

SEVENTH REPORT

OF

THE MARINE DEPARTMENT

FOR THE

YEAR ENDED JUNE 30, 1872.

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PRESENTED TO BOTH HOUSES OF THE GENERAL ASSEMBLY, BY COMMAND OF  
HIS EXCELLENCY.

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WELLINGTON.

—  
1872.



SEVENTH REPORT  
OF THE  
MARINE DEPARTMENT, FOR THE YEAR ENDED JUNE 30, 1872.

Customs Department (Marine Branch),  
Wellington, 28th August, 1872.

SIR,—

I have the honor to submit the following Report on the Marine Department for the year ended on the 30th June, 1872:—

2. The usual returns and tabular statements are appended hereto, which furnish detailed particulars of the cost of the Department, and of the cost of the maintenance of the several lighthouses in the Colony during the period referred to, and which show also the amounts collected for pilotage, port charges, light dues, and fees for survey of steamers, &c.

3. *Lighthouses.*—Inspections of the lighthouses have been made from time to time during the year by one or other of the officers of the Department who could be most conveniently spared for the purpose, as opportunities of visiting the various stations occurred. The whole of the lights have been properly maintained throughout the year; they are at the present time amply supplied with oil and other requisite stores, and the buildings are all in good order. Allusion was made in my last report to the defective condition of the Dog Island Lighthouse tower, and to the necessity that existed for having it strengthened and repaired without delay. The plan designed by Mr. Blackett, the Marine Engineer, for effecting this object by means of a strong framework of durable hard wood, encircled by stout wrought-iron bands, has been successfully carried out; the work, which was superintended by Mr. E. Whiting, was completed at a cost of £978 4s. 3d.\* The cost for materials, &c., was £487 0s. 3d., and for labour £491 4s.; the latter item was considerably increased through the prevalence of wet and inclement weather during the progress of the work. The only other repairs of any importance which had to be made during the past year have been to the tower of the Cape Campbell Lighthouse (an open-framed wooden structure), which, owing to faulty work in its construction, required wedging up and fastening throughout. Whilst these repairs were being executed, the opportunity was taken to have the lighthouse painted; it was, when built, painted white and red in alternate bands; it is now coloured white on the upper and red on the lower half, which enables it to be seen distinctly at a greater distance than formerly.

4. Owing to the isolated position of the Farewell Spit Light, it has been found necessary to appoint a third Lightkeeper at that station. This I believe was the original intention, but a trial was made with two Keepers only when the light was first exhibited. It soon became evident, however, that a Second Assistant Keeper was required, both on account of the distance that has to be travelled by the Keepers to procure fresh provisions, and of the heavy work entailed on them in conveying the oil and other stores to the lighthouse from the place where these stores are landed from the steamer that takes them to the Spit. The Lightkeepers' dwellings not affording sufficient accommodation for three Keepers, a cottage had to be provided for the Third Keeper; the timber, &c., for it, and for a staging to be erected between the Keepers' dwellings and the lighthouse tower, was provided by the Government at a cost of £131 1s., and the building and staging were constructed by the Keepers, under the direction of the Principal Keeper, who is a carpenter, and who has industriously occupied himself since his appointment to Farewell Spit with work of various kinds about the lighthouse and dwellings, and has thus saved considerable expense to the Department.

5. In consequence of a want of harmony between the Keepers at Mana Island Lighthouse, it was found necessary in December last to transfer the Assistant Keeper to Cape Campbell. Soon afterwards the Principal Keeper there preferred several charges against this Assistant. These charges, after careful investigation on the spot by an officer sent from this Department, were found to be entirely without foundation. As this Principal Keeper had already quarrelled several times with other Assistants who had been stationed with him, and had on more than one occasion made groundless or frivolous charges against them, evidently with the intention of getting them removed or dismissed, and as considerable expense was caused in conducting inquiries into these alleged grievances, it was felt that a person of this kind could not any longer be trusted to have charge of a lighthouse, and that his unworthy conduct merited severe punishment. He was accordingly reduced to the rank of Assistant Keeper, and was transferred to another station. His place at Cape Campbell was filled by promoting the Assistant Keeper at Pencarrow, who was the senior on the list of Assistant Keepers, and who, since his promotion, has carried on his duties satisfactorily.

\* Of this sum only £552 19s. 1d. appears in this year's accounts,—the balance, £425 5s. 2d., having been paid during the current year.

6. Through the courtesy of the Trinity Board in England, arrangements have been made for the oil required for our lighthouses to be purchased by that Board along with its own annual supplies, and to be supplied to the New Zealand Government at contract price. This arrangement is a most satisfactory one, as it insures a supply of oil of the best quality and at the lowest price at which it can be purchased in England in large quantities. Of the last annual supply of 5,000 gallons, the largest portion was ordered in casks similar to those in which lighthouse oil is supplied to the Trinity Board instead of in five-gallon drums as heretofore, whereby a saving of £70 was effected; the remainder was in strong tin-lined drums, fitted with large screw bungs, and are intended to be used for distributing oil to the lighthouses, so that in future the whole annual supply of oil can be procured in casks, and afterwards repacked into these drums for conveyance to those stations where it is difficult to land oil in larger packages.

7. From particulars given in a correspondence printed and laid before the Imperial Parliament, it appears that a very considerable saving could be effected, and at the same time a more brilliant light produced, by using kerosene instead of colza oil. I have therefore been making inquiries of the lighthouse authorities in various places where I understand mineral oil is used, with the object of seeing whether the same kind of oil could not with advantage be made use of in New Zealand. As great attention is now being devoted in Great Britain and other parts of the world to the improvement of lamps for burning mineral oil in lighthouses, I have little doubt that the Department will at an early date be in possession of such full and reliable information on this subject as will enable it to take steps for adopting the use of kerosene.

8. The cause of the delay in erecting the small light which had been procured for the Manukau Heads was explained in last year's Report. Pending the construction of a road from the landing-place near the Heads to the signal station on the top of the hill, by which the apparatus and the materials required for the construction of the tower, &c., were to be carried up, the cases containing the apparatus and lamps, &c., were sent on to Onehunga, and were there stored in the Custom House, a stone building, which, along with several others, was burned down in December last, when the apparatus was unfortunately destroyed. This loss, much as it is to be regretted, has however had the good effect of causing steps to be taken for providing a larger and more suitable light. Orders have been sent home for a dioptric apparatus and lantern of the third order for a fixed light to illuminate an arc of 180°, and strengthened at the most important seaward section by a dioptric glass mirror of 90°.

9. The Light Dues collected during the year amounted to £5,904, being £328 13s. 8d. in excess of the amount collected in the previous year. The cost of maintenance, exclusive of superintendence, amounted to £5,759 6s. 7d.; but as the services of the "Luna" were obtained on several occasions to convey stores to the lighthouses, and to shift keepers and their families from one station to another, this sum does not represent the actual total cost, which would have been about £500 more than the amount stated if private steamers had been chartered for carrying out the services that were performed by the "Luna." The expenses last year were increased by the cost of repairs at Dog Island, and the cost of materials for Keepers' dwellings, &c., at Farewell Spit. Taking one year with another, it may be considered that the light dues will about pay for the cost of maintaining the lights.

10. *Flat Rock Beacon.*—A contract was taken in March last for the erection of a new beacon on Flat Rock, off the Island of Kawau, to replace the one that was swept away in the previous March, just a year after it was completed. The new beacon is to be a pyramidal structure of dressed stone, strengthened and cramped together with iron, and is to be surmounted by an iron cage; the design was by Mr. J. Stewart, C.E.; the amount of the contract was £1,084; it has been stipulated that the work is to be finished early in December next.

11. *Examinations of Masters, Mates, and Engineers.*—Regulations for these examinations were made by an Order in Council, dated the 4th January last, and promulgated in the *New Zealand Gazette*; they were also printed in pamphlet form, and forwarded to the various Custom Houses throughout the Colony for distribution to candidates for examination. These Regulations are almost identical with those now in force in the United Kingdom, and were so framed with the object of insuring that certificates issued under them should be recognized as of the same value as those issued by the Board of Trade, so as to enable the holders of them to command British ships in any part of the world. The Regulations were forwarded to the Board of Trade in a letter from this Department, dated the 13th April last, copy of which is appended hereto, and in which will be found described in detail the several steps that have been taken for carrying out the conditions imposed by the Board of Trade with regard to certificates to be issued in accordance with the provisions of "The Merchant Shipping (Colonial) Act, 1869." I fully expect to hear in the course of the next two months that an Order in Council has been issued by Her Majesty, declaring that certificates of competency issued in New Zealand under the Regulations referred to shall be of the same force as those issued by the Imperial Government. It will be advisable, I think, when that intimation reaches the Colony, that those clauses of "The Merchant Shipping Act, 1854," now in abeyance, that make it compulsory on Masters and Mates to have certificates, should be brought into operation, by Order in Council, under "The Merchant Shipping Acts Adoption Act, 1869." No reasonable objection can be urged against this course, as Masters and Mates who have served in those capacities before the 1st January, 1871, and have had their usual place of residence in New Zealand for a period of not less than three years then next preceding, if they are unwilling to undergo examinations, can now obtain certificates of service. With regard to this point, it will be remembered that I took occasion in last year's report to represent the hardship that would result to a large number of Masters and Mates who had commanded vessels in these Colonies for a number of years, but who were not possessed of certificates of competency, if they were required to pass examinations; and I suggested that the authority of the Legislature should be obtained for issuing "Certificates of Service," on conditions relatively the same as those laid down in the 135th section of the Imperial "Merchant Shipping Act, 1854." The Government were pleased to entertain this suggestion favourably, and soon afterwards, with a view of giving effect to it, introduced a Bill ("The Merchant Ships Officers Examination Act Amendment Act, 1871,") into the Assembly,

which was subsequently passed. A considerable number of these certificates have already been issued under authority of this Act, and applications for them continue to come in from all parts of the Colony. I should here observe that when certificates of service for foreign-going ships are issued, the persons to whom they are granted are informed that such certificates have not the same force as certificates of service issued in the United Kingdom; that they are not recognized by the Board of Trade, and that they are only valid in New Zealand and in New South Wales; but that it is probable that the other Australian Colonies will also recognize them.

12. *Wrecks and Casualties.*—The number of casualties to shipping that occurred on the coasts of the Colony in 1871–72, was 38, of the aggregate tonnage of 3,104, being considerably in excess both in numbers and tonnage of the casualties of the previous year, during which there were 27 casualties, of 2,173 tons; but the loss of life was less, being only 11, against 27 in 1870–71. Of these six belonged to the unfortunate schooner “Rifleman,” which sailed from Lyttelton on the 10th October last, never afterwards to be heard of; and three comprised the crew of the schooner “Ocean Bird,” which vessel capsized off Stevens Island in April last. The severe gale which was experienced at Taranaki, Nelson, and Wellington, on the 10th, 11th, and 12th of November last, added several to the list of casualties for the year.

13. The usual return of wrecks from the Wreck Register will be found with the Appendices hereto; together with a Wreck Chart, showing the places at which the several casualties occurred. In the return of casualties will be found particulars of two wrecks which took place at a distance from New Zealand—viz., the “Indiaman,” a Swedish vessel of 1,200 tons, which was totally lost at Easter Island, latitude 27° 9' 30" S., longitude 109° 25' 20" W.; and the “Sea Breeze,” belonging to Auckland, of 70 tons, totally lost at Starbuck Island, in latitude 5° 24' S., longitude 155° 50' W. The Master who was in command of the “Sea Breeze” when she was lost, was the same person who had his certificate cancelled in Auckland in February, 1870, for stranding the cutter “Marwell,” on a rock off the Island of Tiri Tiri. This circumstance shows the necessity that exists for bringing into force the Regulations above referred to of requiring that vessels shall be commanded only by Masters holding certificates; for if Masters can be appointed to vessels after having had their certificates cancelled, it is obvious that the prospect of punishment for neglect, by the suspension or cancellation of certificates, will soon be regarded with indifference, and that one of the main objects of holding official inquiries into wrecks will thus be defeated.

14. *Corrections of Charts.*—Representations reached the Department lately from various sources that Cape Turnagain was about six miles to the southward of the position assigned to it on the Admiralty Chart and in the New Zealand Pilot. Being aware that a trigonometrical survey of the Province of Hawke's Bay had lately been made under the directions of the Inspector of Surveys, I wrote to that officer requesting him to be good enough to furnish such information as he was able respecting this error in the chart, in order that I might forward the particulars to the Hydrographical Department of the Admiralty, for the purpose of having the chart corrected. Captain Heale at once responded by sending the true latitude of the Cape (40° 29' 47", instead of 40° 22', as given in the New Zealand Pilot), which was forthwith published in a “Notice to Mariners.” He has since forwarded a tracing from the Trigonometrical Survey Map, showing the coast from Black Head to Castle Point, together with an Admiralty Chart on which the true position of Cape Turnagain is given, and with the coast line corrected; these corrections will be transmitted to the Admiralty as soon as I receive a corrected outline of the coast from Castle Point to Port Nicholson, which the Chief Surveyor of the Province of Wellington has kindly promised to supply as soon as the topographical map of that part of the Province, now being compiled, is completed.

15. The only Marine Surveying done during the past year has been the fixing of the position of the “Ahuriri Reef,” near Waikouaiti Bay. A plan of this reef, together with all necessary information to enable mariners to avoid the dangerous ground in its vicinity, has been forwarded to the Hydrographer of the Admiralty.

I have, &c.,

WILLIAM SEED,

Secretary of Customs.

The Hon. the Commissioner of Customs.

(Enclosure.)

Customs Department (Marine Branch),

Wellington, New Zealand, 13th April, 1872.

SIR,—

Referring to the Despatches of the Right Honorable the Secretary of State for the Colonies of the 26th August, 1869, and the 25th May, 1871, relative to “The Merchant Shipping (Colonial) Act, 1869,” and in obedience to the direction contained in the last-named Despatch, that all correspondence arising out of the instructions enclosed therein should be carried on direct with the Board of Trade, I have now the honor to report the steps that have been taken in this Colony for carrying into effect the provisions of section 8 of the Act in question.

2. The Act was proclaimed in New Zealand on the 4th of May, 1870. Copy of Proclamation enclosed herein.\*

3. An Act was passed by the General Assembly of New Zealand, intituled “The Merchant Ships Officers Examination Act, 1870.” Under this Act, regulations for the examination of masters, mates, and engineers for certificates of competency, were made on the fourth of January last, and were at once promulgated in the *New Zealand Gazette*. Copies of these regulations are enclosed herein.† It will be seen that they are almost a literal transcript of the Board of Trade Regulations.

4. Examination papers, specimens of which are forwarded herewith, have been prepared on the model of those issued by the Board of Trade.

\* *New Zealand Gazette*, 1870, p. 25.

† *New Zealand Gazette*, 1871, p. 32.

5. Examiners are appointed by the Governor in Council.

6. Two officers of this Department have been appointed Examiners in Seamanship and Navigation, namely, Mr. Robert Johnson, formerly a master in the Mercantile Marine, the number of whose certificate of competency is 4002, and Robert Atherton Edwin, a retired Commander of the Royal Navy. Should any additional Examiners be required, they would have to satisfy the present Examiners of their fitness for the office.

7. The Examiner of Engineers, Mr. Joseph Nancarrow, holds also the office of Inspector of Steamers and Engineer Surveyor in this Department. When additional Examiners of Engineers are required, they will be selected in the same manner as such officers are selected by the Board of Trade.

8. Certificates will only be granted to persons who have been domiciled in New Zealand, or who have served in ships registered in the Colony, or in ships employed in the coasting trade for at least three years immediately preceding their application to be examined. Every precaution will be taken to prevent persons who from want of necessary service, or from incompetency or misconduct, have failed in obtaining certificates in any other Colony or in the United Kingdom, from obtaining certificates in New Zealand.

9. The certificates to be issued have not yet been printed: they will have the name of the Colony prominently printed on the face and back, and they will be as nearly as possible similar in shape and form to the certificates issued by the Board of Trade. They will be numbered consecutively. Specimens of the certificates, and the number of copies on paper required by the Board of Trade, will be sent as soon as they are printed.

10. The names of all persons who pass their examinations, with the number, description, and date of their certificates, and also the names of those who apply to be examined, and who fail to obtain certificates, and the cause of failure, will be duly and promptly reported to the Board of Trade by this Department.

11. By "The Merchant Ships Officers Examination Act Amendment Act, 1871," certificates granted in New Zealand are subject to the provisions respecting cancellation and suspension contained in sections 241 and 242 of the Imperial "Merchant Shipping Act, 1854," and in sections 11 and 23 of the Imperial "Merchant Shipping Act Amendment Act, 1862."

12. Copies of the Merchant Ships Officers Examination Act of 1870, and of "The Merchant Ships Officers Examination Act Amendment Act, 1871," are transmitted herewith.

13. I trust that the arrangements reported herein will be considered satisfactory by the Board of Trade, and that it will be good enough to advise that Her Majesty's Order in Council under "The Merchant Shipping (Colonial) Act, 1869," may take effect with respect to all certificates of competency that may be granted in New Zealand after the 1st of May next.

I have, &c.,

WILLIAM SEED,  
Secretary of Customs.

The Assistant Secretary, Marine Department,  
Board of Trade, Whitehall Gardens.

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REPORT OF MARINE DEPARTMENT.

7 G.—No. 30.

RETURN of the Total Expenditure of the MARINE DEPARTMENT for the Financial Year 1871-72.

Vote 53. Item.	Nature of Expenditure.	Details of Expenditure.	Total Amount Expended.	Total Amount Voted.
		£ s. d.	£ s. d.	£ s. d.
1	Marine Engineer ... ..	...	200 0 0	200 0 0
2	Inspector of Steamers and Nautical Assessor ... ..	...	380 0 0	380 0 0
3	Inspector of Steamers and Engineer Surveyor ... ..	...	380 0 0	380 0 0
4	Examiner of Masters and Mates in Navigation ... ..	...	300 0 0	300 0 0
5	Clerk ... ..	...	175 0 0	175 0 0
6	Local Inspectors of Steamers ... ..	...	250 0 0	250 0 0
7	Expenses under "Enquiry into Wrecks Act, 1869" ... ..	...	26 4 0	50 0 0
8 to 18	Lightkeepers' Salaries ... ..	...	3,288 18 5	3,690 0 0
19	Beacon on Flat Rock, Hauraki Gulf ... ..	...	39 18 6	500 0 0
20	Repairs to Dog Island Tower ... ..	...	552 19 1	750 0 0
21	Repairs to Lighthouses ... ..	76 8 1		
	Additions to Houses; Tools and other permanent Lighthouse Stores ... ..	320 7 5		
	Lighthouse Contingencies—including the Payment of temporary Keepers, Freight, &c. ... ..	313 2 6		
	General Lighthouse Contingencies, Oil, &c. ... ..	487 11 1*		
	Lightkeepers' Travelling Expenses ... ..	29 0 4		
	Departmental Travelling Expenses ... ..	308 12 3		
	Local Officers' Travelling Expenses ... ..	12 10 0		
	Departmental Contingencies ... ..	82 12 9		
	Charts ... ..	34 1 3		
	Buoys and Beacons ... ..	51 0 4		
			1,715 6 0	3,500 0 0
	Totals ... ..		7,308 6 0	10,175 0 0

\* In addition to this there is a liability of about £720, being balance of cost of oil shipped from London, the invoice of which has not been received.

RETURN showing the Cost of Maintenance of the NEW ZEALAND LIGHTHOUSES during the Financial Year 1871-72.

Name of Lighthouse.	Repairs and Stores of a Permanent Nature.	Oil and other Annual Supplies and Contingencies.	Keepers' Salaries.	Total Expenses for the Year.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Tiri Tiri ... ..	20 19 8	161 7 0	340 0 0	522 6 8
Farewell Spit ... ..	171 8 0*	144 2 7	397 9 11	713 0 6
Nelson ... ..	28 12 8	30 12 6	180 0 0	239 5 2
Mana Island ... ..	15 5 3	177 15 1	324 11 10	517 12 2
Pencarrow Head ... ..	46 11 8	219 8 0	340 0 0	605 19 8
Cape Campbell ... ..	66 6 7	153 19 2	331 12 2	551 17 11
Godley Head... ..	7 1 8	177 9 0	315 4 6	499 15 2
Tairoa Head ... ..	27 18 0	104 10 5	320 0 0	452 8 5
Nugget Point ... ..	...	196 12 4	310 0 0	506 12 4
Dog Island ... ..	565 11 1	154 17 6	430 0 0	1,150 8 7
Totals ... ..	949 14 7	1,520 13 7†	3,288 18 5	5,759 6 7

\* Includes the cost of materials for Second Assistant Keeper's house.

† This sum includes £720, the estimated balance of the cost of oil shipped from London, the invoice of which has not arrived.

RETURN of the AMOUNT COLLECTED during the Financial Year 1871-72, as FEES under the Steam Navigation Act, the Merchant Ships Officers' Examination Act, and for SALE of CHARTS, &c.

Nature of Receipt.	Amount Collected.
	£ s. d.
Fees under Steam Navigation Act ... ..	511 7 0
Fees under Merchant Ships Officers' Examination Act ... ..	8 0 0
Sale of Charts, &c. ... ..	72 6 6
Total for 1871-2 ... ..	591 13 6

## REPORT OF MARINE DEPARTMENT.

RETURN of the AMOUNT received for PILOTAGE, PORT CHARGES, &c. (being Provincial Revenue), at the various Ports of New Zealand, during the Financial Year 1871-72.

Name of Province and of Port.	Amount Received for Pilotage.			Amount Received for Port Dues, &c.			Totals.		
	£	s.	d.	£	s.	d.	£	s.	d.
<b>AUCKLAND—</b>									
Auckland ... ..	1,138	13	4	429	7	5	*1,568	0	9
Thames ... ..	...	...	...	99	17	9	99	17	9
Onehunga ... ..	54	5	0	74	1	2	128	6	2
Kaipara ... ..	37	1	2	18	12	5	55	13	7
Russell ... ..	46	8	2	5	4	5	51	12	7
Moungonui ... ..	8	6	10	...	...	...	8	6	10
Hokianga ... ..	84	19	6	...	...	...	84	19	6
	1,369	14	0	627	3	2	1,996	17	2
<b>TARANAKI—</b>									
New Plymouth ... ..	39	0	4	17	0	1	56	0	5
<b>HAWKE'S BAY—</b>									
Napier ... ..	461	8	10	100	0	9	561	9	7
<b>WELLINGTON—</b>									
Wanganui ... ..	63	16	4	...	...	...	63	16	4
Wellington ... ..	798	15	8	558	15	5	1,357	11	1
	862	12	0	558	15	5	1,421	7	5
<b>NELSON—</b>									
Nelson ... ..	630	12	0	21	13	2	652	5	2
<b>COUNTY OF WESTLAND—</b>									
Hokitika ... ..	32	11	4	...	...	...	32	11	4
Okarito ... ..	2	6	6	...	...	...	2	6	6
	34	17	10	...	...	...	34	17	10
<b>CANTERBURY—</b>									
Lyttelton ... ..	1,350	0	1	816	19	1	2,166	19	2
Timaru ... ..	...	...	...	9	13	9	9	13	9
	1,350	0	1	826	12	10	2,176	12	11
<b>OTAGO—</b>									
Oamaru ... ..	0	16	3	200	15	4	201	11	7
Dunedin ... ..	1,622	12	7	859	10	8	2,482	3	3
Invercargill ... ..	...	...	...	53	7	2	53	7	2
Bluff ... ..	235	19	1	55	8	2	291	7	3
Riverton ... ..	37	16	0	1	18	6	39	14	6
	1,897	3	11	1,170	19	10	3,068	3	9
TOTALS, 1871-72 ... ..	6,645	9	0	3,322	5	3	9,967	14	3
TOTALS, 1870-71 ... ..	6,611	19	0	3,261	15	9	9,873	14	3

\* Paid to Auckland Harbour Board.

RETURN showing the QUANTITY of OIL consumed at the New Zealand Lighthouses, during the Financial Year 1871-72.

Name of Lighthouse.	Quantity of Oil consumed.
	Gallons.
Tiri Tiri ... ..	469
Farewell Spit ... ..	427
Nelson ... ..	120
Mana Island ... ..	595
Pencarrow Head ... ..	670
Cape Campbell ... ..	439
Godley Head ... ..	525
Tairoa Head ... ..	400
Nugget Point ... ..	688
Dog Island ... ..	609
Total ... ..	4,942



REPORT OF MARINE DEPARTMENT.

9 G.—No. 30.

RETURN showing AMOUNT of LIGHT DUES collected during the Financial Year 1871-72.

Port at which Collected.										Amount.		
										£	s.	d.
Auckland	...	...	...	...	...	...	...	...	...	1,197	5	0
Russell	...	...	...	...	...	...	...	...	...	45	0	7
Hokianga	...	...	...	...	...	...	...	...	...	4	8	1
Wangarei	...	...	...	...	...	...	...	...	...	7	19	3
New Plymouth	...	...	...	...	...	...	...	...	...	17	0	5
Wanganui	...	...	...	...	...	...	...	...	...	20	10	5
Wellington	...	...	...	...	...	...	...	...	...	732	2	1
Napier	...	...	...	...	...	...	...	...	...	39	17	2
Picton	...	...	...	...	...	...	...	...	...	49	16	6
Havelock	...	...	...	...	...	...	...	...	...	11	18	3
Kaikoura	...	...	...	...	...	...	...	...	...	2	10	3
Nelson	...	...	...	...	...	...	...	...	...	530	19	5
Westport	...	...	...	...	...	...	...	...	...	83	15	6
Greymouth	...	...	...	...	...	...	...	...	...	6	13	0
Hokitika	...	...	...	...	...	...	...	...	...	33	2	5
Lyttelton	...	...	...	...	...	...	...	...	...	1,084	13	11
Akaroa	...	...	...	...	...	...	...	...	...	22	1	11
Timaru	...	...	...	...	...	...	...	...	...	52	9	7
Oamaru	...	...	...	...	...	...	...	...	...	74	15	3
Dunedin	...	...	...	...	...	...	...	...	...	1,482	7	3
Invercargill	...	...	...	...	...	...	...	...	...	18	18	4
Bluff	...	...	...	...	...	...	...	...	...	378	4	4
Riverton	...	...	...	...	...	...	...	...	...	7	11	1
Total for 1871-72										5,904	0	0
Total for 1870-71										5,575	6	4

RETURN of MASTERS, MATES, and ENGINEERS, who have been Examined under the Regulations issued under "The Merchant Ships Officers' Examination Act, 1870," during the Financial Year 1871-72.

Names.	Rank for which Passed.	Date of Examination.
Thomas Edward Simms ...	Master, Home Trade	5 March, 1872.
Arthur Irvine ...	Master, Home Trade	12 April, 1872.
Charles Lloyd ...	Master, Home Trade	11 May, 1872.
William James Jobson ...	First Class Engineer	8 June, 1872.
Archibald Kelly ...	Second Class Engineer	11 June, 1872.
Daniel Smith ...	Second Class Engineer	25 June, 1872.
Alexander Crawford ...	Second Class Engineer	29 June, 1872.

RETURN of MASTERS and MATES to whom CERTIFICATES of SERVICE have been Granted under "The Merchant Ships Officers' Examination Act Amendment Act, 1871," during the Financial Year 1871-72.

Names.	Rank for which Certificate has been Granted.	Whether the Certificate Granted for Home or Foreign Trade.	Date of Issue of Certificate.	No. of Certificate.
James Dillon ...	Master ...	Home ...	25 June, 1872 ...	2,001
John Bain ...	Master ...	Foreign...	25 June, 1872 ...	2,002
Hugh Falconer Anderson ...	Master ...	Foreign...	25 June, 1872 ...	2,003
Stephen Tall ...	Master ...	Home ...	29 June, 1872 ...	2,004
James Edie ...	Master ...	Home ...	29 June, 1872 ...	2,005
Michael Carey ...	Master ...	Home ...	29 June, 1872 ...	2,006

## REPORT OF MARINE DEPARTMENT.

RETURN of GENERAL PILOTAGE EXEMPTION CERTIFICATES issued during the Financial Year, 1871-72.

No. of Certificate.	Names of Masters to whom Certificates have been issued.	Names of Vessels for which Certificates have been issued.	Ports included on Certificate.
102	John McKenzie ...	Flirt ...	Auckland, Kaipara, Wellington, Lyttelton, Akaroa, Timaru.
103	William A. Payne ...	Elizabeth Curle ...	Auckland, Wellington, Lyttelton, Akaroa, Timaru, Dunedin, Okarito, Hokitika, Greymouth, Westport.
104	William Davidson ...	Tell ...	Wellington, Lyttelton, Akaroa, Timaru, Dunedin.
105	Gordon McKinnon ...	Ahuriri ...	Napier, Wellington, Lyttelton, Akaroa, Timaru, Dunedin, Bluff Harbour, Riverton.
106	Gilbert Harrison ...	Frowning Beauty ...	Auckland, Wellington.
107	James Smith ...	Flirt ...	Auckland.
108	Peter Matzen ...	Golden Isle ...	Russell, Auckland.
109	John Paterson ...	Emulous ...	Lyttelton, Dunedin, Bluff, Picton, Greymouth, Hokitika, Okarito.
110	Joseph Trenear ...	Derwent ...	Wellington, Lyttelton, Akaroa, Timaru.
111	George A. Phillips ...	Chanticleer & Glencoe ...	Auckland, Wellington, Lyttelton, Akaroa, Timaru, Dunedin, Hokitika.
112	William Dyson ...	Briton ...	Auckland.
113	John Harrison ...	Prince Alfred ...	Auckland.
114	John R. Gourlay ...	Natal Queen ...	Lyttelton, Akaroa, Timaru.
115	John McColl ...	Indus ...	Dunedin, Lyttelton, Akaroa, Timaru.
116	Daniel Brent ...	Gazelle ...	Auckland, Wellington, Lyttelton, Akaroa, Timaru.
117	Colin Chadwick ...	Aberdeen ...	Wellington, Lyttelton.
118	Benjamin Jenkins ...	John Knox ...	Wellington, Lyttelton.
119	William Hopkins ...	Glencoe ...	Dunedin.
120	Donald Sinclair ...	Geelong ...	Dunedin, Lyttelton, Akaroa, Timaru.
121	Peter Toomey ...	Rifeman ...	Wellington, Lyttelton, Akaroa, Timaru, Dunedin, Greymouth, Hokitika, Okarito.
122	James Fox ...	Camille ...	Wellington.
123	Thomas Blake ...	Adeline Burke ...	Wellington, Lyttelton, Akaroa, Timaru, Dunedin.
124	William Gathercole ...	Enterprise ...	Wellington, Lyttelton, Akaroa, Timaru.
125	John McLean ...	Albion, Alhambra, Claud Hamilton, Gothenburg, Omeo, Rangitoto, Tararua.	Wellington, Lyttelton, Dunedin, Bluff.
126	Jeremiah Downing ...	Fanny ...	Auckland, Lyttelton, Akaroa, Timaru.
127	David Walker ...	City of Adelaide ...	Auckland.
128	Archibald Black ...	Eleanor ...	Auckland, Wellington, Lyttelton, Dunedin.
129	Lawrence Stevens ...	Samson ...	Dunedin.
130	John Dunn ...	Lismore ...	Auckland.
131	Thomas Logan ...	Hero ...	Auckland.
132	Edmund J. Tooker ...	Ottawa ...	Lyttelton, Akaroa, Timaru, Dunedin.
133	Gregory S. Norris ...	Prima Donna ...	Russell, Auckland.
134	Archibald Bell ...	Crest of the Wave ...	Lyttelton, Akaroa, Timaru, Dunedin, Westport, Greymouth, Hokitika, Okarito.
135	Alexr. D. McGillivray ...	Go-ahead ...	Wellington, Westport, Greymouth, Hokitika, Okarito, Nelson.
136	Griffith Evans ...	Ben Nevis ...	Auckland, Lyttelton.
137	Francis Ruwald ...	Cyrus ...	Wellington.
138	John Austin ...	Charybdis ...	Russell, Auckland, Mongonui, Kaipara, Manukau, Waitara, New Plymouth, Lyttelton, Akaroa, Timaru.
139	William Rouse ...	Claud Hamilton ...	Wellington, Lyttelton, Akaroa, Timaru, Dunedin, Bluff.
140	Hugh Paterson ...	Jane Anderson ...	Lyttelton, Akaroa, Timaru, Dunedin, Hokitika.
141	John Bain ...	Esk, City of Newcastle ...	Auckland, Taranaki, Wellington, Lyttelton, Akaroa, Timaru, Oamaru, Dunedin.
142	Joseph Pallant ...	Wave ...	Auckland.
143	Benjamin B. Creagh ...	Kennedy ...	Nelson, Westport, Greymouth, Hokitika, Okarito.
144	Robert Hilton ...	Centaur ...	Lyttelton, Akaroa, Timaru.
145	Patrick Cooney ...	Hercules ...	Auckland.
146	Daniel Walkley ...	Stranger ...	Lyttelton, Akaroa, Timaru.
147	James Dillon ...	Wallace ...	Wellington, Nelson.
148	Michael Yates ...	Jessie Niccol ...	Auckland, Kaipara.
149	Charles Hodge ...	Medea ...	Lyttelton, Dunedin.
150	James Edie ...	Wallace ...	Dunedin.

RETURN of MASTERS and ENGINEERS to whom CERTIFICATES of COMPETENCY, under "The Steam Navigation Act, 1866," have been issued during the Financial Year 1871-72.

Name.	Name and Position of the Examining Officer.	Nature of Examination.	Class of Certificate.	Vessel for which Certificate has been issued.	Date of Issue of Certificate.	No. of Certificate.	Remarks.
Peter Doile	Not again examined	Master	Coasting Service only	Go-ahead	July 28, 1871	218	In lieu of No. 125.
G. McKinnon	"	"	"	Ahuriri	Aug. 12, "	219	In lieu of No. 208.
J. McDowall	"	"	River Service only	Tuapeka	"	220	In lieu of No. 214.
F. Williams	Captain Gibson, Licensed Examiner, Lyttelton	"	Extended River Service only	Clyde	Dec. 19, "	221	
S. Stevens	Captain Thomson, Licensed Examiner, Otago	"	Coasting Service only	Samson	Jan. 5, 1872	222	
H. H. Tizard	Captain Richards, Licensed Examiner, Auckland	"	River Service only	Effort	Feb. 1, "	223	
A. D. McGillivray	Not again examined	"	Coasting Service only	Go-ahead	" 8, "	224	
W. G. Kirkpatrick	Captain Richards, Licensed Examiner, Auckland	"	River Service only	Waipa	" 12, "	225	In lieu of No. 175.
Peter Seaton	"	"	Extended River Service only	Result	April 6, "	226	
P. Duffy	J. Stewart, Licensed Examiner, Auckland	Engineer	Non-condensing Engines, River Service	Devonport	Dec. 14, 1871	208	In lieu of No. 144.
A. Milne	Not again examined	"	Condensing Engines, Extended River Service	Moa	Jan. 24, 1872	209	In lieu of No. 120.
J. H. Davidson	"	"	Condensing Engines, Coasting only	Samson	April 10, "	210	

RETURN of WRECKS on which INQUIRIES have been held under "The Inquiry into Wrecks Act," or for which Casualty Returns have been received, between 1st July, 1871, and 30th June, 1872.

Date of Casualty.	Name of Vessel; Age and Class when known.	Rig.	Registered Tonnage.	Number of Crew.	Number of Passengers.	Nature of Cargo.	Nature of Casualty.	Number of Lives Lost.	Place where Casualty took place.	Wind.		Finding of the Court of Inquiry.	Name of Master of Vessel.
										Direction.	Force.		
1871.													
June 11	Brothers and Sister, 20 years.	Ketch	21	3	...	Ballast	Stranded; total loss.	...	...	N.E.	Moderate	Mooring lines chafed by rocks, a heavy sea coming into the bay.	Edward Perkins.
July 20	Waterman, 4 years.	Brigantine	113	8	...	General	"	...	About three miles North of Hokitika River.	W.	Fresh breeze	Error of judgment on part of master, in running in too close to the land in bad weather, with glass very low.	John Le Brun.
" 31	Premier, 9 years.	Barque	296	11	...	Coal	"	...	Oamaru Bay, South side.	N.N.W.	Fresh and unsteady.	No blame whatever attributed to the master or his officers; and that all was done that possibly could be done to save the ship.	H. J. Bowan.
Aug. 9	Canterbury, 8 years.	Schooner	76	6	...	General	Stranded; partial loss.	...	Bar of Buller River.	N.N.E.	Moderate	Master exonerated from blame.	J. Ruxton.
" 13	Dunedin	"	66	5	...	Produce	Loss of life.	2	Fifty miles East of Flat Point.	S.S.W.	Strong gale	...	James Stuart.
" 30	Peter Cracroft, 9 years.	Cutter	19	2	...	Firewood	Stranded; total loss.	...	Four miles South of East Cape of Great Barrier Island.	S.S.W.	Whole gale	Stress of weather.	Samuel Bolt.
" 30	Rifleman, 9 years.	Schooner (3-masted.)	81	6	2	General	Stranded; partial loss.	...	Okapu Bay, Great Barrier Island.	S.S.W.	"	Miscalculation of the vessel's position when laid-to.	Joseph Hobbs.
Sept. 9	Murray, s.s., 8 years, and Charles Edward, p.s., 7 years.	Schooner "	57	12	2	"	Collision; partial loss of Murray.	...	Bar of Buller River.	N.E.	Light	Master of Charles Edward blamed for causing collision by want of care, and for going to sea without inquiring whether Murray wanted assistance.	Abraham Palmer.
" 13	Tell	Barque	302	9	...	Ballast	Stranded; partial loss.	...	Steeple Rock, Wellington Harbour.	S.S.E.	Fresh to moderate & squally.	Neglect of master in not having shortened sail in time.	William Davidson.
" 14	Lytelton, p.s., 13 years.	Schooner	86	...	...	General	"	...	South of entrance of Buller River.	S.E.	Strong breeze	Vessel was accidentally caught on a sunken anchor.	William Scott.
" 21	Lady Bird, 20 years.	Schooner (3-masted.)	303	10	5	Ballast	"	...	South end, Barrett's Reef, Wellington Harbour.	Variable.	Light	Accident caused by change of wind whilst vessel in stays.	Ferdinand Holm.
" 30	Zephyr	Brigantine	135	8	...	General	"	...	North Spit of the entrance to the Hokitika River.	S.W.	Fresh breeze	Accidental. No blame attributed to master.	Thomas Hughes.

RETURN OF WRECKS ON WHICH INQUIRIES HAVE BEEN HELD, &c.—continued.

Date of Casualty.	Name of Vessel; also, Age and Class when known.	Rig.	Registered Tonnage.	Number of Crew.	Number of Passengers.	Nature of Cargo.	Nature of Casualty.	Number of Lives Lost.	Place where Casualty took place.	Wind.		Finding of the Court of Inquiry.	Name of Master of Vessel.
										Direction.	Force.		
1871.													
Oct. 5	Midlothian	Ketch	15	2	...	General	Stranded; total loss.	...	Bar of the Waioa River.	S.E.	Fresh gale	Master obliged, by weather, to take bar at unfavourable time of tide.	John Wilson.
" 14	Leonidas, 14 years.	Schooner	79	5	...	"	"	...	Rock in entrance of Waingape Harbour.	S. to S.W.	Moderate breeze	Want of proper knowledge of Waingape Harbour, of which place there appears to be no chart.	William Norris.
" 25	Sea Breeze, 10 years.	Schooner	70	6	1	Guanos	"	None	Reef at N.W. end of Staarback Island.	E.S.E.	5	Master blamed for wreck. Loss believed to have been caused either by drunkenness (as in case of Marwell, lost by him on Tiri Tiri about 3 years ago, and for which his certificate of service was taken away), or from a desire to show off the capabilities of his vessel, which had the reputation of a smart sailer.	John Austen.
Nov. 9	Blackwall, 5 years.	Barge	26	4	1	Ballast	Stranded; partial loss.	...	$\frac{1}{2}$ mile N. of Fox's River, Middle Island.	Calm.	...	Wind dying away; vessel became unmanageable in break.	Alexander Murray.
" 10	Waihoi, 5 years.	Schooner	44	4	1	"	Stranded; total loss.	...	Entrance to the Wairarapa Lake, Palliser Bay.	S.E.	Whole gale	Driven on a lee shore by stress of weather.	Charles Evans.
" 10	Mosquito, 9 years.	Ketch	16	2	...	General	Stranded; total loss.	...	North end of Kapiti Island.	S.E.	Whole gale	Vessel was lost through thickness of weather and strength of ebb tide, for which it does not appear that sufficient allowance was made.	Henry Pierce.
" 10	Alert, 16 years.	"	28	3	...	Timber	Stranded; partial loss.	...	N.W. point of Worser's Bay, Wellington Harbour.	S.E.	"	Unavoidable accident; cable parted during heavy S.E. gale.	John A. Scott.
" 11	Angelina, 3 years.	"	22	3	1	"	Stranded; total loss.	...	Bill's Cove, Port Underwood.	S.E.	"	Vessel was apparently not well found in anchors or cables.	William A. Payne.
" 17	Collingwood, 5 years.	"	15	3	...	Malt	Stranded; partial loss.	...	Dorset Point, Wellington Harbour.	N.W.	Strong gale	Accident, which would probably have been avoided had the master been provided with a chart of the harbour.	James Pilkington.
" 22	Ahuriri, s.s., 7 $\frac{1}{2}$ years, A1 for 9 years.	Schooner	131	16	13	General	Stranded; total loss.	...	On a sunken rock near Jones' Head, Waikouaiti Bay.	S.W.	Fresh	Master blamed for being too close to land; also for allowing sluice valves to remain open; certificate not suspended because danger not on chart.	Gordon McKinnon.

## RETURN of WRECKS on which INQUIRIES have been held, &amp;c.—continued.

Date of Casualty.	Name of Vessel; also Age and Class when known.	Rig.	Registers Tonnage.	Number of Crew.	Number of Passengers.	Nature of Cargo.	Nature of Casualty.	Number of Lives Lost.	Place where Casualty took place.	Wind.		Finding of the Court of Inquiry.	Name of Master of Vessel.
										Direction.	Force.		
Nov. 25	Aparima	Ketch	30	3	...	Ballast	Stranded; total loss.	...	Mataura River; 500 yards west of the entrance.	Calm	...	Loss result of circumstances altogether beyond the control of parties concerned.	Edward Kerns.
Dec. 14	Midge, 13 years.	Schooner	92	9	...	General	"	...	½ mile S. of Ponto Point, Kaipara.	S.W.	Moderate breeze	Error of judgment on part of pilot in charge.	David Arthur Stuart.
"	Golden Crown, p.s., 1 year, and Avon, 7 years.	"	208	19	116	Ballast	Collision; with but little damage.	...	Between Ponnui Island and the Sand-spit, Teihmaki Strait.	W.S.W.	"	George Baker, mate of the Golden Crown, did not properly comply with articles 15 and 16 of the Regulations for Preventing Collisions at Sea.	Joseph Ellis.
Not known.	Rifeman, 9 years.	Schooner (3-masted.)	81	6	...	"	Supposed foundered.	Supposed 6	Last seen off Cape Campbell.	Supposed S.E.	Supposed Heavy gale.	Supposed to have foundered at sea during heavy S.E. gale.	Peter Toomey.
1872. Feb. 20	Heathcote, 5 years.	Ketch	22	3	...	General	Stranded; total loss.	...	South Head of West Wanganui Inlet, Middle Island.	S.E.	Whole gale	Heavy gale caused vessel to drag anchor; no blame attached to master.	James Moore.
"	Onehunga	Schooner	61	6	...	"	"	...	Oamaru Bay	N.E.	Gale	Casualty unavoidable; master not to blame.	R. P. Crouch.
Mar. 13	Pilot, 6 years.	Cutter	16	3	1	...	Stranded; partial loss.	...	Scotia Rock, Bluff Harbour.	N.E.	Light breeze	Not sufficient allowance made for strength of tide.	Roger Owen.
"	Huntress	Schooner	75	6	...	Ballast	Stranded; total loss.	...	2½ miles south of Cape Brett.	E.S.E.	Strong	Error of judgment in not having steered a more westerly course.	H. D. Bower.
"	Indiaman, 17 years.	Ship	Supposed 1,200	18	...	Ballast, and 35 tons potatoes.	"	...	Easter Island	W.	...	In absence of master and officers, no conclusion can be arrived at; but if men's account is to be relied on, vessel should not have been taken from Melbourne without docking and thorough repair. It seems a most extraordinary proceeding to strand a ship on the rocks—after being at anchor for several days—kedged ashore in order to "break her up to save what material they could." Assistance at the pump was obtained from the Island, and there is nothing to show that any in-	Albert Miltpøus.

RETURN OF WRECKS ON WHICH INQUIRIES HAVE BEEN HELD, &c.—continued.

Date of Casualty.	Name of Vessel; also, Age and Class when known.	Reg. No.	Number of Crew.	Number of Passengers.	Nature of Cargo.	Nature of Casualty.	Number of Lives Lost.	Place where Casualty took place.	Wind.		Finding of the Court of Inquiry.	Name of Master of Vessel.
									Direction.	Force.		
1872.												
Mar. 30	Mahia, 8 years.	Cutter	3	2	General	Stranded, total loss.	...	Bar of Wairoa River, Hawke's Bay.	S.W.	Moderate	... ..	David Hamilton.
	Ocean Bird, 1 year.	Schooner	3	...	Produce	Supposed capsized; partial loss.	Supposed 3	Supposed near Jackson's Head.	Supposed S.E.	Supposed gale	This vessel was found bottom up off D'Urville Island.	R. Judge.
May 4	Woodstock	Cutter	3	...	Timber	Stranded; partial loss.	...	Whakatane River, Bay of Plenty.	Calm	...	Master attempted to take vessel over bar while there was a heavy fresh in the river, and insufficient wind to give proper steerage way.	Thomas Jackson.
"	Maori, s.s., Al 10 years, and age 4 years, and Coronet, age 10 months.	Schooner	16	15	"	Collision, with partial loss.	...	Seven or eight miles east by north from Oamaru.	W. by N.	Light	Master of Maori acted with promptitude and judgment, but mate (James Leys) could not be acquitted of carelessness.	James Malcolm.
"	Nautilus, 6 years.	Brigantine	6	...	General	"	...					James Robinson.
"	Cutter	Cutter	3	2	Timber	Stranded; partial loss.	...	On a small rock 50 or 60 feet south of Flat Rock, off Kawau Island.	S.	Moderate	Want of judgment on part of Robert Foreman, in charge, in attempting to weather the Flat Rock.	Matthew Hooper
"	Edward, 1½ year.	Schooner	4	...	"	Dismasted; partial loss.	...	Off Kaikoura Peninsula.	S.W.	Moderate gale	Accident of the seas.	G. Dalmer.
"	Caledonia, 8 years.	"	5	...	"	Stranded; total loss.	...	On upper rocks south side of Catlin's River.	S.W.	Fresh	Vessel would not answer her helm, owing to strong current.	William Walker.
June 19	Kate	"	3	...	"	"	...	About four miles south of bar of Wanganui River.	...	Gale	Vessel having lost sails, had to be beached to save life.	Phillip Jenkins.

RETURN of STEAM VESSELS to which CERTIFICATES have been issued in New Zealand, during the Financial Year 1871-72.

Name of Vessel.	Tons Register.	Horse Power of Engines.	Nature of Propeller.	Class of Certificate.	Nature of Engines.	Remarks.
Blue Nose ...	42	30	Paddle	River	Non-condensing	
Waipa ...	30	30	"	"	"	
Enterprise No. 1 ...	22	14	"	"	"	
Enterprise No. 2 ...	40	32	"	Extended River	"	
Gemini ...	11	7	Twin Screw	River	"	
Lady Bowen ...	29	34	Paddle	Extended River	Condensing	
Duke of Edinburgh ...	54	35	"	Sea-going	"	
Royal Alfred ...	89	60	"	"	"	
Lalla Rookh ...	23	14	"	Extended River	Non-condensing	
Devonport ...	23	12	"	River	"	
Challenger ...	26	30	"	Extended River	"	
Golden Crown ...	207	140	"	"	Condensing	
Napier ...	44	24	Screw	Sea-going	Non-condensing	
Comerang ...	152	60	Paddle	"	Condensing	
Star of South ...	147	50	Screw	"	"	
Effort ...	13	12	Paddle	River	Non-condensing	
Result ...	13	10	"	Extended River	"	
Fairy ...	...	...	Screw	River	"	Steam Launch.
Lily ...	...	...	"	"	"	Ditto.
Una ...	...	...	"	"	"	Ditto.
Southern Cross ...	65	40	"	Sea-going	Condensing	
Phœbe ...	416	120	"	"	"	
Taranaki ...	298	90	"	"	"	
Wellington ...	261	80	"	"	"	
Rangatira ...	184	50	"	"	"	
Go-Ahead ...	83	30	Twin Screw	"	Non-condensing	
Ahuriri ...	130	50	Screw	"	Condensing	Wrecked.
Keera ...	158	60	"	"	"	
Wanganui ...	165	50	"	"	"	
St. Kilda ...	91	30	"	"	"	
Pioneer ...	18	10	"	River	Non-condensing	
Tongariro ...	39	9	Paddle	Extended River	Condensing	
Osprey ...	28	10	Paddle	River	Non-condensing	
Halcyon ...	24	25	Twin Screw	Extended River	"	
Novelty ...	43	30	Paddle	River	"	
Clyde ...	27	32	"	Extended River	"	
Mullogh ...	46	15	Screw	River	"	
Gazelle ...	47	30	"	Extended River	"	
Moa ...	50	25	"	"	Condensing	
Pioneer ...	...	...	"	River	Non-condensing	Steam Launch.
Pretty Jane ...	90	35	"	Sea-going	"	
Beautiful Star ...	126	30	"	"	Condensing	
Maori ...	118	60	"	"	"	
Geelong ...	108	70	Paddle	"	"	
Wallace ...	56	40	"	"	"	
Golden Age ...	79	60	"	River	Non-condensing	
Peninsula ...	32	20	"	"	"	
Lady of the Lake ...	57	25	"	"	"	
Samson ...	111	70	"	Sea	Condensing	
Tuapeka ...	24	60	Stern Wheel	River	Non-condensing	
Clutha ...	21	20	Paddle	"	"	
Antrim ...	36	30	"	"	"	
Storm Bird ...	67	30	Screw	Sea-going	Condensing	
Waipara ...	48	30	Twin Screw	"	"	
Lioness ...	26	60	Paddle	"	"	
Dispatch ...	38	40	"	"	"	
Wallabi ...	101	25	Screw	"	"	
Lyttelton ...	86	25	Paddle	"	"	
Lady Barkly ...	30	25	"	Extended River	"	
Charles Edward ...	89	60	"	Sea-going	"	
Murray ...	56	18	Screw	"	"	
Kennedy ...	125	36	Twin Screw	"	"	



# NEW ZEALAND

## WRECK CHART

1<sup>st</sup> July 1871 to 30<sup>th</sup> June 1872

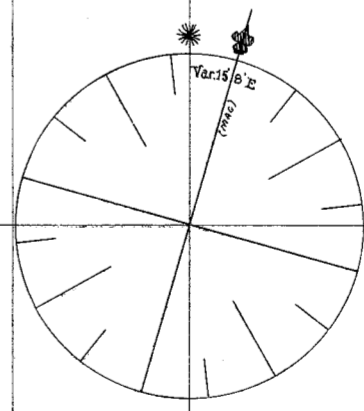
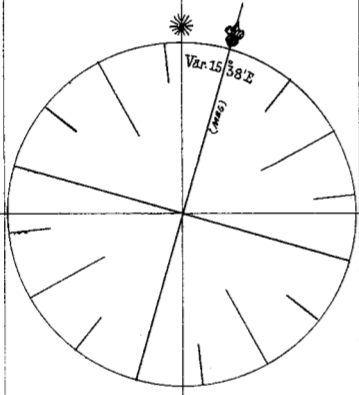
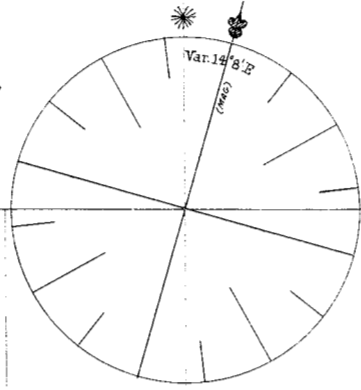
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Official Records

in the

MARINE DEPARTMENT

T. PERHAM DEL.



### SYMBOLS

#### CASUALTIES BY STRANDING

- X Signifies a Total Loss.
- x " " Partial Loss.

#### CASUALTIES BY COLLISION

- ++ Signifies a Collision between two Steam Vessels with Partial Loss.
- 0+ " " " " a Steam Vessel and a Sailing Vessel with Partial Loss.

#### CASUALTIES OTHERWISE THAN BY COLLISION OR STRANDING

- Signifies a Total Loss of a Sailing Vessel.
- o " " " " " " Partial " " " " " "

