

1905.  
NEW ZEALAND.

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# MARINE DEPARTMENT.

(ANNUAL REPORT FOR 1904-5.)

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

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MY LORD,—

Marine Department, Wellington, 24th June, 1905.

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.

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SIR,—

Marine Department, Wellington, 15th May, 1905.

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

*Shipping and Seamen.*—"The Shipping and Seamen Act, 1903," was assented to by His Majesty in Council on the 20th March last, and it came into force on the 7th April, on which date the Governor's Proclamation notifying the King's assent was published in the *New Zealand Gazette*. The Act is working smoothly, and, as it contains the law which was formerly to be found in nine Acts, it greatly facilitates the work of the Department, besides simplifying matters for ship-owners and others connected with shipping. The only real difficulty which has arisen is in connection with masters' certificates of service, which are provided for in section 27. The provision for these certificates was made to avoid hardship to men who had commanded vessels which did not require certificated masters prior to the passing of the Act; and in order to prevent applications coming in for an indefinite time it was enacted that the certificates could be granted to persons having the requisite service who applied for them not later than the 31st December, 1904. As the Act was passed in 1903, it was anticipated that it would be assented to not later than the middle of 1904, which would have given all persons entitled to the certificates plenty of time to make their applications by the end of that year. A large number of persons did apply before the end of December last, but a good many omitted to do so until after the Act came into force, and the applications of these cannot be dealt with. Unless an amending Act is passed extending the time for receiving the applications, a hardship will be imposed upon these men, and I therefore recommend that a short Bill be introduced for the purpose of making the necessary extension of time. Regulations have been made providing for the examination of candidates for certificates as masters of restricted limit sailing-vessels carrying passengers, and for fishing-boats and cargo-vessels under 25 tons register, as the Act provides for the issue of such certificates in addition to those which were provided for in the Acts which have been repealed. The Act also provides that the holders of certificates as master of fishing-boats and cargo vessels under 25 tons register may be second mates of home-trade ships. Regulations are being prepared for the adjustment of compasses, which are necessary owing to the alteration made in the law regarding the adjustment of ships' compasses.

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

Since "The Shipping and Seamen Act, 1903," came into operation whole crews of home-trade ships have to be engaged and discharged before a Superintendent of Mercantile Marine, instead of being engaged and discharged on board, as was the practice formerly.

Captain W. D. Reid has resigned the position of Superintendent of Mercantile Marine and Examiner of Masters and Mates at Auckland, and Captain Fleming has been moved from Dunedin to Auckland. The vacancy at Dunedin has been filled by the appointment of Captain Norman

Beaumont. The work in the Wellington office has increased to such an extent as to render it impossible for the Superintendent to perform it efficiently without assistance. At present temporary help is employed, but I recommend that a permanent assistant be appointed.

Prosecutions have been instituted and fines imposed for breaches of the law regarding seamen in the following cases, viz.: The master of the s.s. "Indraghiri," for carrying a fireman without putting him on the articles; the master of the s.s. "Paeroa," for carrying a seaman without putting him on the articles; the master of the s.s. "Paiaaka," for proceeding to sea without an A.B. on board; the master of the s.s. "Stella," for going to sea without a full crew; the master of the s.s. "Rose Casey," for taking a seaman to sea without putting him on the articles; the master of the s.s. "Stormbird," for carrying a seaman without putting him on articles; C. Manson, for enticing and helping two seamen to desert from the s.s. "Tomoana"; and the owners and master of the s.s. "Kamona," for carrying less than the prescribed number of seamen. The master of the s.s. "Māpourika" was convicted, but no fine was imposed, for proceeding to sea with two firemen short of the prescribed number. The master of the s.s. "Westralia" was fined for proceeding to sea without greasers on board, but, on appeal to the Supreme Court, the conviction was quashed on the ground that, although the schedule to the Act which fixed the minimum number of the crew which must be carried mentioned greasers, the section of the Act which referred to the schedule did not specify greasers. The defect does not, however, exist now, as both the section and the schedule of the Act of 1903 provide specifically for greasers.

*Masters, Mates, and Engineers.*—The report of the Principal Examiner of Masters and Mates is appended hereto. For certificates of competency 227 persons passed their examinations and ninety-seven failed. Of those who passed, 142 were masters, mates, and engineers of sea-going ships, sixty-seven were masters and engineers of steamships plying within restricted limits, twelve were engineers of sea-going ships propelled by oil-engines, and six were engineers of similar vessels plying within restricted limits.

Under the provisions of "The Shipping and Seamen Act, 1903," every applicant for examination for a certificate is required to be a British subject. The Act also provides that the Minister or the owner of a ship may at any time require the master or mate to submit himself to an examination in the sight-test, the examination to be made by an Examiner appointed under the Act.

Provision is also made that the holder of a second mate's foreign-going certificate shall be entitled to ship as mate of a home-trade ship.

The Board of Trade has made certain alterations in its regulations for the examination of masters and mates, and as New Zealand certificates are recognised in Great Britain and elsewhere subject to the condition that our regulations shall be similar to those of the Board of Trade, that body has asked this Department to make the necessary alterations in the regulations in force in the colony, and this is being done.

The Department has been notified by the Marine Board of Victoria that it has decided to recognise New Zealand river engineers' certificates as being equal to the highest grade of engine-driver's certificate issued in Victoria—that is, as equal to a third-class engine-driver of a river and bay steamship under 100 nominal horse-power.

Tables showing the names of persons who have received certificates and the classes and grades of certificates issued are appended.

Prosecutions have been instituted and fines imposed for breaches of the law regarding certificated officers in the following cases, viz.: The owner of the s.s. "Tongariro," for plying on Lake Taupo without a certificated engineer—the engineer was also fined; the master of the oil-engine vessel "Pelorus," for having command of the vessel without holding a master's certificate; and the owner of the scow "Rata," for allowing her to go to sea with an uncertificated master, the master being also fined for acting without a certificate. The owner of the s.s. "Kilmorey" was also proceeded against for running the vessel without a certificated engineer, but the case was dismissed without prejudice.

*Survey of Ships.*—During the year certificates have been issued for 281 steamers, thirty-eight oil-engine vessels, and ten sailing-vessels. A return of such vessels is appended hereto. In addition to the survey of these vessels, several surveys have been made for seaworthiness. The survey of sailing-ships has hitherto been optional, but the new Shipping and Seamen Act makes it compulsory in the case of those employed in the intercolonial trade.

The life-saving appliances rules have been amended to allow vessels not over 200 tons register, which are engaged in landing on and shipping from beaches by means of surf-boats, to carry such boats and their launches on board with outer chocks to keep them in position. It is not likely that the chocks would cause any delay in launching the boats in case of emergency, as the frequent use of the boats makes the men very expert in handling them.

*Coastal Dangers.*—The work of surveying the coast has been continued by H.M.S. "Penguin," which has now been employed on it for four years. The work has been carried out under an arrangement with the Imperial Government, under which the colony pays half the cost. The arrangement with the Admiralty has been terminated as from the end of this year's work, in view of this Department establishing a marine survey, for which it is proposed to ask Parliament to make the necessary provision during the coming session. There is still a good deal of coastal work to be done, and the most important of this should be carried out before any harbour-work is undertaken.

The "New Zealand Nautical Almanac for 1905," edited by Captain Blackburne, Nautical Adviser to the Department, was issued in December last, and the demand for the publication shows that it has met a want. Captain Blackburne's A, B, C, and D Tables are now being printed as a separate publication for sale to masters of vessels. They will be of great value to navigators, and the cost of publishing them will be recouped to the Department by the proceeds of the sale.

The book contains numerous worked-out examples and diagrams illustrating some new short and accurate methods of determining the ship's position from observations of sun, moon, and stars, which it is hoped will encourage the practice of such observations, and thereby be the means of saving life at sea and preventing shipping disasters.

*Wages and Effects of Deceased Seamen.*—The estates of fifteen seamen, amounting to £105 12s. 4d., have been dealt with during the year, of which seven were new estates. The sum of £55 17s. 6d. has been paid to relatives and other claimants, and the sum of £4 17s. 4d., which was in possession of the Department for more than six years, has been paid into the Public Account. The sum of £68 17s. 9d., being money deposited in the Seamen's Savings-bank in the United Kingdom, has, at the request of the Board of Trade, been paid to the depositors in the colony. These moneys are refunded by the Imperial authorities.

*Wrecks and Casualties.*—Attached are tables showing the casualties to ships and an analysis thereof. Those on the coasts of the colony numbered sixty-four, representing 32,536 tons, as compared with fifty-eight, of 16,200 tons, in the previous year. The total wrecks within the colony were ten, of 1,182 tons, as compared with nine, of 3,022 tons, in the previous year. The number of lives lost was eight, as compared with fourteen last year. Of these, six were within the colony—viz., five in the "Hoanga" and one from the "Surprise."

*Weather Forecasts.*—The duty of making weather forecasts and issuing weather reports and storm warnings has been efficiently carried out by Captain Edwin.

*Government Steamer.*—The "Hinemoa" has continued to carry out the work of attending to lighthouses, laying, overhauling, cleaning, and relaying buoys both on the coast and in harbours. She has visited the Kermadec Islands to search for castaways, and overhauled the provision depots which are maintained on those islands. She has also performed various other work outside her ordinary work of attending to lighthouses, buoys, and provision depots.

*Lighthouses.*—All the lights have been maintained in an efficient manner, and the keepers have carried out their duties properly.

During the year I have visited and inspected the lighthouses at Godley Head, Jack's Point, Taiaroa Head, Cape Saunders, Nugget Point, Waipapapa Point, Dog Island, Centre Island, Puysegur Point, Cape Egmont, Manukau North and South Heads, Kaipara, Bean Rock, Ponui Passage, Tiri Tiri, Cuvier Island, and Moko Hinou. The lighthouses were found to be well kept in all cases, and in most cases the stations were generally well kept. Some of the keepers are deserving of great credit for the neat appearance of their stations, and for the excellent gardens which they have. There are, however, a few who do not appear to take much pride in their gardens or in keeping the surroundings as neat and well kept as they should be. I hope, however, to see an improvement in the cases where such a condition of things exist when I next visit the stations.

At Cape Maria van Diemen the tramway which was damaged by a heavy sea has been repaired.

The erection of a new tower at Cape Campbell is nearly completed, and as soon as it is ready the new lantern which has been procured for the purpose will be fitted into it, and then the machine and apparatus will be moved into it from the old tower. It is anticipated that the revolving light will only have to be discontinued for two nights, and during that time arrangements will be made to show a fixed light.

At Akaroa Head the landing-stage, which was becoming decayed, has been repaired. The rings and rollers on which the revolving carriage travels are showing signs of wear, and new ones are therefore being obtained from Scotland to replace them.

New rings have been obtained from Scotland for Puysegur Point Lighthouse to replace those which have been in use since the light was first exhibited on the 1st March, 1879, and they are now being fitted by Mr. Scott, Lighthouse Artificer. During the time the work is being carried out a fixed light is shown, four port lights being used in the tower for the purpose. The road at this station has been repaired, and is now in good order, and new roofs have been put on the houses of the Principal and First Assistant Keeper, and a new landing-store erected.

New burners have been fitted in Dog Island light.

At Manukau South Head extensive repairs have been executed to the keepers' houses, and the station is now in good condition. Two wash-houses and a workshop have been erected.

At Jack's Point a workshop has been erected, and an incandescent burner for this light has been ordered from England. It is anticipated that when it is in use the light will be very much improved.

The lens of the Jackson's Head beacon light having been damaged by the sea, a new one has been obtained from the makers of the light in Dublin and fitted on to it. The work of attending to this light is now carried out by Mr. E. C. Perano, master of the s.s. "Elsie," who is paid £50 a year for the service.

Shipmasters have petitioned that a low-level light should be erected at Pencarrow Head as a guide for the harbour-entrance when the fog obscures the present light, and the Wellington Harbour Board has offered to contribute towards the cost of the erection of such a light if this Department will erect and maintain it. For ordinary coastal purposes the present light is sufficient; but as it may be possible to move it to a site lower down the hill, where it would do equally well for a coastal light, and at the same time make a better harbour-mark in thick weather, the Marine Engineer will visit the lighthouse and report as to the feasibility and cost of moving it lower down.

The automatic fog-signal at Pencarrow has worked satisfactorily during the year, and an improved automatic fog-signal has been procured from England for Taiaroa Head, where it is now being erected.

Captain Bollons has, as in former years, inspected the lighthouses when going round in the "Hinemoa."

During the year one lightkeeper has retired on account of ill health, receiving compensation for loss of office, and eight have resigned. Eleven new appointments have been made, one of them

being to fill a vacancy which existed at the beginning of the year, one in consequence of the exhibition of Jack's Point light, and nine to fill the vacancies caused by the before-mentioned retirement and resignations.

The amount of light dues collected during the year was £29,310 16s. 3d., as compared with £29,116 0s. 11d. during the previous year. Attached is a table showing the amount collected at each port.

*Harbours.*—The staff at the ports under the control of this Department have performed their duties in a satisfactory manner, and the buoys and beacons in the various harbours have been kept in good order. The two leading beacons at the entrance to Tairua Harbour have been washed away, and an attempt was made by Captain Bollons, of the "Hinemoa," to replace them in February last, but the sea was too rough. They will, however, be replaced when the "Hinemoa" makes her northern trip next month, and two buoys will be laid down to mark banks formed from ballast which vessels have deposited in the harbour. Steps are being taken to erect two new leading beacons at Kawhia, as the channel over the bar has changed so much that the present beacons have been rendered unserviceable.

Owing to change in the channel at the entrance to Kaipara Harbour, the old leading beacons became useless, and new beacons have been erected to guide in the new channel. The "Hinemoa" has not had time to overhaul some of the smaller buoys in this harbour, and therefore the Harbourmaster will arrange for it to be done by a local steamer. The houses at the old pilot-station at Pouto, which are occupied by the Principal Lightkeeper's wife and family and by the chief boatman, need some repairs, which will be carried out shortly.

Repairs to the flagstaff at Hokianga are required owing to the decay of the staff from age, and an oil-launch would be very useful to the Harbourmaster, as, owing to the increasing shipping and the building of new sawmills, it is necessary that he should be able to get about to the various parts of this extensive harbour more than he is able to do in the pilot-boat. Complaint has been made by shipmasters that the port light at the signal-station is not powerful enough, and in order to endeavour to improve it a reflector has been fitted into it, which it is hoped will have the effect of making the light visible at a greater distance.

The signalman's and boatman's houses at Manukau South Head have had some necessary repairs done to them. A good deal of the face of the cliff on which the signalman's house and the flagstaff stand, being composed of sand, has blown away, and in order to stop the erosion the Harbourmaster has planted marram-grass and lupins on the face, and these are having a good effect. A new beacon is required at the bend of the channel near Shag Point, to replace one that was blown down, and tenders are now being invited for its erection. Wharves have been erected at Orua Bay and Graham's Beach, in Manukau Harbour, by the Awhitu Road Board, grants for the purpose having been made by this Department.

New leading beacons are required at the entrance to West Wanganui Inlet, where the shipping trade is increasing owing to the erection of sawmills and flax-mills at that place. Twenty beacons have been erected in the inlet to mark the channel.

The flagstaff at Karamea being too far away from the entrance to the river, it was decided to move it to a better position; but on examination it was found to be too much decayed to be worth moving. A new staff has therefore been erected on the North Head at the entrance, in a position from where vessels can be better guided in and out of the river. The flag-box has been moved to the new site, and a hut for the shelter of the signalman has been put up. The work of removing some snags which caused the bed of the river to silt up and turned the water down the Otumahana outlet is being carried out, and when completed it will have the effect of causing the water to go down the proper channel, which will improve it for navigation.

A regulation has been made regarding the anchor lights to be exhibited by vessels when lying in harbours and by vessels which are aground in or near a fairway.

The sum of £1,639 12s. 7d. has been collected for pilotage and port charges in respect of harbours under the control of this Department, as compared with £1,914 15s. 5d. collected during the previous year.

A large number of plans of harbour-works have been approved by the Governor in Council, and licenses have been granted for the occupation of sites for wharves and other works. A return showing such works and licenses is appended hereto.

*Fisheries.*—Regulations have been issued under "The Sea-fisheries Act, 1894," as amended by the Act of 1903, providing for the registration of sea-fishing boats and boats used in taking oysters; and this, combined with the licensing of these boats, enables them to be kept under better control. The registration remains in force so long as a boat belongs to the same owner, but the licenses are annual. The regulations came into force on the 1st July last, and a return showing the number of boats registered and licensed up to the end of December last is appended hereto.

The regulations as to the size of mesh of fishing-nets and the mode of measuring them have been under review, and the Chief Inspector has interviewed fishermen in various parts of the colony regarding them, with the result that new regulations have been made which provide that the mesh of net or seine is to be not less than 2½ in., unless the net is a *bonâ fide* flounder set-net, mullet, garfish, or herring net. Set-nets for flounders are to have a mesh not less than 4 in., garfish-nets 1 in., herring-nets 1½ in., and mullet-nets used in the North Island 3½ in. The measurement is to be made between knot and knot of opposite corners, instead of diagonally as hitherto.

In order to give the fishermen time to use up the nets which they had when the new regulations were made, it was provided by the Order in Council making them that they are not to come into force until the 1st January next.

In some of the Canterbury rivers there has been a good deal of trouble in dealing with white-bait fishermen who use unlawful means to prevent the fish going further up the river than where they are fishing, to the detriment of men fishing higher up. Proceedings have been taken and

convictions secured in some cases; but when the last case in which a prosecution was instituted was heard the Magistrate dismissed it on the ground that the regulations did not go far enough to prevent the practice. It is, however, proposed to again take proceedings should the fish be blocked in the same or similar manner, and if necessary new regulations will be made.

The markets have been very well supplied with fish during the year, but there has been a marked falling-off in the number of flounders caught in Hawke's Bay of late. So far the Department has not been able to obtain reliable statistics of fish caught. There is, however, provision in the Act of 1903 under which owners of boats and fish-curers are required to make returns to the Department in such form and at such periods as may be prescribed by the Governor in Council; and I would strongly urge that the necessary Order in Council should be made, as the returns would be of great value.

The marine fish-hatchery at Portobello has been completed, and is now in working-order. It is under the control of a Board, which at present receives a grant of £250 from the Department towards the cost of maintenance. Grants have also been made to the Board by the Otago Institute, the Australasian Association for the Advancement of Science, and by the Otago, Waitaki-Waimate, and Hawke's Bay Acclimatisation Societies, which will enable it to make a start in the work of the hatchery and the introduction of suitable food-fishes.

Mr. J. T. Sullivan has been appointed Inspector of Fisheries for Dunedin and the surrounding districts, and he is doing good work in seeing that the law is observed.

Another shipment of 300,000 quinnat-salmon ova and of 1,000,000 whitefish-ova has been obtained from the United States, the ova having been again presented to the colony by the United States Fish Commission, to which the thanks of the Department are due. Mr. Ayson, our Chief Inspector of Fisheries, went to the United States and brought the ova over, and the shipment was a most successful one. The salmon-ova were taken to the hatchery at Hakataramea, and 98 per cent. hatched out. Half the whitefish-ova were taken to Lake Kanieri and half to Lake Tekapo, and 95 per cent. hatched out.

As the manager of the hatchery at Hakataramea had to take the whitefish-ova to Lake Tekapo, the Otago Acclimatisation Society allowed Mr. F. Deans, manager of its ponds at Opoho, to proceed to Hakataramea and take charge of the hatching of the salmon-ova, and he carried out the work in a most satisfactory manner. The thanks of the Department are due to the society for its courtesy in the matter.

Several fish believed to be salmon have been caught at the mouth of the Waitaki River. A gentleman, recently from Scotland, states that he caught one of the fish, which weighed  $4\frac{1}{2}$  lb., and that it was undoubtedly a salmon in appearance and taste. Although the taste was not so pronounced as that of Scotch salmon, still the flavour was fine and quite different from that of trout.

During the year the following salmon have been liberated from the ponds at the Hakataramea hatchery, viz.: 448 four-year-old quinnat, 1,273 three-year-old sockeye, 2,626 two-year-old Atlantic salmon, 224,252 eight-month-old quinnat, 12,000 one-year-old quinnat, and 162,613 three-month-old quinnat. Prior to the 1st April, 1904, 135,600 quinnat, 113,161 sockeye, and 42,806 Atlantic salmon were liberated, making the total number liberated to date 692,779. At the end of March the following fish were in the ponds, viz.: 100 four-year-old quinnat, 216 three-year-old sockeye, 230 two-year-old Atlantic, 13,000 one-year-old quinnat, and 75,000 three-month-old quinnat salmon.

It would be advisable to continue to import salmon and whitefish ova for at least two or three years more, by which time it should be proved whether the fish can be successfully acclimatised in the colony or not. If the attempt to introduce and acclimatise them is successful, they will, as a source of food-supply, be of very great value.

It is proposed next season to import 500,000 salmon-ova and 2,000,000 whitefish-ova, instead of 300,000 and 1,000,000, the quantities imported during each of the last two seasons. As we have the salmon-hatchery and the whitefish-hatching sheds, which will provide space for the larger numbers with very little alteration, the cost will only be about £50 more than the cost of introducing and hatching the smaller numbers.

A vote was taken last session to defray the cost of collecting rainbow-trout ova for distribution amongst acclimatisation societies requiring them, and arrangements were made to erect an eyeing-station at Rotorua, but owing to a difficulty about the site, which is Native land, it is found to be necessary to take it under the Public Works Act, which will prevent the collection of ova this season.

*Oysters.*—It was proposed to lease the oyster-beds in the Hauraki Gulf, which bordered on private land, to the occupiers of such land, but after regulations for this had been prepared there were found to be certain difficulties in the way which prevented the intention to lease being carried out. It was then decided to open such of the beds as might be fit for picking, and the Chief Inspector of Fisheries examined them for the purpose of ascertaining their condition, with the result that he reported that those between Gull Point, near Auckland, and Bream Tail, the southern point of Whangarei Bay, were fit for picking. These beds have therefore been opened, and oysters are now being taken from them by persons who have taken out licenses to do so. In order to prevent interference with the closed beds, and to see that small oysters are not taken from those that are open, arrangements have been made for Mr. Bennett, the local Inspector, to devote the whole of his time to this duty during the open season, and to employ an assistant when required.

The beds in the Northern Oyster-fishery, which extends from Whangaruru Harbour to the North Cape, have been examined by the Inspector, Mr. H. Stephenson, who found that they are not fit for picking this season, and it has therefore been decided that they are not to be opened.

In addition to the beds between Gull Point and Bream Tail, those in the Tauranga fishery, Ahipara Bay, Kaipara, Hokianga, Herekino, and Whangape Harbours, and the leased beds in Manukau Harbour, are open for picking this season.

The license fee for taking oysters in the North Island has been raised from 10s. to £1.

The beds in Foveaux Strait are yielding very fair results this season, and there are eleven boats engaged in taking oysters. The quantity of Foveaux Strait oysters exported to Australia during the year ended the 31st December last was 335,868 dozen, valued at £2,785.

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,  
Wellington, 12th May, 1905.

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 in the usual satisfactory manner at Wellington, Lyttelton, and Dunedin. Some delay occurred in Auckland in forwarding examination-papers of those who passed at that port towards the end of last year; otherwise the examinations at Auckland appear to have been carried out in a satisfactory manner. Captain Reid resigned his position as Examiner in Auckland in March, and has been relieved by Captain Charles Fleming, formerly Examiner at Dunedin.

The number of examinations has only increased by twenty over those of the previous year, this small increase being confined entirely to the local home-trade and river-steamer examinations. Auckland has again had more examinations than Wellington. Lyttelton has had less than half the number of either Auckland or Wellington, and only five examinations have been held in Dunedin throughout the year.

The number of failures in the examination for foreign-going certificates has been slightly in excess of the passes; but in the examinations for the home-trade and river-steamer certificates the passes have predominated.

I have pleasure in reporting that last June Mr. William John King, an officer in the Union Steam Ship Company's service, passed a very creditable examination for extra master's certificate. He obtained an unusually high percentage of marks, passed at first attempt, and proved himself to be an intelligent and quick worker. He was born and educated in New Zealand.

I would again draw attention to the unfair position in which the deck hands of vessels running in the Auckland extended river limits are placed, owing to service in these limits not counting as sea service in making them eligible for the foreign-going or home-trade certificate examinations. As owners of these vessels generally, and very properly, employ men with home-trade masters' certificates in this run, the deck hands serving in these vessels are practically precluded from promotion in such vessels without going into another trade for at least five years, as they are not eligible to pass the examination for home-trade master without having five years of sea service, one year of which must have been as mate. On the other hand, I would remark that the law still allows a man with only a restricted limit river certificate and one year's service in a harbour, lake, or river to command passenger-vessels running to all parts of the extended limits, such as between Auckland and Whangarei.

I have, &c.,

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

The Secretary, Marine Department, Wellington.

RETURN showing the TOTAL ORDINARY EXPENDITURE of the MARINE DEPARTMENT during the Financial Year ended the 31st March, 1905.

Nature of Expenditure.	Details.	Totals.	Grand Totals.
	£ s. d.	£ s. d.	£ s. d.
Salaries of Head Office Staff .. .. .	..	1,440 11 10	1,440 11 10
Harbours:—			
Manukau,—			
Salaries .. .. .	478 12 0		
House-rent .. .. .	24 0 0		
Wharf at Graham's Beach .. .. .	42 19 2		
Contingencies .. .. .	133 3 1		
Russell,—		678 14 3	
Contingencies .. .. .	..	12 15 10	
Hokianga,—			
Salaries .. .. .	328 0 0		
Contingencies .. .. .	32 0 10		
Kaipara,—		360 0 10	
Salaries .. .. .	508 0 0		
House-rent .. .. .	24 0 0		
New beacons .. .. .	446 9 9		
Repairs to flagstaff .. .. .	50 0 0		
Contingencies .. .. .	77 18 3		
Opunake,—		1,106 8 0	
Salary .. .. .	..	25 0 0	
Foxton,—			
Salary .. .. .	170 0 0		
Removal of buildings .. .. .	255 5 10		
Contingencies .. .. .	74 2 8		
Tauranga,—		499 8 6	
Contingencies .. .. .	..	2 2 0	
Mokau,—			
Salary .. .. .	..	40 0 0	
Wairau,—			
Salary .. .. .	145 0 0		
Protective works .. .. .	320 0 0		
Contingencies .. .. .	49 3 2		
Havelock,—		514 3 2	
New beacons .. .. .	110 7 6		
Boat and boatshed .. .. .	46 18 4		
Contingencies .. .. .	11 6 6		
Motueka,—		168 12 4	
Salary .. .. .	10 0 0		
Survey of harbour .. .. .	23 3 9		
Contingencies .. .. .	0 8 3		
Waitapu,—		33 12 0	
Salary .. .. .	31 5 0		
Maintenance of lights .. .. .	75 0 0		
Contingencies .. .. .	7 4 9		
Collingwood,—		113 9 9	
Salary .. .. .	35 0 0		
Contingencies .. .. .	27 7 6		
Karamea,—		62 7 6	
Salary .. .. .	40 0 0		
Contingencies .. .. .	72 17 8		
Okarito,—		112 17 8	
Salary .. .. .	75 0 0		
Opening bar .. .. .	22 18 9		
Contingencies .. .. .	40 7 4		
Okuru,—		138 6 1	
Signalling .. .. .	20 0 0		
Contingencies .. .. .	9 16 3		
Little Wanganui,—		29 16 3	
Signalling .. .. .	15 0 0		
New beacons .. .. .	18 0 0		
Contingencies .. .. .	5 8 3		
Waikawa,—		38 8 3	
Salary .. .. .	10 0 0		
Contingencies .. .. .	3 5 8		
Riwaka,—		13 5 8	
Maintenance of lights .. .. .	..	10 0 0	
Picton,—			
Contingencies .. .. .	..	14 11 0	
Lamps, repairs to buoys and sundries .. .. .	..	351 4 4	
			4,325 3 5
Lighthouses:—			
Salaries of keepers .. .. .	..	9,326 7 5	
Oil .. .. .	..	1,777 5 11	
Stores and contingencies .. .. .	..	3,347 15 8	
Keepers' travelling-expenses .. .. .	..	190 5 11	
Lighthouse artificer .. .. .	..	220 0 0	
			14,861 14 11
Superintendents of Mercantile Marine:—			
Salaries .. .. .	1,120 0 0		
Assistance .. .. .	156 0 0		
Contingencies .. .. .	174 9 1		
			1,450 9 1
Carried forward .. .. .	..	..	22,077 19 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.. .. .	..	..	22,077 19 3
<b>Fisheries :—</b>			
Protection of fish and oysters,—			
Salaries.. .. .	530 15 10		
Travelling-expenses .. .. .	136 12 11		
Contingencies .. .. .	103 13 6		
Wages of attendants, Hakataramea Hatchery ..	292 0 0	1,063 2 3	
Fish-hatcheries .. .. .	740 16 8		
Import of salmon-ova .. .. .	167 9 1		
Import of whitefish-ova .. .. .	257 9 3		
Hakataramea salmon-hatchery .. .. .	162 15 11		
Supply of fish-ova and acclimatisation of fish, animals, &c. ..	185 3 0	1,513 13 11	
Grant to Portobello Fish-hatchery Board for equip- ments, &c. .. .. .	250 0 0		
Grant to Hokitika Fish-hatchery .. .. .	61 19 6	311 19 6	2,888 15 8
<b>Weather-reporting :—</b>			
Salaries .. .. .	350 0 0		
Contingencies .. .. .	7 18 0		
		..	357 18 0
Less credits to vote .. .. .	..	..	25,324 12 11
			700 3 9
<b>Government steamers :—</b>			24,624 9 2
Working-expenses .. .. .	9,409 0 9		
New propeller boss .. .. .	146 17 10		
Repairs and renewals, &c. .. .. .	225 14 7		
	9,781 13 2		
Less amount of freights, passages, &c... ..	474 10 11	..	9,307 2 3
Departmental travelling-expenses .. .. .	60 1 6		
Checking overcrowding of steamers and legal expenses ..	306 9 2		
Coastal buoys and beacons .. .. .	78 16 7		
Survey of coast by H.M.S. "Penguin," to 31st March, 1903 ..	8,983 11 3		
Charts .. .. .	91 8 4		
Examination of masters and mates—contingencies .. ..	46 4 9		
Inquiries into wrecks and casualties .. .. .	91 16 11		
Surveys of unseaworthy ships .. .. .	12 12 0		
Relief of distressed seamen .. .. .	29 19 0		
"N.Z. Nautical Almanac" .. .. .	250 0 0		
Fog-signal .. .. .	588 0 8		
Subsidy to Shipwreck Relief Society .. .. .	200 0 0		
Cost of River Limits Commission .. .. .	144 2 11		
Compassionate allowance to widow of late Lightkeeper Nicolson .. .. .	130 0 0		
Napier Spit protection-works .. .. .	200 0 0		
Sundries .. .. .	392 18 3		
		11,606 1 4	
Less credits to vote .. .. .	..	299 17 0	11,306 4 4
<b>Total .. .. .</b>	..	..	45,237 15 9



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, 1905.

Name of Lighthouse.	Salaries.	Oil.		Stores and Contingencies.	Totals.
		Gallons consumed.	Value.		
	£ s. d.		£ s. d.	£ s. d.	£ s. d.
Cape Maria van Diemen .. .. .	346 16 11	929	70 12 10	(a) 174 10 1	591 19 10
Moko Hinou .. .. .	309 3 11	830	63 2 3	168 6 11	540 13 1
Tiritiri .. .. .	244 2 10	681	51 15 8	51 19 1	347 17 7
Bean Rock .. .. .	160 0 0	..	3 2 6	11 17 6	175 0 0
Ponui Passage .. .. .	160 0 0	76	5 15 7	8 5 10	174 1 5
Cuvier Island .. .. .	332 6 1	1,340	101 17 11	121 14 10	555 18 10
East Cape .. .. .	315 11 0	869	66 1 7	80 10 5	462 3 0
Portland Island .. .. .	358 5 11	738	56 2 4	87 1 3	501 9 6
Napier Bluff .. .. .	20 0 0	Gas	11 1 7	..	31 1 7
Cape Palliser .. .. .	270 0 0	892	67 16 7	76 19 6	414 16 1
Pencarrow Head .. .. .	270 0 0	879	66 16 10	58 5 0	395 1 10
Somes Island .. .. .	143 1 6	671	51 0 6	31 9 3	225 11 3
Cape Egmont .. .. .	262 12 11	584	44 8 2	50 11 10	357 12 11
Manukau Head .. .. .	229 19 6	555	42 4 1	45 19 6	318 3 1
Manukau South Head leading-lights .. .. .	..	170	12 18 6	4 2 5	17 0 11
Manukau North Head leading-lights .. .. .	114 6 1	250	19 0 2	38 19 1	172 5 4
Kaipara Head .. .. .	232 5 8	575	43 14 6	(b) 137 5 9	413 5 11
Brothers .. .. .	434 15 3	728	55 7 2	(c) 153 16 1	643 18 6
Tory Channel leading-lights .. .. .	90 0 0	159	12 1 10	4 1 1	106 2 11
Cape Campbell .. .. .	238 15 1	553	42 1 1	(d) 155 17 4	436 13 6
Godley Head .. .. .	271 10 1	524	39 16 11	52 17 5	364 4 5
Akaroa Head .. .. .	265 12 11	577	43 17 6	(e) 89 14 10	399 5 3
Jack's Point .. .. .	146 13 4	129	9 16 2	(f) 85 0 5	241 9 11
Moeraki .. .. .	261 13 4	565	42 19 4	60 8 5	365 1 1
Taiaroa Head .. .. .	262 17 7	609	46 6 2	108 0 11	417 4 8
Cape Saunders .. .. .	258 1 5	653	49 13 1	34 3 0	341 17 6
Nugget Point .. .. .	337 16 8	961	73 1 6	137 7 9	548 5 11
Waipapapa Point .. .. .	244 15 9	668	50 16 0	(g) 57 5 1	352 16 10
Dog Island .. .. .	308 12 1	807	61 7 4	(h) 100 16 1	470 15 6
Centre Island .. .. .	308 13 8	871	66 4 8	(i) 134 2 7	509 0 11
Puysegur Point .. .. .	350 2 0	866	65 17 1	(k) 401 2 0	817 1 1
Hokitika .. .. .	12 0 0	Gas	11 11 0	..	23 11 0
Cape Foulwind .. .. .	238 10 9	569	43 5 4	66 7 5	348 3 6
Kahurangi Point .. .. .	355 0 7	1,009	76 14 6	208 4 7	639 19 8
Farewell Spit .. .. .	364 4 4	644	48 19 5	107 12 3	520 16 0
Nelson .. .. .	282 8 11	257	19 10 10	(l) 40 4 5	342 4 2
Stephen Island .. .. .	355 11 4	1,712	130 3 8	(m) 181 19 6	667 14 6
French Pass .. .. .	170 0 0	134	10 3 9	20 16 3	201 0 0
Totals .. .. .	9,326 7 5	23,034	1,777 5 11	3,347 15 8	14,451 9 0

(a) Of which £45 8s. 2d. is for repairs. (b) Of which £17 16s. 8d. is for repairs. (c) Of which £63 17s. 10d. is for provisions. (d) Of which £65 2s. 9d. is for repairs. (e) Of which £23 6s. is for repairs. (f) Of which £45 8s. 7d. is for repairs. (g) Of which 10d. is for repairs. (h) Of which £68 15s. 6d. is for repairs. (i) Of which 16s. 8d. is for repairs. (k) Of which £152 3s. 5d. is for repairs, and £82 9s. 2d. for repairs to road. (l) Of which £16 3s. 4d. is for repairs. (m) Of which £22 19s. 10d. 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 .. .. .	9,349	9	11
Cape Palliser .. .. .	6,243	16	1
East Cape .. .. .	7,594	8	8
Kahurangi Point .. .. .	9,145	18	1
Jack's Point .. .. .	1,204	10	9
Cost of telegraph cable to Tiritiri .. .. .	1,085	19	6
Miscellaneous and unallocated .. .. .	1,322	2	2
Total .. .. .	£191,840	12	1

\* Light discontinued; moved to Cape Egmont.  
† Cost of iron tower, lantern, and apparatus, which were removed from Mana Island, is not included in this.  
‡ Built by Provincial Government of Auckland; cost not known in Marine Department.

RETURN showing the FEES, &c., received under  
the Shipping and Seamen's Acts, the Merchant  
Shipping Act, the Sea-fisheries Acts, and for  
PILOTAGE and PORT CHARGES, &c., at Ports  
under the Marine Department during the Year  
ended 31st March, 1905.

Nature of Receipts.	Amount.		
	£	s.	d.
Shipping and Seamen's Acts:—			
Fees for shipping and discharge of seamen, and sale of forms .. .. .	2,426	14	3
Survey of steamers .. .. .	1,830	10	0
Measurement of ships .. .. .	42	16	0
Examination of masters, mates, and engineers .. .. .	309	7	6
Light dues .. .. .	29,310	16	3
Merchant Shipping Act .. .. .	212	9	8
Pilotage and port charges .. .. .	1,639	12	7
Sundry receipts under Harbours Acts .. .. .	359	12	6
Sea-fisheries Act .. .. .	286	10	0
Sundries .. .. .	284	0	1
Total .. .. .	£36,702	8	10

RETURN showing the AMOUNT of LIGHT DUES  
collected during the Year ended 31st March,  
1905.

Port.			Amount collected.		
			£	s.	d.
Auckland .. .. .	..	..	10,148	1	10
Onehunga .. .. .	..	..	160	15	6
Whangarei .. .. .	..	..	189	9	1
Whangaroa .. .. .	..	..	4	8	4
Russell .. .. .	..	..	27	1	1
Mangonui .. .. .	..	..	2	18	5
Hokianga .. .. .	..	..	18	3	10
Kaipara .. .. .	..	..	222	18	0
Thames .. .. .	..	..	85	9	7
Coromandel .. .. .	..	..	16	4	11
Tauranga .. .. .	..	..	23	12	4
Poverty Bay .. .. .	..	..	608	5	5
Napier .. .. .	..	..	880	8	7
New Plymouth .. .. .	..	..	242	12	0
Waitara .. .. .	..	..	46	9	2
Wanganui .. .. .	..	..	144	15	6
Patea .. .. .	..	..	16	0	3
Wellington .. .. .	..	..	7,265	3	4
Wairau .. .. .	..	..	21	15	11
Pictou .. .. .	..	..	401	17	5
Nelson .. .. .	..	..	410	9	5
Westport .. .. .	..	..	648	12	1
Greymouth .. .. .	..	..	271	12	8
Hokitika .. .. .	..	..	5	7	3
Lyttelton .. .. .	..	..	2,398	12	7
Timaru .. .. .	..	..	394	5	4
Oamaru .. .. .	..	..	131	15	9
Dunedin .. .. .	..	..	1,888	11	4
Bluff and Invercargill .. .. .	..	..	2,684	19	4
Total .. .. .	..	..	£29,310	16	3

RETURN showing the AMOUNT of PILOTAGE,  
PORT CHARGES, &c., collected during the Year  
ended 31st March, 1905.

Name of Port.	Pilotage.			Port Charges, &c.			Total.		
	£	s.	d.	£	s.	d.	£	s.	d.
Auckland* .. .. .	1,100	4	0	6,694	17	3	7,795	1	3
Onehunga .. .. .	9	19	9	137	17	9	147	17	6
Hokianga .. .. .	99	11	11	..	..	..	99	11	11
Kaipara .. .. .	30	1	10	927	0	6	957	2	4
Thames* .. .. .	154	19	4	..	..	..	154	19	4
Gisborne* .. .. .	16	14	6	1,361	13	7	1,378	8	1
Wairoa* .. .. .	51	6	8	4	2	6	55	9	2
Napier* .. .. .	1,315	3	6	5,627	5	10	6,942	9	4
New Plymouth* .. .. .	128	6	0	199	11	0	327	17	0
Waitara* .. .. .	97	17	4	89	12	3	187	9	7
Wanganui* .. .. .	518	0	3	..	..	..	518	0	3
Patea* .. .. .	64	11	1	16	6	0	80	17	1
Foxton .. .. .	217	8	7	..	..	..	217	8	7
Wellington* .. .. .	522	8	3	14,168	10	7	14,690	18	10
Wairau .. .. .	217	12	3	..	..	..	217	12	3
Nelson* .. .. .	2,356	0	4	263	6	9	2,619	7	1
Hokitika* .. .. .	..	..	..	†67	3	9	67	3	9
Lyttelton* .. .. .	9,449	15	0	6,867	10	2	16,317	5	2
Timaru* .. .. .	2,931	17	9	3,462	9	5	6,394	7	2
Oamaru .. .. .	..	..	..	†1,833	18	10	1,833	18	10
Dunedin* .. .. .	9,079	2	8	6,864	3	7	15,943	6	3
Invercargill* .. .. .	..	..	..	12	4	6	12	4	6
Bluff* .. .. .	4,149	17	2	2,524	14	2	6,674	11	1
Totals .. .. .	32,511	6	2	51,122	8	5	83,633	14	7

\* 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, 1905.

Name of Seaman.						Balance to Credit of Estate on 31st March, 1904.	Amount received.	Amount paid.	Balance to Credit of Estate on 31st March, 1905.
						£ s. d.	£ s. d.	£ s. d.	£ s. d.
J. S. Underwood	..	..	..	..	..	3 13 8	..	3 13 8	..
Frederick Davis	..	..	..	..	..	0 9 9	..	0 9 9	..
Philip Hoare	..	..	..	..	..	0 8 6	..	0 8 6	..
Henry Smith	..	..	..	..	..	0 5 2	..	0 5 2	..
Alexander D. McNab	..	..	..	..	..	0 0 3	..	0 0 3	..
— Neilson	..	..	..	..	..	2 15 0	..	..	2 15 0
A. Robertson	..	..	..	..	..	2 15 0	..	..	2 15 0
J. D. Burtinshaw	..	..	..	..	..	13 3 6	..	13 3 6	..
William Kassens	..	..	..	..	..	..	2 3 0	2 3 0	..
Bennett Lissing	..	..	..	..	..	..	10 0 6	..	10 0 6
Axel Larsen	..	..	..	..	..	..	10 10 6	10 10 6	..
Philip Dalcom	..	..	..	..	..	..	21 16 4	21 16 4	..
Thomas Devine	..	..	..	..	..	..	9 11 0	6 7 6	3 3 6
John W. Bird	..	..	..	..	..	..	1 16 8	1 16 8	..
H. S. Molvig	..	..	..	..	..	..	26 3 6	..	26 3 6
Totals	..	..	..	..	..	23 10 10	82 1 6	60 14 10	44 17 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, 1905.

No. of License.	Date of Issue.	Name of Licensee.	Port of Residence.	Date of Expiry of License.
27	12 July, 1904	Richard Groombridge Butt..	Wellington	20 July, 1905.
28	4 "	Edward Wheeler ..	"	12 Aug., "
30	5 Nov., "	Hugh McLellan ..	Lyttelton	11 Nov., "
31	5 Jan., 1905	Archibald Kennedy ..	Wellington	21 Dec., "
34	22 March, "	Thomas Fernandez ..	Auckland	18 Dec., "
35	16 June, 1904	Norman Beaumont ..	"	16 June, "

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 of STEAMERS and OIL-ENGINE VESSELS to which CERTIFICATES of SURVEY were issued in  
New Zealand during the Year ended 31st March, 1905.

Name of Vessel.	Tons Register.	Nominal Horse-power of Steam-engines and Brake Horse-power of Oil-engines.	Indicated Horse-power of Steam-engines.	Nature of Engines.	Nature of Propeller.	Class of Certificate.	Minimum Number of following Classes of Crew Law requires to be carried.				Remarks.
							Able Seamen.	Firemen.	Trimmers.	Greasers.	
Admiral ..	82	28	..	Compound ..	Screw ..	River ..	..	..	..	..	
Advance ..	..	8	..	Non-condensing ..	" ..	" ..	..	..	..	..	
Advance ..	40	30	..	Oil-engines ..	" ..	Home trade ..	2	..	..	..	First survey.
Ahuriri ..	31	17	..	Compound ..	" ..	Extended river ..	..	..	..	..	
Akaroa ..	43	28	51	" ..	" ..	Home trade ..	2	1	..	..	
Akitio ..	12	20	..	Oil-engines ..	" ..	River ..	..	..	..	..	
Albany ..	8	8	..	Non-condensing ..	" ..	" ..	..	..	..	..	
Albatross ..	111	37½	..	Compound ..	" ..	" ..	..	..	..	..	First survey.
Alert (Auckland) ..	..	1½	..	Non-condensing ..	" ..	" ..	..	..	..	..	
Alert (Thames) ..	..	6	..	Condensing ..	" ..	" ..	..	..	..	..	Towing only.
Alexander ..	185	..	297	Compound ..	Twin-screw ..	Home trade ..	4	3	..	..	First survey.
Alexandra ..	73	30	..	Non-condensing ..	Paddle ..	River ..	..	..	..	..	
Anna ..	21	10	..	Oil-engines ..	Screw ..	Home trade ..	1	..	..	..	
Antrim ..	35	17	..	Condensing ..	" ..	River ..	..	..	..	..	
Aorere ..	49	16½	66	Compound ..	" ..	Home trade ..	2	1	..	..	
Aotea (Auckland) ..	89	15	..	Oil-engines ..	" ..	" ..	2	..	..	..	
*Aotea (Auckland) ..	157	33	..	Compound ..	" ..	River ..	..	..	..	..	
Aotea (Wellington) ..	90	35	134	" ..	" ..	Home trade ..	2	2	..	..	Since wrecked.
Aparima ..	3,684	284	2,362	Triple expansion ..	Twin-screw ..	Foreign trade ..	13	9	3	3	
Atapo ..	3	4½	..	Condensing ..	Screw ..	River ..	..	..	..	..	Launch; towing only.
Awaroa ..	..	3	..	Non-condensing ..	Stern-wheel ..	" ..	..	..	..	..	Towing and cargo only.
Awarua (Auckland) ..	100	32	217	Condensing ..	Paddle ..	Home trade ..	4	2	..	..	
Beatrice ..	8	10	..	Non-condensing ..	Screw ..	Extended river ..	..	..	..	..	Fishing-vessel.
Ben Lomond ..	33	15	..	Compound ..	" ..	River ..	..	..	..	..	
Blanche ..	18	9	..	Non-condensing ..	" ..	Extended river ..	..	..	..	..	Cargo and towing only.
Britannia ..	108	40	..	" ..	Paddle ..	River ..	..	..	..	..	
Canopus ..	835	250	1,042	Triple-expansion ..	Screw ..	Home trade ..	7	3	2	3	First N.Z. survey.
Canterbury ..	..	24	..	Non-condensing ..	Twin-screw ..	Extended river ..	..	..	..	..	
Chelmsford ..	79	24	60	Compound ..	Screw ..	Home trade ..	2	1	..	..	
Clansman ..	379	90	566	" ..	" ..	" ..	5	3	..	..	
Clara ..	..	2½	..	Condensing ..	" ..	River ..	..	..	..	..	Launch; fishing-vessel.
Claymore ..	92	54	..	Compound ..	" ..	Extended river ..	..	..	..	..	
Clyde ..	..	40	..	" ..	Stern-wheel ..	River ..	..	..	..	..	
Condor ..	122	24	..	" ..	Screw ..	" ..	..	..	..	..	
Corinna ..	812	141	971	" ..	" ..	Home trade ..	7	3	2	3	
Coromandel ..	68	25	..	" ..	" ..	River ..	..	..	..	..	
Countess ..	84	28	..	" ..	" ..	" ..	..	..	..	..	
Countess of Ranfurly ..	153	90	..	Oil-engines ..	" ..	Foreign trade ..	4	..	..	..	
Cygnat ..	66	43	189	Compound ..	" ..	Home trade ..	2	2	..	..	
Daphne ..	..	1	..	Non-condensing ..	" ..	River ..	..	..	..	..	Towing only.
Defender ..	117	36	144	Compound ..	" ..	Home trade ..	4	2	..	..	First N.Z. survey.
Dingadee ..	393	80	365	" ..	Twin-screw ..	" ..	5	3	..	..	
Dolly Varden ..	17	30	..	Oil-engines ..	Screw ..	" ..	1	..	..	..	Fishing-vessel.
Doto ..	19	13	..	Compound ..	" ..	Extended river ..	..	..	..	..	
Duchess ..	95	81	..	Triple expansion ..	" ..	River ..	..	..	..	..	
Duco ..	26	60	..	" ..	" ..	Extended river ..	..	..	..	..	
Duke ..	..	6	..	Condensing ..	Stern-wheel ..	River ..	..	..	..	..	Towing only.
Durham ..	54	24	..	Compound ..	Screw ..	Extended river ..	..	..	..	..	
Eagle ..	138	70	..	" ..	Paddle ..	River ..	..	..	..	..	
Edina ..	4	6	..	Non-condensing ..	Screw ..	" ..	..	..	..	..	Towing only.
Eliza ..	..	3	..	" ..	" ..	" ..	..	..	..	..	
Elsie ..	15	8	..	" ..	" ..	Extended river ..	..	..	..	..	
Elsie Evans ..	6	20	..	Oil-engines ..	" ..	" ..	..	..	..	..	
Endon ..	12	5	..	Compound ..	" ..	" ..	..	..	..	..	Fishing-vessel.
*Erin ..	..	4	..	Non-condensing ..	" ..	River ..	..	..	..	..	Towing and cargo only.
*Erskine ..	98	35	..	Compound ..	" ..	" ..	..	..	..	..	Westport dredge.
Ethel J. ..	20	16	..	" ..	" ..	" ..	..	..	..	..	
Eveline ..	..	8	..	Non-condensing ..	" ..	" ..	..	..	..	..	First survey; towing only.
Express ..	36	25	150	Compound ..	Screw ..	Home trade ..	2	2	..	..	Fishing-vessel.
Fairy ..	33	15	..	Non-condensing ..	" ..	Extended river ..	..	..	..	..	
Falcon ..	..	6	..	" ..	" ..	" ..	..	..	..	..	
Fanny ..	55	30	159	Compound ..	" ..	Home trade ..	2	2	..	..	
Fire Float ..	..	13	..	Non-condensing ..	" ..	River ..	..	..	..	..	Fire-float and towing only.
Firefly ..	7	8	..	Oil-engines ..	" ..	Extended river ..	..	..	..	..	Cargo only.
Flirt ..	13	10	..	" ..	" ..	River ..	..	..	..	..	
Freetrader ..	94	30	..	Non-condensing ..	Stern-wheel ..	" ..	..	..	..	..	Cargo and towing only.
Gael ..	55	20	..	Compound ..	Screw ..	Extended river ..	..	..	..	..	First survey.
Gannet ..	15	6	..	Condensing ..	" ..	" ..	..	..	..	..	
Gertie ..	119	59	329	" ..	Twin-screw ..	Home trade ..	4	3	..	..	

\* 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.	Indicated Horse-power of Steam-engines.	Nature of Engines.	Nature of Propeller.	Class of Certificate.	Minimum Number of following Classes of Crew Law requires to be carried.				Remarks.
							Able Seamen.	Firemen.	Trimmers.	Greasers.	
Glenelg ..	156	75	363	Compound ..	Screw ..	Home trade ..	4	3	..	..	Fishing-vessel.
Goldfinch ..	..	12	..	Non-condensing ..	" ..	River ..	..	..	..	..	
Gordon ..	9	12	..	Compound ..	" ..	Extended river ..	..	..	..	..	Launch.
Gosford ..	57	30	..	" ..	" ..	River ..	..	..	..	..	
Greyhound ..	83	50	..	Oil-engines ..	" ..	Home trade ..	2	..	..	..	Fishing-vessel.
Hamurana ..	24	3	..	Non-condensing ..	" ..	River ..	..	..	..	..	
Hannah ..	6	8	..	Oil-engines ..	" ..	Extended river ..	..	..	..	..	Launch.
Haupiri ..	452	88	516	Compound ..	" ..	Home trade ..	6	3	..	..	
Hauroto ..	1,276	253	1,242	" ..	" ..	Foreign trade ..	8	3	2	3	Fishing-vessel.
Hawea ..	1,114	104	915	Triple expansion ..	" ..	" ..	7	3	2	3	
*Heathcote ..	94	35	..	Compound ..	" ..	River ..	..	..	..	..	Hopper barge.
*Herald ..	370	85	487	" ..	" ..	Foreign trade ..	5	3	..	..	Sold out of the colony.
Himitangi ..	149	45	242	" ..	" ..	Home trade ..	4	2	..	..	Launch.
Hinemoa ..	8	6½	..	Non-condensing ..	" ..	River ..	..	..	..	..	
*Hirere ..	32	16	..	Compound ..	Twin-screw ..	" ..	..	..	..	..	Towing only.
Huia (Auckland) ..	200	60	..	Oil-engines ..	Screw ..	Home trade ..	5	..	..	..	
Huia (Thames) ..	..	8	..	Non-condensing ..	" ..	Extended river ..	..	..	..	..	First survey; new launch.
Huia (Wellington) ..	69	23	120	Compound ..	" ..	Home trade ..	2	2	..	..	
Huia (Wellington) ..	..	2	..	Condensing ..	" ..	River ..	..	..	..	..	Yacht, now re-named "Vanora."
Huria ..	8	10	..	Oil-engines ..	" ..	Home trade ..	1	..	..	..	First survey.
Ida ..	12	10	..	Non-condensing ..	" ..	Extended river ..	..	..	..	..	
*Invercargill ..	123	50	242	Compound ..	" ..	Home trade ..	4	2	..	..	Fishing-vessel.
Irini ..	6	15	..	Oil-engines ..	" ..	River ..	..	..	..	..	
Ithaca ..	13	9	..	Compound ..	" ..	Extended river ..	..	..	..	..	Dredging and towing only.
J.D.O. ..	88	28	..	" ..	" ..	" ..	..	..	..	..	
John Anderson ..	36	20	..	" ..	" ..	" ..	..	..	..	..	Cargo only.
John Townley ..	85	40	..	" ..	Twin-screw ..	" ..	..	..	..	..	
Kahu ..	99	40	211	" ..	Screw ..	Home trade ..	2	2	..	..	First N.Z. survey.
Kaipara ..	..	4	..	Quadruple expansion ..	" ..	River ..	..	..	..	..	
*Kamona ..	908	117	750	Triple expansion ..	" ..	Foreign trade ..	6	3	2	3	Towing only.
Kanieri ..	115	20	163	Compound ..	" ..	Home trade ..	4	2	..	..	
Kapanui ..	75	32	..	" ..	" ..	Extended river ..	..	..	..	..	Tug.
*Kapiti ..	80	35	238	" ..	" ..	Home trade ..	2	2	..	..	
Kapui ..	30	30	..	" ..	" ..	Extended river ..	..	..	..	..	Launch.
Kaoro ..	52	17	..	" ..	" ..	River ..	..	..	..	..	
Kate ..	..	5	..	Non-condensing ..	" ..	" ..	..	..	..	..	Launch.
*Kawatiri ..	..	2½	..	" ..	" ..	" ..	..	..	..	..	Launch.
Kawau ..	37	15	..	Compound ..	" ..	Extended river ..	..	..	..	..	Fishing-vessel.
Kawau ..	53	20	..	" ..	" ..	" ..	..	..	..	..	Fishing-vessel.
Kekeno ..	19	6	..	Oil-engines ..	" ..	Home trade ..	1	..	..	..	
Kia Ora (Auckland) ..	157	65	365	Compound ..	Twin-screw ..	" ..	4	3	..	..	Towing onl
Kia Ora (Waikato) ..	..	24	..	Non-condensing ..	Stern-wheel ..	River ..	..	..	..	..	
Kini ..	702	130	631	Triple expansion ..	Screw ..	Home trade ..	6	3	..	..	Yacht.
Kiripaka ..	75	24	108	Compound ..	" ..	" ..	2	2	..	..	
Kittawa ..	708	120	695	" ..	" ..	" ..	6	3	..	..	Towing only.
Kiwi ..	..	3	..	Condensing ..	" ..	River ..	..	..	..	..	
*Koonya ..	663	115	684	Triple expansion ..	" ..	Home trade ..	6	3	..	..	Tug.
Kopu ..	..	13	..	Non-condensing ..	Paddle ..	Extended river ..	..	..	..	..	
Kopuru ..	28	20	..	" ..	Screw ..	River ..	..	..	..	..	Towing only.
Koputai ..	5	120	350	Compound ..	Paddle ..	Home trade ..	1	3	..	..	
Kotiti ..	42	14	..	" ..	Screw ..	Extended river ..	..	..	..	..	Towing only.
Kuaka ..	33	90	..	Oil-engines ..	" ..	" ..	..	..	..	..	
Lady Barkly ..	39	20	72	Compound ..	" ..	Home trade ..	2	1	..	..	Towing only.
Lena ..	..	5	..	Non-condensing ..	Screw ..	River ..	..	..	..	..	
Lily (Nelson) ..	23	7	..	Compound ..	Twin-screw ..	Extended river ..	..	..	..	..	Towing only.
Lily (Kaipara) ..	..	1½	..	Non-condensing ..	Screw ..	River ..	..	..	..	..	
Little George ..	4	4	..	" ..	" ..	" ..	..	..	..	..	Yacht.
Little Jack ..	..	1½	..	" ..	" ..	" ..	..	..	..	..	
Lyttelton ..	39	80	..	Compound ..	Paddle ..	Extended river ..	..	..	..	..	Tug.
Lyttelton ..	..	14	..	Non-condensing ..	" ..	" ..	..	..	..	..	
Mahinapua ..	7	6	..	" ..	Twin-screw ..	River ..	..	..	..	..	Towing only.
Mabutu ..	11	13	..	Oil-engines ..	Screw ..	" ..	..	..	..	..	
*Makarora ..	45	13	..	Non-condensing ..	" ..	" ..	..	..	..	..	Tug.
Mana (Wellington) ..	77	25	157	Compound ..	" ..	Home trade ..	2	2	..	..	
*Mana (Westport) ..	51	90	..	" ..	Paddle ..	River ..	..	..	..	..	Dredge.
Manapouri ..	1,288	300	1,614	" ..	Screw ..	Foreign trade ..	8	6	3	3	
Manaroa ..	78	24	142	" ..	" ..	Home trade ..	2	2	..	..	Towing only.
Manchester ..	366	160	..	" ..	" ..	Extended river ..	..	..	..	..	
Mangaiti ..	..	6	..	Non-condensing ..	" ..	River ..	..	..	..	..	Towing only.
Mangapapa ..	87	28	209	Compound ..	" ..	Home trade ..	2	2	..	..	
Mapourika ..	718	130	1,205	Triple expansion ..	" ..	" ..	7	3	2	3	Towing only.
Mararoa ..	1,881	530	3,310	" ..	" ..	Foreign trade ..	8	9	6	3	
Mascotte ..	..	3	..	Non-condensing ..	" ..	River ..	..	..	..	..	

\* 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.	Indicated Horse-power of Steam-engines.	Nature of Engines.	Nature of Propeller.	Class of Certificate.	Minimum Number of following Classes of Crew Law requires to be carried.				Remarks.
							Able Seamen.	Firemen.	Trimmers.	Greasers.	
Matarere ..	..	2	..	Compound ..	Screw ..	River ..	..	..	..	..	First survey.
Matuku ..	..	4	..	Non-condensing ..	" ..	" ..	..	..	..	..	Towing only; first survey.
Mavis ..	..	4½	..	" ..	" ..	" ..	..	..	..	..	Towing only.
May Howard ..	55	94	..	Oil-engines ..	" ..	Home trade ..	2	..	..	..	Fishing-vessel.
* Mere Mere ..	..	3	..	Non-condensing ..	" ..	River ..	..	..	..	..	Towing only.
Minnie Casey ..	48	20	60	Compound ..	" ..	Home trade ..	2	1	..	..	Fishing-vessel.
* Moa ..	95	33	181	" ..	" ..	" ..	2	2	..	..	First survey.
Moana (Dunedin) ..	2,414	372	4,162	Triple expansion ..	" ..	Foreign trade ..	10	9	6	3	First survey.
Moana (Greymouth) ..	6	7	..	Non-condensing ..	" ..	River ..	..	..	..	..	First N.Z. survey.
Moeraki ..	2,715	357	3,974	Triple expansion ..	Twin-screw ..	Foreign trade ..	11	9	6	3	First survey.
Moerangi ..	16	27½	..	Oil-engines ..	Screw ..	River ..	..	..	..	..	Towing only.
Monowai ..	2,137	290	2,802	Triple expansion ..	" ..	Foreign trade ..	10	9	3	3	Towing only.
Motara ..	..	4	..	Non-condensing ..	" ..	River ..	..	..	..	..	Fishing-vessel.
Moturoa ..	10	10	..	" ..	" ..	" ..	..	..	..	..	First survey.
Mountaineer ..	66	50	..	Compound ..	Paddle ..	" ..	..	..	..	..	First survey.
Moura ..	1,247	275	2,381	Triple expansion ..	Twin-screw ..	Foreign trade ..	8	9	3	3	Fishing-vessel.
Mullogh ..	46	15	..	" ..	Screw ..	Extended river ..	..	..	..	..	First survey.
Muritai (Auckland) ..	133	45	238	Compound ..	" ..	Home trade ..	4	2	..	..	First survey.
Muritai (Hokianga) ..	..	8	..	Non-condensing ..	" ..	River ..	..	..	..	..	First survey.
Nambucca ..	74	24	137	Compound ..	" ..	Home trade ..	2	2	..	..	First survey.
Naomi II. ..	9	19	..	Oil-engines ..	" ..	Extended river ..	..	..	..	..	First survey.
* Napier ..	48	30	89	Compound ..	" ..	Home trade ..	2	1	..	..	First survey.
Narcissus ..	..	2	..	Non-condensing ..	" ..	River ..	..	..	..	..	First survey.
Natone ..	50	..	..	" ..	" ..	" ..	..	..	..	..	First survey.
Naumai ..	29	12	..	Compound ..	" ..	" ..	..	..	..	..	First survey.
Nautilus ..	29	18	65	" ..	" ..	Home trade ..	1	1	..	..	First survey.
Ngapuhi ..	299	160	701	Triple expansion ..	Twin-screw ..	" ..	5	3	..	..	First survey.
Ngunguru ..	54	17	65	Compound ..	Screw ..	" ..	2	1	..	..	First survey.
Nina ..	7	2	..	" ..	" ..	River ..	..	..	..	..	First survey.
Niobe ..	..	3½	..	Non-condensing ..	" ..	" ..	..	..	..	..	First survey.
No. 121 ..	394	100	..	Compound ..	Twin-screw ..	Extended river ..	..	..	..	..	First survey.
No. 222 ..	502	120	557	" ..	" ..	Home trade ..	5	3	..	..	First survey.
Noko ..	15	9	..	Non-condensing ..	Screw ..	Extended river ..	..	..	..	..	First survey.
Norval ..	50	20	..	Oil-engines ..	" ..	" ..	..	..	..	..	First survey.
Ohinemuri ..	73	26	121	Compound ..	" ..	Home trade ..	2	2	..	..	First survey.
Ohuru ..	34	60	..	Condensing ..	Twin-screw ..	River ..	..	..	..	..	First survey.
Ongarue ..	10	65	..	Oil-engines ..	Screw ..	" ..	..	..	..	..	First survey.
Onslow ..	16	14	..	Compound ..	Twin-screw ..	Extended river ..	..	..	..	..	First survey.
Opawa ..	64	18	56	" ..	Screw ..	Home trade ..	2	1	..	..	First survey.
Opuatia ..	..	5	..	Non-condensing ..	" ..	River ..	..	..	..	..	First survey.
Oreti ..	117	50	192	Compound ..	" ..	Home trade ..	4	2	..	..	First survey.
Orewa ..	37	17	..	" ..	" ..	River ..	..	..	..	..	First survey.
Osprey ..	138	70	..	" ..	Paddle ..	River ..	..	..	..	..	First survey.
Paeroa ..	45	15	52	" ..	Screw ..	Home trade ..	2	1	..	..	First survey.
Paiaka ..	10	9	..	" ..	" ..	Extended river ..	..	..	..	..	First survey.
Pania ..	27	11	45	" ..	" ..	Home trade ..	1	1	..	..	First survey.
Pareora ..	355	71	417	Triple expansion ..	" ..	" ..	5	3	..	..	First survey.
Parera ..	..	4	..	Non-condensing ..	" ..	River ..	..	..	..	..	First survey.
Patiti ..	6	15	..	Oil-engines ..	" ..	" ..	..	..	..	..	First survey.
Pearl ..	9	6	..	Non-condensing ..	" ..	" ..	..	..	..	..	First survey.
Pelorus ..	18	12	..	Oil-engines ..	" ..	Extended river ..	..	..	..	..	First survey.
Penguin ..	517	180	881	Compound ..	" ..	Home trade ..	6	3	2	3	First survey.
Petone ..	388	82	523	Triple expansion ..	" ..	" ..	5	3	..	..	First survey.
Phantom ..	18	11	140	Compound ..	" ..	" ..	1	2	..	..	First survey.
Phoenix ..	6	5	..	Non-condensing ..	" ..	River ..	..	..	..	..	First survey.
Piako ..	..	4	..	Condensing ..	" ..	" ..	..	..	..	..	First survey.
Pilot (Napier) ..	11	13	..	Compound ..	" ..	Extended river ..	..	..	..	..	First survey.
Pilot (Dunedin) ..	27	15	..	Triple expansion ..	" ..	River ..	..	..	..	..	First survey.
* Piraki ..	10	4	..	Non-condensing ..	" ..	" ..	..	..	..	..	First survey.
Pitoitoti ..	24	13½	..	Condensing ..	" ..	" ..	..	..	..	..	First survey.
Planet ..	13	8	..	Non-condensing ..	" ..	" ..	..	..	..	..	First survey.
Plucky ..	29	40	274	Compound ..	" ..	Home trade ..	1	3	..	..	First survey.
Pohorua ..	749	128	660	Triple expansion ..	" ..	" ..	6	3	..	..	First survey.
Presto ..	..	3	..	Non-condensing ..	" ..	River ..	..	..	..	..	First survey.
Pukaki ..	917	110	702	Quadruple expansion ..	" ..	Home trade ..	6	3	..	..	First survey.
Putiki ..	171	60	377	Compound ..	" ..	" ..	4	3	..	..	First survey.
Purau ..	39	18	..	" ..	" ..	Extended river ..	..	..	..	..	First survey.

\* 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.	Indicated Horse-power of Steam-engines.	Nature of Engines.	Nature of Propeller.	Class of Certificate.	Minimum Number of following Classes of Crew Law requires to be carried.				Remarks.
							Able Seamen.	Firemen.	Trimmers.	Greasers.	
Queen of Beauty ..	..	37	..	Oil-engines ..	Screw ..	River ..	..	..	..	..	
Queen of the South	121	40	195	Compound ..	" ..	Home trade ..	4	2	..	..	
Rakanoa ..	1,393	200	352	Triple expansion	" ..	Foreign trade ..	8	3	2	3	
Rarawa ..	451	140	1,392	" ..	" ..	Home trade ..	6	6	3	3	First survey.
Result (Napier) ..	18	10	..	Compound ..	" ..	Extended river	..	..	..	..	Fishing-vessel.
Rimu ..	144	95	428	Triple expansion	" ..	Home trade ..	4	3	..	..	
Rita ..	22	11	35	Compound ..	" ..	" ..	1	1	..	..	Fishing-vessel.
Riwaka ..	..	10½	..	" ..	" ..	Extended river	..	..	..	..	First survey.
Rob Roy ..	34	16	..	" ..	" ..	" ..	..	..	..	..	
Rosamond ..	462	90	402	" ..	" ..	Home trade ..	6	3	..	..	
Rose Casey ..	81	35	115	" ..	" ..	" ..	2	2	..	..	
Rothsay ..	8	4½	..	" ..	" ..	Extended river	..	..	..	..	
Rotoiti (Auckland)	..	2½	..	Triple expansion	" ..	River ..	..	..	..	..	
Rotoiti (Dunedin)	630	104	1,137	" ..	Twin-screw	Home trade ..	7	3	2	3	
* Rotokino ..	1,304	135	947	Quadruple expansion	Screw ..	Foreign trade	8	3	2	3	Sold out of the colony.
Rotomahana (Auckland)	139	50	..	Compound ..	" ..	Extended river	..	..	..	..	
Rotomahana (Dunedin)	915	450	2,493	" ..	" ..	Home trade ..	7	9	3	3	
Rotorua ..	..	..	..	Oil-engines ..	" ..	River ..	..	..	..	..	First survey.
Rubi Seddon ..	349	60	..	Triple expansion	Twin-screw	" ..	..	..	..	..	Westport dredge.
Ruru ..	11	10	..	Compound ..	Screw ..	" ..	..	..	..	..	
Savaii ..	31	16	..	Condensing ..	" ..	Extended river	..	..	..	..	Fishing-vessel.
Shamrock ..	60	120	..	Oil-engines ..	" ..	Home trade ..	2	..	..	..	First survey.
Sonoma ..	..	13	..	Non-condensing	" ..	River ..	..	..	..	..	
Southern Cross ..	403	117	591	Triple expansion	" ..	Foreign trade	6	3	..	..	New missionary vessel.
Speedwell ..	31	10	..	" ..	Stern-wheel	River ..	..	..	..	..	Towing only.
Stella ..	157	90	250	Compound ..	Screw ..	Home trade ..	4	3	..	..	
Sterling ..	26	39	216	" ..	" ..	" ..	1	2	..	..	Tug.
Storm ..	186	70	262	" ..	" ..	" ..	4	3	..	..	First N.Z. survey.
Stormbird ..	129	40	209	" ..	" ..	" ..	4	2	..	..	
Success ..	8	8	..	Oil-engines ..	" ..	River ..	..	..	..	..	First survey; cargo only.
Sumner ..	94	35	..	Compound ..	" ..	" ..	..	..	..	..	Hopper barge.
Sunbeam ..	8	5	..	Oil-engines ..	" ..	Home trade ..	1	..	..	..	First survey; fishing vessel.
Sylph ..	5	8	..	Non-condensing	" ..	River ..	..	..	..	..	Towing only.
Taiari ..	1,071	155	745	Triple expansion	" ..	Home trade ..	7	3	..	..	
Tainui ..	46	20	..	Non-condensing	Paddle ..	River ..	..	..	..	..	
Tainui ..	87	24	169	Compound ..	Screw ..	Home trade ..	2	2	..	..	
Takapuna (Dunedin)	472	165	1,233	" ..	" ..	" ..	6	3	2	3	
Talune ..	1,370	255	1,993	Triple expansion	" ..	" ..	8	6	3	3	
Tangaroa ..	110	70	..	Compound ..	Twin-screw	Extended river	..	..	..	..	
Tangihua ..	20	15	..	" ..	Screw ..	River ..	..	..	..	..	
Taniwha (Auckland)	191	40	..	" ..	Twin-screw	Extended river	..	..	..	..	
Taniwha (Timaru)	16	16	..	Non-condensing	Screw ..	" ..	..	..	..	..	Dredge.
Tarakihi ..	..	4	..	" ..	" ..	River ..	..	..	..	..	Towing only.
Tarawera ..	1,269	250	1,526	Compound ..	" ..	Home trade ..	8	6	3	3	
Tarewai ..	7	6	..	Non-condensing	" ..	River ..	..	..	..	..	
Tasman ..	87	38	214	Compound ..	Twin-screw	Home trade ..	2	2	..	..	
Taviuni ..	910	135	967	Quadruple expansion	Screw ..	Foreign trade	7	3	2	3	
Tawera (Waikato)	..	8	..	Non-condensing	" ..	River ..	..	..	..	..	
Tawera (Auckland)	44	40	..	Oil-engines ..	" ..	" ..	..	..	..	..	
Tawera (Te Anau)	..	25	..	Non-condensing	" ..	" ..	..	..	..	..	
Te Anau ..	1,028	250	1,245	Compound ..	" ..	Home trade ..	8	3	2	3	
Te Kapu ..	50	25	99	" ..	" ..	" ..	2	1	..	..	
* Terranora ..	199	94	266	" ..	Paddle ..	" ..	4	3	..	..	
Thistle ..	77	90	..	Oil-engines ..	Twin-screw	Extended river	..	..	..	..	
Thomas King ..	70	16	..	Non-condensing	Screw ..	" ..	..	..	..	..	Dredge.
Tilikum ..	7	13	..	Oil-engines ..	" ..	" ..	..	..	..	..	
Timaru ..	211	78	297	Compound ..	Twin-screw	Home trade ..	4	3	..	..	Dredge.
Titiroa ..	..	3	..	Non-condensing	Screw ..	River ..	..	..	..	..	
Toroa (Napier)	174	91	455	Triple expansion	" ..	Foreign trade	4	3	..	..	
Tuariki ..	7	8	..	Oil-engines ..	Twin-screw	Extended river	..	..	..	..	
Tu Atu ..	30	48	..	" ..	" ..	" ..	..	..	..	..	
Tui ..	..	6½	..	Non-condensing	Screw ..	River ..	..	..	..	..	Towing only.
Tuiwiki ..	2	6	..	" ..	" ..	Extended river	..	..	..	..	Yacht.
Tuna (Gisborne)	..	14	..	Compound ..	Twin-screw	" ..	..	..	..	..	Cargo only.
Tuna (Kaipara)	..	3½	..	" ..	Screw ..	River ..	..	..	..	..	Towing only.
Ultera ..	..	3½	..	Non-condensing	" ..	" ..	..	..	..	..	First survey; cargo and towing only.
Uta ..	..	50	..	Oil-engines ..	" ..	" ..	..	..	..	..	
Vesper ..	36	16	..	" ..	" ..	Home trade ..	2	..	..	..	First survey.

\* 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.	Indicated Horse-power of Steam-engines.	Nature of Engines.	Nature of Propeller.	Class of Certificate.	Minimum Number of following Classes of Crew Law requires to be carried.				Remarks.
							Able Seamen.	Firemen.	Trimmers.	Greasers.	
Victoria..	92	50	..	Non-condensing	Paddle	River	..	..	..	..	First survey; fishing and towing only. Cargo only.
Victory ..	..	4	..	Oil-engines	Screw	"	..	..	..	..	
Violet ..	5	8	..	"	"	"	..	..	..	..	
Vivid ..	6	13	..	Non-condensing	"	"	..	..	..	..	First survey; fishing and towing only. Cargo only.
Waiaapu ..	57	15	..	Oil-engines	"	Home trade	2	..	..	..	
Waihi ..	63	20	172	Compound	"	"	2	2	..	..	
Waikare ..	1,901	229	2,452	Triple expansion	"	Foreign trade	9	9	3	3	First survey.
Waikato ..	56	14	..	Non-condensing	Paddle	River	..	..	..	..	
Waimana ..	107	18	69	Quadruple expansion	Screw	Home trade	4	1	..	..	
Waimarie (Auckland)	159	48	..	Compound	"	Extended river	..	..	..	..	First survey.
Waimarie (Wanganui)	65	26	..	Non-condensing	Paddle	River	..	..	..	..	
Wainui ..	411	95	627	Compound	Screw	Home trade	6	3	..	..	
Waione ..	48	240	..	"	Twin-screw	River	..	..	..	..	Towing only. First survey.
Waiora ..	..	..	66	"	Screw	"	..	..	..	..	
Waiotahi ..	168	56	238	"	Twin-screw	Home trade	4	2	..	..	
Waipa ..	..	1½	..	Non-condensing	Screw	River	..	..	..	..	Fishing and towing only.
Waipapakauri ..	5	4	..	Oil-engines	"	"	..	..	..	..	
Waipori ..	1,229	180	968	Triple expansion	"	Foreign trade	7	3	2	3	
Wairere ..	41	80	..	Non-condensing	Paddle	River	..	..	..	..	First survey.
Wairiri ..	..	7¾	..	"	Screw	Extended river	..	..	..	..	
Wairoa (Nelson) ..	48	20	48	Condensing	"	Home trade	2	1	..	..	
Wairua ..	..	..	66	Compound	"	River	..	..	..	..	Tug. Yacht. Wellington dredge.
Waitangi (Auckland)	34	62	403	"	Twin-screw	Home trade	2	3	..	..	
Waitangi (Kaipara)	..	5	..	"	Screw	River	..	..	..	..	
Waitohi ..	18	10	..	"	"	Extended river	..	..	..	..	Fishing-vessel. Towing only.
Waiwera (Kaipara)	..	6	..	"	"	River	..	..	..	..	
Wakatere ..	157	140	..	"	Paddle	Extended river	..	..	..	..	
Wakatu ..	95	23	158	"	Screw	Home trade	2	2	..	..	Towing only.
Warrimoo ..	2,076	490	3,732	Triple expansion	"	Foreign trade	10	9	6	3	
Waverley ..	93	25	97	Compound	Twin-screw	Home trade	2	1	..	..	
Weka (Auckland)	86	27	..	"	"	River	..	..	..	..	Fishing-vessel. Towing only.
Weka (Napier) ..	53	20	90	"	Screw	Home trade	2	1	..	..	
Wellington ..	279	90	620	"	"	"	..	..	..	..	
Westland ..	35	64	450	Condensing	Paddle	"	2	3	..	..	Fishing-vessel. Towing only.
Whakapara ..	..	2½	..	Compound	Screw	Extended river	..	..	..	..	
Whakarire ..	449	58	575	"	Twin-screw	Home trade	5	3	..	..	
Whati ..	..	1½	..	Non-condensing	Screw	River	..	..	..	..	Towing only.
Winona ..	11	8	..	Compound	"	Extended river	..	..	..	..	
Yankee Doodle ..	..	12	..	"	Stern-wheel	River	..	..	..	..	
*Young Bungaree ..	47	35	133	"	Screw	Home trade	2	2	..	..	Towing only.
Zephyr ..	8	14	..	Non-condensing	"	River	..	..	..	..	

\* Surveyed twice.



RETURN of MASTERS, MATES, and ENGINEERS to whom CERTIFICATES of COMPETENCY were issued during the Year ended 31st March, 1905.

Name of Person.	Rank.	Class of Certificate.	Date of Issue.	No.
Archibald McGeorge Forbes .. ..	Second mate ..	Foreign trade ..	7 April, 1904 ..	958
Richard Christopher Dyason .. ..	First mate ..	" ..	14 " " ..	959
Rowland Amson Reece .. ..	" ..	" ..	20 " " ..	960
John Morrison .. ..	Master, ordinary ..	" ..	6 May, " ..	961
John Christian .. ..	First mate ..	" ..	10 " " ..	918
William John King .. ..	Extra master ..	" ..	6 June, " ..	962
Donald James Smart .. ..	Master, ordinary ..	" ..	16 " " ..	923
Bernard Charles Lovett .. ..	Second mate ..	" ..	16 " " ..	963
Lewis Benjamin Gillman .. ..	First mate ..	" ..	1 July, " ..	964
William Aylmer Beswick .. ..	Second mate ..	" ..	1 " " ..	965
Gustav Herman Peterson .. ..	" F.G.S.S.* ..	" ..	6 " " ..	966
Thomas Carmichael .. ..	" ..	" ..	6 " " ..	967
John Hugh Hughes .. ..	" F.G.S.S.* ..	" ..	4 Aug., " ..	968
Patrick William Troy .. ..	Only mate ..	" ..	5 Sept., " ..	969
Walter William Hender .. ..	First mate ..	" ..	16 " " ..	939
Heywood Fletcher .. ..	Second mate ..	" ..	16 " " ..	970
William Barber .. ..	First mate ..	" ..	18 Oct., " ..	971
Daniel McKenzie .. ..	Master, ordinary ..	" ..	24 " " ..	863
Thomas William Richard Hood .. ..	" ..	" ..	12 Nov., " ..	883
James Masc n .. ..	Second mate ..	" ..	24 Jan., 1905 ..	972
William Murdoch McLeod .. ..	F.G.S.S.* ..	" ..	" ..	"
Robert Rodger .. ..	Second mate ..	" ..	24 " " ..	978
Arthur Robert James Cant .. ..	First mate ..	" ..	2 Feb., " ..	928
Leonard Charles Adkins .. ..	Master, ordinary ..	" ..	7 " " ..	974
John George Bowen Richards .. ..	Second mate ..	" ..	18 " " ..	975
Philip Lionel Molyneux .. ..	First mate ..	" ..	10 March, " ..	980
Walter Parker .. ..	Only mate ..	" ..	16 " " ..	977
John Bald .. ..	Master ..	Home trade ..	14 April, 1904 ..	5498
Hugh McDermitt .. ..	Mate ..	" ..	30 May, " ..	5519
William Brown .. ..	" ..	" ..	7 June, " ..	5520
Richard Thomas Hodder .. ..	" ..	" ..	1 July, " ..	5521
Richard Hopkins .. ..	" ..	" ..	1 " " ..	5522
John Connor .. ..	" ..	" ..	6 " " ..	5523
Matthew Sillars .. ..	" ..	" ..	19 " " ..	5524
John Williams .. ..	Master ..	" ..	28 July, " ..	5525
Jorgen Christian Ipsen .. ..	Mate ..	" ..	23 Aug., " ..	5526
Bertram Moore Carpenter .. ..	Master ..	" ..	5 Sept., " ..	5495
Alfred Joseph Tointon .. ..	Mate ..	" ..	5 " " ..	5527
Sofus Anton Miller .. ..	" ..	" ..	5 " " ..	5528
Robert Samuel Woolf .. ..	" ..	" ..	5 Oct., " ..	5529
Robert John Hay .. ..	" ..	" ..	3 Nov., " ..	5530
Adolphus McNab .. ..	" ..	" ..	3 " " ..	5531
Sidney St. John Lidiard .. ..	Master ..	" ..	16 " " ..	5500
Frederick George Kemp .. ..	" ..	" ..	23 " " ..	5532
John Adolph Paterson .. ..	" ..	" ..	24 Jan., 1905 ..	5365
George Harry White .. ..	" ..	" ..	24 " " ..	5408
Charles Daniel .. ..	Mate ..	" ..	24 " " ..	5533
Thomas Waka Cook .. ..	" ..	" ..	24 " " ..	5534
John Teixeira .. ..	Master ..	" ..	25 " " ..	5461
Andrew Ernest Carter .. ..	" ..	" ..	25 " " ..	5471
Christian Stenersen .. ..	" ..	" ..	25 " " ..	5474
Isaac Corbett .. ..	" ..	" ..	25 " " ..	5505
Charles Magnus Holmstrom .. ..	" ..	" ..	25 " " ..	5509
Lewin Kingdon .. ..	" ..	" ..	25 " " ..	5511
George Wilkinson .. ..	Mate ..	" ..	25 " " ..	5535
John Matthew Jackson .. ..	" ..	" ..	25 " " ..	5536
Karl Oscar George Brinck .. ..	" ..	" ..	25 " " ..	5537
Pontus Albion Polson .. ..	" ..	" ..	25 " " ..	5538
John Laurensen .. ..	" ..	" ..	18 Feb., " ..	5539
William Edward Barnes .. ..	" ..	" ..	22 " " ..	5540
Maurice Evan Morris .. ..	" ..	" ..	2 March, " ..	5541
Ludvig Syman .. ..	" ..	" ..	8 " " ..	5542
Harry Mervyn Frost .. ..	Master ..	" ..	14 " " ..	5482
Rodger Clements .. ..	" ..	River trade ..	20 April, 1904 ..	3385
Leonard Williams .. ..	" ..	" ..	20 " " ..	3386
Enock Olsen .. ..	" ..	" ..	17 May, " ..	3387
William McDowall .. ..	" ..	" ..	20 " " ..	3388
John Samuel Austin .. ..	" ..	" ..	6 June, " ..	3389
William Robert Patterson .. ..	" ..	" ..	14 " " ..	3390
William Lewis Phipps .. ..	" ..	" ..	1 July, " ..	3391
Henry Jackson Parore Harrison .. ..	" ..	" ..	1 " " ..	3392
William Edward Holder .. ..	" ..	" ..	25 " " ..	3393
William Burrett Anderson .. ..	" ..	" ..	16 Aug., " ..	3394
John Williams .. ..	" ..	" ..	16 " " ..	3395
John Vaughan Ruthe .. ..	" ..	" ..	23 " " ..	3396
Frederick William Scott .. ..	" ..	" ..	5 Sept., " ..	3397
Charles Robert Hyde .. ..	" ..	" ..	26 " " ..	3398
Gustaf Frederick Malmgren Palmer .. ..	" ..	" ..	17 Oct., " ..	3399
Alexander Allen .. ..	" ..	" ..	26 Nov., " ..	3400
John Dunstan Lawley Leech .. ..	" ..	" ..	29 " " ..	3401
Edwin Mugford Stentiford .. ..	" ..	" ..	15 Dec., " ..	3402
Henry d'Little Joynt .. ..	" ..	" ..	22 " " ..	3403
Robert John Edgar Thorp .. ..	" ..	" ..	24 Jan., 1905 ..	3404
James Henry Colquhon .. ..	" ..	" ..	25 " " ..	3405
	" ..	" ..	25 " " ..	3406

RETURN of MASTERS, MATES, and ENGINEERS to whom CERTIFICATES of COMPETENCY were issued during the Year ended 31st March, 1905—*continued*.

Name of Person.	Rank.	Class of Certificate.	Date of Issue.	No.
Thomas Hempstalk .. ..	Master .. ..	River trade ..	2 Feb., 1905 ..	3407
Adolf Durlow .. ..	" .. ..	" .. ..	7 " " " ..	3408
Harold Draffin .. ..	" .. ..	" .. ..	2 March, " ..	3409
Arthur Charles Carman .. ..	2nd-class engineer ..	Foreign trade ..	20 April, 1904 ..	496
John Singleton Melville .. ..	3rd-class engineer ..	" .. ..	2 " " " ..	722
Charles Dickson .. ..	" .. ..	" .. ..	28 " " " ..	723
William Harrison Bell .. ..	" .. ..	" .. ..	20 May, " ..	724
Thomas James Atchison .. ..	2nd-class engineer ..	" .. ..	6 June, " ..	574
Edward Hitchcock .. ..	3rd-class engineer ..	" .. ..	6 " " " ..	725
John Chambers Reid .. ..	" .. ..	" .. ..	11 " " " ..	726
Martin Attridge Scott .. ..	2nd-class engineer ..	" .. ..	14 " " " ..	520
Robert Andrew Gibson .. ..	" .. ..	" .. ..	14 " " " ..	595
William Davies Richards .. ..	3rd-class engineer ..	" .. ..	14 " " " ..	727
Charles Gustave Bowley .. ..	" .. ..	" .. ..	14 " " " ..	728
Frederick Wolff .. ..	" .. ..	" .. ..	14 " " " ..	729
John William Townsend .. ..	1st-class engineer ..	" .. ..	16 " " " ..	458
Maurice Albert Ladley .. ..	3rd-class engineer ..	" .. ..	17 " " " ..	730
Frank Leonard Peterson .. ..	1st-class engineer ..	" .. ..	1 July, " ..	410
John Frederick Bowler .. ..	3rd-class engineer ..	" .. ..	1 " " " ..	731
Rupert Linnemann .. ..	" .. ..	" .. ..	6 " " " ..	732
Roland Kershaw .. ..	" .. ..	" .. ..	11 " " " ..	733
Norman William Naylor .. ..	" .. ..	" .. ..	11 " " " ..	734
John Joyce .. ..	" .. ..	" .. ..	14 " " " ..	735
Francis Percival Clark .. ..	" .. ..	" .. ..	25 " " " ..	736
Alexander Mollison Lindsay .. ..	" .. ..	" .. ..	4 Aug., " ..	737
John Arthur Owen .. ..	" .. ..	" .. ..	19 " " " ..	738
James Maclean .. ..	" .. ..	" .. ..	19 " " " ..	739
Frederick Alphonsus Cannon .. ..	" .. ..	" .. ..	22 " " " ..	740
Albert Edward Allen .. ..	" .. ..	" .. ..	22 " " " ..	741
Henry David Butler .. ..	" .. ..	" .. ..	29 " " " ..	742
George William Skitch .. ..	" .. ..	" .. ..	29 " " " ..	743
William Gillanders .. ..	" .. ..	" .. ..	29 " " " ..	744
Percy Leonard Smith .. ..	" .. ..	" .. ..	29 " " " ..	745
Robert Joseph Todd .. ..	" .. ..	" .. ..	29 " " " ..	746
John Rutherford .. ..	" .. ..	" .. ..	29 " " " ..	747
Norville Butler Brown .. ..	" .. ..	" .. ..	29 " " " ..	748
John Hunter .. ..	" .. ..	" .. ..	7 Sept., " ..	749
Harold Robert Carey .. ..	" .. ..	" .. ..	9 " " " ..	750
John Patrick Logan .. ..	" .. ..	" .. ..	27 " " " ..	751
James Henry Fuller .. ..	" .. ..	" .. ..	27 " " " ..	752
Ernest Alfred Coombs .. ..	" .. ..	" .. ..	27 " " " ..	753
James Alexander Paterson .. ..	" .. ..	" .. ..	5 Oct., " ..	754
Herman Nielsen .. ..	2nd-class engineer ..	" .. ..	13 " " " ..	521
James Alexander Robertson .. ..	3rd-class engineer ..	" .. ..	13 " " " ..	755
Josephus Francis Hargreaves .. ..	" .. ..	" .. ..	13 " " " ..	756
Jack A-kew Hughes .. ..	" .. ..	" .. ..	13 " " " ..	757
Charles Mackintosh Hill .. ..	" .. ..	" .. ..	13 " " " ..	758
Walter Lees Brown .. ..	" .. ..	" .. ..	13 " " " ..	759
James Charles Williams .. ..	" .. ..	" .. ..	13 " " " ..	760
George Bodley .. ..	" .. ..	" .. ..	13 " " " ..	761
Thomas McKenna .. ..	" .. ..	" .. ..	13 " " " ..	762
Percy John Gibson Ward .. ..	" .. ..	" .. ..	13 " " " ..	763
Francis Wynon Vickerman .. ..	" .. ..	" .. ..	13 " " " ..	764
Henry Paxton Hewson .. ..	" .. ..	" .. ..	13 " " " ..	765
Robert Beveridge .. ..	3rd-class engineer ..	" .. ..	13 " " " ..	766
Charles Naismith .. ..	" .. ..	" .. ..	13 " " " ..	767
Joseph King .. ..	" .. ..	" .. ..	13 " " " ..	768
Ernest Edward Low .. ..	" .. ..	" .. ..	7 Nov., " ..	769
William Thomas Henry .. ..	" .. ..	" .. ..	10 " " " ..	770
Herbert Reynolds .. ..	" .. ..	" .. ..	11 " " " ..	771
Michael Francis Enright .. ..	" .. ..	" .. ..	16 " " " ..	772
Frederick Palmer .. ..	" .. ..	" .. ..	21 " " " ..	773
Thomas Benjamin Blenkinsopp Swinburne .. ..	" .. ..	" .. ..	1 Dec., " ..	774
Kenneth Sinclair .. ..	1st class engineer ..	" .. ..	22 " " " ..	465
Henry Joseph Kelly .. ..	2nd-class engineer ..	" .. ..	30 " " " ..	451
Walter Stanley Rentoul .. ..	" .. ..	" .. ..	30 " " " ..	644
William Robert Marshall .. ..	3rd-class engineer ..	" .. ..	30 " " " ..	775
James Anderson .. ..	" .. ..	" .. ..	30 " " " ..	776
George Robert Falla .. ..	" .. ..	" .. ..	18 Jan., 1905 ..	777
Norman George Shailer .. ..	" .. ..	" .. ..	20 " " " ..	778
William Patrick Whyte .. ..	" .. ..	" .. ..	20 " " " ..	779
Cameron Abercrombie Pearson .. ..	" .. ..	" .. ..	26 " " " ..	780
Henry Lawson Walker .. ..	" .. ..	" .. ..	26 " " " ..	781
Robert Yorke Neville .. ..	2nd-class engineer ..	" .. ..	2 Feb., " ..	486
Arthur Richard Gillespie .. ..	3rd class engineer ..	" .. ..	6 " " " ..	782
Charles Broadlev .. ..	" .. ..	" .. ..	7 " " " ..	783
Angus Charles McInnes .. ..	" .. ..	" .. ..	7 " " " ..	784
Albert Frederick Loveday .. ..	" .. ..	" .. ..	7 " " " ..	785
Kenneth Murdo Finlayson .. ..	1st-class engineer ..	" .. ..	7 " " " ..	501
William Walter Macfarlane .. ..	3rd-class engineer ..	" .. ..	22 " " " ..	786
John Francis Ryan .. ..	" .. ..	" .. ..	22 " " " ..	787
Harry Francis Blackie .. ..	2nd-class engineer ..	" .. ..	8 March, " ..	590
Ernest Alfred Fildes .. ..	3rd-class engineer ..	" .. ..	8 " " " ..	788
Charles Frederick Chandler .. ..	" .. ..	" .. ..	8 " " " ..	789
Montague Charles Alexander .. ..	" .. ..	" .. ..	10 " " " ..	790

RETURN of MASTERS, MATES, and ENGINEERS to whom CERTIFICATES of COMPETENCY were issued during the Year ended 31st March, 1905—continued.

Name of Person.	Rank.	Class of Certificate.	Date of Issue.	No.
Leslie Allan Sharpe .. .. .	3rd-class engineer ..	Foreign trade ..	10 March, 1905 ..	791
James Henry Simpson .. .. .	" .. .. .	" .. .. .	28 " " ..	792
James Boyd Innes .. .. .	Engineer .. .. .	River trade ..	20 April, 1904 ..	1946
Llewellyn George James .. .. .	" .. .. .	" .. .. .	28 " " ..	1947
Joseph Reardon .. .. .	" .. .. .	" .. .. .	10 May, " ..	1948
Arthur James Pearce .. .. .	" .. .. .	" .. .. .	20 " " ..	1949
Thomas Samuel White .. .. .	" .. .. .	" .. .. .	20 " " ..	1950
Henry James Fletcher .. .. .	" .. .. .	" .. .. .	20 " " ..	1951
John Law Waller .. .. .	" .. .. .	" .. .. .	20 " " ..	1952
Edward Ross Campbell .. .. .	" .. .. .	" .. .. .	20 " " ..	1953
John Joseph Dromgool .. .. .	" .. .. .	" .. .. .	20 " " ..	1954
Donald Fraser Mackenzie .. .. .	" .. .. .	" .. .. .	1 July, " ..	1955
Alfred Andrew Perano .. .. .	" .. .. .	" .. .. .	1 " " ..	1956
Ernest Hewstone .. .. .	" .. .. .	" .. .. .	14 " " ..	1957
George Allan Williams .. .. .	" .. .. .	" .. .. .	19 Aug., " ..	1958
Robert James Breingan .. .. .	" .. .. .	" .. .. .	19 " " ..	1959
William Charles .. .. .	" .. .. .	" .. .. .	19 " " ..	1960
John Walter Mason .. .. .	" .. .. .	" .. .. .	27 Sept., " ..	1961
William Schultz .. .. .	" .. .. .	" .. .. .	27 " " ..	1962
Alfred Jones .. .. .	" .. .. .	" .. .. .	27 " " ..	1963
Harold Robins .. .. .	" .. .. .	" .. .. .	7 Nov., " ..	1964
Lionel Thomas Kitching .. .. .	" .. .. .	" .. .. .	11 " " ..	1965
Frederick Francis Eastgate .. .. .	" .. .. .	" .. .. .	12 Jan., 1905 ..	1966
Edwin Mugford Stentiford .. .. .	" .. .. .	" .. .. .	12 " " ..	1967
Robert Sloane .. .. .	" .. .. .	" .. .. .	20 " " ..	1968
George Timms Scotcher .. .. .	" .. .. .	" .. .. .	20 " " ..	1969
Harry King .. .. .	" .. .. .	" .. .. .	8 March, " ..	1970
George Isaac Allen .. .. .	Marine engine-driver ..	" .. .. .	20 April, 1904 ..	112
Albert Vivian Ensor .. .. .	" .. .. .	" .. .. .	20 May, " ..	113
William John Allen .. .. .	" .. .. .	" .. .. .	20 " " ..	114
Richard Charles Webb .. .. .	" .. .. .	" .. .. .	14 July, " ..	115
Samuel Keeble .. .. .	" .. .. .	" .. .. .	28 " " ..	116
Frederick Eiffelbein .. .. .	" .. .. .	" .. .. .	19 Aug., " ..	117
Harold Arthur Norgrove .. .. .	" .. .. .	" .. .. .	14 Sept., " ..	118
Peter Dromgool .. .. .	" .. .. .	" .. .. .	27 " " ..	119
Arthur Underwood .. .. .	" .. .. .	" .. .. .	27 " " ..	120
Arthur Raymond Frost .. .. .	" .. .. .	" .. .. .	27 " " ..	121
John Charles Sherley .. .. .	" .. .. .	" .. .. .	27 " " ..	122
Arthur Turner .. .. .	" .. .. .	" .. .. .	17 Oct., " ..	123
William Edward McBride .. .. .	" .. .. .	" .. .. .	7 Nov., " ..	124
Frederick John Stratford .. .. .	" .. .. .	" .. .. .	10 " " ..	125
Sidney Herbert Anderson .. .. .	" .. .. .	" .. .. .	20 Jan., 1905 ..	126
John Owen Cantwell .. .. .	" .. .. .	" .. .. .	20 " " ..	127
Thomas Frederick Pond .. .. .	" .. .. .	" .. .. .	6 Feb., " ..	128
Bert Arthur Meyenberg .. .. .	2nd-class engineer* ..	Sea-going ..	20 May, 1904 ..	31
George Sinclair .. .. .	" .. .. .	" .. .. .	14 June, " ..	32
William Somerville .. .. .	" .. .. .	" .. .. .	29 July, " ..	33
Harold Bulmer Priestly Wicks .. .. .	" .. .. .	" .. .. .	7 Nov., " ..	34
William Hurst .. .. .	" .. .. .	" .. .. .	7 " " ..	35
Andrew Ernest Kusabs .. .. .	" .. .. .	" .. .. .	11 " " ..	36
Matthew Strang Thomson .. .. .	" .. .. .	" .. .. .	7 Jan., 1905 ..	37
William Templeton Gilmour .. .. .	1st-class engineer ..	" .. .. .	20 " " ..	38
Charles Barwell .. .. .	1st-class engineer ..	" .. .. .	20 " " ..	17
Leslie Claude Davies .. .. .	2nd-class engineer ..	" .. .. .	20 " " ..	39
Thomas Ashcroft .. .. .	" .. .. .	" .. .. .	20 " " ..	40
William John Webb .. .. .	" .. .. .	" .. .. .	7 Feb., " ..	41
Thomas Rae .. .. .	Engineer* .. .. .	River trade ..	27 Sept., 1904 ..	21
Charles Robert Hyde .. .. .	" .. .. .	" .. .. .	13 Oct., " ..	22
William Henderson Murdoch .. .. .	" .. .. .	" .. .. .	3 Nov., " ..	23
William Robert Patterson .. .. .	" .. .. .	" .. .. .	22 " " ..	24
Richard Norman .. .. .	" .. .. .	" .. .. .	20 Jan., 1905 ..	25
Gordon Charlie Webb .. .. .	" .. .. .	" .. .. .	7 Feb., " ..	26

\* For vessels propelled by other mechanical power than steam.

RETURN showing the NUMBER of MASTERS, MATES, and ENGINEERS examined during the Year ended the 31st March, 1905, 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 .. .. .	6	11	17	7	10	17	9	9	18	1	1	2	..	..	..	23	31	54
Home-trade masters and mates .. .. .	19	16	35	13	7	20	2	3	5	1	..	1	..	..	..	35	26	61
River-steamer masters .. .. .	10	3	13	11	9	20	2	1	3	2	..	2	..	..	..	25	13	38
Sea-going engineers (steam) .. .. .	9	3	12	31	7	38	7	..	7	21	3	24	16	1	17	84	14	98
(other mechanical power than steam) .. .. .	5	1	6	5	1	6	2	..	2	..	..	..	..	1	1	12	3	15
River-steamer engineers .. .. .	13	2	15	3	1	4	1	..	1	3	..	3	5	4	9	25	7	32
River engineers (other mechanical power than steam) .. .. .	2	..	2	3	..	3	..	..	..	..	..	..	1	..	1	6	..	6
Marine-engine drivers .. .. .	8	..	8	3	..	3	..	..	..	..	..	..	6	3	9	17	3	20
Totals .. .. .	72	36	108	76	35	111	23	13	36	28	4	32	28	9	37	227	97	324

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, 1905.

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.	Number of Seamen discharged.	£ s. d.	Number of Seamen engaged.	£ s. d.	Number of Seamen discharged.	£ s. d.	Number of Seamen engaged.	£ s. d.	Number of Seamen discharged.	£ s. d.	Number of Seamen.	£ s. d.	Number of Seamen.	£ s. d.	Number of Seamen.	£ s. d.
Auckland	1,064	79 16 0	946	70 19 0	1,979	148 8 6	1,936	145 4 0	409	30 13 6	426	31 19 0	3,452	258 18 0	3,308	248 2 0	6,760	507 0 0
Dunedin and Port Chalmers	2,000	145 18 6	2,026	147 10 0	1,276	86 12 6	1,246	84 2 6	..	..	..	..	3,285	232 11 0	3,272	231 12 6	6,557	464 3 6
Greymouth	44	3 6 0	38	2 14 0	221	16 15 6	176	12 15 6	..	..	..	..	265	20 1 6	214	15 9 6	479	35 11 0
Hokitanga	7	0 10 6	6	0 9 0	..	..	1	0 1 6	..	..	..	..	7	0 10 6	7	0 10 6	14	1 1 0
Hokitika	..	..	..	..	19	1 2 0	22	1 8 0	..	..	..	..	19	1 2 0	22	1 8 0	41	2 10 0
Invercargill	78	5 17 0	41	3 1 6	49	3 13 6	36	2 14 0	..	..	..	..	127	9 10 6	77	5 15 6	204	15 6 0
Kaipara	55	4 2 6	88	6 3 0	101	6 15 6	89	6 1 9	..	..	..	..	156	10 18 0	177	12 4 9	333	23 2 9
Lyttelton	470	35 5 0	359	26 18 6	1,053	78 19 6	1,042	78 3 0	8	0 12 0	8	0 12 0	1,409	114 16 6	1,409	105 13 6	2,940	220 10 0
Napier	26	1 19 0	7	0 12 0	193	13 9 0	184	12 9 6	29	1 18 6	30	2 1 6	240	17 6 6	221	15 3 0	469	32 9 6
Nelson	4	0 6 0	4	0 6 0	686	47 1 0	654	44 11 0	16	0 18 0	13	0 13 6	706	48 5 0	671	45 10 6	1,377	93 15 6
New Plymouth	3	0 4 6	3	0 4 6	64	3 12 0	61	3 7 6	..	..	..	..	67	3 16 6	64	3 12 0	131	7 8 6
Oamaru	6	0 9 0	7	0 10 6	22	1 11 0	21	1 8 0	..	..	..	..	28	2 0 0	28	1 18 6	56	3 18 6
Patea	..	..	..	..	10	0 15 0	18	1 7 0	..	..	..	..	10	0 15 0	18	1 7 0	28	2 2 0
Pictou	..	..	..	..	2	0 3 0	2	0 3 0	..	..	..	..	2	0 3 0	3	0 4 6	5	0 7 6
Poverty Bay	3	0 4 6	..	..	116	7 10 6	115	7 9 0	..	..	..	..	119	7 15 0	115	7 9 0	234	15 4 0
Russell	4	0 6 0	3	0 4 6	..	..	..	..	..	..	..	..	4	0 6 0	3	0 4 6	7	0 10 6
Tauranga	..	..	..	..	4	0 6 0	4	0 6 0	..	..	..	..	4	0 6 0	4	0 6 0	8	0 12 0
Thames	1	0 1 6	1	0 1 6	..	..	..	..	..	..	..	..	1	0 1 6	1	0 1 6	2	0 3 0
Tinianu	35	2 12 6	20	1 10 0	134	10 0 0	126	9 8 0	..	..	..	..	169	12 12 6	146	10 18 0	315	23 10 6
Wairarua	..	..	..	..	11	0 16 6	9	0 13 6	..	..	..	..	11	0 16 6	9	0 13 6	20	1 10 0
Wanganui	5	0 7 6	5	0 7 6	215	13 14 0	213	13 11 0	..	..	..	..	230	14 1 6	218	13 18 6	438	28 0 0
Wellington	1,071	73 8 6	964	53 18 6	2,538	151 17 6	2,649	159 12 6	..	..	..	..	3,609	224 6 0	3,613	213 11 0	7,222	437 17 0
Westport	21	1 10 0	46	3 9 0	309	22 13 0	253	18 9 0	..	..	5	0 4 6	330	24 3 0	304	22 2 6	634	46 5 6
Totals	4,906	355 4 6	4,564	318 19 0	9,002	615 15 6	8,857	603 5 3	462	34 2 0	483	35 12 0	14,370	1,005 2 0	13,904	957 16 3	28,274	1,962 18 3

RETURN of ACCIDENTS to SEAMEN and Others on board Ship reported to the MARINE DEPARTMENT during the Financial Year ended the 31st March, 1905.

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 April 6	Haupti, s.s., Dunedin, 89094 ..	Richard Rondeau, A.B.	Loss of right foot .. ..	Nelson .. ..	While mooring vessel to wharf, Richard Rondeau, A.B., who was hauling in a steel mooring-line, got his leg entangled in a bight of the line, and his right foot was cut off.
" 15	Canopus, s.s., Dunedin, 101490	Alfred Thomas Boddington, trimmer	Contusion of right elbow ..	Off Wellington Heads, Cook Strait	While carrying a bucket of water down ladder from deck to stokehold, A. T. Boddington lost his hold, and fell into the stokehold.
May 7	Victoria, s.s., Melbourne, 110996	William Allen Snook, third engineer	Injury to thumb .. ..	Lyttelton .. ..	Mr. W. A. Snook, third engineer, while working at main engines, a weight came away and caught his thumb.
" 17	Queen of the South, s.s., Wellington, 74793	Edward John Harvey, master John Commons, carter ..	Collarbone broken and face injured Legs fractured and internal injuries	Foxton .. ..	In discharging cargo, a sling of five sacks oats was being bull-rope into a cart on the wharf, when the foremast carried away just below the eyes of the lower rigging. The master, who was standing on the wharf, was struck with the falling gear and knocked back on board, striking the winch-end. J. Commons, who was loading the cart, had one leg broken, and a compound fracture of the other, besides sustaining internal injuries.
June 1	Pukaki, s.s., Dunedin, 84491 ..	William Wrixon, lumper	Slight concussion of the brain ..	Wellington .. ..	Whilst William Wrixon was engaged slinging cargo under the hatchway, and standing in the square of the hatch, a sling of cargo, which was being hove up, carried away, and he was struck by the falling sacks.
" 1	Anglo-Norman, Norwegian barque	George Nilson, second mate	Skull fractured; fatal .. ..	Quay Street Jetty, No. 2, Auckland	George Nilson was standing on the deck supervising discharge of ballast from vessel; the gun with which the baskets of ballast were hoisted from the hold carried away, and the block falling, struck him on the head.
" 7	Tongariro, s.s., Plymouth, 111356	W Nitingale, A.B.	Fracture of left leg .. ..	Timaru .. ..	When unmooring ship, W. Nitingale, A.B., accidentally received a blow from the bight of the chain-lanyard of the mooring-hawser while he was casting off the bitts; the blow fractured his left leg between the knee and ankle. He was immediately attended to by the ship's surgeon, and on arrival at Lyttelton, was conveyed to Christchurch Hospital.
" 9	Terranora, p.s., Auckland, 75005	H. Sauer, A.B.	Toe injured .. ..	Railway Wharf, Auckland	While landing a large boiler and fittings into railway-trucks, H. Sauer, A.B., put his foot against the truck to get a pull on the tackles, and when the dome was lowered it caught and jammed his toe.
" 14	Kinlune, Lyttelton, 75194 ..	Robert William Patrick, mate	Ribs broken .. ..	At sea, off West Coast	On voyage from Auckland to Westport, vessel met with heavy weather, during which, Mr. Patrick, the mate, was thrown against the rail.
July 9	Monowai, s.s., Dunedin, 84497	Edward Castle, A.B. ..	Ribs broken and injury to arm ..	At sea, near entrance to Port Nicholson	Edward Castle, A.B., who was employed removing the mail-bags to the mail-room, fell down the hatchway.
" 10	Lizzie Taylor, Launceston, 79299	Bennett Lissing, A.B. and cook	Blood-poisoning; fatal .. ..	Blackball Wharf, Pelorus Sound	When vessel was lying at wharf loading timber, the cook, Bennett Lissing, was getting water from a tank on the wharf from a wire-bound hose-pipe, and scratched the back of his hand with some wire that was sticking out of the end of the pipe.

## RETURN OF ACCIDENTS TO SEAMEN and Others on board Ship reported to the MARINE DEPARTMENT, &amp;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. Aug. 11	Monowai, s.s., Dunedin, 84497	W. Anderson, fireman ..	Left hand injured ..	Dunedin ..	While W. Anderson was engaged carrying some firebars from deck to stokehold, the end of one of the bars struck his left hand.
" " 25	Monowai, s.s., Dunedin, 84497	W. D. Cameron, third mate ..	Severe shaking ..	Queen's Wharf, Wellington ..	Mr. W. D. Cameron, third mate, accidentally fell down No. 1 hold.
Sept. 14	Felicitas (hulk) ..	William Fleming, hulk-keeper ..	Drowned ..	Wellington Harbour ..	The hulk was anchored off Kaiwarra, and the keeper, William Fleming, landed there on the night of the 14th September for provisions, and was not seen alive again. His body was found on the 16th October floating in the harbour.
" " 23	Winfield, s.s., Adelaide, 112700	Frank Stanley, labourer ..	Fractured skull and concussion of brain ..	Jervois Quay, Wellington ..	While working on board the steamer a chain-sling fell from a wharf-crane and struck F. Stanley, a labourer, on the head.
Oct. 18	Banffshire, s.s., Glasgow, 104587	Samuel Fradd, labourer ..	Broken leg ..	Wellington ..	While at work at the cargo on board the vessel, Samuel Fradd, a labourer, broke his leg.
" " 24	Clio, Auckland, 57821	M. J. Mulcahy, boatswain ..	Scalded ..	Auckland ..	While M. J. Mulcahy was lubricating the donkey-engine, his face and eyes were scalded.
" " 25	Talune, s.s., Hobart, 57626 ..	E. G. Bell, A.B. ..	Finger injured ..	Wellington Harbour ..	While E. G. Bell, A.B., was casting adrift the fore-derrick from the crutch, the winchman started to hoist; Bell's hand got caught between the lashing and the crutch.
" " 31	Tongariro, s.s., Plymouth, 111356	J. Murphy, fireman ..	Broken ankle ..	Bluff Harbour ..	In going downstairs to his quarters, J. Murphy, fireman, fell and broke his right ankle.
Nov. 2	Rose Casey, s.s., Dunedin, 78369	A. Noyon, A.B. ..	Hand injured ..	Waikawa ..	While A. Noyon, A.B., was engaged slinging logs, a splinter entered his right hand.
" " 3	Corinna, s.s., Launceston, 79252	John William Bird, second engineer ..	Fatal; suffocation by ammonia-fumes ..	Wellington ..	While assisting the Chief Engineer to clear the refuse oil out of the oil-trap of the freezing-machine, Mr. Bird accidentally inhaled the fumes of ammonia and was removed to the hospital, by direction of the doctor, where he died on the 8th November. Verdict: Deceased came by his death from suffocation by ammonia fumes, accidentally caused.
" " 11	Oswestry Grange, s.s., Greenock 114066	George Roberts, butcher ..	Back injured ..	Wellington ..	George Roberts, butcher, while carrying stores, fell down No. 4 hold.
" " 12	Corinthia, s.s., Liverpool, 115296	J. H. Garvey, assistant steward ..	Fractured skull; fatal ..	Queen's Wharf, Wellington ..	J. H. Garvey, assistant steward, fell from the gangway on to the wharf. He was at once removed to the hospital, but died there on the morning of the 15th November. Verdict: Death from accidental causes, no blame being attachable to anybody.
Dec. 11	Itata, Liverpool, 87910 ..	John Hyland, A.B. ..	Drowned at sea ..	Latitude 42° 43' S., longitude 41° 30' E.	John Hyland, A.B., was washed off the jibboom by a heavy sea.
" " 28	Haere, Auckland, 115193 ..	John Edward Anderson, A.B. ..	Fatal ..	The Spit Wharf, Napier ..	Deceased was engaged with others in shunting a railway-truck close to the scow in order to unload timber from it into the vessel, and while attempting to put the brake down, walking backwards, he was crushed against a mooring-post. He was removed to the hospital where he died next day. Verdict: Death caused accidentally, no blame being attachable to any one.
" " 29	Alert, Auckland, 102341 ..	Oscar Konig, A.B. ..	Broken arm ..	At sea ..	Whilst on voyage from Thames to Whangarei, and engaged lowering centre-board with the usual lowering gear, the handles of the winch slipped, and struck Oscar Konig, A.B., breaking his left arm above the wrist.

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.
1905.					
Jan. 3	Manapouri, s.s., Dunedin, 75229	Charles Bassett, A.B. ..	Thumb injured	Queen Street Wharf, Auckland	Whilst attending winch-wire, Charles Bassett, A.B., severely injured thumb on his right hand.
" 5	Manapouri, s.s., Dunedin, 75229	Norman McLean, fireman	Finger broken ..	Queen Street Wharf, Auckland	Whilst at boat-drill, Norman McLean, fireman, broke a finger of his right hand, it having been jambed between the boat and the davit.
" 20	Will Watch, Auckland, 101141	Joseph Bell, master ..	Thumb smashed	Railway Wharf, Auckland	Whilst employed shipping a spar, the master, Joseph Bell, had his thumb on left hand so badly smashed that it had to be amputated.
" 26	Queen of the South, Wellington, 74793	John McKinnon, A.B. ..	Broken leg ..	Forton ..	John McKinnon, A.B., was in the hold stowing cargo when a bale of wool fell on him through the hooks tearing through the pack.
" 28	Petone, s.s., London, 112654 ..	Patrick Higgins, A.B. ..	Scalded by steam from winch	Lyttelton	While Patrick Higgins, A.B., was employed painting the outside of the ship near the exhaust-steam pipe from the winch, which was then stopped, the steam was turned on to the winch without warning by the man who did not see Higgins.
Feb. 9	Mararoa, s.s., Dunedin, 89380 ..	John Larwood, labourer	Skull fractured	Queen's Wharf, Wellington	John Larwood, a labourer, was employed taking off the hatchco, when he fell down the hold.
Mar. 7	Baden Powell, s.s., Sydney, 112552	George Stewart, A.B. ..	Finger injured	Le Bon's Bay Wharf	While engaged stowing cargo in hold, a bag of grass-seed was thrown from the wharf into the hold, striking George Stewart on the neck, knocking him down, and injuring his finger.
" 15	Edward, Hobart, 119235 ..	August Naslund, A.B. ..	Two fingers crushed	Oamaru...	When brig was being hauled off from the wharf, August Naslund, A.B., while on duty on the forecastle-head lifting a warp out of the loading-chock, got his left hand caught by the sudden tightening of the warp.
" 30	Kapiti, s.s., Wellington, 08078	Charles McAler, A.B. ..	Left wrist dislocated and arm injured	At sea ..	C. McAler was engaged furling the staysail when it gave a flap and struck him, knocking him down on the deck.

## RETURN OF WRECKS AND CASUALTIES TO SHIPPING REPORTED TO THE MARINE DEPARTMENT FROM THE 1st April, 1904, to the 31st March, 1905.

Date of Casualty.	Name of Vessel, also Age and Class.	Reg.	Number of		Nature of		Number of Lives lost.	Place where Casualty occurred.	Wind.		Decision of Court of Inquiry, &c.	Name of Master.
			Registered Tonnage	Crew	Cargo.	Casualty.			Direction.	Force.		
1904. April 12	John Anderson, s.s., 14 years	Schooner	36	5	General	Tail-shaft broken	..	Off McIntosh Bay, Banks Peninsula	W.	..	While vessel was towing fishing-boat from Little Akaloa to Lyttelton, the tail-shaft broke. She was afterwards towed into port by tug "Lyttelton"	Patrick McConville.
"	Kapiti, s.s., 1½ years	Schooner	80	11	Butter ..	Stranded; no damage	..	On bar, Patea River ..	W.	Strong ..	Casualty caused through vessel touching ground, and losing steering-way	John Abraham.
"	Honga, 2 months	Schooner	106	6	Coal ..	Loss of masts	..	8 miles N.W. of White Island	W.S.W.	Moderate	Both lower masts carried away below the cross-trees caused by heavy surging roll	Isaac Samuel Fletcher.
"	Stormbird, s.s., 50 years	Schooner	129	14	General	Loss of propeller-blade	..	7 miles seaward of Kapiti Island, Cook Strait	N.	Light ..	Casualty caused by propeller striking a floating log, and stripping off one blade	Peter McIntyre.
"	Takaruna, s.s., 21 years	Schooner	472	47	General	Stranded; no damage	..	Inside breakwater 200 ft. from wharf, New Plymouth	S.W.	Light ..	Insufficient depth of water..	Sydney James.
"	Torganten, s.s., 3 years (Norwegian vessel)	Schooner	195	12	Timber..	Stranded; slight damage	..	North beach, mouth of Hokitika River	S.W.	Light ..	Hawser washed overboard by heavy sea, fouled the propeller, and rendered the vessel unmanageable. She dragged her anchors, and went on the beach	Herman Aas.
"	Penguin, s.s., 40 years	Schooner	517	..	General	Stranded; no damage	..	Entrance to Nelson Harbour	S.E.	Light ..	Casualty caused through vessel being late on tide, and having slow steering gear	John Grant.
May 31	Dayspring, 19 years	Cutter ..	18	2	Firewood	Stranded; total loss	..	Little Akaloa Bay, Banks Peninsula	N.	Gale ..	Port cable parted at moorings off wharf, and remaining anchor dragged. Vessel was driven ashore by force of wind and sea	Robert Dudley.
June 1	Magic, 3 years	Schooner	82	5	Coal ..	Stranded; partial loss	..	North Spit, Manawatu River	S.W.	Gale ..	On entering river, heavy S.W. squall with rain obscured beacons, and vessel stranded on North Beach, inside river	Thomas Eckford.
"	Titania, 8 years	Barquentine, 4 masts	1081	18	General	Damage to spars, loss of sails, and damage to cargo by salt water	..	On voyage from Glasgow to Dunedin	S.S.E.	Strong gales	Casualty caused by stress of weather	Thomas Selley.
"	Wellington, s.s., 41 years	Schooner	262	22	General	Collision; no damage	..	Off east end of Railway Wharf, Auckland	..	..	Master of "Manurewa" was guilty of an error in judgment in anchoring in the fairway of steamers coming in to and out from the wharves. He was ordered to pay costs of inquiry	Edward McLeod.
"	Manurewa, 20 years	Barque..	327	12	Guano ..	Collision; partial loss	..	Harding's Bend, Opawa River	calm..	..	Vessel grounded on a bank in the river, and in backing off carried away the rudder	Hugh Paterson.
"	Nambucca, s.s., 7 years	Schooner	94	11	General	Loss of rudder	..	Entrance to Ngunguru River	E. by S.	..	Vessel had crossed outer bar, making for channel of river, with fair breeze, when it suddenly dropped at a critical time, and the sea took charge of her and swept her on to the rocks and sandspit on port side of entrance	William George North. Samuel Stephenson.
"	Champion, 28 years	Ketch ..	34	3	Ballast..	Stranded; total loss	..			breeze ..		



# RETURN OF WRECKS AND CASUALTIES TO SHIPPING reported to the MARINE DEPARTMENT—continued.

Date of Casualty.	Name of Vessel, Age and Class.	Rig.	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.		
1904. June 29	Nambucca, s.s., 7 years	Schooner	94	11	5	Produce	Loss of foremast	..	S.S.E.	Fresh breeze	The fore rigging gave way in the eye while sail was set, and the foremast carried away two feet above the deck	William George North.
July 3	Waitoa, s.s., 22 years	Cutter ..	27	..	..	Ballast... Foundered; total loss	..	Off Doubtless Bay, Mangonui	N.E.	Strong ..	Vessel was being towed from Kaipara to Auckland, and got two-thirds of the way on the trip when a heavy sea broke on board, smashing hatchways and cabin skylight, water getting into hold beyond power of pumps	..
" 5	Loyalty, s.s., 27 years	Pole mast	68	4	20	Nil	Collision with wharf, slight damage	..	Calm. Thick fog	..	Master exercised due care in navigating vessel through fog, his certificate was returned, and no order made as to costs	George Buckham Brown.
" 5	Admiral, s.s., 21 years	Pole mast	82	5	60	Nil	Collision; partial loss	..	Calm. Thick fog	..	Master of "Talune" was prudent and careful in anchoring when fog was too dense to proceed, and no blame was attachable to him. Master of "Admiral" was entirely blameable for the collision, and he was censured, and ordered to pay the cost of the inquiry	Arthur Ernest Burt.
" 5	Talune, s.s., 14 years	Schooner	1370	54	46	General	Collision; slight damage	..	S. to S.W.	Storm ..	Damage caused by terrific gale. Oil used throughout the gale with very good results	John Bernech.
" 7	Astracana, 30 years	Ship ..	1572	21	..	Wheat ..	Loss of sails and boats and damage to bulwarks, &c.	..	S. to S.W.	Storm ..	Damage caused by terrific gale. Oil used throughout the gale with very good results	Benjamin Rees Griffiths.
Aug. 4	Margaret Casey, 20 years	Cutter ..	18	3	1	Chaff ..	Stranded; total loss	..	S.E.	Strong gale	Vessel was sheltering from S.W. weather, when wind shifted to S.E. and brought in a heavy sea. Master tried to sail out, but failed and lay to anchors. One chain broke and then another, and vessel drifted on to reef and then on to beach	John Carlson.
" 7	Eunice, 2½ years	Schooner	171	7	..	Timber	Loss of sails	..	W.	Gale ..	The two inner ribs and fore staysail were blown away, lower topsail and foresail damaged, and foregaff carried away. Part of rail carried away by deck load of timber shifting	Robert Fletcher.
" 9	Aotea, s.s., 2 years	Ketch ..	90	11	..	Coal ..	Stranded; total loss	..	W.	Moderate	Stranding appears to have been unavoidable, as the acting-pilot relied on the accuracy of the tide-gauge as a correct indication of the depth of water on bar, and signalled the vessel to come in. No blame attachable to Master, he having taken the bar under the acting-pilot's direction	William Tinney.
" 14	Huia (oil-engine), 10 years	Schooner	200	9	..	Produce	Stranded; partial loss	..	N.E.	Fresh ..	Vessel was being shifted from Port Albert Wharf to the Wairoa River in charge of the mate, and when leaving the Oruawaro River a mistake was made in the marks for clearing the Spit, and the course altered too soon	Daniel McKenzie.

## 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 Crew.	Number of Passengers.	Nature of		Number of Lives lost.	Place where Casualty occurred.	Wind.		Decision of Court of Inquiry, &c.	Name of Master.
						Cargo.	Casualty.			Dirac-tion.	Force.		
1904. Aug. 15	Saragossa, 10 years	Barque..	2289	27	..	Coal	Stranded; total loss	1	Mangaia Island, Cook group	E.S.E.	Fresh breeze	Master acted imprudently in proceeding on his way when precautions might easily have been adopted to insure safety to lives and property, and he was guilty of negligence in navigating his vessel, knowing as he did that he was in all probability in close proximity to the island. His certificate was suspended for three months, and he was ordered to pay the costs of the inquiry	William Duncan.
"	16 Athenic, s.s., 2½ years	Schooner	7833	140	271	General	Collision; no damage	..	No. 4. berth, Queen's Wharf, Wellington	S.E.	Fresh breeze	While being berthed the "Athenic" was smelling the ground, and in consequence would not answer her helm, and ran into the "Whakatane" which was lying at the wharf	C. H. Kempson.
"	16 Whakatane, s.s., 4 years	Schooner	3786	58	..	General	Collision; slight damage	..				No blame attached to master, as under the circumstances he seemed to have done all that was possible to save vessel and those on board. Master's certificate was returned, and no order made as to costs	L. G. Silba.
"	18 Surprise, 5 years	Schooner	79	5	..	Sawn timber	Stranded; slight damage	1				A sharp gale with whirlwind dismasted the vessel, and she became helpless, and stranded after drifting forty-three hours on a lee shore	Arthur Harris Fletcher.
"	19 Isabella Anderson, 31 years	Schooner	78	5	..	Timber..	Stranded; total loss	..	Rangikahu Beach, 14 miles north of Raglan	W.	Gale ..	On voyage from Wellington to Lyttelton vessel struck a submerged object not seen, causing the loss of a propeller-blade and damage to the rudder	Peter Lang.
"	20 Takapuna, s.s., 21 years	Schooner	472	46	160	General	Loss of propeller-blade and damage to rudder	..	16 miles from Pencarrow Head Lighthouse	W.	Moderate gale	When dropping down to coal the "Pukaki" a squall from the south caught the hulk on the port quarter, causing the stern to pay off and the bow to come in contact with the "Pukaki's" starboard bow, damaging her hawse-pipe and stem	George Lambert.
Sept. 6	Pukaki, s.s., 17 years	Schooner	917	26	..	Coal	Collision; slight damage	..	Railway Wharf, Wellington	S.	Fresh breeze	On leaving Auckland ship steamed dead slow down Rangitoto Channel; three sailing-ships were coming in, which forced her to keep on port side of channel. Engines were stopped to allow vessels to stand towards mid-channel, and having lost steerage-way, the young fi od caught her on the starboard bow, causing her to take the wrong side of the buoy, and she touched the ground forward, where she remained 55 minutes	Sydney Gibbon Stringer.
"	6 Arawata, 28 years	Hulk ..	623	6	..	Coal	Collision; no damage	..	Rough Rock Shoal, Rangitoto Channel, Auckland	S.W.	Light ..	Vessel's anchors broke ground, and, lee bank being close to, her heel caught the bark before the crew had time to pay out more chain	George Donald Aitchison.
"	9 Surrey, s.s., 5 years	Schooner	3497	62	..	General	Stranded; no damage	..					
"	22 Onyx, 40 years	Barque	396	11	..	Timber..	Stranded; no damage	..	Waterhole Anchorage, Kaipara Harbour	S.W.	Gale ..		F. J. Duncan.

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

Date of Casualty.	Name of Vessel, also Age and Class.	Rig.	Registered Tonnage.	Number of		Nature of		Number of Lives lost.	Place where Casualty occurred.	Wind.		Decision of Court of Inquiry, &c.	Name of Master.
				Crew.	Passengers.	Cargo.	Casualty.			Direction.	Force.		
1904. Sept. 22	Whangape, s.s., 5 years	Schooner	1901	28	..	Ballast..	Steam-pipe fractured	..	13 miles N.W. of Stephen Island	S.W.	Gale ..	On voyage from Timaru to Newcastle, it was discovered that main steam-pipe was leaking, and vessel put into Guards Bay to repair it, where it was found that the pipe was fractured. She then came on to Wellington to repair damage	F. A. Maxwell.
23	Gipsy, 29 years	Cutter ..	27	3	..	Coal ..	Fouled; total loss	..	Midway between Whangarei Heads and Bream Tail	W.S.W.	Strong breeze, squally	Vessel encountering strong breeze and sea, strained, and opened butts and seams about stern, causing her to leak seriously. When it became apparent that she was fast settling down and that the pumps were unable to free her, master and crew took to the boat, the only prudent course. Court found that vessel was unseaworthy, and no blame could be attached to master and crew	John Matthew Jackson.
Oct. 3	Penguin, s.s., 40 years	Schooner	517	40	25	General	Stranded; no damage	..	1,400 ft. from Bell Buoy, Nelson Harbour	Calm	..	Vessel grounded on mussel bank when going into Nelson Harbour steering E.N.E., and remained there one hour, when she floated off on the flood tide	Charles Frederick Backstrom.
6	Penguin, s.s., 40 years	Schooner	517	40	17	General	Stranded no damage	..	Mud-flat, half way between wharf and freezing-works, Picton	N.N.E.	Moderate gale	Vessel 1-ft wharf at 7.30 p.m., when wind caught her broadside on, and drove her on to the mud-flat, where she remained for ten hours.	Charles Frederick Backstrom.
12	Himitangi, s.s., 6 years	Schooner	149	15	1	Coal ..	Stranded; no damage	..	1/4 mile inside the bar, Manawatu River, North Beach	S.	Gale ..	Casualty caused by heavy gale, and ship dragging along the bottom, losing steerage-way, and also by insufficient depth of water on bar	William Manley.
12	Ta Anau, s.s., 25 years	Schooner	1028	1	..	Nil ..	Stranded; no damage	..	Mouth of Kaiwarra Creek, Wellington Harbour	S.	Gale ..	Casualty caused through vessel (which was laid up) dragging her moorings, through heavy gale	..
13	La Bella, 11 years	Barquentine	376	9	..	Produce	Stranded; partial loss	..	Ohiro Bay, near Island Bay, Cook Straits	S.S.E.	Gale ..	Vessel became unmanageable through her sails being blown away, owing to severity of gale, and was gradually blown on shore. Master, mate, and crew did all that could be done under the circumstances	George Mylius.
14	Addenda (American ship) 9 years	Barquentine	637	10	..	Ballast..	Stranded; partial loss	..	2 miles W. of Wairarapa Lake, Palliser Bay	S.S.W.	Hurricane	Casualty caused through strong current setting the ship to the north, and the exceptionally bad weather	Hagan Frederick Astrup.
16	Weka, s.s., 21 years	Schooner	53	8	..	General	Stranded; no damage	..	Alongside wharf, Port Ahuriri	N.E.	Light ..	Vessel was found to be half-full of water, and was beached to prevent her sinking. Probably a sea-cock valve was left open at night accidentally	John Carlson.
17	Hoanga, 1 year	Schooner	106	5	..	Produce, 18 to 20 tons	Supposed fouled; total loss	Supposed 5; all hands.	Supposed off east coast, North Island	..	..	Vessel left Port Chalmers on 17th September for Herekino. A vessel supposed to be her was seen from the s.s. "Tatara" on 17th October about 10 miles south of Cape Kidnappers, but nothing has since been heard of her. Court found that the ship has been lost, but there is no evidence to show when, how, or where she was lost.	Edwin McDonald.

## RETURN OF WRECKS and CASUALTIES to SHIPPING reported to the MARINE DEPARTMENT—continued.

Date of Casualty.	Name of Vessel, also Age and Class.	Rig.	Register	Number of		Nature of		Number of Lives lost.	Place where Casualty occurred.	Wind.		Decision of Court of Inquiry, &c.	Name of Master.
				Crew	Passengers.	Cargo.	Casualty.			Direction.	Force.		
1904. Nov. 4	Petone, s.s., 4 years	Schooner	388	17	..	Ballast ..	Propeller-shaft broken	..	10 miles S.W. of Cape Egmont, in 65 fathoms of water	N.W.	Light ..	When off Cape Egmont the tail-shaft carried away. Sail was made on the ship, and she proceeded to Kapiti Island, arriving there on 6th November. She was subsequently towed to Wellington for repairs. One blade of the propeller was carried away. The vessel evidently struck some hard substance floating below the top of the water	John Christian.
"	5 Loyalty, s.s., 27 years	Pole mast	68	4	30	Nil	Collision; no damage	..	North end of No. 1 Berth, Queen's Wharf, Wellington Harbour	Calm..	..	Casualty caused through view from both vessels being obscured by the s.s. "Aotea" projecting about 50 ft. beyond berth and the height of the ship about 20 ft. above the wharf	James Lent Martin. George Allman.
"	5 Manaroa, s.s., 8 years	Schooner	78	11	..	Ballast ..	Collision; slight damage	..	25 miles S.E. of Island of Tristan d'Acunha	S.W.	Light ..	Ship was accidentally set on fire by the store-keeper in the store-room. He fell down with a lighted lamp in his hand. The lamp in falling ignited a quantity of oakum, which caused the fire	F. Le Troquer.
"	5 Bougainville (French) 2½ years	Barque..	1932	25	..	Kerosene-oil and benzine	Fire on board; partial loss	..	About ½ mile off Kawan Island, and 2 miles north of Nelson Rock, Hauraki Gulf	S.W.	Light breeze	Collision caused through the look-out kept by the second officer and seaman on the s.s. "Ngapuhi" not being as vigilant as it should have been. The second officer, Edgar Rawlings, was censured, and ordered to pay the costs of the inquiry, £5 6s.	Peter Peterson. Edward Stephenson.
"	9 Rimu, 9 years	Schooner	53	3	..	Timber logs	Collision; partial loss	..	Manukau Harbour	S.W.	Whole gale	Vessel was on voyage from Oamaru to Hokianga, and owing to heavy three days' gale had to run into Manukau to avoid going ashore. Loosing steerage-way, she struck on a sandbank, and after getting up near the wharf was hauled on a bank, where she rolled over on her side	William Andrew Smith.
"	9 Ngapuhi, s.s., 5 years	Schooner	299	31	49	General	Collision; no damage	..	Rangatira Beach, 11 miles south of Kai-para Bar	W.	Strong gale	Vessel driven ashore in heavy gale, being unable to get off the land	Hugh Paterson.
Dec. 3	Mapourika, s.s., 6 years	Schooner	718	43	..	Coal and general	Stranded; total loss	..	Alreast of Fifehire Rock, Nelson Harbour	N.E.	Moderate breeze	Vessel touched bottom when leaving harbour, causing a dent in No. 1 tank, port side, and breaking the cement in five bays	Charles Clift.
"	5 Hinemoa, s.s., 28 years	Schooner	282	31	..	Govt. stores	Collision; no damage	..	Off Katwarra, Wellington	S.E.	Strong breeze	If the lighter "Norseman" had remained at anchor the collision would not have taken place. Instead of that her anchor was lifted, and she drifted on to the port side of the "Hinemoa's" bows, the fluke of the latter's anchor catching the lighter's railing on the port side, and carrying it away	John Bollons. A. W. Bogren.
"	5 Norseman ..	Ketch ..	10	5	..	Explosives	Collision; slight damage	..	Lat. 42° 43', S.	W.S.W.	Whole gale	John Hyland, A.B., was washed off the jib-boom by a heavy sea, and was lost	George Milne Balfour.
1905. Jan. 4	Itata, 20 years	Barque..	927	18	..	General	Loss of life	1	15 miles E.S.E. of Cape Turnagain	S.W.	Gale ..	The vessel being hoisted during a heavy gale, the foretopmast and backstay parted, causing the topmasts to go overboard	Sydney Holm.

## RETURN OF WRECKS and CASUALTIES to SHIPPING reported to the MARINE DEPARTMENT—continued.

Date of Casualty.	Name of Vessel, also Age and Class.	Rig.	Registered Tonnage	Number of		Nature of		Number of Lives lost.	Place where Casualty occurred.	Wind.		Decision of Court of Inquiry, &c.	Name of Master.
				Crew.	Passengers.	Cargo.	Casualty.			Direction.	Force.		
1905. Jan. 15	Wainui, s.s., 19 years	Schooner	411	32	94	General	Stranded; partial loss	..	Tower Rocks, off D'Urville Island	N.N.W.	Light ..	Master committed an error of judgment in not slowing down when informed by chief officer that weather was thick, and that he had not seen anything of Stephen Island. Master censured, and ordered to pay costs of inquiry	George Thomas Trevor Hull.
"	Nambucca, s.s., 7 years	Schooner	94	11	4	Wool and produce	Stranded; total loss	..	½ mile west of Sinclair Head	E.N.E.	Light ..	Master committed a wrongful act in continuing at full speed when uncertain as to his position, and was in default in not taking soundings to try and verify his position. His certificate was suspended for three months, and he was ordered to pay the costs of inquiry	William George North.
"	Lark, 24 years	Schooner	139	8	..	Timber..	Stranded; partial loss	..	Inner entrance, South Channel, Kaipara Harbour	W. by S.	Light breeze	Casualty caused by wind dropping where tide runs across channel	William Robert-son.
"	Himitangi, s.s., 6 years	Schooner	149	15	..	Coal ..	Stranded; slight damage	..	1 mile below Foxton River	Calm	..	After touching ground in river, the ship swung round, her keel taking the ground, and twisted the rudder-head	William Manley.
Feb. 4	Cygnets, s.s., 20 years	Schooner	66	11	19	Timber..	Stranded; no damage	..	regas Bay, 2½ miles from Godley Head	Calm	..	Casualty due to neglect of mate, Islay McLellan, in leaving deck before he was relieved by master. He was severely censured, and ordered to pay £5 5s. costs of inquiry. The master was censured for not seeing that life-belts were in proper order	Alexander Innis Murray.
"	Kiripaka, s.s., 11 years	Schooner	75	10	..	Coal ..	Stranded; no damage	..	Inside bar, Manawatu River	E.	Light ..	Vessel took bar and entered channel by direction of signals from flagstaff. When at the turning-point at the beacons the ship took the ground through there not being sufficient water	George B. Brown.
"	Margarita, 11 years	Barque..	494	12	..	Coal ..	Stranded; no damage	..	Inner end Tory Shoal, Kaipara Harbour	S.W.	Unsteady	When coming into port the master apparently was trusting entirely to his local knowledge, and did not take notice that the ebb tide had been setting the vessel over towards the shoal	A. D. Stenhouse.
"	Rona, 1 year ..	Schooner	35	4	..	Timber..	Stranded; partial loss	..	North Spit, Porangahau River, East Coast, North Island	S.	Light ..	Casualty caused by strong ebb tide and wind falling after crossing the bar	Samuel Keeble.
"	Alexa, new ..	Barquentine	286	12	1	General	Stranded; no damage	..	End of Farewell Spit ..	S.E.	Light ..	Vessel made more leeway than master reckoned on, owing perhaps to strong current	James White.
March 3	Tasman, s.s., 2 years	Schooner	87	12	..	General	Breakdown of engines	..	2 miles N.E. from Brothers Lighthouse	S.E.	Light ..	The low-pressure engine broke down. The piston broke, causing the bottom end brasses and bolts to break	John Grant.
"	Invercargill, s.s., 20 years	Schooner	123	11	..	General	Stranded; slight damage	..	Triangle Rocks, Bluff Harbour	S.W.	Gale ..	The lights not being in position, having sunk at her moorings, the master altered his course too early for the purpose of coming up to the wharf, it being at the time thick squally weather	William Gillies.
"	Jessie Niccol, 32 years	Schooner	93	5	..	Coal ..	Damage to rail, bulwarks, and covering boards	..	Jervois Quay, Wellington	N.W.	Gale ..	On leaving wharf master ordered stern-line to be let go, but was misunderstood, and the bow-line was let go instead, causing the vessel to come on to the wharf, the port quarter striking heavily, carrying away the rail bulwarks, and damaging the covering-boards aft	John Grubb.

## SUMMARY of CASUALTIES to SHIPPING reported to the Marine Department during the Financial Year ended the 31st March, 1905.

Nature of Casualty.	Casualties on or near the Coasts of the Colony.										Casualties outside the Colony.										Total Number of Casualties reported.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																												
	Steamers.			Sailing-vessels.			Total within Colony.				Steamers.			Sailing-vessels.			Total outside Colony.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																
	No. of Vessels.	Tonnage.	No. of Lives lost.	No. of Vessels.	Tonnage.	No. of Lives lost.	No. of Vessels.	Tonnage.	No. of Lives lost.	No. of Vessels.	Tonnage.	No. of Lives lost.	No. of Vessels.	Tonnage.	No. of Lives lost.	No. of Vessels.	Tonnage.	No. of Lives lost.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																															
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## 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, 1888
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
Jack's Point ..	4th "	Fixed	..	" .. ..	Iron	"	1 July, 1904
Moeraki ..	3rd "	"	..	" .. ..	Timber	"	22 April, 1878
Taiaroa Head ..	3rd "	"	..	Red .. ..	Stone	Stone	2 Jan., 1865
Cape Saunders ..	2nd "	Revolving	1'	White .. ..	Timber	Timber	1 Jan., 1880
Nugget Point ..	1st "	Fixed	..	" .. ..	Stone	Stone	4 July, 1870
Waipapapa Point	2nd "	Flashing	10"	" .. ..	Timber	Timber	1 Jan., 1884
Dog Island ..	1st order catadioptric	Revolving	30"	" .. ..	Stone	Stone	1 Aug., 1865
Centre Island ..	1st order dioptric	Fixed	..	White, with red arcs over inshore dangers	Timber	Timber	16 Sept., 1878
Puysegur Point ..	1st "	Flashing	10"	White .. ..	"	"	1 Mar., 1879
Cape Foulwind ..	2nd "	Revolving	30"	" .. ..	"	"	1 Sept., 1876
Kaurangi Point..	2nd "	Fixed ..	..	White, with red sector to show over Stewart Breaker	Iron	"	30 Nov., 1903
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 showing number of FISHING-BOATS REGISTERED and LICENSED at each Port during Year ended 31st December, 1904.

Port.	Number registered.	Number licensed.	Port.	Number registered.	Number licensed.
Auckland .. ..	102	102	New Plymouth .. ..	9	9
Bluff .. ..	69	69	Oamaru .. ..	44	44
Dunedin and Port Chalmers	83	81	Patea .. ..	—	—
Gisborne .. ..	2	2	Picton .. ..	21	21
Greymouth .. ..	6	6	Russell .. ..	32	32
Hokianga .. ..	2	2	Tauranga .. ..	4	4
Hokitika .. ..	3	3	Thames .. ..	37	37
Invercargill .. ..	29	23	Timaru .. ..	11	2
Kaipara .. ..	22	22	Wanganui .. ..	4	2
Lyttelton .. ..	167	167	Wellington .. ..	80	80
Mangonui .. ..	1	1	Westport .. ..	9	9
Napier .. ..	26	25			
Nelson .. ..	24	24		787	773

RETURN showing the ORDERS IN COUNCIL which have been issued during the Year ended 31st March, 1905.

Date of Order.	Purpose of Order.
1904.	
April 15	Approves plan of wharf-extension, Greymouth.
" 15	Validates appointment of Chairman, Waikokopu Harbour Board.
" 15	Amends Mangawai wharf dues.
" 15	Approves plans of North Kaipara Co-operative Dairy Company's factory at Whakapirau, Kaipara.
" 15	Licenses North Kaipara Co-operative Dairy Company to occupy foreshore at Whakapirau as a site for factory.
" 15	Approves plans of extension of Northcote Ferry Jetty, Auckland.
May 2	Approves plans of extension of Stanley Jetty, Auckland.
" 2	Approves plans of Messrs. Coutts and Kitching's boatshed and slip at Aratapu, Kaipara.
" 2	Licenses Messrs. Coutts and Kitching to occupy foreshore at Aratapu as a site for boatshed and slip.
" 2	Prescribes oyster-license fee for the North Island.
June 8	Appoints F. F. Munro member of Westport Harbour Board.
" 8	Approves plans of J. Bringin's boat-building shed and yard, Ballena Bay, Wellington Harbour.
" 8	Approves plans of groins in Waipu River.
" 8	Approves plans of J. J. Boyd's boatshed at Evans Bay, Wellington Harbour.
" 27	Amends regulations as to sea-fishing boats.
" 27	Appoints T. O. Turnbull trustee for Kawhia Wharf.
" 27	Appoints members of Greymouth Harbour Board.
July 4	Amends General Harbour Regulations.
" 4	Approves plans for foundation of roadway, Mechanic's Bay, to St. George's Bay, Auckland Harbour.
" 4	Approves plans of wharf for coal-hulks at Naval Point Breakwater, Lyttelton.
" 19	Approves plans of J. J. Craig's wharf-extension, Auckland Harbour.
" 25	Approves plans of J. Morris's proposed wharf at Hardy's Bridge, Matakoho, Kaipara.
" 25	Licenses J. Morris to occupy foreshore at Matakoho as a site for a wharf.
Aug. 1	Approves plans of proposed stone embankment from Victoria Wharf to Pelichet Bay, Otago Harbour.
" 1	Approves expenditure of £150 by Westport Harbour Board for extending siding-accommodation at Sergeant's Hill.
" 15	Revokes regulations as to size of mesh of fishing-nets.
Sept. 12	Approves plans of R. E. Lester's wharf at Te Mata, Hokianga.
" 12	Licenses R. E. Lester to occupy foreshore at Te Mata as a site for wharf.
" 21	Amending dues for Opotiki wharves.
" 26	Prohibits taking of Risso's dolphin for five years in Cook Strait.
" 26	Approves plans of Mangere Road Board's bridge over Oruarangi Creek, Ihumatea.
Oct. 10	Revokes and makes other regulations as to size of mesh of trawl-nets.
" 17	Approves plans of Kauri Timber Company's Wharf at Omapere, Hokianga.
" 17	Licenses Kauri Timber Company to occupy foreshore, Omapere, as a site for wharf.
" 17	Approves plans of H. Couch's wharf at Bon Accord Harbour, Kawau Island.
" 17	Licenses H. Couch to occupy foreshore, Bon Accord Harbour, as a site for wharf.
" 17	Vests management of town wharf in Tauranga Borough Council.
" 17	Approves plans of Prouse and Saunders' wharf, shed, and tramway, at West Wanganui.
" 17	Licenses Prouse and Saunders to occupy foreshore, West Wanganui, as a site for wharf, shed, and tramway.
" 17	Approves plans of Napier Borough Council's proposed bridge over Iron Pot, Port Ahuriri.
" 17	Approves plans of Cambridge Borough Council's proposed bridge over Waikato River.
" 17	Approves plans of proposed extension of low-level breastwork, Lyttelton.
" 26	Approves expenditure of £750 by Westport Harbour Board for passenger-car for Westport-Mokihinui Railway.
" 26	Approves plans of shed-additions to wharf, Gisborne Harbour.
" 26	Approves plans of Railway Wharf and Hobson Street Jetty, Auckland.
" 26	Licenses Opunake Wharf Company to occupy foreshore as site for wharf and sheds.
Nov. 7	Approves plans of proposed beacons to marked dredged channel, Lyttelton Harbour.
" 23	Approves plans of Currie and McIntosh's Wharf, Waikawa.
" 23	Licenses Currie and McIntosh to occupy foreshore, Waikawa, as a site for wharf.
" 29	Prescribes size of mesh of fishing-nets.
Dec. 12	Approves plans of Riverhead Paper Mills Company's wharf-extension.
" 12	Licenses Riverhead Paper Mills Company to occupy foreshore at Riverhead for wharf-extension.
" 12	Approves plans of Taruheru River improvement works, Gisborne.
" 12	Approves plans of J. H. Richards's proposed wharf and shed, West Wanganui.
" 12	Licenses J. H. Richards to occupy foreshore, West Wanganui, as a site for wharf and shed.
" 12	Approves plans of wharf, Castlecliff, Wanganui.
" 20	Approves plans of Timaru Boating Club's proposed boatshed.
" 20	Approves plans of Port Chalmers Sailing Club's proposed boatshed.
" 20	Licenses Port Chalmers Sailing Club to occupy foreshore as a site for boatshed.
" 20	Approves plans of H. R. Lawry's proposed boatshed, Karaka Bay, Wellington.
" 20	Approves plan of wharf at Rona Bay, Wellington.
1905.	
Jan. 27	Declares that ratepayers of Sydenham and St. Albans wards shall each elect member of Lyttelton Harbour Board in lieu of St. Albans and Sydenham boroughs.
" 26	Approves plans of Petone Borough Council's outfall culvert.
" 26	Licenses Lane and Brown to occupy foreshore, Whangaroa, as a site for wharf.
" 26	Approves plans of Nelson Bros.' footbridge over Taruheru River.
" 26	Approves plans of Akitio Sawmilling Company's Wharf, Akitio.
" 26	Licenses Akitio Sawmilling Company to occupy foreshore at Akitio as site for wharf.
Feb. 11	Appoints G. E. Halliwell trustee for Kohukohu recreation-ground in place of W. Brownlee, resigned.
" 11	Approves plans of training-wall, Waitara River.
" 11	Approves plans of works in Waiuku River.
" 11	Licenses Waiuku Road Board to occupy foreshore in Waiuku River.
" 25	Appoints D. T. Glover member of Westport Harbour Board.
" 25	Appoints J. Hargreaves and E. J. Scantlebury members of Greymouth Harbour Board.
" 25	Revokes Order in Council licensing Joseph Taylor to occupy site for wharf at Puponga, Golden Bay
March 15	Approves plans of Searle and Speight's boatshed and slip, Otago Harbour.
" 15	Licenses Searle and Speight to occupy foreshore as site for boatshed and slip.



RETURN showing the ORDERS IN COUNCIL which have been issued during the Year ended 31st March, 1905—*continued*.

Date of Order.	Purpose of Order.
1905.	
March 15	Approves plans of extension of sewer-outfall, Napier.
" 15	Vests management of Mangonui Wharf in Mangonui County Council, and prescribes dues and rates.
" 15	Approves plans of J. M. Begg's proposed bridge over Tokomairiro River.
" 17	Authorises use of set-nets in Ashley River.

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, 1905.

Port or Place.	Subject of Notice.
Astrolabe Roads .. ..	Hapuka Reef buoy missing.
Auckland .. ..	Light on Hobson Street Wharf.
" .. ..	Buoy laid off Maraetai Point.
" .. ..	Position of submarine minefield off North Head.
" .. ..	Time-ball signal discontinued.
Bluff .. ..	Position of dolphins and shoals.
" .. ..	Pilot-station, Stirling Point, withdrawn.
Cape Maria van Diemen .. ..	Weather signal-mast re-erected.
Cheviot .. ..	Position of shoal off coast.
Havelock .. ..	Buoys marking channel.
Jack's Point .. ..	Exhibition of light (two notices).
Kaipara .. ..	Semaphore signals at Heads.
" .. ..	Leading beacons re-erected at Heads.
" .. ..	Amended position of front leading-beacon.
Kawhia .. ..	Changes on bar.
Lyttelton .. ..	Telegraph cable laid from North Shore to Ripa Island.
Manaia, Taranaki .. ..	Town-lights visible at sea.
Manukau .. ..	Beacon erected on Waitangi Reef, Waiuku River.
New Plymouth .. ..	Increased power of harbour-light.
Okuru River .. ..	Leading-lights established at entrance.
Otago .. ..	Channel marked by beacons in place of buoys from Harrington Point and Kaik Jetty.
" .. ..	Alteration in colour of beacon, Western Channel.
Puponga .. ..	Leading-lights, beacons, and buoy established.
Puysegur Point .. ..	Repairs to be effected to light.
Timaru .. ..	Light on Eastern Extension Mole relit.
" .. ..	Alteration in colour of harbour-light.
Wairau .. ..	Alteration of leading-beacon lights.
Wellington .. ..	Dredging near Queen's Wharf.
" .. ..	Practice-minefield, Shelly Bay.
" .. ..	Light for boat-harbour exhibited.
General .. ..	Further corrections, "New Zealand Nautical Almanac," 1904.
" .. ..	"New Zealand Nautical Almanac," 1905, published.
" .. ..	"Tanner's Ark" abandoned and drifting at sea.

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# NEW ZEALAND WRECK CHART

1ST APRIL, 1904 TO 31ST MARCH 1905,

Compiled from Official Records

in the  
**Marine Department**

Statute Miles.

Nautical Miles.

A. Koch del.



