend to it, arrangements have been made with Mr. Norgrove, who owns small steamers plying in the Sounds, to attend to the light, and it has latterly been burning well.

In order to enable keepers at isolated stations, which are not within reach of the ordinary public schools, to have their children educated, the Department has erected buildings for schools at these places, and Education Boards have made grants towards providing teachers. The schools have been of great advantage to keepers; but the Department has experienced during the last two or three years a good deal of difficulty in arranging to place keepers with children of school age at all the stations where they are situated. This is owing to many of the more recent keepers being single men, and others who are married having small families.

During the year seven keepers have resigned, five have been retired—1 on account of age, and four on account of bad health—1 has died, and 1 has been transferred to the Head Office. To fill the vacancies and to provide keepers for the new lighthouse at Kahurangi Point 17 new appointments have been made.

The automatic fog-signal at Pencarrow Head is now fired every five minutes instead of every fifteen minutes as formerly. This change was made in consequence of it being found that the fifteen-minute intervals were too long, as steamers making the harbour had time to run into danger between the explosions. A similar, but improved signal, has been ordered from England for erection at Taiaroa Head, at the entrance to Otago Harbour. Owing to the improvements and to the additional cost of material, &c., the cost of this signal in England will be £440, as against £250 paid for that at Pencarrow.

Captain Bollons, of the s.s. "Hinemoa," has continued to carry out the work of inspection of the lighthouses.

The amount of light dues collected during the year was £29,116 Os. 11d., as compared with £26,596 10s. during the previous year.

Harbours.—The officers at the ports under the control of the Department have performed their duties satisfactorily, and the buoys and beacons have been properly attended to. Most of the work of overhauling and cleaning the buoys and their moorings has been done by the "Hinemoa" during her periodical trips round the colony. Two leading beacons have been erected at Kawhia, and arrangements have been made with a local resident to exhibit lights on them when vessels are expected, and when they leave at night. This is a great convenience to shipping, as it enables steamers to work the port at night.

The subsidy of £340 a year, which was for some years paid to the Northern Union Steamboat Company for overhauling and cleaning buoys, and doing other harbour-work at Kaipara, has been discontinued, and the "Hinemoa" is now attending to the buoys, and the Harbourmaster has been supplied with an oil-launch to enable him to get about the harbour and to attend to the small buoys which may require attention between the "Hinemoa's" visits. The channel at this port having shifted, the old leading-beacons do not lead vessels through it, and new beacons should therefore be erected as soon as possible. Owing to the haze and the distance of the bar from the signal-station it has been found that vessels outside are often unable to make out flag-signals shown on the flag-staff, and it has therefore been decided to use the arms of the flagstaff in different positions to make the principal signals that are necessary. A notice setting forth the signals that will be so made will shortly be gazetted, and circulated for the information of mariners. Information as to the change in the channel, &c., has been supplied to the Hydrographer to the Admiralty, in order that the necessary alterations may be made in the Admiralty chart of the harbour.

The Harbourmaster at Manukau has been supplied with an oil-launch, which he finds of great assistance, both in the performance of his harbour duties, and in looking after the oyster-beds in the harbour.

During a heavy flood on the 19th March last, the iron beacons marking the channel to Havelock were carried away, and a contract has been let to replace them. Meantime the channel is marked with temporary buoys.

Harbour-improvement works for which grants have been made by the Department are being carried out at Motueka, Collingwood, and Wairau. Snagging of a channel leading to a new settlement has been done at Karamea, and some harbour-improvement work has been carried out at Okarito.

Captain A. Seabury, Harbourmaster at Foxton, and Mr. J. Rodgers, Pilot and Signalman at Wairau, have retired. Both these officers came into the service of the Department on the abolition of the provinces on the 1st November, 1876, having been previously in the service of the Provincial Governments. They have discharged their duties to the satisfaction of the Department. Age and ill-health were the causes of their retirement. Captains J. B. Hall and H. Fisk have been appointed to fill the positions vacated by them respectively.

The sum of £1,914 15s. 5d. has been collected for pilotage and port charges in respect of harbours under the control of this Department, as against £1,711 14s. 6d. collected during the previous year.

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

Fisheries.—The markets have been very well supplied with fish during the year. The principal trawling is still done from Napier, but recently a company has decided to undertake fishing in the colony, and it is understood that it intends to use trawlers in parts of the colony where they can be profitably employed. Some important alterations were made in the law relating to the fisheries by an Act passed last session. The Act provides that all sea-fishing and oyster boats are to be licensed annually, the license fee to be 10s. for boats of 5 tons register and upwards, and 5s. for boats under 5 tons, half fees to be payable in the case of boats licensed after the 30th June. Regulations as to the licensing, numbering, and marking of the boats have been made, and will come into operation on the 1st July next. The Act also provides that owners of licensed boats and fish-curers are to make returns to the Department of all fish caught and cured by them respectively. These returns and the licensing of the boats will enable the Department to keep statistics of the quantity and value of the fish taken and of the boats engaged in the fishing industry, which

will be of great value. There have been cases in which, in order to keep the price up, quantities of fish have been destroyed when the catches have been too large for the markets at the ruling prices, and in order to prevent such destruction of food the Act of last year provides that every person employed upon a licensed boat or any fish-salesman who wilfully destroys or causes to be destroyed any fresh fish fit for human consumption shall be liable to a fine.

The marine-fish hatchery at Portobello is approaching completion. The work is being carried out by a Board with funds provided by the Department, and the Board will receive an annual grant from the Department for the working of the hatchery.

Mr. J. Duncan, Inspector of Fisheries for Westland, resigned during the year, and Mr. John Marks was appointed to fill the vacancy. Four members of the Police Force have also been appointed Inspectors of Fisheries.

In several cases proceedings have been taken against persons committing breaches of the law, both in respect of fish and oysters, and fines have been imposed. In cases where boats and nets were forfeited, they have been returned on payment of redemption fees.

The work of hatching and rearing salmon in the hatchery at Hakataramea has been satisfactory. During the year 5,000 three-and-a-half-year-old quinnat salmon, 5,981 two-and-a-half-year-old sockeye, and 42,806 one-and-a-half-year-old Atlantic salmon have been liberated in the Hakataramea River; and there were on the 31st March 700 four-year- and 230,000 four-months-old quinnat, 2,000 three-year-old sockeye, and 4,200 one-and-a-half-year-old Atlantic salmon in the ponds at the hatchery.

The shipment of 300,000 quinnat-salmon ova obtained from the United States in January last arrived in splendid condition, and the loss in unpacking and hatching out was very small. The shipment of 1,000,000 whitefish-ova obtained at the same time was not, however, so successful. Half of these ova were hatched out at Lake Kanieri and half at Lake Tekapo, these lakes being considered to be the two most suitable ones that we have for whitefish. The ova were in two cases containing 500,000 each, and 70 per cent. of those in the case sent to Tekapo hatched out, whilst only 25 per cent. of those in the Kanieri case hatched. Both the salmon and whitefish ova came from San Francisco in charge of Mr. G. H. Lambson, one of the United States Fish Commission Inspectors, and the thanks of the Department are due to the Commission for presenting the ova to the colony, and for its courtesy in allowing Mr. Lambson to come over in charge of them. I would strongly advise that another shipment of salmon and whitefish ova should be obtained this year. As we have the hatchery, the cost of the salmon after hatching will not be much, as the same attendants are required when only part of the ponds are used as when they are all full of fish, and it would be advisable to continue to liberate a large number of fish each year for some time to come. It would be advisable to continue the import of whitefish-ova for at least two or three years. There would be very little expense after the arrival of the ova, as there are two hatcheries erected in suitable localities, fitted with all requirements for hatching, and there is no expense in feeding the fish, as they find their own feed after the yolk-sac is exhausted.

Oysters.—The Sea-fisheries Amendment Act which was passed last session provides that the open season for rock-oysters is to extend from the 1st May to the 31st October in each year, instead of from the 1st April to the 30th November as formerly, and that the annual fee to be paid for a license to take oysters is to be a sum not exceeding £2, as may be fixed by the Governor in Council. The Act also provides that the owners and occupiers of land fronting oyster-bearing foreshore may be granted the exclusive right to take oysters from such foreshore without the right being put up to public auction or tender. It is proposed to lease parts of the foreshore of the Hauraki Gulf under the Act, and Mr. Ayson, Chief Inspector of Fisheries, who has recently inspected the beds, is now preparing regulations for the leasing. Mr. Ayson's inspection of the beds in this gulf and in the Northern Oyster-fishery shows that they are recovering very well from the depletion which was caused by overpicking when they were last open, and they should be fit to be opened again next year. Settlers who obtain leases of the beds adjoining their property will find it in their own interest to see that they are not overpicked; but in order to insure that the conditions of the leases shall be observed, and that persons licensed to pick unleased beds shall observe the law, it would be advisable to appoint an Inspector for the Hauraki Gulf who should devote the whole of his time to the duties of the office, and in order to enable him to get about the gulf he should be provided with an oil-launch. The conservation of the beds would be well worth the necessary expense, and as under the Act above referred to the revenue from the leases and from ordinary pickers' licenses will be payable into the Consolidated Fund, it will provide the necessary funds.

The beds in the North Island which are open this year are those in the Tauranga Fishery, Ahipara Bay, Herekino, Whangape, Hokianga, and Kaipara Harbours, and the leased beds in Manukau Harbour. The Department was urged to open the beds in Raglan Harbour; but as an inspection of them, which was made by the Chief Inspector, showed that they were not fit for picking, the request was not acceded to, and the local constable was appointed an Inspector so as to give him power to prevent illegal picking.

Mr. Whitney has been licensed to occupy foreshore at Puhoi for the artificial culture of oysters, and he proposes to endeavour to cultivate the mud-oyster.

Weather-reporting.—Captain Edwin has continued to carry out the duty of making weather-forecasts and of issuing weather reports and storm-warnings. The Eastern Extension, Australasia, and China Telegraph Company having discontinued the free transmission of weather reports from Australia, arrangements have been made for the transmission of the required daily messages from Perth, Melbourne, and Hobart, *via* the Pacific cable, at an annual cost of about £46.

Survey of Ships.—During the year certificates for 264 steamers, 22 oil-engine vessels, and 11 sailing-vessels have been issued. A return of such vessels is appended hereto.

New regulations regarding the life-saving appliances to be carried by ships have been made, to bring our regulations into conformity with those issued by the Imperial Board of Trade, and to

provide for the provisioning of boats and life-rafts. Each boat and raft of foreign-going and intercolonial vessels must carry three days' supply of water for the persons it is certified to carry, five days' supply of plasmon or ordinary biscuit, and five days' supply of chocolate and plasmon jelly, and 4 oz. of limejuice tabloids for each person. In the case of home-trade ships, only two and a half days' supply of water and biscuit need be carried if limejuice tabloids, chocolate, and plasmon jelly are provided. The carrying of these things is not compulsory in home-trade ships, but if they are not provided, three and a half days' supply of biscuit must be carried. The regulations provide that the provisions are to be kept in watertight receptacles fitted with screw tops, and are to be always kept in the boats, so that there may be no danger of the boats and rafts leaving the ship without them in case of shipwreck. New Zealand is, so far as I am aware, the first country that has required ships' boats to be kept provisioned.

The survey of sailing-vessels is at present optional on the part of the owners, but when "The Shipping and Seamen Act, 1903," comes into operation the survey of those engaged in the intercolonial trade will be compulsory.

Prosecutions have been instituted and fines imposed in the following cases, viz.: the master of the steam-launch "Tui," for taking the vessel from Dunedin to Blenheim when the vessel had no certificate for the voyage; the owners of the "Rotokohu," for carrying passengers without a passenger certificate; the owner of the launch "Kilmorey," for running her without a certificate; the owner of the launch "Mahinapua," for running her without a certificate and without a certificated engineer; the master of the s.s. "Torora," for going to sea without a properly certificated second engineer; the owners of the s.s. "Akaroa," for running without a lifeboat; the master of the s.s. "Vivid," for carrying more passengers than allowed by the vessel's certificate; and the master of the s.s. "Te Kapu" for carrying passengers without a passenger certificate.

Masters, Mates, and Engineers.—The report of the Principal Examiner of Masters and Mates is appended hereto. For certificates of competency 239 persons passed their examinations, and 76 failed. Of those who passed, 152 were masters, mates, and steamship engineers of sea-going vessels; 65 were masters and engineers of steamships plying within restricted limits; 10 were engineers of sea-going vessels propelled by oil, gas, &c.; and 12 were engineers of similar vessels plying within restricted limits. When "The Shipping and Seamen Act, 1903," comes into operation only British subjects will be eligible for examination for certificates of competency. By the same Act power is given to the Minister to grant certificates of service to persons who apply for them prior to the 31st December next, and who have had charge of ships for twelve months prior to the Act coming into force. As the Act will require certain ships which are not now compelled to have certificated masters to carry such officers, the provision as to certificates of service will enable those who have been twelve months in charge to obtain without examination certificates which will entitle them to continue to command similar vessels.

Engagement and Discharge of Seamen.—Appended hereto is a return showing the number of seamen engaged and discharged at the various ports during the year, and the fees received therefor.

The work at Auckland having become too much for the Superintendent of Mercantile Marine, who has a good many candidates for masters and mates' certificates to examine in addition to performing his ordinary duties, an assistant has been appointed to his office. Prior to the appointment it was often necessary for the Superintendent to get clerical help from the Customhouse. The work in the Wellington office is also too much for one man, and it is therefore necessary that an assistant should be appointed for that office. At present when the Superintendent has to leave his office to visit ships, to attend the Court in connection with prosecutions for breaches of the law, or to assist at examinations of masters and mates, he has to get the Collector of Customs to send an officer to take charge of the shipping office, and when an officer cannot be spared the office has to be closed. This causes inconvenience to persons having business with the office.

Two seamen have been prosecuted for making false declarations that they had the necessary qualifications entitling them to ship. In one case a sentence of a month's imprisonment was imposed, and in the other fourteen days' imprisonment. Prosecutions have also been instituted and fines imposed in the following cases, viz.: the master of the s.s. "Aotea," for not giving a fireman a discharge; the master of the s.s. "Koorunga," for carrying a man without putting him on the articles; the master of the s.s. "Gertie," for not carrying the statutory number of firemen; and the master of the s.s. "Kahu," for running on expired articles.

Wages and Effects of Deceased Seamen.—The estates of nineteen seamen, amounting to £113 9s. 10½d., were dealt with during the year. Of these, thirteen were new estates. The sum of £34 8s. 3½d. was paid to relatives and other claimants. At the request of the Board of Trade, the Department has paid the sum of £95 13s. to the relatives of deceased seamen who at the time of their death were serving in ships registered in the United Kingdom. This amount has been refunded by the Board of Trade.

Coastal Dangers.—H.M.S. "Penguin" has continued the work of surveying on the east coast during the year. She has also surveyed in the Buller roadstead, and Bluff Harbour. The coastal buoys have been overhauled and cleaned and the moorings attended to by the s.s. "Hinemoa."

The "New Zealand Nautical Almanac for 1904," edited by Captain Blackburne, was issued in November last. It contained additional information to that given in the issue for 1903. The large number of copies which have been sold shows that the book has met a want, and the letters which have been received and the favourable reviews of the publication bear testimony to its value. The preparation of the issue for 1905 is now in hand.

Wrecks and Casualties.—A table is attached showing the casualties to ships, and an analysis thereof. Those on the coasts of the colony numbered 58, representing 16,200 tons, as compared with 56 of 42,264 tons in the previous year. The total wrecks within the colony were 9, of

3,022 tons, as compared with 7 of 5,173 tons in the previous year. The number of lives lost was 14, as compared with 79 last year. Of these 12 were within the colony, viz.: 7 in the "Toroa" (all hands), and 1 each from the s.s. "Akaroa," "Ada and Eva" "Emma Sims" and "Saxon," and 1 in an oil-launch run down by the s.s. "Sterling" in Kaipara Harbour.

"The Shipping and Seamen Act, 1903," makes provision for rehearings in the case of formal investigations into shipping casualties, when new and important evidence has been discovered which could not be produced at the investigation, and when the Minister has reason to believe that there has been a miscarriage of justice. The rehearing may either be held by the Court which held the inquiry in the first instance or by the Supreme Court, as may be ordered by the Minister. The Act also provides that inquiries are not to be held in buildings used as Police Courts unless no other suitable places are available, and that the Minister may direct a Superintendent of Mercantile Marine to attend an inquiry, when he is to have the right to put questions to witnesses.

Government Steamers.—The s.s. "Tutanekai," which was procured principally for telegraph-cable work, has been handed over to the Postal and Telegraph Department. The "Hinemoa" has been employed principally on lighthouse and harbour work, which includes laying, overhauling, and cleaning buoys and erecting beacons in harbours under the control of this Department. She has also visited the Kermadecs once, and the southern islands twice, to search for castaways and repair and replenish the provision-depots which are maintained on the islands. She has been provided with a new oil-launch, and her old launch, which was not very suitable for her work, has been handed over to the Harbourmaster at Manukau, as it is suitable for work in that harbour.

Shipping Laws.—The necessity for amending and consolidating the shipping laws has been felt for some time past, and a Bill for the purpose was introduced into Parliament in 1902, when it was referred to a Select Committee, which took a great deal of evidence and reported on the Bill, but it was not further proceeded with. It was again introduced last session and passed, and is now awaiting His Majesty's assent. When it comes into operation it will confer a great benefit on the shipping and commercial community, as it makes important amendments in the law, makes obscure and conflicting provisions clear and harmonious, and consolidates six statutes into one. The principal new provisions are as follow: A foreign-going ship is required to carry two certificated mates instead of one. Home-trade steamships of 60 tons register and upwards, and home-trade cargo sailing-ships of 100 tons register, must carry certificated mates, and such ships of 100 tons register and upwards trading more than 300 miles between terminal ports must have second mates. Foreign-going certificated second mates are entitled to ship as mates in the home trade, and all candidates for certificates are to be British subjects. Any master or mate may, at any time, be required by the shipowner or by the Minister to be examined in the sight-tests by Government Examiners. No person is to be licensed to procure seamen, who are in future to be procured through the Shipping Offices, or by the masters, mates, engineers, owners, or the *bona fide* servants of the owner in his constant employment. The engagement and discharge of whole crews of home-trade ships are to be effected before Superintendents of Mercantile Marine, and articles of agreement are to terminate on the 30th June and 31st December. Desertion is defined, and deserters who cannot be dealt with before their ship sails can afterwards be prosecuted by the owner or agent, and copies of the agreement and of entries in the log-book are to be accepted by Courts as evidence. Forfeited wages are to be paid into the Public Account instead of to the shipowner. Masters and officers who assault seamen on the high seas are made liable to imprisonment or fine. The Minister may arrange with the Postmaster-General for the issue of seamen's money-orders. The clearances of foreign-going ships which are required to pay the coastal rate of wages are to be withheld until such wages are paid. Intercolonial, in addition to home-trade ships, are made liable to pay the wages, maintenance, and medical expenses of seamen taken ill in the service of the ship for the remainder of the agreement, not exceeding three months, and, in the case of intercolonial ships, if the agreement expires within one month from the commencement of the illness, payment is to be made for one month after the expiry. The illness which is to entitle a man to the benefits provided for, is one which requires medical treatment for fourteen days instead of for one month as under the Act of 1890. Provision is made for a Registrar of Seamen, who is to keep a record of the services of all seamen; and engine-room logs are to be kept on steamers which carry not less than two engineers. Steamers from beyond intercolonial limits, not carrying more than twelve passengers, are not to be subject to survey in the colony, and sailing-ships trading in intercolonial limits are to be surveyed annually. Power is given to the Minister to define restricted limits for steamers and vessels propelled by oil, gas, &c. The adjustment of compasses is to be carried out under regulations made by the Marine Department, and power is given to the Governor in Council to make regulations as to the loading and stowage of ballast, and the loading of grain-cargo in bulk. It is made an offence to ship wool, flax, tow, or skins in such a condition as to be liable to spontaneous combustion. The law as to inquiries into shipping casualties has been remodelled on the lines of the Imperial Merchant Shipping Act, and provision is made for rehearings, for Superintendents of Mercantile Marine taking part in such inquiries, for Magistrates ordering a change of venue, that the inquiries are not to be held in Police Courts unless other suitable buildings are not available; and that, in cases where there has been loss of life, but no injury to the ship, the inquiries may be held by Coroners. Alteration is made as to the liability of shipowners as regards cargo lost, and they are authorised to make special freight-charges for valuables. Provision is made against owners inserting certain clauses in bills of lading exempting themselves from liability for damage to cargo. Provision is made for the registration of New Zealand ships by incorporating into our law certain of the provisions of the Imperial Merchant Shipping Act.

I have, &c.,

GEORGE ALLPORT, 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, 30th April, 1904.

SIR,—

I have the honour to submit my annual report on the examination of masters and mates in New Zealand.

The work has been carried out by the Examiners at the four principal ports as usual in a satisfactory manner. There has been a decrease in the past year over the previous one in the number of candidates who have presented themselves for examination in New Zealand. This decrease has been especially marked at Wellington, where on previous years most of the foreign-going masters and mates have come to be examined. This year, however, Auckland has had most candidates for all grades, especially of the foreign-going mates, &c., so that, notwithstanding a slight decrease in the number of home-trade and river-limits candidates, the total for Auckland shows a slight increase, and this year the number of masters who have passed in Auckland for foreign-going and home-trade certificates have almost equalled the number of those who have passed for river-limits.

It is satisfactory to find on inquiry that in practice (notwithstanding all that has been said to the contrary) owners prefer to carry men with the higher certificates when running in the extended river-limits; but it is very difficult for the deck-hands running in these extended river-limits to become mates and masters, service in these limits not counting as sea-service in making them eligible for the foreign-going or home-trade certificates. In consideration of this unfair position to such men, I would respectfully suggest that service in vessels of over 25 tons gross register trading in the extended river-limits shall be allowed to count as sea-service towards qualifying for mate and master of home-trade vessels. If owners as a rule only employ men with home-trade masters' certificates when running in the extended limits, it is only fair to the men running in these vessels that they should be given the opportunity of working up to command them.

There has been a marked improvement in the work of candidates during the past year, especially in Auckland, and I am glad to be able to report for the first time that the successful passes have exceeded the number of those who have failed. Captain Hull, of the Union Steamship Company's "Penguin," passed successfully the voluntary examination on the compass syllabus.

I have, &c.,

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

RETURN of STEAMERS and OIL-ENGINE VESSELS to which CERTIFICATES of SURVEY were issued
in NEW ZEALAND during the Year ended 31st March, 1904.

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 ..	" ..	" ..	
Aburiri	31	17	Compound ..	" ..	Extended river.	
Aida	1	1½	" ..	" ..	River ..	New launch; tow- ing only.
*Akaroa	43	28	" ..	" ..	Home trade.	
Akitio	12	20	Oil-engines ..	" ..	River ..	New launch; tow- ing only.
Albany	8	8	Non-condensing ..	" ..	" ..	Towing and cargo only.
Alert (Thames) ..	..	6	Condensing ..	" ..	Extended river..	Towing only.
Anna	21	10	Oil-engines ..	" ..	Home trade ..	Fishing-vessel.
Antrim	35	17	Condensing ..	Screw ..	River.	
Aorere	49	16½	Compound ..	" ..	Home trade.	
*Aotea (Auckland)	89	15	Oil-engines ..	" ..	" ..	
*Aotea (Auckland)	157	33	Compound ..	" ..	" ..	
*Aparima	3,684	284	Triple expansion ..	Twin-screw ..	Foreign trade ..	First survey.
Atapo	3	4½	Condensing ..	Screw ..	River ..	New launch.
Awarua (Auckland)	100	32	" ..	Paddle ..	Home trade.	
Awarua (Picton) ..	..	3	Non-condensing ..	Screw ..	Extended river.	
Beatrice	8	10	Compound ..	" ..	" ..	Fishing-vessel.
Ben Lomond	33	15	" ..	" ..	River.	
Birkenhead	55	20	Non-condensing ..	Paddle ..	" ..	
Blanche	17	9	" ..	Screw ..	Extended river.	
Britannia	108	40	" ..	Paddle ..	River.	
Canterbury .. ..	..	24	" ..	Twin-screw ..	Extended river..	Launch.
Charles Edward ..	145	48	Compound ..	" ..	Home trade.	
Chelmsford	70	24	" ..	Screw ..	" ..	
Clansman	336	90	" ..	" ..	" ..	
Clara .. ..	..	2½	Non-condensing ..	" ..	River ..	Launch; fishing- vessel.
Claymore	91	54	Triple-expansion ..	" ..	Extended river.	
Clematis	5	8	Condensing ..	Stern wheel ..	River ..	Towing and cargo.
Clyde .. ..	..	40	Compound ..	" ..	" ..	
Comet .. ..	..	2½	Non-condensing ..	Screw ..	" ..	Towing only.
Condor	122	24	Compound ..	" ..	" ..	First survey.
Corinna	820	141	" ..	" ..	Home trade.	
Coromandel	67	25	" ..	" ..	River.	
Countess	84	28	" ..	" ..	" ..	
Countess of Ranfurly	153	90	Oil-engines ..	" ..	Foreign trade.	
Cygnat	66	43	Compound ..	" ..	Home trade.	
*Daphne .. ..	..	1	Non-condensing ..	" ..	River ..	Yacht.
Dingadee	393	80	Compound ..	Twin-screw ..	Home trade.	
Dolly Varden	23	30	Oil-engines ..	Screw ..	" ..	Fishing-vessel.
Dot .. ..	..	1	Non-condensing ..	" ..	River ..	Yacht.
Doto	19	13	Compound ..	" ..	Extended river..	Fishing-vessel.
Duchess	62	81	Triple expansion ..	" ..	River.	
Duco	26	60	" ..	" ..	Extended river.	
*Duke .. ..	..	6	Condensing ..	Stern-wheel	River ..	First survey; tow- ing only.
Durham	53	24	Compound ..	Screw ..	Extended river.	
Eagle	138	70	" ..	Paddle ..	River.	
Edina	4	6	Non-condensing ..	Screw ..	" ..	Fishing-vessel.
Eliza .. ..	..	3	" ..	" ..	" ..	Towing only.
Elsie Evans	5	20	Oil-engines ..	" ..	Extended river.	
*Endon	12	5	Compound ..	" ..	" ..	Fishing-vessel.
Energy	15	16	" ..	" ..	Home trade.	
Enterprise	13	5	Oil-engines ..	" ..	" ..	First survey; fish- ing-vessel.
*Erskine	98	35	Compound ..	" ..	River ..	Westport dredge.
Ethel J.	19	16	" ..	" ..	" ..	
Express	36	25	" ..	" ..	Home trade ..	Fishing-vessel.
Fairy	32	15	Non-condensing ..	" ..	Extended river.	
Falcon .. ..	..	6	" ..	" ..	" ..	
Fanny	55	30	Compound ..	" ..	Home trade.	
Fingal	22	9½	" ..	" ..	" ..	
*Fire Float .. ..	..	13	Non-condensing ..	" ..	River ..	First survey; Firefloat; tow- ing only.
Firefly	7	8	Oil-engines ..	" ..	Extended river..	First survey.
Flirt	13	10	" ..	" ..	River ..	First survey; cargo and fish- ing only.
Gannet	15	12	Non-condensing ..	" ..	" ..	
Gertie	119	59	" ..	Twin-screw ..	Home trade.	
Glenelg	156	75	Compound ..	Screw ..	" ..	
Gordon	9	12	" ..	" ..	River.	
Gosford	56	30	" ..	" ..	" ..	
Gretchen .. ..	..	1½	Non-condensing ..	" ..	Extended river..	Yacht.

* 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.
Greyhound ..	83	50	Oil-engines ..	Screw ..	Home trade.	
Hamurana ..	24	3	Non-condensing ..	" ..	River ..	Launch.
Haupiri ..	475	88	Compound ..	" ..	Home trade.	
Hauroto ..	1,276	253	" ..	" ..	Foreign trade.	
Hawea ..	1,114	104	Triple expansion ..	" ..	" ..	
*Heathcote ..	94	35	Compound ..	" ..	Extended river..	Hopper barge.
Herald ..	370	85	" ..	" ..	Home trade.	
Himitangi ..	149	45	Triple expansion ..	" ..	" ..	
Hinemoa ..	8	6½	Non-condensing ..	" ..	River ..	Launch.
Hirere ..	36	16	Compound ..	Twin-screw ..	" ..	
Huia (Auckland)	196	78	Oil-engines ..	Screw ..	Home trade.	
Huia (Thames) ..	..	8	Non-condensing ..	" ..	River ..	Towing only.
Huia (Wellington)	69	23	Compound ..	" ..	Home trade.	
Huria ..	8	10	Oil-engines ..	" ..	Extended river.	
Ida ..	12	10	Non-condensing ..	" ..	" ..	
Invercargill ..	123	50	Compound ..	" ..	Home trade.	
*Ithaca ..	7	9	" ..	" ..	Extended river..	Fishing-vessel.
Jane Douglas ..	74	22	" ..	" ..	Home trade.	
Janet Nicoll ..	496	90	" ..	" ..	Foreign trade ..	Sold out of the colony.
J.D.O. ..	88	28	" ..	" ..	Extended river..	Dredging and towing only.
John Anderson ..	36	20	" ..	" ..	" ..	
John Townley ..	85	40	" ..	Twin-screw ..	" ..	
Kahu ..	99	40	" ..	Screw ..	Home trade.	
Kaipara ..	..	4	Quadruple expans'n	" ..	River.	
Kanieri ..	115	20	Compound ..	" ..	Home trade.	
Kapanui ..	75	32	" ..	" ..	Extended river.	
Kapui ..	30	30	" ..	" ..	" ..	
Kate ..	..	5	Non-condensing ..	" ..	River ..	Launch.
Katikati ..	26	9	Condensing ..	" ..	Extended river.	
Kawatiri ..	..	2½	Non-condensing ..	" ..	River ..	Launch.
*Kawau ..	53	20	Compound ..	" ..	Extended river.	
Kennedy ..	124	43	" ..	Twin-screw ..	Home trade.	
Kia Ora ..	157	65	" ..	" ..	Foreign trade.	
Kilmorey ..	..	1½	Non-condensing ..	Screw ..	River ..	Towing only.
Kini ..	702	130	Triple expansion ..	" ..	Home trade.	
Kiripaka ..	75	24	Compound ..	" ..	" ..	
Kittawa ..	707	120	" ..	" ..	" ..	First N.Z. survey.
Koonya ..	662	115	Triple expansion ..	" ..	Foreign trade.	
Kopu ..	..	13	Non-condensing ..	Paddle ..	Extended river..	Cargo only.
Kopuru ..	27	20	" ..	Screw ..	River.	
Koputai ..	5	120	Compound ..	Paddle ..	Home trade ..	Tug.
Kotiti ..	42	14	" ..	Screw ..	Extended river.	
*Kotuku ..	662	112	Triple expansion ..	" ..	Home trade.	
Kuaka ..	33	90	Oil-engines ..	" ..	Extended river.	
Lady Barkly ..	39	20	Compound ..	" ..	Home trade.	
*Lena ..	..	5	Non-condensing ..	" ..	Extended river..	Towing only.
Lily (Nelson) ..	23	7	Compound ..	Twin-screw ..	" ..	
Little Jack ..	..	1½	Non-condensing ..	Screw ..	River ..	First survey.
Louie ..	9	7	" ..	" ..	" ..	Fishing-vessel.
*Loyalty ..	68	35	Compound ..	" ..	" ..	Ferry steamer.
Lyttelton ..	..	14	Non-condensing ..	Twin-screw ..	" ..	
Lyttelton ..	39	80	Compound ..	Paddle ..	Extended river..	Tug.
Mahinapua (Hokitika)	7	6	Non-condensing ..	Stern wheel..	River.	
Mahuta ..	11	13	Oil-engines ..	Screw ..	" ..	
*Makarora ..	45	13	Non-condensing ..	" ..	" ..	
*Mana (Wellington)	77	25	Compound ..	" ..	Home trade.	
Mana (Westport)	50	90	" ..	Paddle ..	" ..	Tug.
Manaroa ..	77	24	" ..	Screw ..	" ..	
*Manchester ..	366	160	" ..	" ..	Extended river..	Lyttelton dredge.
Mangaiti ..	..	6	Non-condensing ..	" ..	River ..	Towing only.
Mangapapa ..	78	28	Compound ..	" ..	Home trade ..	First N.Z. survey.
Manukau ..	45	20	" ..	" ..	Extended river.	
Manuwai ..	75	25	Non-condensing ..	Stern-wheel	River.	
*Mapourika ..	718	130	Triple expansion ..	Screw ..	Home trade.	
Mararoa ..	1,380	530	" ..	" ..	Foreign trade.	
Matuku ..	..	4	Non-condensing ..	" ..	River ..	Launch.
May ..	..	3	" ..	" ..	" ..	
*Mere Mere ..	..	1½	" ..	" ..	" ..	
Minnie Casey ..	48	20	Compound ..	" ..	Home trade.	
Moa ..	95	33	" ..	" ..	" ..	
Moerangi ..	14	27½	Oil-engines ..	" ..	River.	
Mokau ..	98	27	Compound ..	" ..	Home trade.	
Mokoia ..	2,154	255	Triple expansion ..	" ..	Foreign trade.	
Moss Rose ..	..	6	Non-condensing ..	" ..	River ..	Fishing-vessel.
Motara ..	..	4	" ..	" ..	" ..	Cargo only.
Moturoa ..	..	10	" ..	" ..	" ..	Launch.
Mountaineer ..	66	50	Compound ..	Paddle ..	" ..	

* 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.
Moura ..	1,247	275	Triple expansion ..	Twin-screw ..	Foreign trade.	
Muritai (Auckland) ..	133	45	Compound ..	Screw ..	Home trade.	
Muritai (Hokianga) ..	..	8	Non-condensing ..	" ..	River.	
Nambucca ..	74	24	Compound ..	" ..	Home trade.	
Napier ..	48	30	" ..	" ..	" ..	
Narcissus ..	..	2	Non-condensing ..	" ..	River ..	Yacht.
Naumai ..	28	12	Compound ..	" ..	" ..	First survey.
Nautilus ..	29	18	" ..	" ..	Home trade.	
Nene ..	4	2	" ..	" ..	River ..	Towing only.
Ngapuhi ..	299	160	Triple expansion ..	Twin-screw ..	Home trade.	
Ngunguru ..	54	17	Compound ..	Screw ..	" ..	
Nina ..	7	2	" ..	" ..	River ..	Towing only.
No. 121 ..	394	100	" ..	Twin-screw ..	Extended river ..	Auckland dredge.
*No. 222 ..	500	120	" ..	" ..	River ..	Dunedin dredge.
Ohinemuri ..	73	26	" ..	Screw ..	Home trade.	
Ohuru ..	20	14	Quadruple expans'n ..	Twin-screw ..	River.	
Omapere ..	352	80	Compound ..	Screw ..	Foreign trade ..	Sold out of the colony.
Onslow ..	16	14	" ..	Twin-screw ..	River.	
Opawa ..	64	18	" ..	Screw ..	Home trade.	
Oreti ..	117	50	" ..	" ..	" ..	
Orewa ..	37	17	" ..	" ..	Extended river.	
Osprey ..	138	70	" ..	Paddle ..	River.	
Ovalau ..	766	103	Quadruple expans'n ..	Screw ..	Foreign trade ..	Sold out of the colony; since burnt.
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.	
Pelorus ..	18	12	Oil-engines ..	" ..	" ..	
Penguin ..	517	180	Compound ..	" ..	Home trade.	
Petone ..	388	82	Triple expansion ..	" ..	" ..	
Phantom ..	18	11	Compound ..	" ..	" ..	Fishing-vessel.
Phoenix ..	6	5	Non-condensing ..	" ..	River.	
Pilot (Napier) ..	10	13	Compound ..	" ..	Home trade.	
*Pilot (Dunedin) ..	26	15	Triple expansion ..	" ..	River.	
Piraki ..	10	4	Non-condensing ..	" ..	" ..	
Planet ..	13	8	" ..	" ..	" ..	
Plucky ..	29	40	Compound ..	" ..	Home trade ..	Tug.
Poharu ..	749	123	Triple expansion ..	" ..	" ..	
Presto ..	..	3	Non-condensing ..	" ..	River.	
Progress ..	200	50	Compound ..	" ..	Home trade ..	Oamaru dredge.
Pukaki ..	917	110	Quadruple expans'n ..	" ..	Foreign trade.	
Purau ..	38	18	Compound ..	Twin-screw ..	Extended river ..	First survey.
Queen of the South ..	121	40	" ..	Screw ..	Home trade.	
*Rakanoa ..	1,393	200	Triple expansion ..	" ..	Foreign trade.	
Result (Napier) ..	18	10	Compound ..	" ..	Extended river ..	Fishing-vessel.
Result (Tauranga) ..	..	4	Non-condensing ..	" ..	" ..	
Rimu ..	144	95	Triple expansion ..	" ..	Home trade.	
Rita ..	22	11	Compound ..	" ..	" ..	
Rob Roy ..	34	16	" ..	" ..	Extended river.	
Rosamond ..	462	90	" ..	" ..	Home trade.	
Rose ..	..	2	Non-condensing ..	" ..	River ..	Towing only.
Rose Casey ..	99	35	Compound ..	" ..	Home trade.	
Rotoiti (Auckland) ..	..	24	Triple expansion ..	" ..	River ..	New launch.
Rotoiti (Dunedin) ..	630	104	" ..	Twin-screw ..	Home trade.	
Rotokino ..	1,263	135	Quadruple expans'n ..	Screw ..	Foreign trade.	
Rotomahana (Auckland) ..	139	50	Compound ..	" ..	Home trade.	
Rotomahana (Dunedin) ..	915	450	" ..	" ..	Foreign trade.	
Rotorua ..	576	176	" ..	" ..	" ..	Sold out of the colony.
Rubi Seddon ..	348	60	Triple expansion ..	Twin-screw ..	Home trade ..	First survey; Westport dredge.
Ruru ..	11	10	Compound ..	Screw ..	River ..	Ferry steamer.
Savaii ..	31	16	Condensing ..	" ..	Extended river ..	Fishing-vessel.
Scout ..	10	10	Oil-engines ..	" ..	Home trade ..	First survey; fishing-vessel.
Sonoma ..	..	13	Non-condensing ..	" ..	River.	
Stella ..	157	90	Compound ..	" ..	Home trade.	
Sterling ..	26	39	" ..	" ..	" ..	
Stormbird ..	137	40	" ..	" ..	" ..	
*Sumner ..	94	35	" ..	" ..	Extended river ..	Hopper barge.
Sylph ..	5	8	Non-condensing ..	" ..	River ..	Towing only.
Taiari ..	1,071	155	Triple expansion ..	" ..	Foreign trade.	
Tainui ..	86	24	Compound ..	" ..	Home trade ..	First survey.
Tainui ..	46	20	Non-condensing ..	Paddle ..	River.	
*Takapuna (Auckland) ..	57	25	" ..	" ..	River ..	Ferry steamer.
Takapuna (Dunedin) ..	472	165	Compound ..	Screw ..	Home trade.	

* Surveyed twice.

RETURN of STEAMERS and OIL-ENGINE VESSELS to which CERTIFICATES of SURVEY were issued—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.
Talune ..	1,370	255	Triple expansion ..	Screw ..	Foreign trade.	
Tangaroa ..	109	70	Compound ..	Twin-screw ..	Extended river.	
Tangihua ..	20	15	" ..	Screw ..	River.	
Taniwha (Auckland) ..	191	40	" ..	Twin-screw ..	Home trade.	
Taniwha (Timaru) ..	16	16	Non-condensing ..	Screw ..	Extended river..	Dredge.
Tarawera ..	1,268	250	Compound ..	" ..	Foreign trade.	
Tarewai ..	7	6	Non-condensing ..	" ..	River.	
Taviuni ..	910	135	Quadruple expans'n ..	" ..	Foreign trade.	
Tawera (Auckland) ..	44	40	Oil-engines ..	" ..	Extended river.	
Tawera (Te Anau) ..	..	14	Compound ..	" ..	River.	
Te Anau ..	1,028	250	" ..	" ..	Home trade.	
*Te Kapu ..	50	25	" ..	" ..	" ..	
Terranora ..	199	94	" ..	Paddle ..	" ..	
Theresa Ward ..	9	95	Triple expansion ..	Screw ..	" ..	Tug.
Thistle ..	77	90	Oil-engines ..	Twin-screw ..	" ..	
Thomas King ..	70	16	Non-condensing ..	Screw ..	Extended river.	
Timaru ..	211	78	Compound ..	Twin-screw ..	Home trade.	
Titiroa ..	..	3	Non-condensing ..	Screw ..	River.	
Tongariro (Auckland) ..	62	25	" ..	Paddle ..	" ..	
Tongariro (Taupo) ..	..	8	" ..	Screw ..	" ..	
Toroa (Napier) ..	174	91	Triple expansion ..	" ..	Foreign trade.	
Tuariki ..	7	8	Oil-engines ..	Twin-screw ..	Extended river.	
Tu Atu ..	30	48	" ..	" ..	" ..	First survey.
*Tui ..	..	6½	Non-condensing ..	Screw ..	" ..	Towing only.
*Tuna ..	..	14	Compound ..	Twin-screw ..	" ..	
Upolu ..	692	120	Quadruple expans'n ..	Screw ..	Foreign trade ..	Sold out of the colony.
Variance ..	18	5	Oil-engines ..	Screw ..	Home trade ..	First survey; fishing vessel.
Victoria ..	92	50	Non-condensing ..	Paddle ..	River.	
Victory ..	..	4	" ..	Screw ..	" ..	Towing only.
Vivid ..	6	13	" ..	" ..	" ..	
Waahi ..	..	5	" ..	" ..	" ..	
Waiapu ..	61	15	Oil-engines ..	" ..	Home trade.	
Waihi ..	63	20	Compound ..	" ..	" ..	
Waikare ..	1,901	229	Triple expansion ..	" ..	Foreign trade.	
Waimana ..	107	18	Quadruple expans'n ..	Twin screw ..	Home trade.	
Waimarie (Auckland) ..	159	48	Compound ..	Screw ..	" ..	
Waimarie (Wanganui) ..	57	26	Non-condensing ..	Paddle ..	River.	
Wainui ..	411	95	Compound ..	Screw ..	Home trade.	
Waione ..	43	40	" ..	Twin-screw ..	River.	
Waiotahi ..	167	56	" ..	" ..	Home trade.	
Waipori ..	1,229	180	Triple expansion ..	Screw ..	Foreign trade.	
Wairere ..	27	80	Non-condensing ..	Paddle ..	River.	
Wairiri ..	..	7½	" ..	Screw ..	Extended river..	Towing and fishing.
*Wairoa (Auckland) ..	63	24	Compound ..	" ..	River.	
Wairoa (Nelson) ..	47	20	Condensing ..	" ..	Home trade.	
Waitangi (Auckland) ..	34	62	Compound ..	Twin-screw ..	" ..	
Waitangi (Kaipara) ..	..	5	" ..	Screw ..	River.	
Waitoa ..	27	16	Non-condensing ..	Twin screw ..	Extended river.	
Waitohi ..	18	10	Compound ..	Screw ..	" ..	First survey.
Waiwera (Henley) ..	..	7	Non-condensing ..	" ..	River ..	Launch.
Waiwera (Kaipara) ..	..	6	Compound ..	" ..	" ..	"
Waiwera (Lyttelton) ..	..	8	" ..	" ..	" ..	"
Wakatere ..	157	140	" ..	Paddle ..	Home trade.	
Wakatu ..	95	23	" ..	Screw ..	" ..	
Wanaka ..	1,572	280	Triple expansion ..	" ..	Foreign trade.	
Warrimoo ..	2,076	490	" ..	" ..	" ..	
Wasp ..	..	1	Non-condensing ..	" ..	River ..	Towing and family use only.
Waverley ..	93	25	Compound ..	Twin-screw ..	Home trade.	
Weka (Auckland) ..	86	27	" ..	" ..	River.	
Wellington ..	279	90	" ..	Screw ..	Home trade.	
Westland ..	35	64	Condensing ..	Paddle ..	" ..	Greymouth tug.
Whakapara ..	..	2½	Compound ..	Screw ..	Extended river..	Yacht.
Whakarire ..	449	58	" ..	Twin-screw ..	Home trade ..	New dredge.
*Whangape ..	1,900	280	Triple expansion ..	Screw ..	Foreign trade.	
Winona ..	19	8	Compound ..	" ..	Extended river..	Fishing-vessel.
Young Bungaree ..	47	35	" ..	" ..	Home trade ..	First N.Z. survey.
Zephyr ..	8	14	Non-condensing ..	" ..	River ..	Towing.

* Surveyed twice.

RETURN showing the NUMBER of MASTERS, MATES, and ENGINEERS examined during the Year ended the 31st March, 1904, distinguishing the Number of Successful and Unsuccessful Candidates.

Class of Certificate.	Auckland.			Wellington.			Lyttelton.			Dunedin.			Other Places.			Totals.		
	Passed.	Failed.	Total.	Passed.	Failed.	Total.	Passed.	Failed.	Total.	Passed.	Failed.	Total.	Passed.	Failed.	Total.	Passed.	Failed.	Total.
Foreign-going masters and mates	17	18	35	4	8	12	9	7	16	3	1	4	..	..	..	33	34	67
Home-trade masters and mates	12	12	24	6	2	8	4	..	4	..	..	..	..	..	..	22	14	36
River-steamer masters ..	9	4	13	5	4	9	2	1	3	3	2	5	..	..	..	19	11	30
Sea-going engineers (steam) ..	18	4	22	30	1	31	8	2	10	20	1	21	21	1	22	97	9	106
(other mechanical power than steam)	2	..	2	..	..	..	5	..	5	2	..	2	1	..	1	10	..	10
River-steamer engineers ..	19	2	21	6	..	6	..	3	3	2	..	2	6	2	8	33	7	40
River engineers (other mechanical power than steam)	8	1	9	2	..	2	..	..	..	..	..	..	2	..	2	12	1	13
Marine-engine drivers ..	10	..	10	..	..	..	..	..	..	..	..	..	3	..	3	13	..	13
Totals ..	95	41	136	53	15	68	28	13	41	30	4	34	33	3	36	239	76	315

RETURN showing the TOTAL ORDINARY EXPENDITURE of the Marine Department during the Financial Year ended the 31st March, 1904.

Nature of Expenditure.	Details.		Totals.	Grand Totals.
	£	s. d.	£ s. d.	£ s. d.
Salaries of Head Office ..	..	..	1,362 16 3	1,362 16 3
Harbours:—				
Manukau,—				
Salaries ..	446	0 0		
House rent ..	24	0 0		
Oil-launch ..	250	0 0		
Wharf at Graham's Beach ..	51	13 1		
Contingencies ..	71	16 2		
Russell,—			843 9 3	
Contingencies ..	..	..	15 12 4	
Hokianga,—				
Salaries ..	296	0 0		
Contingencies ..	15	5 2		
Kaipara,—			311 5 2	
Salaries ..	389	5 0		
Steamer subsidy ..	425	0 0		
Contingencies ..	160	10 1		
Opunake,—			974 15 1	
Salary ..	25	0 0		
Contingencies ..	6	13 6		
Foxton,—			31 13 6	
Salary ..	227	13 4		
Removal of buildings ..	134	14 11		
Contingencies ..	81	15 7		
Tauranga,—			444 3 10	
Contingencies ..	..	..	3 16 6	
Mokau,—				
Salary ..	..	..	30 0 0	
Wairau,—				
Salary ..	181	5 0		
Contingencies ..	27	2 2		
Motueka,—			208 7 2	
Salary ..	10	0 0		
Contingencies ..	9	15 0		
Waitapu,—			19 15 0	
Salary ..	18	15 0		
Maintenance of lights ..	75	0 0		
Contingencies ..	2	10 0		
Collingwood,—			96 5 0	
Salary ..	35	0 0		
Contingencies ..	15	17 9		
Karamea,—			50 17 9	
Salary ..	40	0 0		
Contingencies ..	58	3 0		
Okarito,—			98 3 0	
Salary ..	50	0 0		
Repairs to cottage ..	91	15 0		
Contingencies ..	57	6 3		
Okuru,—			199 1 3	
Signalling and contingencies ..	51	8 4		
Erection of flagstaff ..	12	15 0		
Little Wanganui,—			64 3 4	
Signalling and contingencies ..	..	..	25 4 0	
Carried forward ..	..	..	3,416 12 2	1,362 16 3

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

Nature of Expenditure.	Details.	Totals.	Grand Totals.
	£ s. d.	£ s. d.	£ s. d.
Brought forward.. .. .	..	3,416 12 2	1,862 16 3
Harbours—continued.			
Waikawa,—			
Salary	10 0 0		
Contingencies	0 15 0		
Riwaka,—		10 15 0	
Maintenance of light	10 0 0		
Contingencies	1 2 6		
Pierson Harbour,—		11 2 6	
Contingencies .. .. .	..	11 4 6	
Rangitikei,—			
Contingencies .. .. .	..	2 16 4	
Iron buoys .. .. .	..	125 0 0	
Report on Wairoa River .. .. .	..	60 0 0	
Lamps, repairs to buoys, and sundries .. .. .	..	447 17 5	
			4,085 7 11
Lighthouses:—			
Salaries of keepers .. .. .	..	9,273 5 9	
Oil .. .. .	..	1,654 8 11	
Stores and contingencies .. .. .	..	3,607 3 11	
Keepers' travelling-expenses .. .. .	..	217 4 9	
Lighthouse artificer .. .. .	..	210 0 0	
Pension of widow of Keeper Deck .. .. .	..	6 0 0	
			14,968 3 4
Superintendents of Mercantile Marine:—			
Salaries	1,060 0 0		
Assistance	23 0 0		
Contingencies	158 13 9		
		..	1,241 13 9
Fisheries:—			
Protection of fish and oysters,—			
Salaries	494 2 6		
Travelling-expenses	149 6 0		
Contingencies	74 13 2		
Wages of attendants, Hakataramea Hatchery	289 15 0		
		1,007 16 8	
Fish-hatcheries .. .. .	..	790 18 2	
Import of whitefish-ova .. .. .	..	286 4 3	
Import of salmon-ova .. .. .	..	144 10 10	
Salmon-hatchery at Hakataramea .. .. .	..	202 16 7	
Supply of fish-ova and acclimatisation of fish, animals, &c. .. .. .	..	79 1 3	
			2,511 7 9
Weather-reporting:—			
Salary	350 0 0		
Contingencies	6 14 6		
		..	356 14 6
			24,526 3 6
Less amount of credits to vote .. .. .	..	..	247 17 4
			24,278 6 2
Government steamers:—			
S.S. "Tutanekai"—working-expenses	4,360 0 7		
Gratuity to John Blair, late fireman	60 0 0		
S.S. "Hinemoa"—working-expenses	8,954 5 10		
S.S. "Hinemoa"—new machinery, repairs, &c.	159 5 4		
	13,533 11 9		
Less amounts received for freights, passages, &c.	2,538 17 7		
			10,994 14 2
Departmental travelling-expenses .. .. .	..	12 10 0	
Checking overcrowding of steamers and legal expenses .. .. .	..	200 10 0	
Coastal buoys and beacons .. .. .	..	30 3 7	
Survey of coast by H.M.S. "Penguin," to 31st March, 1902 .. .. .	..	5,438 8 7	
Charts .. .. .	..	104 12 10	
Fog-signals .. .. .	..	116 2 6	
Examination of masters and mates—contingencies .. .. .	..	42 7 4	
Inquiries into wrecks and casualties .. .. .	..	264 2 6	
Expenses connected with survey of unseaworthy ships .. .. .	..	11 8 0	
Relief of distressed seamen .. .. .	..	160 19 10	
"N.Z. Nautical Almanac" .. .. .	..	382 0 0	
Automatic tide-gauges .. .. .	..	171 18 10	
Payment to crew of boat which intercepted s.s. "Zealandia," to give news of "Elingamite's" wreck .. .. .	..	35 0 0	
Compensation to C. Moeller, late light-keeper .. .. .	..	50 0 0	
Compensation to S. A. Leech, late Harbourmaster at Westport .. .. .	..	50 0 0	
Compassionate allowance to Joseph Collier, for past services as pilot .. .. .	..	50 0 0	
Sundries .. .. .	..	404 10 2	
		7,524 14 2	
Less amount of credits to vote .. .. .	..	234 8 0	
			7,290 11 2
Total .. .. .	..	..	42,563 11 6

RETURN showing the COST of MAINTENANCE of the NEW ZEALAND LIGHTHOUSES, and the QUANTITY of OIL consumed at each, during the Year ended the 31st March, 1904.

Name of Lighthouse.	Salaries.	Oil.		Stores and Contingencies.	Totals.
		Gallons consumed.	Value.		
	£ s. d.		£ s. d.	£ s. d.	£ s. d.
Cape Maria van Diemen	366 6 11	947	69 1 0	(a)370 18 6	806 6 5
Moko Hinou	299 19 3	856	62 8 4	(b)199 18 7	562 6 2
Tiritiri	238 1 3	645	47 0 7	66 14 7	351 16 5
Bean Rock	160 0 0	..	4 0 6	24 11 2	188 11 8
Ponui Passage	160 0 0	71	5 3 6	29 9 10	194 13 4
Cuvier Island	333 9 8	1,582	115 7 1	138 7 11	587 4 8
East Cape	335 15 1	853	62 3 11	128 6 4	526 5 4
Portland Island	382 3 0	788	57 9 2	137 5 11	576 18 1
Napier Bluff	20 0 0	Gas	13 1 9	..	33 1 9
Cape Palliser	270 0 0	889	64 16 5	83 0 5	417 16 10
Pencarrow Head	268 4 5	896	65 6 8	61 10 8	395 1 9
Somes Island	146 0 0	706	51 9 7	138 9 11	335 19 6
Cape Egmont	270 0 0	581	42 7 3	122 5 11	434 13 2
Manukau Head	250 17 1	535	39 0 3	35 3 4	325 0 8
Manukau South Head leading-lights .. ..	..	144	10 10 0	3 11 1	14 1 1
Manukau North Head leading-lights	146 19 9	245	17 17 3	55 2 0	219 19 0
Kaipara Head	243 15 5	563	41 1 0	123 6 7	408 3 0
Brothers	438 6 11	697	50 16 5	(c)128 18 0	618 1 4
Tory Channel leading-lights	90 0 0	159	11 11 10	5 15 7	107 7 5
Cape Campbell	270 0 0	554	40 7 11	(d)174 6 1	434 14 0
Godley Head	265 4 6	525	38 5 7	(e)49 18 3	353 8 4
Akaroa Head	333 5 7	573	41 15 7	(f)97 15 7	472 16 9
Moeraki	241 13 5	564	41 2 6	(g)109 12 3	392 8 2
Taiaroa Head	253 15 7	539	39 6 0	(h)54 1 9	347 3 4
Cape Saunders	268 19 0	646	47 2 1	(i)50 13 11	366 15 0
Nugget Point	346 18 5	911	66 8 6	84 6 10	497 13 9
Waipapapa Point	264 1 8	677	49 7 3	(j)77 5 0	390 13 11
Dog Island	318 4 5	805	58 13 11	124 10 4	501 8 8
Centre Island	297 3 10	873	63 13 1	131 7 4	492 4 3
Puysegur Point	380 9 2	877	63 18 11	(k)249 1 6	693 9 7
Hokitika	12 0 0	Gas	10 18 0	..	22 18 0
Cape Foulwind	239 7 2	577	42 1 5	80 18 2	362 6 9
Kahurangi Point	161 10 7	275	20 1 0	84 6 9	265 18 4
Farewell Spit	356 14 5	651	47 9 4	152 6 5	556 10 2
Nelson	280 0 0	269	19 12 3	76 1 2	375 13 5
Stephen Island	352 1 11	1,703	124 3 6	134 2 2	610 7 7
French Pass	211 17 4	130	9 9 7	23 14 1	245 1 0
Totals	9,273 5 9	22,306	1,654 8 11	3,607 8 11	14,534 18 7

(a) Of which £101 18s. 8d. is for repairs.

(b) Of which £25 13s. 4d. is for repairs.

(c) Of which £56 14s. 9d. is for provisions.

(d) Of which £105 17s. 1d. is for repairs.

(e) Of which 9d. is for repairs.

(f) Of which £20 13s. 3d. is for repairs.

(g) Of which £14 13s. 11d. is for repairs.

(h) Of which £6 11s. 3d. is for repairs.

(i) Of which £1 8s. 9d. is for repairs.

(j) Of which 14s. 6d. is for repairs.

(k) Of which £11 6s. is for repairs.

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
Stephen Island	9,849 9 11
Cape Palliser	6,243 16 1
East Cape	7,594 8 8
Kahurangi Point	9,145 18 1
Cost of telegraph cable to Tiritiri	1,085 19 6
Miscellaneous and unallocated	1,322 2 2
Total	£190,636 1 4

* 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 AMOUNT of LIGHT DUES
collected during the Year ended 31st March,
1904.

Port.	Amount collected.
	£ s. d.
Auckland	9,248 9 6
Onehunga	149 16 7
Whangarei	127 1 11
Whangaroa	2 2 9
Russell	21 17 4
Mangonui	1 13 5
Hokianga	11 11 5
Kaipara	293 5 8
Thames	91 0 0
Coromandel	19 3 0
Tauranga	24 6 11
Poverty Bay	599 0 0
Napier	751 15 2
New Plymouth	192 10 8
Waitara	45 8 9
Wanganui	168 5 2
Patea	14 10 2
Wellington	7,301 1 5
Wairau	20 9 9
Picton	476 13 8
Nelson	386 10 10
Westport	827 17 11
Greymouth	259 2 9
Hokitika	5 19 1
Lyttelton	2,521 12 4
Timaru	710 19 3
Oamaru	124 18 8
Dunedin	2,002 0 11
Bluff and Invercargill	2,717 0 11
Total	£29,116 0 11

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, 1904.

Nature of Receipts.	Amount.
	£ s. d.
Shipping and Seamen's Acts:—	
Fees for shipping and discharge of sea-	2,330 13 4
men, and sale of forms	
Survey of steamers	1,690 0 0
Measurement of ships	40 0 0
Examination of masters, mates, and	276 6 6
engineers	
Light dues	29,116 0 11
Merchant Shipping Act	252 4 6
Pilotage and port charges	1,914 15 5
Sundry receipts under Harbours Acts	342 4 0
Sea-fisheries Act	63 9 0
Sundries	269 2 10
Total	36,294 16 6

RETURN showing the AMOUNT of PILOTAGE,
PORT CHARGES, &c., collected during the Year
ended 31st March, 1904.

Name of Port.	Pilotage.	Port Charges, &c.	Total.
	£ s. d.	£ s. d.	£ s. d.
Auckland*	788 11 9	5,570 11 11	6,359 3 8
Onehunga	14 1 0	137 12 6	151 13 6
Hokianga	80 11 6	.. .. .	80 11 6
Kaipara	179 18 0	1,094 19 9	1,274 17 9
Thames*	129 18 8	.. .. .	129 18 8
Gisborne*	10 1 2	1,320 3 5	1,330 4 7
Wairoa*	101 10 0	6 0 0	107 10 0
Napier*	1,356 1 5	4,897 19 3	6,254 0 8
New Plymouth*	62 7 9	148 12 4	211 0 1
Waitara*	91 3 9	95 13 4	186 17 1
Wanganui*	526 17 0	.. .. .	526 17 0
Patea*	58 16 9	17 6 10	76 3 7
Foxton	203 19 4	.. .. .	203 19 4
Wellington*	356 6 10	13,813 17 0	14,170 3 10
Wairau	203 13 4	.. .. .	203 13 4
Nelson*	2,180 18 0	248 5 4	2,429 3 4
Hokitika* .. .. .	.. .. .	†54 7 9	54 7 9
Lyttelton*	9,715 3 8	6,553 19 2	16,269 2 10
Timaru*	2,928 3 8	3,613 19 2	6,542 2 10
Oamaru* .. .. .	.. .. .	†2,198 2 3	2,198 2 3
Dunedin*	8,002 5 6	6,388 12 11	14,390 18 5
Invercargill* .. .. .	.. .. .	21 8 10	21 8 10
Bluff*	3,658 2 9	2,142 5 4	5,800 8 1
Totals	30,648 11 10	48,323 17	178,972 8 11

* 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, 1904.

Name of Seaman.	Balance to Credit of Estate on 31st March, 1903.	Amount received.	Amount paid.	Balance to Credit of Estate on 31st March, 1904.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Miles Newby	2 18 0	..	2 18 0	..
J. Lennie	0 11 0	..	0 11 0	..
L. Ellison	0 9 0	..	0 9 0	..
W. Leach	0 12 0	..	0 12 0	..
Alexander Milne	2 13 4	..	2 13 4	..
Ernest Knight	3 4 0	..	3 4 0	..
John Williams .. .. .	..	7 11 10	7 11 10	..
R. Carroll .. .. .	..	1 0 0	1 0 0	..
Alfred Anderson .. .. .	..	6 4 4	6 4 4	..
John Duffy .. .. .	..	2 8 8½	2 8 8½	..
A. Henderson .. .. .	..	1 5 0	1 5 0	..
Ernest A. Meyenberg .. .. .	..	52 8 1	52 8 1	..
August Ferguson .. .. .	..	2 10 0	..	2 10 0
August Neilson .. .. .	..	2 15 0	..	2 15 0
August Larsen .. .. .	..	2 15 0	..	2 15 0
August Hansen .. .. .	..	2 15 0	..	2 15 0
A. Robertson .. .. .	..	2 15 0	..	2 15 0
C. Bales .. .. .	..	5 11 1	5 11 1	..
J. D. Burtinshaw .. .. .	..	13 3 6	..	13 3 6
Totals	10 7 4	103 2 6½	86 16 4½	26 13 6

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, 1904.

No. of License.	Date of Issue.	Name of Licensee.	Port of Residence.	Date of Expiry of License
27	20 July, 1903	Richard Groombridge Butt	Wellington ..	20 July, 1904.
28	21 " "	Edward Wheeler .. .. .	..	12 Aug., "
29	25 Aug., "	Gordon McKinnon*	Port Chalmers ..	4 Sept., "
30	4 Nov., "	Hugh McLellan	Lyttelton ..	11 Nov., "
31	22 Dec., "	Archibald Kennedy	Wellington ..	21 Dec., "
33	8 March, 1904	Frank Lawton .. .. .	..	3 March, 1905.
34	18 Dec., 1903	Thomas Fernandez	Auckland ..	18 Dec., 1904.

* Dead.

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	"
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 Sundstrum	Dunedin.
27 July, "	John Adamson	Auckland.
27 Nov., "	Thomas Basire	Port Chalmers.
27 March, 1903	George Samuel Hooper	Wellington.
19 Oct., "	John McLennon McKenzie	"

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, 1904.

Port or Place.	Subject of Notice.
Auckland Harbour ..	Man-of-war anchorage defined.
Bluff Harbour ..	Dredging operations, Queen Street and Railway Wharves.
Cape Maria van Diemen ..	Blasting operations, Western reef and Mid-channel rock.
East Cape ..	Weather-forecast signal-mast broken.
..	Sunken rock off Wharariki Point.
Foveaux Strait ..	Banks off Cape, reported by H.M.S. "Penguin."
..	Shoal reported off Dog Island.
..	Telegraph cable laid to Stewart Island.
Kahurangi Point ..	Exhibition of light (two notices).
Kaipara Harbour ..	New channel over bar.
Kawhia Harbour ..	Erection of beacons and exhibition of leading-lights.
Kermadec Islands ..	Soundings by H.M.S. "Penguin" on reported shoal south of islands.
Lyttelton Harbour ..	Telegraph cable laid to Ripa Island.
Nelson Harbour ..	Removal of buoy, Bolton Hole.
North Island ..	Magnetic variation on coast.
Otago Harbour ..	Alteration in position of light-vessel.
..	Substitution of pile-bacons for buoys.
..	Warning masters of vessels to work North Channel only.
..	Shoal off entrance to harbour.
Timaru Harbour ..	Light on eastern extension of breakwater carried away.
Wellington Harbour ..	Result of survey by H.M.S. "Penguin" of fairway to Port Nicholson.
..	Alteration of interval between explosive fog-signals at Pencarrow Head.

DESCRIPTIVE RETURN of New Zealand COASTAL LIGHTHOUSES.

Name of Lighthouse.	Order of Apparatus.	Description.	Period of Revolving Light.	Colour of Light.	Tower built of	Dwellings built of	Date first lighted.
Cape Maria van Diemen	1st order dioptric	Revolving	1'	White	Timber	Timber	24 Mar., 1879
..	..	Fixed	..	Red, to show over Columbia Reef.	..	..	..
Moko Hinou ..	1st order dioptric	Flashing	10"	White	Stone	Timber	18 June, 1883
Tiritiri ..	2nd "	Fixed	..	White, with red arc over Flat Rock	Iron	"	1 Jan., 1865
Ponui Passage ..	5th "	"	..	White and red ..	Timber	"	29 July, 1871
Cuvier Island ..	1st "	Revolving	30"	White	Iron	"	22 Sept., 1889
East Cape ..	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 "	"	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 overinshore dangers	Timber	Timber	16 Sept., 1878
Puysegur Point ..	1st "	Flashing	10"	White	"	"	1 Mar., 1879
Cape Foulwind ..	2nd "	Revolving	30"	"	"	"	1 Sept., 1876
Kahurangi Point..	2nd "	Fixed ..	..	White, with red sector to show over Stewart Breaker	Iron	"	30 Nov., 1903
Jack's Point ..	4th "	" ..	..	White	"	"	Building.
Farewell Spit ..	2nd "	Revolving	1'	White, with red arc over Spit end	"	"	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
Stephen Island ..	1st "	Group flashing	†	White	"	"	29 Jan., 1894

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

† Two flashes in quick succession

RETURN of MASTERS, MATES, and ENGINEERS to whom CERTIFICATES of COMPETENCY were issued during the Year ended 31st March, 1904.

Name of Person.	Rank.	Class of Certificate.	Date of Issue.	No.
Robert Mark Shepherd	Second mate ..	Foreign trade ..	2 April, 1903 ..	937
Douglas Kirke Turton	First mate ..	" ..	9 " " ..	884
William Fretwell	Master, ordinary ..	" ..	22 May, " ..	799
Henry O'Neill	" ..	" ..	24 June, " ..	893
Frederick William Baron	" ..	" ..	24 " " ..	938
Walter William Hender	Only mate ..	" ..	24 " " ..	939
Frederic John Blencowe	First mate ..	" ..	7 July, " ..	925
Hugh Andrew McLeod	" ..	" ..	7 " " ..	940
Albert Thomas Norton	Master, ordinary ..	" ..	8 Aug., " ..	858
George Gottfried Nixon	" ..	" ..	8 " " ..	834
Alexander John Nichol	Second mate ..	" ..	3 Sept., " ..	941
Henry Evelyn Edward Howard Sandeman ..	First mate* ..	" ..	3 " " ..	942
Huntley Dryden	Second mate ..	" ..	23 " " ..	943
Walter Bruce Joss	" ..	" ..	12 Oct., " ..	944
Oscar James Prosser Lee	First mate ..	" ..	11 Nov., " ..	945
John Flynn	Master, ordinary ..	" ..	17 " " ..	946
Percy Clunis Ross	" ..	" ..	5 Dec., " ..	947
William Stephen Cottier	First mate ..	" ..	22 " " ..	948
Leonard Maylin Vipan	Master, ordinary* ..	" ..	27 " " ..	949
Alfred Herbert Winsloe	Second mate ..	" ..	27 " " ..	950
Henry Hamill	" ..	" ..	12 Feb., 1904 ..	951
Edvard Hans Jorgensen	" ..	" ..	22 " " ..	952
Frederick Stanley Wainhouse	First mate ..	" ..	3 March, " ..	903
Andrew Joseph Lockie	Second mate ..	" ..	3 " " ..	953
Evan Hugh Jones	Only mate ..	" ..	3 " " ..	954
James McKenzie	Second mate* ..	" ..	3 " " ..	955
William Robert Allen	First mate ..	" ..	22 " " ..	956
Reginald Hamilton Kitson	Master, ordinary ..	" ..	25 " " ..	919
Alfred William Drew	Second mate ..	" ..	25 " " ..	957
John Robert Jeromson	Mate ..	Home trade ..	17 April, 1903 ..	5503
James Barnett	" ..	" ..	15 June, " ..	5504
Christian Stenerson	" ..	" ..	15 " " ..	5505
Max Pierotti	" ..	" ..	8 Aug., " ..	5506
Enersley Albert John Eden	" ..	" ..	8 " " ..	5507
Thomas Cowley	Master ..	" ..	12 " " ..	5429
William Hanning	Mate ..	" ..	12 " " ..	5508
Joachim George Sorenson	Master ..	" ..	16 Sept., " ..	5486
Isaac Corbett	Mate ..	" ..	23 " " ..	5509
Adolphus Parris	" ..	" ..	12 Oct., " ..	5510
Charles Magnus Holmstrom	" ..	" ..	27 " " ..	5511
William Gardiner	Master ..	" ..	5 Dec., " ..	5488
Arthur Haines Fletcher	" ..	" ..	8 " " ..	5487
Cyril Douglas McKinlay	Mate ..	" ..	8 " " ..	5512
Richard Gilson	" ..	" ..	23 " " ..	5513
Robert Rodger	Master ..	" ..	25 Jan., 1904 ..	5491
Islay McLellan	Mate ..	" ..	4 Feb., " ..	5514
Walter Thomas Brigden	" ..	" ..	23 " " ..	5515
Edward John Keatley	" ..	" ..	3 March, " ..	5516
Walter Nicholas	" ..	" ..	25 " " ..	5517
William Arthur Wildman	" ..	" ..	29 " " ..	5518
Alfred Ernest Albert Forwood	Master ..	River trade ..	2 April, 1903 ..	3363
George Anton Nelson	" ..	" ..	9 " " ..	3364
Duncan Alexander Matheson	" ..	" ..	9 " " ..	3365
John Robert Jeromson	" ..	" ..	17 " " ..	3366
Percy Alexander Deery	" ..	" ..	2 May, " ..	3367
William Croll	" ..	" ..	2 " " ..	3368
Archibald James Smith	" ..	" ..	22 " " ..	3369
Edward Carlyon Villenoweth	" ..	" ..	19 June, " ..	3370
Frank Lawton	" ..	" ..	24 " " ..	3371
Alfred Hurley	" ..	" ..	7 July, " ..	3372
Oliver Archibald Nolan	" ..	" ..	21 " " ..	3373
Thomas Oliver Pettit	" ..	" ..	8 Aug., " ..	3374
Ernest Tirarau Walker	" ..	" ..	8 " " ..	3375
John Thomas Loudon	" ..	" ..	8 " " ..	3376
Stuart Murphy	" ..	" ..	23 Sept., " ..	3377
John Patrick Williams	" ..	" ..	23 " " ..	3378
Arthur Knight	" ..	" ..	27 " " ..	3379
Joseph Williams	" ..	" ..	5 Dec., " ..	3380
Mark Jackson Hargrave	" ..	" ..	5 " " ..	3381
Joseph August Perano	" ..	" ..	20 Jan., 1904 ..	3382
Alfred Cruice	" ..	" ..	21 " " ..	3383
Samuel Pizzey	" ..	" ..	12 Feb., " ..	3384
Allan Clyde Dickie	3rd-class engineer ..	Foreign trade ..	2 April, 1903 ..	648
John Galbraith Hambleton	" ..	" ..	9 " " ..	649
William Bell McKenzie	" ..	" ..	9 " " ..	650
Victor Robinson	" ..	" ..	9 " " ..	651
William Reynolds Hayne	" ..	" ..	17 " " ..	652
Andrew Ferguson Mackay	" ..	" ..	17 " " ..	653
John Marshall	" ..	" ..	17 " " ..	654
John James Kettle	" ..	" ..	17 " " ..	655
Angus McCallum	" ..	" ..	17 " " ..	656
Archibald Maltby Broadbent	" ..	" ..	22 May, " ..	657
William Butler	" ..	" ..	29 " " ..	658
Walter Hughes Judd	" ..	" ..	29 " " ..	659
Robert Burns Aitken	" ..	" ..	29 " " ..	660

* Steamship only.

RETURN of MASTERS, MATES, and ENGINEERS to whom CERTIFICATES of COMPETENCY were issued during the Year ended 31st March, 1904—*continued*.

Name of Person.	Rank.	Class of Certificate.	Date of Issue.	No.
James Davidson	3rd-class engineer ..	Foreign trade ..	29 May, 1903 ..	661
Ernest Alfred Edgar Binns	" ..	" ..	29 " " ..	662
Alfred Sadler	1st-class engineer ..	" ..	29 " " ..	396
Kenneth Murdo Finlayson	2nd class engineer..	" ..	29 " " ..	501
Fred Mather Binny	3rd-class engineer ..	" ..	9 June, " ..	663
James Snell Wilson	" ..	" ..	9 " " ..	664
John David Plimmer	1st-class engineer ..	" ..	9 " " ..	665
John Osmund Richter	3rd-class engineer ..	" ..	9 " " ..	666
David Augustine Baker-Gabb	" ..	" ..	9 " " ..	667
George Alexander McGregor	" ..	" ..	19 " " ..	668
Donald McDonald	2nd-class engineer..	" ..	7 July, " ..	459
Robert Kerr Brown	3rd class engineer ..	" ..	7 " " ..	669
William Sydney Hall	" ..	" ..	7 " " ..	670
Michael Jordan	" ..	" ..	21 " " ..	671
Alexander Neil	" ..	" ..	21 " " ..	672
Wilson George Blackwell	" ..	" ..	21 " " ..	673
Frederick William Howell Davidson	" ..	" ..	8 Aug., " ..	674
Robert Watson Elliott	" ..	" ..	8 " " ..	675
Robert Stephenson Roy Barrow	" ..	" ..	8 " " ..	676
George Robert Rutledge	" ..	" ..	12 " " ..	677
Norman Christie	" ..	" ..	12 " " ..	678
James Hutton	" ..	" ..	17 " " ..	679
Donald McLeod Munn	" ..	" ..	17 " " ..	680
Herbert George Grant	" ..	" ..	17 " " ..	681
William Wright	1st-class engineer ..	" ..	3 Sept., " ..	285
Allan Hugh Hunter	2nd-class engineer..	" ..	3 " " ..	525
Thomas Magill	3rd-class engineer ..	" ..	11 " " ..	682
Peter Will	" ..	" ..	18 " " ..	683
Norman Morris Russell	" ..	" ..	29 " " ..	684
Ernest Walter Colquhoun	" ..	" ..	29 " " ..	685
John Bruce	" ..	" ..	29 " " ..	686
Harold Galbraith Somervell	" ..	" ..	29 " " ..	687
Henry George Noy	2nd-class engineer..	" ..	7 Oct., " ..	428
George John Stitt	2nd-class engineer..	" ..	7 Oct., 1903 ..	515
Melton Syme	3rd-class engineer ..	" ..	7 " " ..	688
John Ross	1st-class engineer ..	" ..	12 " " ..	354
Alexander McKenzie	2nd-class engineer..	" ..	12 " " ..	546
Herbert Samuel Derbidge	" ..	" ..	20 " " ..	512
Hugh Hutcheson	3rd-class engineer ..	" ..	20 " " ..	689
William Harold Gittos	" ..	" ..	27 " " ..	690
Joseph Davies	" ..	" ..	29 " " ..	691
Joel Barnett Moss	" ..	" ..	11 Nov., " ..	692
Charles James McKelvey	" ..	" ..	12 " " ..	693
Thomas Augustine Glew	" ..	" ..	12 " " ..	694
Norman Gowan Bray	" ..	" ..	12 " " ..	695
William John Hanwell	" ..	" ..	17 " " ..	696
Harry Arthur Curtis	" ..	" ..	17 " " ..	697
Arthur Richard Brunnsden	" ..	" ..	17 " " ..	698
Harry McGregor	1st class engineer ..	" ..	18 " " ..	699
George Ross	2nd-class engineer..	" ..	27 " " ..	488
James Richardson	" ..	" ..	5 Dec., " ..	549
Theodore Delabere Walker	" ..	" ..	5 " " ..	541
John Augustus Samuel Brown	" ..	" ..	5 " " ..	700
Charles James McPherson	3rd-class engineer ..	" ..	5 " " ..	701
John Young	" ..	" ..	8 " " ..	702
Alexander Robertson	1st-class engineer ..	" ..	22 " " ..	255
William Dale	3rd-class engineer ..	" ..	22 " " ..	703
Robert John Turnbull	" ..	" ..	22 " " ..	704
George Moodie	" ..	" ..	22 " " ..	705
Sidney Black Crawford	" ..	" ..	22 " " ..	706
John Reid Dennison	" ..	" ..	22 " " ..	707
James Meikle	1st-class engineer ..	" ..	14 Jan., 1904 ..	83
James Blackwood	" ..	" ..	14 " " ..	282
Henry Augustus Levestam	" ..	" ..	14 " " ..	303
Henry William Robinson	" ..	" ..	14 " " ..	401
Henry Livingstone Chandler	2nd-class engineer..	" ..	14 " " ..	580
Claude Barltrop	3rd-class engineer ..	" ..	14 " " ..	708
Alexander Swanson Waters	" ..	" ..	14 " " ..	709
Joan Jabez Hay Wishart	1st-class engineer ..	" ..	14 " " ..	429
James Glover	" ..	" ..	21 " " ..	365
John William Oram	3rd-class engineer ..	" ..	27 " " ..	710
George William Twigden	" ..	" ..	27 " " ..	711
George Edwin Arundel	" ..	" ..	27 " " ..	712
John Wilson Brown	1st-class engineer ..	" ..	28 " " ..	371
John Eugene McGee	" ..	" ..	28 " " ..	463
Thomas Douglas Milne	3rd-class engineer ..	" ..	28 " " ..	713
George Guild	" ..	" ..	16 Feb., " ..	714
Charles Rowland Luke	" ..	" ..	16 " " ..	715
Herbert Adair	" ..	" ..	16 " " ..	716
Charles James McLean	" ..	" ..	23 " " ..	717
John Heath Johnston	2nd-class engineer ..	" ..	3 March, " ..	564
Charles Norman Taylor	3rd-class engineer ..	" ..	3 " " ..	718
Edward Barry	" ..	" ..	10 " " ..	719
Charles Alexander Jenkins	" ..	" ..	25 " " ..	720
Gerald Turner Canton	" ..	" ..	30 " " ..	721

RETURN of MASTERS, MATES, and ENGINEERS to whom CERTIFICATES of COMPETENCY were issued during the Year ended 31st March, 1904—*continued*.

Name of Person.	Rank.	Class of Certificate.	Date of Issue.	No.
Charles Hewitson Mitchell	Engineer ..	River trade ..	29 May, 1903 ..	1913
Charles Edward Vercoe	" ..	" ..	29 " " ..	1914
Walter Henry Charles Langdon	" ..	" ..	29 " " ..	1915
Henry Brennan Kerr	" ..	" ..	29 " " ..	1916
John Mollison Stewart	" ..	" ..	29 " " ..	1917
William Forrestell	" ..	" ..	29 " " ..	1918
Michael Cain	" ..	" ..	29 " " ..	1919
Edward Hunter	" ..	" ..	9 June, " ..	1920
Charles Adams	" ..	" ..	9 " " ..	1921
Joseph Roger Hynes	" ..	" ..	9 " " ..	1922
Agostino Perano	" ..	" ..	24 " " ..	1923
David Chalmers	" ..	" ..	8 Aug., " ..	1924
John Dunbar	" ..	" ..	8 " " ..	1925
Herbert Henry Hart	" ..	" ..	8 " " ..	1926
Charles Arthur Perry	" ..	" ..	17 " " ..	1927
Hamilton Hay	" ..	" ..	3 Sept., " ..	1928
Richard Northey Saunders	" ..	" ..	11 " " ..	1929
Thomas James Evans	" ..	" ..	11 " " ..	1930
John Joseph Springgay	" ..	" ..	11 " " ..	1931
Joseph Francis	" ..	" ..	11 " " ..	1932
Duncan McKenzie	" ..	" ..	16 " " ..	1933
Charles James Stuart	" ..	" ..	16 " " ..	1934
Augustus Stevens Hicks	" ..	" ..	7 Oct., " ..	1935
Richard Blome	" ..	" ..	29 " " ..	1936
David William Smith	" ..	" ..	14 Jan., 1904 ..	1937
William Henry French	" ..	" ..	28 " " ..	1938
John William Dwen	" ..	" ..	28 " " ..	1939
Henry William Hales	" ..	" ..	28 " " ..	1940
James Edward Morilleau	" ..	" ..	28 " " ..	1941
Henry Cox	" ..	" ..	28 " " ..	1942
William Henry Butler	" ..	" ..	28 " " ..	1943
Edward Hodgson	" ..	" ..	28 " " ..	1944
Albert Campbell King	" ..	" ..	10 Feb., " ..	1945
William Henry Scoones	Marine engine-driver	" ..	2 April, 1903 ..	98
Aritaku Wi Hapi	" ..	" ..	29 May, " ..	99
George Foote McInnes	" ..	" ..	29 " " ..	100
Francis George Lawrie	" ..	" ..	29 " " ..	101
Egerton Green	" ..	" ..	29 " " ..	102
Harry Mervyn Frost	" ..	" ..	7 July, " ..	103
Richard Thomas Webb	" ..	" ..	21 " " ..	104
John Joseph Dromgool	" ..	" ..	23 Sept., " ..	105
Joseph William Tarry	" ..	" ..	29 " " ..	106
John William Mardon	" ..	" ..	12 Oct., " ..	107
Stuart Murphy	" ..	" ..	6 Nov., " ..	108
John Francis Passell	" ..	" ..	27 Jan., 1904 ..	109
Franklin Henry Walker	" ..	" ..	27 " " ..	110
Alfred James Sutton	" ..	" ..	27 " " ..	111
Alfred Heber Chadwick	2nd-class engineer*	Sea-going ..	29 May, 1903 ..	21
Harry Andrew Meyenberg	" ..	" ..	21 July, " ..	22
Alfred James Border	1st-class engineer* ..	" ..	21 " " ..	23
Joseph Burns	2nd-class engineer* ..	" ..	12 Aug., " ..	24
William Henry Walker	" ..	" ..	3 Sept., " ..	25
Bertie Lionel Cox	" ..	" ..	7 Oct., " ..	26
James Mitchell	" ..	" ..	12 Nov., " ..	27
Owen Tudor McLeod	" ..	" ..	12 " " ..	28
Amos McKegg	" ..	" ..	8 Dec., " ..	29
Robert Read	" ..	" ..	14 Jan., 1904 ..	30
Robert Russell	Engineer* ..	River trade ..	29 May, 1903 ..	9
Andrew Hampton Russell	" ..	" ..	29 " " ..	10
Mayo Carlton Clark	" ..	" ..	29 " " ..	11
Alfred Owen Grundy	" ..	" ..	11 Sept., " ..	12
John Arthur Harwood McLeod	" ..	" ..	11 " " ..	13
Owen Tudor McLeod	" ..	" ..	11 " " ..	14
Leslie Claude Davies	" ..	" ..	11 " " ..	15
Joseph Alexander Barrett	" ..	" ..	11 " " ..	16
Stephen Harry Dabb	" ..	" ..	29 Oct., " ..	17
John O'Connor	" ..	" ..	27 Jan., 1904 ..	18
Henry Robert Turner	" ..	" ..	10 Feb., " ..	19
Thomas Henry Whall	" ..	" ..	3 March, " ..	20

* For vessels propelled by other mechanical power than steam.

RETURN showing the CERTIFICATES of SERVICE issued to MASTERS, MATES, and ENGINEERS during the Year ended 31st March, 1904.

Name.	Rank.	Class of Certificate.	Date of Issue.	No.
William Henry Harvey	Master ..	Home trade ..	10 March, 1904	2704

RETURN showing the ORDERS IN COUNCIL which have been issued during the Year ended 31st March, 1904.

Date of Order.	Purpose of Order.
1903.	
April 2	Extends close season for seals.
" 14	Vests management of wharf at Opononi, Hokianga, in J. Webster, and prescribes dues.
" 22	Declares Ahipara, Herekino, and Whangape oyster fisheries within which oysters may be taken.
" 24	Revokes Order in Council licensing G. W. Hulme and H. D. Pyne to occupy foreshore, New Brighton.
May 12	Revokes approval of plan of proposed extension of breakwaters, Greymouth.
" 12	Approves plan of proposed extension of breakwaters and alteration of North Breakwater, Greymouth.
" 12	Revokes Order in Council authorising construction of tidal dock and wharf in lagoon at Greymouth.
" 27	Prescribes dues and rates for J. A. Subritzky's Wharf, Rangaunu Bay.
" 27	Vests management of wharves in Waipu River in Waipu River Board.
June 15	Licenses New Brighton Pier and Recreation Company (Limited), to occupy foreshore, New Brighton, as site for wharf.
" 15	Appoints W. W. McCardle a trustee for Kawhia Wharf.
" 15	Makes regulations as to length and use of set nets.
" 29	Approves Greymouth Harbour Board paying £93 10s. to Tyneside Coal Company towards cost of railway siding at Brunner.
" 29	Approves modification of approved plans of proposed widening and reconstruction of Railway Wharf, Wellington.
" 29	Approves plan of W. H. Hales for boat-skid in Ballena Bay, Wellington Harbour.
" 29	Approves plans of J. Wishart's boat-skid in Ballena Bay, Wellington Harbour.
" 29	Approves plans of proposed wharf and offices thereon at eastern end of Te Aro Reclamation, Wellington Harbour.
July 6	Makes regulations as to life-saving appliances for ships.
" 6	Approves plans of proposed widening and extension of No. 3 Jetty, Lyttelton.
" 13	Authorises alteration in line of retaining-wall and place for deposit of dredged spoil, Nelson Harbour.
" 20	Makes regulation as to minimum size of fish known as "dabs."
" 28	Empowers Motueka Wharf Board to impose wharf rate on vessels coming alongside Motueka Wharf.
" 28	Approves plans of Pelorus Refrigerating Fisheries and Supply Company's Wharf, Forsyth Bay, Pelorus Sound.
" 28	Licenses Pelorus Refrigerating Fisheries and Supply Company (Limited) to occupy foreshore as site for wharf.
" 28	Approves plan of Coromandel County Council's wharf at Whitianga, Mercury Bay.
" 28	Licenses Coromandel County Council to occupy foreshore as site for wharf.
Aug. 7	Approves plan of landing-stage, Thorndon Esplanade, Wellington.
" 7	Approves plan of Leyland, O'Brien Timber Company's wharf, Mechanic's Bay, Auckland.
" 7	Revokes regulations as to length and use of set-nets.
" 18	Approves plans of cattle-landing, Okahu Point, Orakei, Auckland.
" 18	Approves plans of Ohinemuri County Council's bridge over Waihou River at Mangaiti, and authorises erection of same.
" 18	Approves plans of extension of boat-harbour, Clyde Quay, Wellington.
" 24	Approves plans of G. Chamberlin's wharf, Ponui Island.
" 24	Licenses G. Chamberlin to occupy foreshore, Ponui Island, as site for wharf.
Sept. 8	Appoints E. H. Carew, Commissioner, to inquire into and report on discharge of sewage from Dunedin into the ocean.
" 28	Approves plan of extension of Victoria Wharf, Dunedin.
" 30	Provides that life-saving appliances rules come into force on 1st January, 1904.
Oct. 6	Approves of Westport Harbour Board laying cross-over road, Westport Railway-station.
" 19	Makes regulations as to size of mesh of trawl-nets.
" 19	Approves plan of extension of jetty near Cave Rock, Sumner.
" 26	Approves plan of County Council's landing-shed, Tauranga Harbour.
" 26	Licenses Tauranga County Council to occupy foreshore, Tauranga, as site for landing-shed.
Nov. 5	Approves plans of Carl Schrader's booms, Mangamuka River, Hokianga.
" 5	Licenses Carl Schrader to occupy foreshore, Mangamuka River, as site for booms.
" 5	Revokes Order in Council vesting Tea Point Wharf in Omaha Road Board, and fixing dues for Little Omaha and Tea Point Wharves.
" 5	Vests management of Little Omaha and Tea Point Wharves in Rodney County Council, and prescribes dues.
" 5	Approves plans of R. C. Renner's boat-skids, Ballena Bay, Wellington.
" 5	Approves plans of J. C. Swan's boat-skids, Ballena Bay, Wellington.
" 23	Approves plans of J. Wilkinson's wharf and fish-canning factory, Rangaunu Bay.
" 23	Licenses J. Wilkinson to occupy foreshore, Rangaunu Bay, as site for wharf and fish-canning factory.
" 23	Varies rules as to life-saving appliances for ships.
" 23	Approves plan of temporary timber-staging in connection with extension of boat-harbour, Wellington.
" 27	Approves of Westport Harbour Board procuring 15-ton crane for coal-loading at Westport.
Dec. 11	Revokes license for exclusive right of taking sponges from Chatham Islands.
" 10	Approves plan of dredging operations, Lambton Harbour, Wellington.
" 22	Approves plans of wharf near foot of Taranaki Street, Wellington.
" 22	Approves plans of concrete face-wall outside Waterloo Quay, Wellington.
1904.	
Jan. 4	Appoints members of Greymouth Harbour Board.
" 4	Appoints members of Westport Harbour Board.
" 4	Approves plan of D. G. Lane's jetty and fish-cleaning shed, Hokianga River.
" 4	Licenses D. G. Lane to occupy foreshore as site for jetty and fish-cleaning shed.
" 4	Approves construction of tramway across Avon and Heathcote Estuary.
" 4	Approves plan of T. M. Lane and Sons' boom, Whangaroa Harbour.
" 4	Licenses T. M. Lane and Sons to occupy foreshore as site for boom.
" 25	Approves plan of proposed reclamation in Bluff Harbour.
" 25	Approves plans of John Bragg's proposed wharf, North Arm, Paterson's Inlet.
" 25	Licenses John Bragg to occupy foreshore as site for wharf.
" 25	Approves plans of Henderson's Brick and Tile Syndicate's jetty, Henderson's Inlet, Auckland Harbour.
" 25	Approves plans of New Zealand Canning Company's wharf at Batley, Kaipara.
" 25	Licenses New Zealand Canning Company (Limited) to occupy foreshore as site for wharf.
" 25	Approves plans of extension of Devonport Ferry Jetty, Auckland, and Victoria Wharf, Devonport.
Feb. 8	Approves of Westport Harbour Board constructing new sidings and caps:ans to Coal-loading Crane Wharf, Westport.
" 8	Fixes dues for wharves, Waipu River.
" 8	Revokes Order in Council licensing Abel Dickenson to occupy foreshore, Whangaroa.

RETURN showing the ORDERS IN COUNCIL which have been issued during the Year ended 31st March, 1904—*continued*.

Date of Order.	Purpose of Order.
1904.	
Feb. 13	Approves plans of Mokau Harbour Board's wharf at Mokau.
" 17	Prescribes size of mesh of fishing-nets.
" 17	Approves plan of J. E. Shaver's shed, Doubtless Bay.
Feb. 17	Licenses J. E. Shaver to occupy foreshore, Doubtless Bay, as site for shed.
" 29	Extends close season for seals.
" 29	Revokes regulations under " The Sea-fisheries Act, 1894."
" 29	Makes regulations as to registry, lettering, and numbering of sea-fishing boats.
" 29	Defines manner in which tonnage of sea-fishing boats to be ascertained.
" 29	Approves plan of training-wall at mouth of Wairau River.
" 29	Approves plan of Kauri Timber Company's wharf extension, Kohu Kohu, Hokianga.
" 29	Licenses Kauri Timber Company (Limited) to occupy foreshore, Kohu Kohu, as site for wharf extension.
March 15	Varies rules as to life-saving appliances for ships.
" 15	Appoints Commissioners to inquire into and report on restricted limits for steamers, &c.
" 15	Approves plans of Michael Cronin's wharf, Kaipara
" 15	Licenses Michael Cronin to occupy foreshore, Kaipara, as site for wharf.
" 15	Approves plans of proposed extension of New Plymouth Breakwater.
" 18	Approves plans of alterations to Railway Wharf, Auckland.
" 18	Approves plans of extension to wharf, New Plymouth.

RETURN showing the NUMBER of SEAMEN engaged and discharged in the FOREIGN and INTERCOLONIAL TRADE, the HOME TRADE, and WITHIN RESTRICTED LIMITS respectively; together with the AMOUNT of FEES received for ENGAGEMENTS and DISCHARGES, during the Financial Year ended the 31st March, 1904.

Port.	Engagements and Discharges in Foreign Trade.				Engagements and Discharges in Home Trade.				Engagements and Discharges for Restricted Limits.				Total Engagements.		Total Discharges.		Grand Totals.	
	Number of Seamen engaged.	£ s. d.	Fees received.	Number of Seamen discharged.	£ s. d.	Fees received.	Number of Seamen discharged.	£ s. d.	Fees received.	Number of Seamen engaged.	£ s. d.	Fees received.	Number of Seamen.	Fees received.	Number of Seamen.	Fees received.	Number of Seamen.	
Auckland ..	1,154	91 11 6	1,212	2,736	135 18 6	2,291	123 2 6	901	51 1 0	934	54 17 0	4,791	278 11 0	4,437	274 1 0	9,228	552 12 0	
Dunedin and Port Chalmers ..	2,208	156 1 0	1,995	1,121	74 3 0	1,095	71 18 0	..	..	..	..	3,339	230 4 0	3,090	214 4 6	6,419	444 8 6
Greymouth ..	2	0 3 0	2	234	16 11 6	226	15 3 0	..	..	..	..	236	16 14 6	228	15 6 0	464	32 0 6
Hokitika ..	12	0 18 0	..	2	0 3 0	..	..	..	..	..	..	14	1 1 0	..	..	14	1 1 0
Invercargill ..	122	9 3 0	50	11	0 16 6	16	1 4 0	..	..	..	..	11	0 16 6	16	1 4 0	27	2 0 6
Kaipara ..	64	4 17 6	62	52	3 16 6	39	2 14 0	..	..	..	..	174	12 19 6	89	6 9 0	263	19 8 6
Lyttelton ..	603	45 4 6	354	96	7 4 6	77	6 4 0	..	..	..	..	160	12 2 0	139	10 18 6	299	23 0 6
Napier ..	24	1 16 0	22	1,188	89 2 0	1,147	86 1 6	6	0 9 0	7	0 10 6	1,797	134 15 6	1,508	113 4 0	3,305	247 19 6	
Nelson ..	8	0 12 0	16	209	13 14 6	177	11 7 0	34	2 8 0	32	2 8 0	267	17 18 6	231	15 8 0	498	33 6 6	
New Plymouth ..	10	0 5 6	15	471	29 19 0	444	28 6 0	12	0 12 0	12	0 12 0	491	31 3 0	472	29 11 6	963	60 14 6	
Oamaru ..	4	0 6 0	6	45	3 0 4 6	56	3 0 0	22	1 11 0	29	2 0 0	77	4 0 0	100	6 2 6	177	10 2 6	
Patea ..	..	..	..	3	0 4 6	1	0 1 6	..	..	..	..	7	0 10 6	7	0 10 6	14	1 1 0
Pictou ..	1	0 1 6	1	5	0 7 6	..	..	..	..	..	..	5	0 7 6	..	..	5	0 7 6
Poverty Bay ..	10	0 15 0	7	63	3 19 0	70	4 0 6	..	..	..	..	1	0 1 6	1	0 1 6	2	0 3 0
Russell ..	..	..	..	..	0 3 0	1	0 1 6	..	..	..	..	73	4 14 0	77	4 11 0	150	9 5 0
Tauranga ..	4	0 6 0	9	2	0 3 0	2	0 3 0	2	0 3 0	2	0 3 0	..	..	4	0 6 0	8	0 12 0
Thames ..	62	4 13 0	41	135	10 2 0	101	7 11 0	..	..	..	..	4	0 6 0	9	0 13 6	13	0 19 6
Timaru ..	..	..	..	6	0 9 0	7	0 10 6	..	..	..	..	6	0 9 0	7	0 10 6	13	0 19 6
Wairau ..	..	..	..	252	16 7 0	238	15 9 0	..	..	..	..	252	16 7 0	238	15 9 0	490	31 16 0
Wanganui ..	1,159	81 10 0	717	2,238	127 15 6	2,221	133 10 0	..	..	..	..	3,387	209 5 6	2,938	188 16 6	6,325	398 2 0
Wellington ..	54	4 1 0	74	354	25 13 0	288	20 14 0	11	0 7 6	28	1 6 0	419	30 1 6	390	27 11 0	809	57 12 6	
Westport ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Totals ..	5,501	402 4 6	4,583	9,213	558 13 0	8,497	531 1 0	988	56 11 6	1,044	61 16 6	15,702	1,017 9 0	14,124	935 12 6	29,826	1,953 1 6	

RETURN OF ACCIDENTS TO SEAMEN and Others on board Ship reported to the Marine Department during the Financial Year ended the 31st March, 1904.

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.
1903.					
May 22	Akaroa, s.s., Auckland, 74636..	Richard Carroll, cook ..	Lost overboard ..	Off Tutukaka ..	Deceased was strange in his manner, but there was no evidence to show how he got overboard. No blame was attachable to master or crew, nor was there anything in the ship herself or her build or equipments, that could have contributed to the casualty.
" 29	Hauroto, s.s., Dunedin, 84479..	W. Chapman, trimmer..	Injuries to head and shoulder ..	At sea, latitude 33° 44' S., longitude 176° 40' E. ..	W. Chapman, trimmer, was struck by an ash-bucket falling through after stokehold-ventilator. From inquiries made it could not be ascertained who opened the ventilator-door. Drowned in wreck of vessel.
June 23	Ada and Eva, Sydney, 112554..	Henry Johnson, A.B. ..	Drowned ..	Gillespie's Beach, 28 miles S. of Okarito ..	Washed overboard by heavy sea breaking on board while vessel crossing bar.
July 6	Emma Sims, Lyttelton, 101135	Patrick Darragh, master ..	Drowned ..	Bar of Hokitika River ..	W. C. Sime, trimmer, whilst helping engineer to start machinery got his foot entangled in shaft, causing him to lose three toes on left foot.
Aug. 1	Kapui, s.s., Auckland, 115191..	William Charles Sime, trimmer ..	Loss of three toes on left foot ..	Auckland ..	In crossing the s.s. "Pilot," laden with a box, to board the "Parera," Frederic Sleigh, engineer, fell into the river, and was drowned. Verdict: Accidentally drowned.
" 7	Parera, oil-launch ..	Frederic Sleigh, engineer ..	Drowned ..	Aratapu ..	In towing barquentine "St. Kilda," into Wanganui, the tow-line, which belonged to the "St. Kilda," parted, striking H. N. Rachlen, A.B., and breaking his leg.
Sept. 6	Stormbird, s.s., Wellington, 31760	H. N. Rachlen, A.B. ..	Right leg broken above knee ..	About half-mile off Wanganui Bar ..	George Turner, A.B., fractured the little finger of his right hand while engaged unshipping the derrick.
" 9	Rata, Auckland, 78997 ..	George Turner, A.B. ..	Finger fractured ..	Railway Wharf, Auckland ..	Vessel was lying at breastwork, and it is supposed that when coming ashore Duffy missed his footing, and striking his head fell, stunned, into the water. Verdict: Deceased was accidentally killed by falling into the harbour.
" 10	Moehau, Auckland, 82712 ..	John Duffy, A.B. ..	Drowned ..	Breastwork, Quay Street West, Auckland ..	Robert Pope was struck on the head by a sack of ashes falling on him while in the stokehold.
" 19	Aparima, s.s., London, 115807	Robert Pope, fireman ..	Head injured and shoulder bruised ..	Queen Street Wharf, Auckland ..	Thomas Bustin, donkeyman, was slicing the fires when he tripped on a piece of coal and the slice fell on his toe, injuring it.
Oct. 15	Mokoia, s.s., Dunedin, 101483	Thomas Bustin, donkeyman ..	Toe injured ..	Queen's Wharf, Wellington ..	H. Tayson, A.B., was employed in hold stowing iron pipes, &c., when his right hand got caught between two pipes, injuring his little finger.
" 17	Rose Casey, s.s., Auckland, 78369	H. Tayson, A.B. ..	Little finger injured ..	Dunedin ..	Slightly injured through the gaff falling.
" 23	Havoc, Auckland, 102296 ..	Walter Vanderspeck, A.B. ..	Slight ..	Kiripaka ..	While loading logs, got caught in flywheel of windlass.
" 29	Waitemata, Auckland, 82727..	John Henry Rowe, A.B. ..	Toes of right foot badly injured ..	Whangarei Wharf ..	F. Smith was at the wheel, when the rudder being struck by a sea, he was thrown over, and his leg was broken.
Nov. 30	Hawk, Auckland, 102337 ..	Frederick Smith, A.B. ..	Broken leg ..	On voyage from Kaipara to Auckland ..	Whilst in tow of the p.s. "Awarua," the tow-rope slipped off the chocks, catching Charles Bassett, fracturing a bone in his leg below the knee.
Dec. 4	Clan McLeod, Auckland, 68086	Charles Bassett, A.B. ..	Bone fractured in leg ..	Spit Passage, Thames ..	While attending to the furnace the fire blew out on him and he was severely burnt.
" 6	Rosamond, s.s., Dunedin, 89594	Angus McPhail, donkeyman ..	Burns on arms, face, and hands ..	Greymouth Wharf ..	

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.
1904.					
Jan. 1	Amelia Sims, Lyttelton, 112525	Oscar Johnson, A.B. ..	Loss of part of second finger left hand	Lyttelton ..	While heaving on the winch, Oscar Johnson slipped and caught his hand in the cogs of the winch, and injured second finger of left hand.
" 26	Waioatahi, s.s., Auckland, 94250	S. C. Brown, passenger..	Wound on temple, and shock	Auckland ..	Steamer was taking on board a portable engine weighing nearly 5 tons, when the mast snapped near the centre, bringing down with it a large quantity of wreckage.
Feb. 3	Corinthic, s.s., Liverpool, 115296	James D. Burtenshaw, assistant - pantryman on s.s. "Rotoiti" ..	Fatal ..	Glasgow Wharf, Wellington	While crossing "Corinthic" from "Rotoiti," Burtenshaw accidentally fell down the "Corinthic's" No. 4 hold, a distance of about 40 ft., sustaining severe injuries to the brain and shock to the system, from which he died the same day in Wellington Hospital. Verdict: Accidental death, no blame being attachable to anybody.
" 3	Saxon, schooner, Auckland, 70361	Charles Bales, A.B. ..	Fatal; drowned	About 1½ miles S.W. by S. of Sail Rock, 14 miles from Whangarei	Charles Bales, A.B., while employed about the cathead clearing the sail, fell overboard and was drowned. Court found that the evidence showed no one was to blame for the accident, and that master and crew did all in their power to save the man's life.
" 6	Huia, ketch, Auckland ..	Neils Albert Bertelsen, master	Fatal; fracture of base of skull	Hobson Street Wharf, Auckland	When attempting to board vessel deceased, who was in the act of sitting down on the edge of the wharf, overbalanced himself and fell, striking his head on the rail of the vessel. He was promptly taken out of the water and removed to the hospital, where he died.
" 9	Delphic, s.s., Liverpool, 106351	George Stephens, O.S. ..	Concussion of the brain and broken wrist	Wellington ..	While working in 'tween deck George Stephens, O.S., fell down an open hatchway into the hold, a distance of about 15 ft.
" 22	Tokomaru, s.s., Southampton 99624	Thomas Howe, trimmer	Broken leg	Lyttelton ..	Leg was broken through foot slipping on the deck, causing him to fall.
Mar. 8	Waiwera, s.s., Southampton, 110243	James Turner, boatswain	Fatal ..	Timaru ..	Verdict: That the death was due to misadventure, caused by a blow lawfully struck by the first officer in self-defence and under great provocation.
" 10	Waiwera, s.s., Southampton, 110243	Alfred John Searle, boatswain's mate	Fatal ..	Timaru ..	A. J. Searle was found in a dying condition at the bottom of No. 2 hold, which was not in use, and consequently the upper-deck hatches were on, while those of the 'tween decks were not on. Verdict: Found dead, and that death was due to shock and failure of the heart's action, induced by the injuries received, but there was insufficient evidence to show how the injuries were caused.
23	Kennedy, s.s., Nelson, 52361 ..	William Henry O'Neill, A.B.	Sprain ..	Little Akaloa ..	When picking up a bag of grass-seed on the wharf he sprained his back.
" 23	Northern Chief, Auckland, 87545	William Kassens, A.B. ...	Drowned	At sea, on a voyage from Newcastle to Auckland	Accidentally fell overboard from the fore upper-topsail yard when taking in a sail, and was drowned. Court of Inquiry reported that master, officers, and crew did everything that was possible to rescue him.

SUMMARY of CASUALTIES to SHIPPING reported to the Marine Department during the Financial Year ended the 31st March, 1904.

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	19	7,485	1	7	3,722	1	26	11,207	2	2	798	..	28	12,005	2
Foundered,—															
Total loss	1	133	7	..	..	..	1	133	7	..	..	..	1	133	7
Capsized,—															
Slight damage	..	..	..	1	39	..	1	39	..	..	..	..	1	39	..
Collisions,—															
Total loss	1	..	1	..	..	..	1	..	1	..	..	..	1	..	1
Partial loss	3	232	..	1	93	..	4	325	..	..	..	..	4	325	..
Slight damage	6	252	..	1	122	..	7	374	..	..	..	..	7	374	..
No damage	7	1,218	..	..	..	..	7	1,218	..	..	..	..	7	1,218	..
Total collisions..	17	1702	1	2	215	..	19	1,917	1	..	..	..	19	1,917	1
Fires,—															
Total loss	1	54	..	..	..	..	1	54	..	..	..	..	1	54	..
Partial loss	1	121	..	..	..	..	1	121	..	..	..	..	1	121	..
Slight damage	1	1,071	..	..	..	..	1	1,071	..	..	..	..	1	1,071	..
Total fires	3	1,246	..	..	..	..	3	1,246	..	..	..	..	3	1,246	..
Miscellaneous, including damage by heavy seas to hull and cargo, loss of masts, sails, &c., and breakdown of machinery	5	1,491	..	1	66	..	6	1,557	..	..	..	..	7	2,256	..
Total casualties to shipping	45	12,037	9	11	4,042	1	56	16,099	10	2	798	..	59	17,596	10
Loss of life only	1	43	1	1	58	1	2	101	2	..	..	..	4	364	4
Total number of casualties reported	46	12,100	10	12	4,100	2	58	16,200	12	2	798	..	63	17,960	14

RETURN OF WRECKS and CASUALTIES to SHIPPING reported to the Marine Department from the 1st April, 1903, to the 31st March, 1904.

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.		
1903.													
Feb. 2	Glenelg, s.s., 25 years	Schooner	156	19	..	General	Stranded; no damage	..	South Spit, Wanganui River	S.E.	Light ..	Stranding caused through master of "Torora" when proceeding down river not having mast-head light and not keeping sufficient lookout for harbourmaster's signals, in consequence of which he failed to see and obey the danger-signal shown by the harbourmaster. He was ordered to pay £10 towards the cost of inquiry. The master of the s.s. "Glenelg," and the harbourmaster were exonerated from all blame.	John Charles Blacklock.
April 17	Admiral, s.s., 20 years	Schooner	82	4	70	..	Breaking of tail-shaft	..	Near white man-o'-war buoy, Wellington Harbour	N.W.	Light ..	Tail shaft broke outside main stern-post, and propeller was lost.	A. E. Burt.
" 23	Te Kapu, s.s., 14 years	Schooner	50	6	..	General	Stranded; no damage	..	Big River, West Coast, South Island	S.W.	Light ..	Vessel was navigating narrow channel and touched a sandbank, causing loss of way.	Alfred Labruyere Kemp.
May 1	Brothers, 4 years	Schooner	54	5	1	..	Fire; total loss	..	Alongside wharf, Bluff Harbour	..	..	Fire caused by an explosion through leakage of benzine stowed in hold, causing a generation of vapour gas which came in contact with some light or spark, and there was no evidence to show whether the application of such light or spark was wilful or accidental.	Thomas Henry Clarkson.
" 1	Mokau, s.s., 2 years	Schooner	98	8	..	Coal	Stranded; partial loss	..	½ mile north of Mana watu River	E.	Light ..	Master was not sufficiently careful when approaching the land, and in view of the light. His soundings were unreliable, and he did not take precautions to ascertain whether they were correct or not. He was solely responsible for stranding. His certificate was suspended for six months, and he was ordered to pay £3 3s. towards cost of inquiry.	George Archibald Craike.
" 2	Kennedy, s.s., 38 years	Schooner	127	15	1	General	Damage to propeller	..	Off Albion Wharf, Nelson Harbour	Calm	..	When leaving wharf vessel's port-propeller struck anchor of dredge and broke two blades.	Edward Graham.
" 5	Torora, s.s., 5 years	Schooner	133	6	..	Ballast..	Stranded; no damage	..	Inside North Spit, Wanganui Bar	S.E.	Light ..	Casualty caused by vessel not answering her helm, and the engines not acting properly.	Frederick Chas. Must.
" 5	Warrior, 5 years	Schooner	73	5	..	..	Stranded; slight damage	..	½ mile inside lighthouse, Kaipara Harbour	Calm	..	When entering harbour wind fell light and swell set vessel in towards beach. Anchor was let go in 8 fathoms, but cable parted through defective link shortly after, and vessel drove on and up the beach. No blame attachable to master in any way.	Arthur Ernest Burt.
" 6	Admiral, s.s., 20 years	Schooner	82	4	20	..	Collision; no damage	..	Between Kau Point and Point Halswell, Wellington Harbour	S.	Light ..	Casualty caused by default of master of "Admiral" in not attending to navigation of his steamer. He was censured for handing over his vessel to an inexperienced man, and ordered to pay £5 5s. towards costs of inquiry.	Edwin John Booth.
" 6	Waitara, s.s., 25 years	..	15	2	6	..	Collision; slight damage	..					

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

Date of Casualty.	Name of Vessel, also Age and Class.	Reg.	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.		
1908. May 9	Doto, s.s. 12 years	Schooner	19	4	..	Fish ..	Damage to propeller	..	7 miles off Separation Point, Blind Bay	..	..	Key of propeller worked loose and cut a groove in the shaft, so that the propeller would not work	William Arthur Davidant.
" 13	Ngaru, 6 years	Schooner	66	5	..	Timber..	Mast carried away	..	50 miles westward of Kawhia	N.	Gale ..	Guy carried away on fore-boom, the boom jibed, the vessel then came to, and the head of the foremast carried away about 6 ft. below the topmast	Francis Fletcher.
" 22	Akaroa, s.s., 8 years	Schooner	43	..	..	..	Loss of life only	1	Off Tutukaka	..	..	Richard Carroll, cook, was lost overboard, and evidence showed that he was strange in his manner, but no evidence to show how he got overboard. No blame was attachable to master or crew, nor was there anything in the ship herself, or its build or equipment that could have contributed to the casualty	Frederick Morgan.
" 26	Tauranga, 15 years	Cutter ..	12	3	..	Ballast ..	Stranded; total loss	..	4 miles S.W. of Sugarloaves, New Plymouth	N.W.	Heavy gale	Casualty caused by tempestuous weather. No blame attachable to anyone	Louis Frederickson.
June 8	Loyalty, s.s., 26 years	Cutter ..	68	4	14	..	Collision with wharf; slight damage	..	Berth No. 17, on breastwork, Wellington	N.	Light ..	Vessel ran her bow under wharf. Casualty caused by engineer mistaking order to go astern, and going ahead	Henry Weston Hargraves.
" 20	Zior, 31 years..	Schooner	63	5	..	Produce	Stranded; slight damage	..	Mouth of Hokitika River	N.E.	Fresh ..	Casualty caused through inability of small steamer to tow vessel up river against wind, which forced her on to a mud-bank	Christian Anderson.
" 23	Ada and Eva, 1 year	Ketch ..	136	7	1	Timber..	Stranded; total loss	1	Gillespie's Beach, 28 miles south of Okarito	N.W.	Gale ..	A heavy sea struck vessel on 21st, while hove to, damaging her rudder, and causing her to leak badly. From then until the 23rd, the weather continued very bad. The water in vessel increased to such an extent as to compel master to beach his vessel to save loss of life	Peter Anton Peterson.
July 6	Emma Sims, 8 years	Schooner (oil-engine)	61	6	..	Produce	Stranded; partial loss	1	North Beach, near mouth of Hokitika River	S.	Light ..	When on the bar, entering Hokitika River, a sea struck the vessel on the quarter, filling the cabin and flooding the engine-room, causing dynamo and engines to stop, when vessel became disabled and drifted helplessly on to beach. By the same sea the master was washed overboard and drowned. No blame is attachable to crew, and it was apparently the oversight of the master in leaving the cabin-door open which was the primary cause of the stranding	Patrick Darragh.
" 9	Waitara, s.s., 20 years	..	15	2	..	..	Collision; no damage	..	Queen's Wharf, Wellington	N.	Strong breeze	The launch "Waitara" ran into the "Jane Douglas" while she was lying at the wharf. Casualty caused through engines of "Waitara" stopping on centre, and refusing to go astern	Edwin John Booth.
" 9	Jane Douglas, s.s., 37 years.	Schooner	75	9	..	General	Collision; partial loss	..	..	..	..	..	James Jamieson.

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

Date of Casualty.	Name of Vessel, also Age and Class.	Reg. No.	Number of		Nature of		Place where Casualty occurred.	Wind.		Decision of Court of Inquiry, &c.	Name of Master.
			Crew	Passengers.	Cargo.	Casualty.		Direction.	Force.		
1903. July 19	Niwaru, s.s., 2 years	4170	60	..	General	Stranded; partial loss	Off Napier Breakwater, Hawke's Bay	N.E.	Strong ..	Vessel, when entering Port of Napier at night, overran her distance, and struck on what is known as Four-and-a-half-fath in Patch, being seriously damaged. Master Porter in of severe censure in not stopping vessel when he reached his supposed position, and verifying that position by accurate soundings. His certificate was returned, but he was ordered to pay £39 2s. costs of inquiry.	William Popham Fiswick.
"	Queen, 39 years	46	3	..	General	Stranded; total loss	Entrance to Inner Harbour, Napier	S.W.	Light ..	Vessel was coming into river in fine weather and smooth sea, when she suddenly filled and sank.	Albert Julian White.
"	Koputai, p.s., 27 years	5	6	..	..	Collision; slight damage	Near Victoria Wharf, Otago Harbour	..	..	"Rimu," coming up channel in Upper Harbour, tried to pass tug "Koputai" with vessel in tow, got too close inshore, failed to steer, and struck tug on quarter, little damage being done.	David Spence.
"	Rimu, s.s., 5 years	144	16	..	..	Collision; slight damage	10 miles south of bar of Manawatu River	S.E.	Light ..	Casualty caused through carelessness on the part of the master, he having failed to ascertain by cross-bearing his position off Kapiti, and so set a course which caused the stranding of the ship. He was ordered to pay the costs of the inquiry, amounting to £4 4s.	Johan Abraham Bergquist.
"	Himitangi, s.s., 4 years	149	15	..	Ballast..	Stranded; no damage	..	..	..	Casualty caused through carelessness on the part of the master, he having failed to ascertain by cross-bearing his position off Kapiti, and so set a course which caused the stranding of the ship. He was ordered to pay the costs of the inquiry, amounting to £4 4s.	William Manley.
"	Takapuna, s.s., 20 years	472	45	25	General	Stranded; damaged to extent of £250	Hawea Bank, inside Breakwater, New Plymouth	S.E.	Strong breeze	Vessel grounded on Hawea Bank, through not being sufficient depth of water inside Breakwater, accelerated by heavy roll running into harbour.	John Grant.
Aug. 10 (since)	Toroa, 5 years	133	7	..	Coal and bricks	Supposed foundered; total loss	Supposed off Cook Straits	..	..	Vessel left Greytown for Wanganui on 10th August, and has not since been heard of. There was unusually bad weather in Cook Straits about the time she was off Cape Farewell.	Oscar Jarman.
Aug. 15	Kotahi (oil-launch), 1 year	Ab't 10	3	..	Ballast..	Stranded; partial loss	Inside Breakwater, New Plymouth	S.E.	Heavy gale	Vessel, employed in fishing, put into New Plymouth for shelter. During gale she dragged her anchors, parted her lines, and came into collision with wharf. She was then beached and scuttled to prevent further damage.	James William-son.
"	Duchess, s.s., 5 years	95	6	25	..	Collision; no damage	Off Wool Wharf, Wellington	S.E.	Light	Casualty caused through ship "King George," lying on west side of Wool Wharf, obstructing view of master of "Uta," and the "Duchess" leaving the Ferry Wharf on the west side of Wool Wharf at the same time the "Uta" left the east side, the vessels being at right angles to each other, the collision took place, which was unavoidable.	James Jones.
"	Uta (oil-engine), Cutter ..	20	6	..	..	Collision; slight damage	..	..	..	..	William Shilling.

RETURN OF WRECKS AND CASUALTIES TO SHIPPING REPORTED TO THE MARINE DEPARTMENT—continued.

Date of Casualty.	Name of Vessel, also Age and Class.	Reg.	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.		
1903.													
Sept. 15	Moa, s.s., 17 years	Schooner	95	12	..	Ballast ..	Propeller-shaft fractured and loss of propeller	..	4 miles S.W. $\frac{1}{2}$ S. off Seal Rocks, outside New Plymouth	W.	Light ..	Vessel disabled through fracture of her propeller-shaft and loss of propeller shortly after leaving New Plymouth Wharf	William Henry Sawyers.
"	19 Westland, p.s., 19 years	Gutter ..	18	7	2	..	Collision; no damage	..				The "Westland," in coming alongside the "Aratapu" to tow her into Greymouth, struck her amidships, knocking in one of her timbers and two of her planks. The "Aratapu," in heaving short, appears to have taken in too much cable, and was really adrift, though supposed to be at anchor	John Connor.
"	19 Aratapu, 25 years	Brigantine	122	8	..	General	Collision; slight damage	..	2 $\frac{1}{2}$ miles west of Flagstaff, Gray River	N.N.W.	Light		John Grubb.
"	23 Rubi Seddon, s.s. (suction dredge)	Cutter ..	349	17	..	..	Stranded; partial loss	..	Lat. 29° 30' N.; long. 33° 36' E., Red Sea	N.	Fresh breeze	Casualty due to bad steering by man at the wheel, assisted by action of cross currents; but master committed an error of judgment in leaving deck so long before he opened out Zafarana Light. He was ordered to pay £15 15s. towards costs of inquiry	Alexander Duncan.
"	27 Taieri, s.s., 15 years	Schooner	1071	2	..	..	Fire; slight damage	..	Wellington Harbour ..	..	..	Vessel was laid up in Wellington Harbour, when a fire was discovered in the room of the officer in charge, but how it originated there was no evidence to show	..
"	27 Whakarire, s.s. (dredge), 4 months	Cutter ..	449	18	..	..	Stranded; partial loss	..	200 ft. north of Scott's Reef Buoy, Torres Straits	E.	Light ..	Evidence disclosed no negligence on the part of the master of the vessel, whose certificate was returned to him	John Mitchell.
"	27 Gertie, s.s., 12 years	Schooner	119	14	..	Coal	Collision; no damage	..	About 5 miles west of Kahurangi Point	E.	Light	The "Gertie" being the overtaking ship, it was her duty to have kept clear. The mate of the "Queen of the South" was in no way to blame, but, under the circumstances, he should have called the master. The master of the "Gertie" was ordered to pay all the costs of inquiry, £20 17s., with the exception of the costs incurred by the mate of the "Queen of the South"	George Archibald Simpson.
"	27 Queen of the South, s.s., 26 years	Schooner	121	12	..	Coal	Collision; partial loss	..				When vessel was passing Shag Point she touched a supposed uncharted rock three-quarters of a mile off Danger Reef	Edward Harvey.
Oct. 25	Invercargill, s.s., 18 years	Schooner	123	..	..	Timber..	Stranded; no damage	..	Near Danger Reef, off Shag Point	N.E.	Strong breeze	Vessel touched on bar and sheered on to Spit before steerage-way was recovered	George Alfred Marks.
"	31 Kapiti, s.s., 1 year	Schooner	80	11	..	General	Stranded; no damage	..	Bar of Patea River ..	S.	Light ..	The chief officer, C. M. Evans, acted in a very indiscreet manner in taking upon himself the responsibility of navigating the ship along a coast which was not familiar to him, without advising the master of the position of the vessel, and was to blame for the loss of the ship. His certificate was suspended for twelve months, and he was ordered to pay the costs of the inquiry	J. Abram.
Nov. 7	Northern Monarch, 27 years	Barque..	1148	22	2	Coal	Stranded; total loss	..	Oanui River, Taranaki	N.E. to N.	Light ..		George Nixon.

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

Date of Casualty.	Name of Vessel, also Age and Class.	Reg.	Register Tonnage	Number of		Nature of		Place where Casualty occurred.	Wind.		Decisio of Court of Inquiry, &c.	Name of Master.
				Crew	Passen- gers.	Cargo.	Casualty.		Dirac- tion.	Force.		
1903. Nov. 7	Felicitas (Norwegian), 29 years	Barque ..	699	12	..	Coal ..	Sprung a leak	Lat. 33° 30' S.; long. 152° 56' E. On voyage from Newcastle, N.S.W., to Panama	S.E.	Moderate gale	Heavy sea from S.E. caused the ship to labour and strain. She sprung a leak making 5 in. an hour. One of the pumps broke down in Cook Straits, and crew protested against ship proceeding on her voyage. She put into Wellington on 26th November, and was surveyed. Cost of repairs being excessive, owner directed her to be sold on his account. Loss of ship was due to master placing too much reliance on the pilot, and not taking precautions to ascertain his exact position in the midst of dirty and thick weather. His certificate was returned to him, and he was ordered to pay £15 11s., costs of inquiry	Andreas Andersen.
" 11	Benavon, 19 years	Barque ..	1434	21	..	General	Stranded; total loss	1½ miles south of Cape Palliser Lighthouse	S.E.	Fresh breeze	Loss of ship was due to master placing too much reliance on the pilot, and not taking precautions to ascertain his exact position in the midst of dirty and thick weather. His certificate was returned to him, and he was ordered to pay £15 11s., costs of inquiry	George Thomas Dixon.
Dec. 4	Kia Ora, yacht	Cutter ..	..	2	..	..	Loss of life only	At sea, on voyage from Gisborne to London	..	Strong ..	The death of Horace Buckeridge was caused by his falling from the mast on to the deck	Horace Buckeridge.
" 14	Sterling, s.s., 12 years	Cutter ..	26	7	5	..	Collision; no damage	..	..	..	Collision caused through Mr. Hunter's launch not carrying lights, and not being in charge of person competent to navigate amongst other vessels. Look-out man on "Sterling" ought to have seen and reported launch sooner than he did. Court exonerated Captain Murray from all blame, and considered that he acted with great promptitude in reversing engines on alarm being given, and in efforts to save life. Mr. Hunter ordered to pay £4 14s. costs	Joseph Murray.
" 14	Oil launch ..	..	..	3	..	Stores ..	Collision; total loss	Mangawhare, Northern Wairoa, Auckland	Calm	..	Casualty caused through "John Anderson" keeping too close to Eastern Mole, and, from a point near end thereof, making a diagonal course across the entrance, and the "Ellen Ballance" keeping too close to Eastern Mole when coming in, and her master misjudging possibility of avoiding collision by putting wheel to starboard. Masters of vessels ordered to pay each half costs of inquiry	Jeffrey Hunter.
" 18	Ellen Ballance, s.s., 14 years	..	..	5	..	..	Collision; slight damage	..	..	..	Casualty caused through "John Anderson" keeping too close to Eastern Mole, and, from a point near end thereof, making a diagonal course across the entrance, and the "Ellen Ballance" keeping too close to Eastern Mole when coming in, and her master misjudging possibility of avoiding collision by putting wheel to starboard. Masters of vessels ordered to pay each half costs of inquiry	Charles William Wallis Groves.
" 18	John Anderson, s.s., 12 years	Schooner	36	4	60	General	Collision; partial loss	Entrance of mole, Lyttelton Inner Harbour	Calm	..	..	Patrick McConville.
" 19	Rotomahana, s.s., 25 years	Schooner	863	45	294	General	Collision; no damage	..	..	..	S.S. "Rotomahana" left Queen's Wharf at 9.20 p.m. for Lyttelton, and came into collision with the "Jessie Niccol," which was lying at anchor. Latter vessel's light was of an inferior kind and faulty. Harbour Board officials should have made provision for berthing schooner earlier. No blame attached to master and officers of "Rotomahana." Master of "Jessie Niccol" deserving of censure as regards anchor-watch kept by him. Certificates returned. No order made as to costs	Walter Manning.
" 19	Jessie Niccol, 32 years	Schooner	93	5	..	Pollard & bricks	Collision; partial loss	200 ft. S.E. by S. from man-of-war buoy, Wellington Harbour	N.E.	Light ..	..	W. A. Smith.

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		Place where Casualty occurred.	Wind.		Decision of Court of Inquiry, &c.	Name of Master.
				Crew	Passengers.	Cargo.	Casualty.		Direction.	Force.		
1903.												
Dec. 31	Waitemata, 20 years	Schooner	59	3	..	Timber logs	Stranded; total loss	Matapouri Harbour, near Tutukaka	Calm	..	Casualty caused through wind failing into a dead calm at a critical moment, when beating out of harbour	Robert Wilson.
1904.												
Jan. 3	Kolya, s.s., 16 years	Schooner	1168	26	..	Sawn timber	Damage by heavy seas	Lat. 39° 39' S.; long. 154° 46' E. On voyage from Bunbury, W.A., to Wellington	N.	Heavy gale	Casualty caused by heavy seas breaking on board, smashing port lifeboat, damaging saloon skylight, and bursting open bunker hatches	G. T. Joss.
" 5	Penguin, s.s., 40 years	Schooner	517	..	..	General	Stranded; no damage	French Pass..	W.	..	Casualty caused through strong current and failure of vessel to answer her helm	H. J. Williams.
" 7	Oban, 6 years ..	Schooner	39	3	..	..	Capsized; slight damage	Tasman Bay, 2 miles E. of Forrest Bay, near Astrolabe Roadstead	..	Puffy ..	No evidence showing any remissness of duty on part of master or crew. Capsizing appears to have been purely accidental	Ambrose Edward Ricketts.
" 17	Mapourika, s.s., 6 years	Schooner	718	35	112	General	Stranded; no damage	Off Haulashore Island entrance to Nelson Harbour	Calm	..	Vessel stranded through taking a sheer while leaving harbour with a strong flood-tide running in. She came off on top of high water	Charles McArthur.
" 19	Lutterworth, 36 years	Barque ..	887	20	..	Ballast ..	Stranded; no damage	Entrance to Nelson Harbour	N.	Calm ..	Casualty caused through failure of wind, while leaving harbour	Henry Lamb Hicks.
Feb. 3	Saxon, 28 years	Schooner	58	4	..	Coal ..	Loss of life only	About 1½ miles S.W. by S. of Sail Rock, 14 miles from Whangarei	..	..	Charles Bales, A.B., while employed about the cathead, clearing the sail, the mast of which had carried away, fell overboard and was drowned. Court found that the evidence showed no one was to blame for the accident, and that master and crew did all in their power to save the man's life	Frederick John Cox.
" 3	Queen of the South, s.s., 27 years	Schooner	121	12	..	General	Fire on board; partial loss	Alongside wharf, Foxton	Calm	..	Fire discovered in after-cabin, where quantity of New Zealand dressed flax was stowed. Slight damage done to ship, and damage to flax by water and fire of about £100	Edward Harvey.
Mar. 18	Gertie, s.s., 13 years	Schooner	119	13	..	Ballast ..	Stranded; no damage	D'Urville Island, near Rangitoto	N.N.W.	Squally..	In seeking shelter under D'Urville Island, the weather being thick, and soundings gave no bottom at 25 fathoms, a gust of wind caught the vessel and forced her up against the reef	George Archibald Simpson.
" 24	Duco, s.s., 12 years	Cutter ..	26	6	..	..	Stranded; partial loss	1 mile off shore, Orongorongo Creek, near entrance Wellington Harbour	W.N.W.	Fresh gale	Vessel struck an uncharted rock in Orongorongo Bay	William McGavin Muir.
" 24	Northern Chief	Barque ..	263	..	..	Coal ..	Loss of life only	On voyage from Newcastle to Auckland	..	Half gale	At 2.30 a.m. William Kassens, while engaged with others in taking-in sail, accidentally fell into the sea from the fore upper topsail yard, and was drowned. The master, officers, and crew did everything that was reasonable and possible to rescue him	George Kassens.
" 27	Balmain, s.s., 21 years	Schooner	377	15	..	Coal ..	Stranded; no damage	Outside Wanganui Bar	Calm	..	Vessel stood too close into bar. Casualty caused by sea being very smooth, and outer bank having made since master's last visit	William Troup.
" 29	Aotea, s.s., 1½ years	Schooner	90	11	..	Ballast ..	Stranded; partial loss	Retaining wall, west side of entrance, Patea River	S.E.	Fresh breeze	Casualty caused by set of tide and change of wind to S.E., driving vessel on to top of broken piles of western training-wall	William Tinney.

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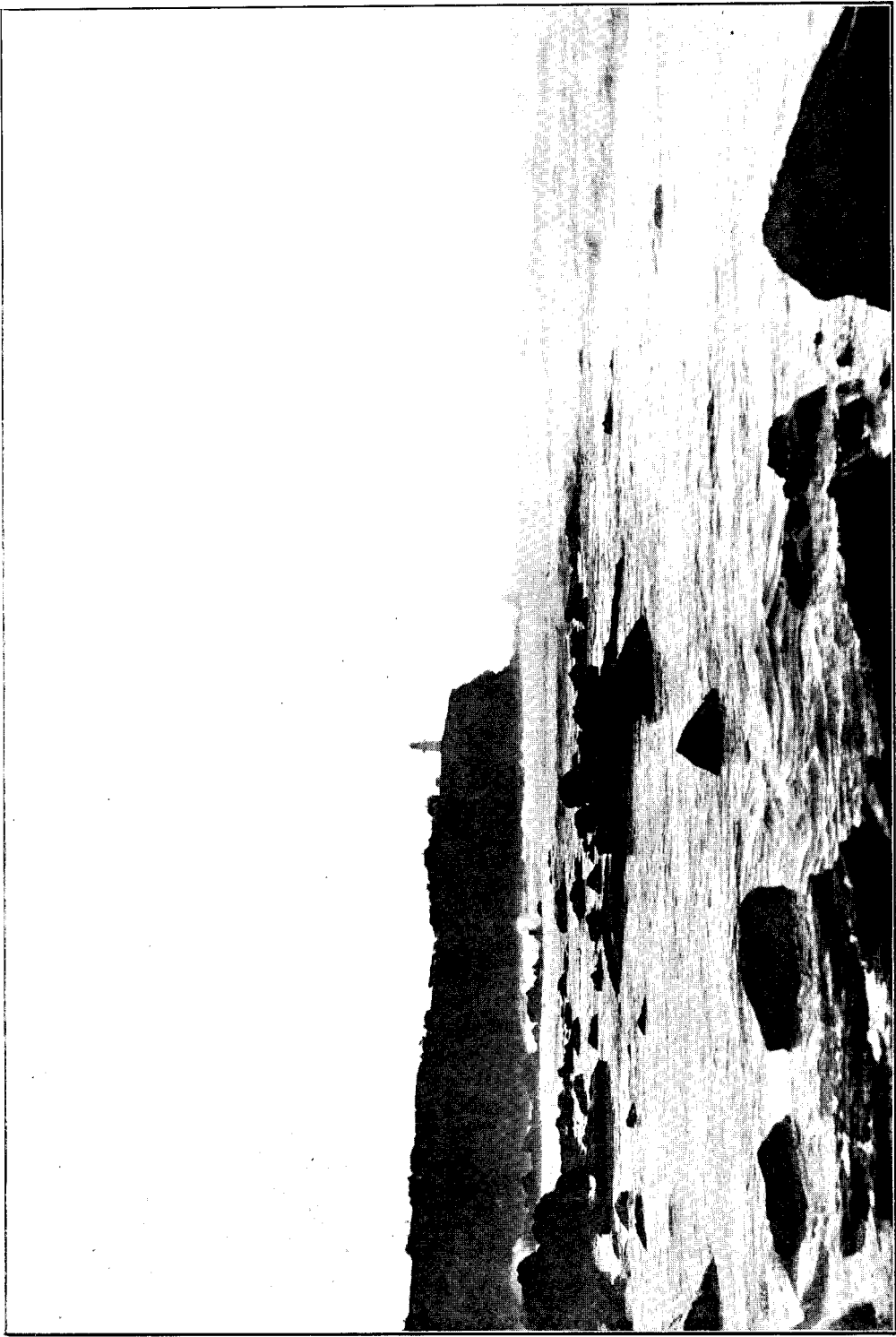
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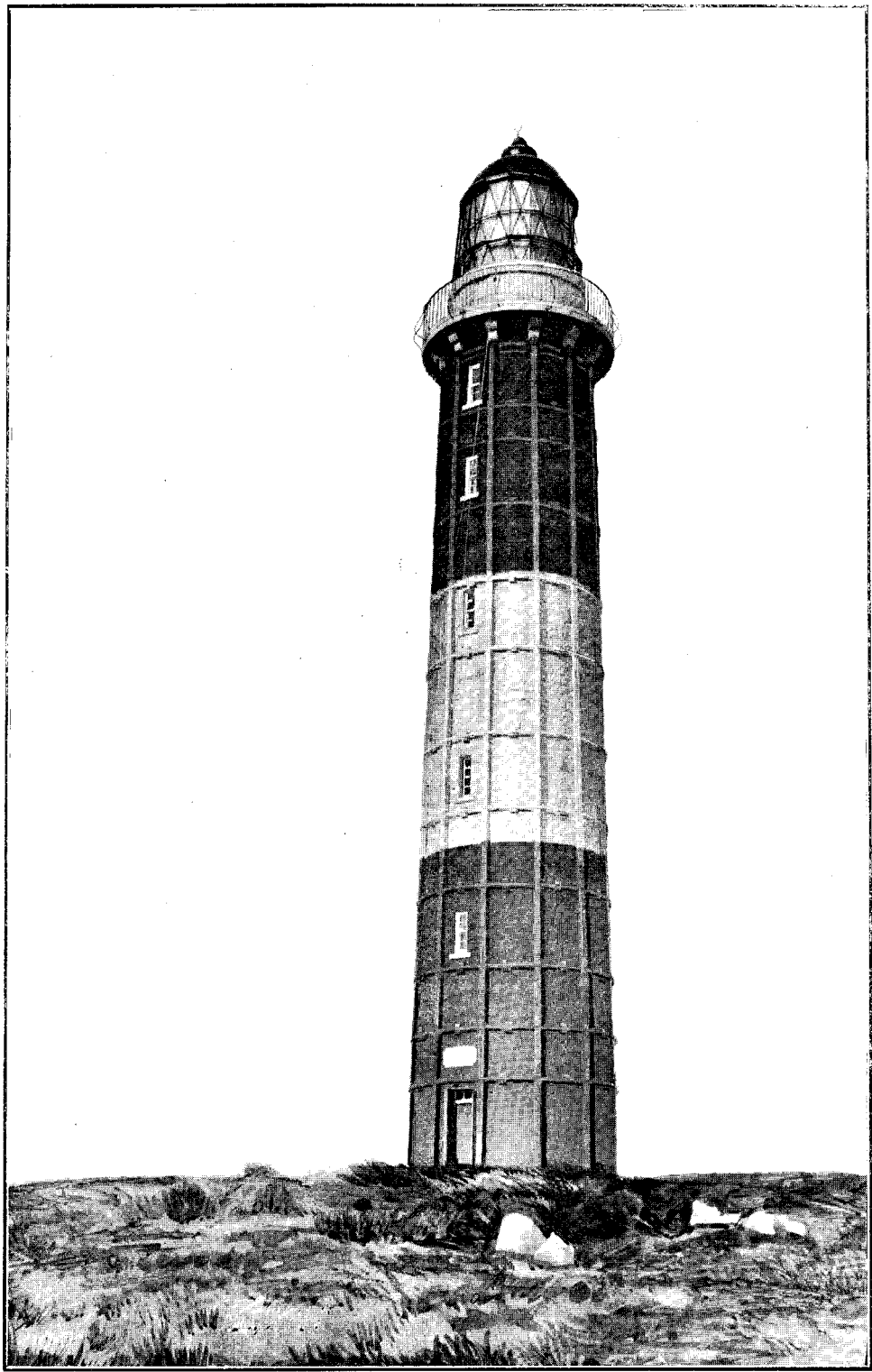
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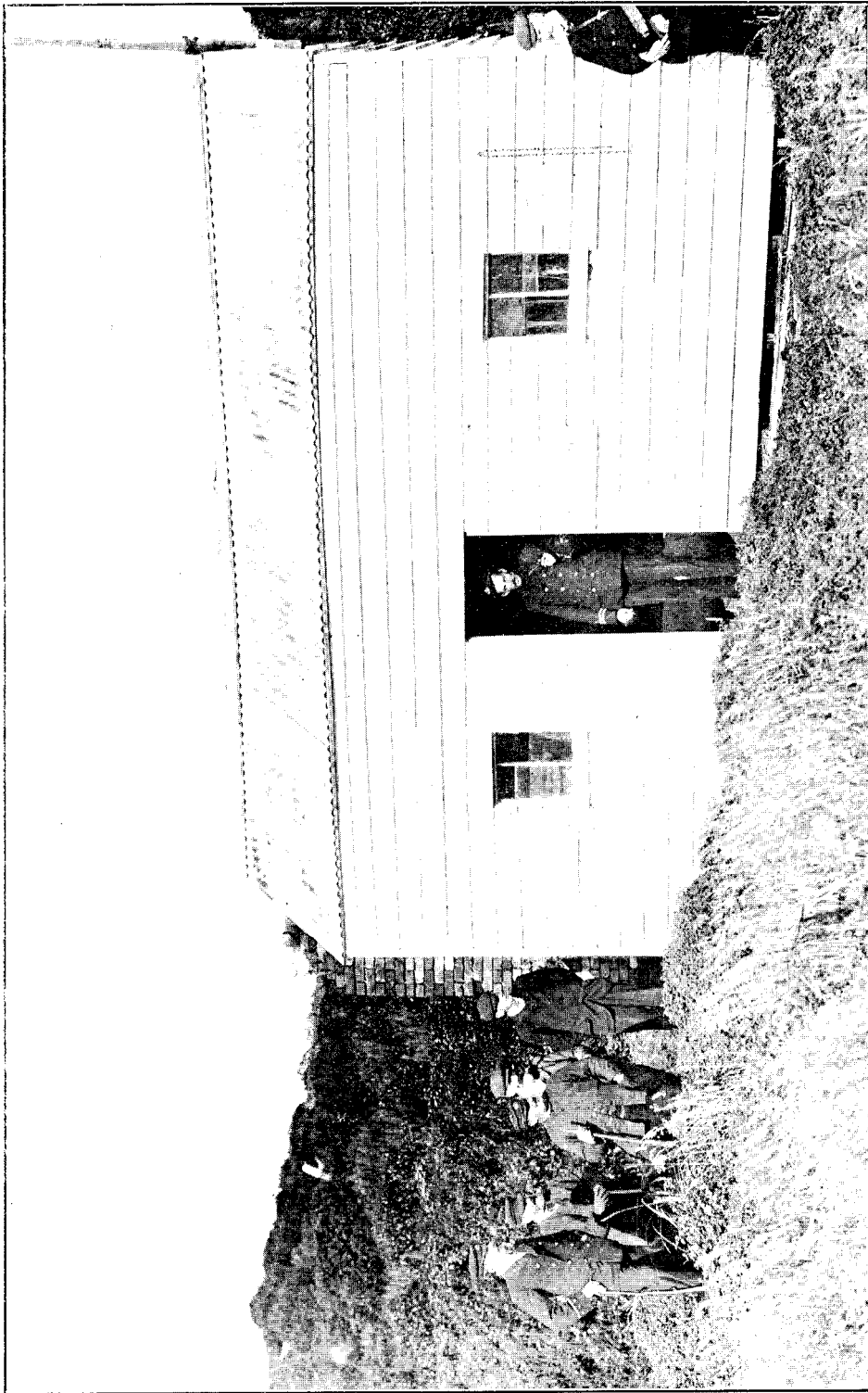
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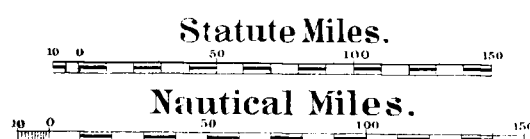
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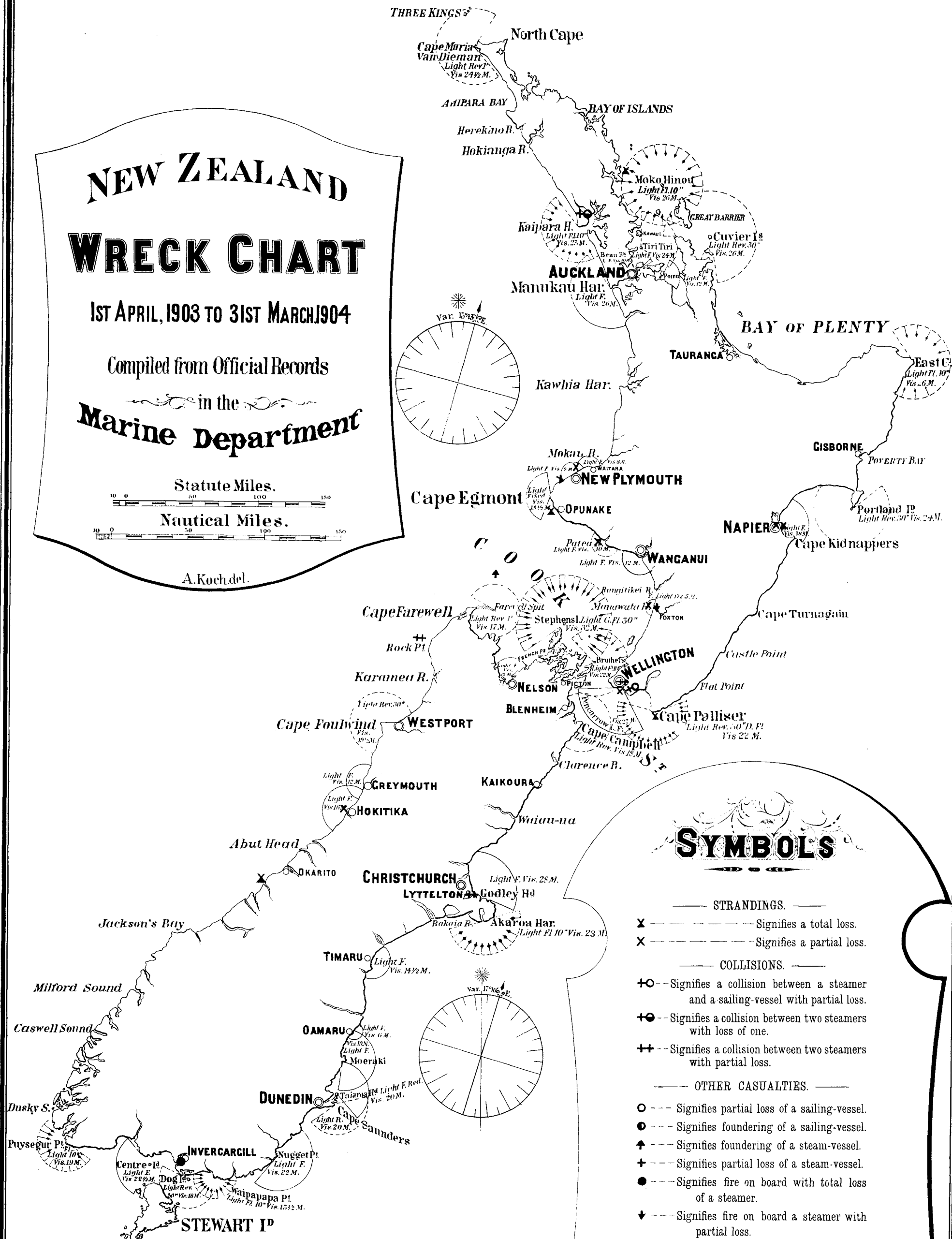
1ST APRIL, 1903 TO 31ST MARCH 1904

Compiled from Official Records

in the
Marine Department



A. Koch del.



SYMBOLS

- STRANDINGS. —
- X ——— Signifies a total loss.
 - X ——— Signifies a partial loss.
- COLLISIONS. —
- +O — Signifies a collision between a steamer and a sailing-vessel with partial loss.
 - +O — Signifies a collision between two steamers with loss of one.
 - ++ — Signifies a collision between two steamers with partial loss.
- OTHER CASUALTIES. —
- O — Signifies partial loss of a sailing-vessel.
 - — Signifies foundering of a sailing-vessel.
 - ↑ — Signifies foundering of a steam-vessel.
 - + — Signifies partial loss of a steam-vessel.
 - — Signifies fire on board with total loss of a steamer.
 - ↓ — Signifies fire on board a steamer with partial loss.

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

• SNARES

