

1873.

NEW ZEALAND.

EIGHTH REPORT OF THE MARINE DEPARTMENT FOR THE YEAR ENDED 30TH JUNE, 1873.

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

Office of the Commissioner of Customs,
Wellington, 19th September, 1873.

SIR,—

I do myself the honor to transmit herewith for your Excellency's information, the Report of the Marine Department of this Colony for the Financial Year ended on the 30th June last.

With regard to that part of the Report which refers to the necessity for erecting a Lighthouse at the entrance to Tory Channel, I desire to state that it is the intention of the Government, before the close of the present Session, to ask the Legislature to grant the necessary funds for the erection of this light, as also for the erection of lights at the places named below, which are considered to be urgently required for the safe navigation of the coasts of the Colony:—Cape Maria Van Diemen, Moko Hinou Islands, Portland Island, Cape Saunders, Western entrance to Foveaux Strait and Cape Foulwind.

I have, &c.,

To His Excellency the Right Hon. Sir James Fergusson, Bart.,
Governor of New Zealand.

WILLIAM H. REYNOLDS.

Customs Department (Marine Branch),
Wellington, 28th August, 1873.

SIR,—

I have the honor to submit the following report on the Marine Department for the year ended on the 30th June 1873, accompanied by the usual financial and other returns:—

2. *Lighthouses.*—During the past year the Lighthouses have all been maintained in an efficient state, and they are now well supplied with oil and other stores. But two changes have taken place in the staff of lightkeepers, viz., one Assistant Keeper, C. H. Regnart, resigned; and another, J. Murphy, whose services had to be dispensed with on account of his suffering from a diseased knee, resulting from an old injury, which rendered him latterly quite unfit for service. To fill these vacancies a Second Assistant Keeper (A. McKinlay) was promoted to be Assistant Keeper, and a new Assistant Keeper (F. Ericson) was appointed.

Material for fencing has been supplied to the Keepers at Cape Campbell, to fence in the reserve at the end of the Cape. The greater part of the fence has been already erected by the Keepers themselves; when completed it will add greatly to their comfort by enabling them to keep a cow or two, and a few sheep. As a comparatively small sum spent for the same purpose would confer the same benefit on the Keepers at many of the other stations I think this expenditure should be sanctioned at once.

In my last report I alluded to the proposed use of kerosene oil in Lighthouses. Some valuable information, received from Commander G. P. Heath, Portmaster at Brisbane, and from the Deputy Minister of Marine and Fisheries of Canada, induced the Department, in ordering the light for Manukau and a small light for the Provincial Government of Napier, to suggest to the engineers in Great Britain who superintended the construction of the lantern and apparatus, that lamps to burn kerosene should be adopted; they recommended that Captain Doty's patent burners should be used, and these have accordingly been ordered. It is probable that, ere long, the whole of the Lighthouses in New Zealand may be made to burn kerosene, which not only gives a much brighter

light but is also much cheaper than colza oil; the annual saving on the present consumption of oil at the current prices in the Colony for kerosene of the best brands would amount to £407 5s.

The construction of the lantern and apparatus referred to in my last report as having been ordered for Manukau was proceeded with immediately the order reached home, and advices have been received that the lantern has been shipped. The lamps, as before stated, are to burn kerosene, a supply of which, sufficient for the first year's consumption, has been ordered from England. It is intended to test this oil with the best samples procurable in the New Zealand market, with a view of arranging hereafter, if possible, to purchase it in the Colony. Plans for the tower and dwellings have been prepared by the Marine Engineer, and contracts for their erection will be entered into immediately. It is expected that the light will be ready for lighting in the early part of next year.

The attention of the Government has from time to time been called to the desirability of proceeding with the erection of the proposed Tory Channel Lighthouse, as that light would be most useful to steamers entering Tory Channel at night, and would complete the lighting of the narrow part of Cook Strait. An additional reason in favour of the erection of that light (which is to be a red one) is, that the Pencarrow and Mana lights are both fixed white lights, and the possibility of one being mistaken for the other was shown when the "City of Newcastle" was wrecked close to the entrance to Tory Channel, the Master having evidently mistaken Pencarrow light for Mana light and shaped his course accordingly.

The returns appended hereto show that the light dues collected during the year amounted to £6,845 9s. 5d., being £941 9s. 5d. in excess of the amount collected in the previous year. The amount paid for expenses of maintenance was £5,277 3s. 3d.; but to this should be added the cost of the services of the "Luna," which, as usual, were placed at the disposal of the Marine Department several times during the year, for the purpose of carrying stores to and of inspecting the Lighthouses in Cook Strait. She was employed on this service altogether about fourteen days, as under—

On the 3rd and 4th August, 1872, in going to Cape Campbell Lighthouse.

From 20th to 28th August, 1872, to Cape Campbell, Mana, Nelson, and Farewell Spit.

On 3rd and 4th October, 1872, to Cape Campbell.

From 13th to 16th May, 1873, to Cape Campbell, Mana, Nelson, and Farewell Spit.

I feel that I should not be doing my duty whilst referring to the "Luna," if I did not take this opportunity of expressing how much the Department is indebted to Captain Fairchild, the Master of that vessel, for the zealous and cordial manner in which he always carries out the duty of attending on the lighthouses, or indeed any other duty he is asked to undertake for the Marine Department.

3. *Flat Rock Beacon.*—This work, the contract for which was let in March, 1872, was reported on the 14th December last as having been begun to be erected, and it was then anticipated that a month would suffice to complete it, but by the end of January little beyond conveying material to the spot had been effected, as the weather was unfavourable for continuous work on the rock; the lower length of the centre iron pipe, and several stones which had been placed in position, were washed away, and soon afterwards a heavy N.E. gale swept away the whole of the work that had been done with the exception of the first course of stone, which stood this severe test remarkably well. In this gale the crane used for placing the material in position was washed away, and this loss greatly impeded the progress of the work during the subsequent fine weather. On the 5th March a similar disaster occurred, when the second and third courses of stonework, together with the crane erected in the place of the former one, and everything moveable, were swept away, which occasioned further delay. At the beginning of April, however, good progress had been made, and so much of the work as was then completed was severely tried by a heavy gale and stood well. During the further progress of the work great delay was still caused by bad weather, which occasioned the loss of much of the contractor's plant and material. After all these disasters, it was reported on the 24th June last that the beacon was completed, all but fixing the iron cage on top of it. The cage has since been washed away before it was fixed in its place, although it was securely fastened on the lee side of the beacon by a stout iron chain; the beacon itself remained intact, so that its permanent stability may now be confidently reckoned on.

4. *Wrecks and Casualties.*—The number of wrecks and casualties that occurred on the coasts of the Colony during 1872-73 was twenty-four, of 3,421 tons in the aggregate, being less in number though more in tonnage than the losses of the previous year, during which there were thirty-eight casualties of 3,104 tons. Thirteen lives (including eight, the number that was supposed to have been on board the brig *Australia*, wrecked off Cape Campbell) were lost through the wrecks of 1872-3, against eleven in the previous year. The wreck return includes particulars of five casualties that happened beyond the limits of the Colony, viz., the "Der Fuchs," foundered off Mauritius, crew rescued and brought on here by the "Glenlora;" "Siren," struck a rock off Cape Portland, Tasmania; "Alsaga," foundered near the Friendly Islands; "Mary Hamilton," struck on a rock near Nepean Island, which lies a short distance from Norfolk Island; and the "Bertha," on board of which a fire occurred in Lat. 36°S., Long. 66°E., on her way to New Zealand from Mauritius. Particulars of these casual-

ties appear in our returns because New Zealand was the first British port to which either the damaged vessel or the crews arrived at.

5. *Marine Surveys*.—The only marine surveying done during the year was the searching for a sunken rock reported to exist off the entrance to Akaroa Harbour, and taking soundings near Waipapa Point, in Foveaux Strait, while searching for a sunken rock reported to be near that locality but of which no trace could be found. The bar and the channel of the Patea River, as far up as the present ferry, have also been sounded; a chart showing the soundings has been prepared, and is now in the hands of the lithographer.

6. *Examinations of Masters, Mates, and Engineers*.—The Certificates issued in this Colony are, by the Queen's Order in Council of the 9th August, 1872, now declared to be of the same force as those issued by the Board of Trade in the United Kingdom. A great boon has thus been conferred on the sea-faring population of this Colony, as ships' officers can obtain Certificates on the spot which will be recognized all over the world, and which could only formerly be procured in the United Kingdom, so that any Colonial youth heretofore who took to the sea for a profession, had to proceed to England to be examined before he could assume the command of a foreign-going vessel. One of the conditions imposed by the Board of Trade with regard to these Certificates is, that candidates who apply for them must have been domiciled in New Zealand or have served in ships registered therein for a period of, or for periods amounting to, at least three years, immediately preceding their application for Certificates. The necessity for this condition is pointed out in the following extract from a memorandum issued by the Board of Trade for the information and guidance of the authorities in the British Possessions abroad, for carrying into effect the provisions of Section 8 of "The Merchant Shipping (Colonial) Act, 1869."

"As regards the persons who are to be entitled to be examined in a British possession, it is obvious that the conditions and qualifications mentioned in the pamphlet marked A enclosed, must be insisted on, and it is equally obvious that a Colonial Government can have in many cases no means of ascertaining whether all these conditions are complied with. Experience as shewn by previous service is one of the most important of these conditions, and in some cases Colonial Governments will not be in a position to test this qualification, *e.g.*, a Colonial Government can have no means of verifying the statement of services given in by an officer who has served in British ships hailing from some other Colony or from the United Kingdom.

"In the United Kingdom the records in the General Registrar and Record Office of Seamen, contain accounts of the voyages of all British ships which sail from this country, and means therefore exist here for verifying the statement of services of all applicants for Certificates of Competency, but the like means do not exist in the Colonies.

"The importance of some regulation to meet this case will be obvious when it is considered that the Certificates granted by the Government of any Colony will have the full force of Imperial Certificates, and will entitle the holder to act as an officer in or take command of British ships all over the world. And secondly, that it is necessary to prevent applicants who from want of necessary service or from incompetency or misconduct have failed in obtaining Certificates in one Colony or in the United Kingdom, from applying to the Government of another Colony and there obtaining Certificates. The Board of Trade therefore propose that in each Colony Certificates under the Act of 1869 shall be granted to persons who have been domiciled in that possession for at least three years, and to those persons only.

"Service in ships registered in any British possession will be accepted as domicile in that possession for the purpose of obtaining Certificates under the Act."

In the same memorandum the following passage occurs with regard to rendering it compulsory on British vessels to carry certificated officers:—

"Some enactment will be necessary in each Colony availing itself of the Act, to prevent British ships without certificated officers from trading to or from such Colony, after a date to be fixed by the Government of such Colony."

As soon as the Order in Council recognising the New Zealand Certificates was received in the Colony the requisite steps were taken for bringing into force the provisions of the Merchant Shipping Act, 1854, referred to by the Board of Trade. Those provisions took effect on the 1st March last. Difficulties, which I think probably had not been contemplated by the Board of Trade, soon afterwards arose with regard to the three years' domicile qualification. It was found that the officers of English vessels, when vacancies occurred by death or otherwise, could not present themselves for examination for Certificates for want of the requisite domicile. In order to overcome this difficulty new regulations were issued by the Governor by virtue of the authority he has under "The Merchant Shipping Acts Adoption Act, 1869," identical in all respects with the regulations approved of by the Board of Trade, excepting as to domicile, under which candidates can be examined and have certificates issued to them, which certificates allow the holders to clear from New Zealand for the United Kingdom, where they can be examined for a Board of Trade Certificate; or in cases where persons have settled in the Colony, of filling the position of masters or mates, until by residence they qualify themselves for passing for a Certificate that will be recognised by the Board of Trade.

It was at first intended that the examiners at Wellington, Captains Johnson and Edwin, should periodically visit the principal ports to hold examinations, and they were accordingly instructed to

proceed to Auckland in March last for the purpose of holding the first examination there. Just as they were on the point of leaving Wellington, however, the Government received a memorial from shipowners, masters, and others in Auckland, urging that local examiners should be appointed for that port. The desire of the memorialists was at once complied with, as the Department was fortunately able to secure the services of two gentlemen in Auckland, of high character and standing as nautical men—Lieut. Tilly, retired Navigating Lieutenant, R.N., and for many years master of the Mission schooner “Southern Cross,” and Captain Clayton, Marine Surveyor. Examinations are now held there once a fortnight. The Department has been equally fortunate in securing the services of two gentlemen of acknowledged ability and experience in Otago, to act as Examiners. On the 6th instant, Captain Thompson, Harbour Master, and Captain Orkney, Deputy Harbour Master, at Dunedin, were appointed Examiners for that port; both of these gentlemen have had long service as masters in the Mercantile Marine, and hold Certificates of Competency from the Board of Trade.

In last year’s report, I enclosed copy of the letter in which the Regulations for Examinations of Masters, Mates, and Engineers, were forwarded to the Board of Trade, and I now beg to transmit herewith a copy of the reply to that letter, from which it will be seen that the Board of Trade exercise a most vigilant supervision over the Regulations issued in the Colonies, in order to provide that the examinations shall be conducted so as to be equally efficient with the examinations which are held in the United Kingdom. In compliance with the stipulations contained in the letter referred to, amendments in the Regulations to remove the objections of the Board of Trade to certain parts of those issued in January, 1872, were made by Order in Council, and promulgated on the 2nd January last; and provision has been made in a Bill now before the Legislature to render Certificates granted in New Zealand subject to the provisions of the Imperial Merchant Shipping Act relating to Naval Courts, so that when this provision becomes law the Regulations will, I have no doubt, be entirely satisfactory to the authorities in England.

I have, &c.,

WILLIAM SEED,
Secretary of Customs.

The Hon. the Commissioner of Customs,
&c., &c., &c.

Enclosure.

(No. 6288.)

Board of Trade, Whitehall Gardens, 10th July, 1872.

SIR,—

COLONIAL CERTIFICATES.

I am directed by the Board of Trade to acknowledge the receipt of your letters, Nos. 357 and 358, of the 13th of April, and No. 361, of the 17th of April.

With reference to your letter, No. 357, detailing the steps which have been taken by your Government for the examination of Masters, Mates, and Engineers, with a view to obtaining the extension of the provisions of section 8 of “The Merchant Shipping (Colonial) Act, 1869,” to New Zealand, I am directed by the Board of Trade to inform you that as, with a few exceptions, the Regulations as to qualifications, &c., of which you have forwarded copies, appear to be identical with those in force in the United Kingdom, the Board of Trade propose to advise Her Majesty to issue an Order in Council in accordance with the provisions of the Act referred to.

In taking this course, the Board are actuated by the belief that the Government of New Zealand will be ready at once to make such alterations and additions to their Regulations as will make them identical with those in force in the United Kingdom.

If these alterations and additions are not made, this Board may feel it their duty to advise Her Majesty to revoke the Order.

They are as follows:—In paragraph 5 of the Regulations, after the words, “Certificates will only be granted to persons who have been domiciled in New Zealand for at least three years,” should be added the words, “immediately preceding the application.”

With reference to the latter part of paragraph 7, the commercial code of signals, now termed the International Code of Signals, &c., is no longer treated as a subject of seamanship, but as a subject of navigation, to which it should be transferred. Candidates are now required to pass a satisfactory examination in this subject, failure in doing so involving the same consequences as failure in any other subject of navigation.

With reference to paragraph 10, in addition to the questions as to the nature of the attraction of the ships iron upon the compass, &c., certain questions relative to the deviation of the compass are required to be answered by candidates for Masters’ Certificates.

These questions, together with instructions relating to them, are contained in a circular, No. 517, of which copies are sent herewith.

It may be mentioned that candidates for certificates as extra master are now required, in addition to the other subjects of navigation contained in paragraph 11 of your Regulations, to pass in compass deviation in accordance with the requirements contained in circulars 414 and 329, of which copies are also forwarded.

The rules contained in paragraph 20, regarding re-examination of Masters and Mates in case of failure, appear to be taken from the Imperial Regulations relating to the failure of engineers, instead of from those relating to the failure of masters and mates. The latter are as follows:—“In all cases

of failure, the candidate must be re-examined *de novo*. If a candidate fails "*in seamanship*, he will not be re-examined *until after a lapse of six months*, to give him time to gain experience. If he fails three times in *navigation*, he will not be re-examined until after a lapse of *three months*."

The Board will require the substitution of this paragraph for paragraph 20 in your Regulations.

Section A, paragraph 32, relating to qualifications for First Class Engineer certificate concludes with the words, "With a Second Class certificate;" but in the Imperial Regulations the following words are added: "In the capacity of a second engineer and that their names have been entered in the article of agreement accordingly."

The Board of Trade regard the addition of these words as important. In addition to the above necessary alterations, I am to call your attention to the necessity of arrangements being made by your department for sending to the Registrar-General of Seamen in London, lists of certificates granted under the authority of the proposed Order in Council, which may be suspended and cancelled through legal proceedings, death, loss, destruction, &c.

I am also to state that when lists of certificates granted in New Zealand are forwarded to the Registrar-General of Seamen they should be accompanied by copies of the applications for examination of the candidate, together with a statement of their services, and any other particulars which may assist the Registrar-General of Seamen in indentifying them.

In reference to your letter No. 358, and its enclosure, the Board of Trade desire me to call your attention to the fact that in the "Merchant Shipping Acts Adoption Act 1869," the clauses of the Imperial Act of 1854, relating to Naval Courts, are specially excepted as the "Merchant Shipping (Colonial) Act 1869," makes the issue of an Order in Council conditional upon the certificates being liable to be forfeited for the like reasons and in the like manner as Imperial Certificates. The Order in Council cannot exempt the certificates granted in New Zealand under the said order from the operation of the provisions of the Imperial Acts relating to Naval Courts, and the Board think that it will be more regular and satisfactory if these provisions are likewise extended by Colonial enactment to the certificates in question. Provision does not appear to have been made, either by Act or regulation, in New Zealand, for dealing with examinations questionably conducted. I am to suggest that section 134 of the Imperial Act of 1854 should be followed in such cases.

In forwarding copies of the following circulars, &c., viz.:—

"Form Examination 1."

"Notice to candidates, dated 1st January, 1869."

"Regulations respecting lights and fog signals, and steering and sailing rules, containing heads of examination."

Circulars No. 407, 414, 516, 517, 528, and 529,

I am to request that the regulations contained in them may be added to the regulations prepared in New Zealand.

I am to inform you that the form Examination 1A has been superseded by circular No. 339, to the examiners, 500 copies of which will shortly be forwarded to you. This Board does not provide the drawings referred to in section 45 of Examination 1, but they will have a set prepared and sent to you for the guidance of your officers.

The Secretary Customs Department, Marine Board,
Wellington, New Zealand.

I have, &c.,
THOMAS GRAY.

RETURN of the Total Expenditure of the MARINE DEPARTMENT for the Financial Year 1872-73.

Vote 45. Item.	Nature of Expenditure.	Details of Expenditure.	Total Amount Expended.	Total Amount Voted.
			£ s. d.	£ s. d.
1	Officer in Charge ... ..	...	100 0 0	100 0 0
2	Marine Engineer ... ..	...	200 0 0	200 0 0
3	Inspector of Steamers and Nautical Assessor ... ..	...	380 0 0	380 0 0
4	Inspector of Steamers and Engineer Surveyor ... ..	...	380 0 0	380 0 0
5	Examiner of Masters and Mates ... ..	...	300 0 0	300 0 0
6	Clerk ... ..	...	190 0 0	190 0 0
7	Local Inspectors of Steamers ... ..	...	250 0 0	250 0 0
8	Expenses under "Enquiry into Wrecks Act, 1869" ... ..	...	52 9 10	50 0 0
9 to 19	Lightkeepers' Salaries ... ..	...	3,348 14 5	3,507 10 0
20	Beacon on Flat Rock Hauraki Gulf ... ..	...	481 17 6	700 0 0
21	Repairs to Dog Island Tower ... ..	...	424 8 2	250 0 0
22	Manukau Lighthouse ... ..	...	4 14 3	2,500 0 0
23	Repairs and additions to Lighthouses, Tools and other permanent Lighthouse Stores	161 9 1		
	Lighthouse Contingencies—including the Payment of temporary Keepers, Freight, &c.	437 10 9		
	General Lighthouse Contingencies, Oil, &c.	905 0 10		
	Lightkeepers' Travelling Expenses	20 18 0		
	Departmental Travelling Expenses	242 19 9		
	Local Officers' Travelling Expenses	6 0 0		
	Departmental Contingencies	116 13 5		
	Charts	20 11 0		
	Buoys and Beacons	105 18 0	2 017 0 10	3,500 0 0
	Totals ... ..	...	8,129 5 0	12,307 10 0

NOTE.—This Return shows the actual cost of the Department for the year. It includes the cost of oil shipped from England, the invoices of which have been received, it will, therefore, not correspond with the Treasury Accounts.

RETURN showing the Cost of Maintenance of the NEW ZEALAND LIGHTHOUSES during the Financial Year 1872-73.

Name of Lighthouse.	Repairs and Stores of a Permanent Nature.	Oil and other Annual Supplies and Contingencies.	Keeper's Salaries.	Total Expenses for the Year.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Tiri Tiri	11 0 3	120 2 1	340 0 0	471 2 4
Farewell Spit	46 18 2	205 15 1	434 11 1	687 4 4
Nelson	10 3 0	80 13 3	180 0 0	270 16 3
Mana Island	22 0 0	177 1 9	320 0 0	519 1 9
Pencarrow Head	6 5 10	135 18 8	340 0 0	482 4 6
Cape Campbell	60 1 10	130 15 0	331 13 4	522 10 2
Godley Head ... ..	...	122 5 2	350 0 0	472 5 2
Tairoa Head ... ..	...	81 1 10	320 0 0	401 1 10
Nugget Point	5 0 0	159 8 8	330 0 0	494 8 8
Dog Island	424 8 2	129 10 1	402 10 0	956 8 3
Totals	585 17 3	1,342 11 7	3,348 14 5	5,277 3 3

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	519 16 0
Fees under Merchant Ships Officers Examination Act	71 13 0
Sale of Charts, Oil Casks, &c.	144 14 11
Total for 1871-72	736 3 11

RETURN of the AMOUNT received for PILOTAGE, PORT CHARGES, &c., (being Provincial Revenue),
at the various Ports of New Zealand, during the Financial Year 1872-73.

Name of Province and Port.	Amount Received for Pilotage.	Amount Received for Port Dues, &c.	Totals.
	£ s. d.	£ s. d.	£ s. d.
AUCKLAND—			
Auckland	1,248 4 1	679 6 6	1,927 10 1
Onehunga	60 13 8	91 18 8	152 12 4
Kaipara	62 2 0	36 0 4	98 2 4
Thames ... ..	...	89 10 6	89 10 6
Russell	54 12 5	...	54 12 5
Mongonui	13 2 0	31 6 0	44 8 0
Hokianga	92 7 6	...	92 7 6
Totals	1,531 1 8	928 2 0	2,459 3 8
TARANAKI—			
New Plymouth	59 10 6	35 4 3	94 14 9
WELLINGTON—			
Wanganui	173 7 5	...	173 7 5
Wellington	1,165 6 11	745 4 3	1,910 11 2
Totals	1,338 14 4	745 4 3	2,083 18 7
HAWKE'S BAY—			
Napier	584 10 2	158 1 2	742 11 4
NELSON—			
Nelson	732 5 7	15 8 7	747 14 2
COUNTY OF WESTLAND—			
Hokitika	28 15 4	...	28 15 4
CANTERBURY—			
Lyttelton	1,826 8 9	918 1 7	2,744 10 4
Timaru ... ..	...	13 3 2	13 3 2
Totals	1 826 8 9	931 4 9	2,757 13 6
OTAGO—			
Oamaru ... ..	...	193 16 10	193 16 10
Dunedin	1,670 14 11	921 19 1	2,592 14 0
Invercargill ... ..	...	30 6 6	30 6 6
Bluff	337 12 7	42 3 7	379 16 2
Riverton	27 12 6	4 11 0	32 3 6
Totals	2,036 0 0	1,192 17 0	3,228 17 0
TOTALS, 1872-73	8,137 6 4	4 006 2 0	12,143 8 4
TOTALS, 1871-72	6,645 9 0	3,322 5 3	9,967 14 3

RETURN showing the QUANTITY of OIL consumed at the New Zealand Lighthouses, during the
Financial Year 1872-73.

Name of Lighthouse.	Quantity of Oil consumed
	Gallons.
Tiri Tiri	446
Farewell Spit	443
Nelson	123
Mana Island	602
Pencarrow Head	649
Cape Campbell	434
Godley Head	534
Tairoa Head	388
Nugget Point	656
Dog Island	612
TOTALS FOR 1872-73	4,887
TOTALS FOR 1871-72	4 942

RETURN showing the AMOUNT of LIGHT DUES collected during the Financial Year 1872-73.

Port at which Collected.	Amount.		
	£	s.	d.
Auckland	1,304	9	7
Onehunga	4	8	5
Kaipara	5	1	8
Tauranga	11	11	8
Russell	39	18	3
Mongonui	5	17	7
Hokianga	5	14	7
Whangarei	8	18	5
New Plymouth	28	15	5
Wanganui	26	11	10
Wellington	1,003	0	11
Napier	70	19	5
Picton	79	16	9
Havelock	14	12	9
Kaikoura	5	6	11
Nelson	656	13	0
Westport	71	11	2
Greymouth	79	14	11
Hokitika	28	4	1
Lyttelton	1,260	5	9
Akaroa	25	8	10
Timaru	64	14	3
Oamaru	73	0	7
Dunedin	1,548	10	7
Invercargill	8	13	0
Bluff	408	5	3
Riverton	5	4	6
Total for 1872-73	6,845	9	5
Total for 1871-72	5,904	0	0

RETURN of MASTERS, MATES, and ENGINEERS to whom CERTIFICATES of COMPETENCY have been granted under "The Merchant Ships Officers' Examination Act, 1870," during the Financial Year 1872-73.

Name.	Rank for which Certificate has been Granted.	Class of Certificate.	Date of Issue of Certificate.	No. of Certificate.
Beveridge, Alexander	Master	Foreign Trade	20 February, 1873	2
Bissett, David	"	Home "	24 June, 1873	5,007
Conway, William	"	" "	24 June, 1873	5,008
Griffiths, John	"	Foreign "	16 December, 1872	1
Grubb, John	"	Home "	24 June, 1873	5,006
Hamilton, Robert	"	" "	24 June, 1873	5,009
Irvine, Arthur	"	" "	9 September 1872	5,002
Lloyd, Charles	"	" "	9 September 1872	5,003
Rawlings, William Henley	"	Foreign "	24 June, 1873	4
Simms, Thomas Edward	"	Home "	9 September 1872	5,001
Wilson, William Henry	"	Foreign "	24 June, 1873	3
Ellis, Stephen	Mate	Home "	17 March, 1873	5,005
Scoones, William Henry	"	" "	17 February, 1873	5,004
Crawford, Alexander	Engineer	Second Class	16 December, 1872	4
Caudan, Armand	"	" "	16 December, 1872	6
Cauman, James Phillip	"	" "	16 December, 1872	8
Croll, George	"	" "	16 December, 1872	7
Dobbie, Andrew	"	" "	20 January, 1873	9
Jobson, William James	"	First "	16 December, 1872	1
Kelly, Archibald	"	Second "	16 December, 1872	2
Laird, Abraham	"	" "	16 December, 1872	5
Lodder, William	"	First "	24 June, 1873	11
Laird, William	"	Second "	24 June, 1873	13
Meikle, James	"	" "	20 January, 1873	10
Smith, Daniel	"	" "	16 December, 1872	3
Tizard, William Henry	"	" "	24 June, 1873	12

RETURN of MASTERS and MATES to whom CERTIFICATES of SERVICE have been granted under "The Merchant Ships Officers' Examination Act Amendment Act, 1871," up to the 30th June, 1873.

Name.	Rank for which Certificate has been Granted.	Class of Certificate.	Date of Issue of Certificate.	No. of Certificate.
Andrew, Robert ...	Master ...	Home Trade ...	27 January, 1873...	2 044
Austen, Arthur Henry ...	" ...	" ...	8 March, 1873...	2,135
Allan, Joseph ...	" ...	" ...	21 March, 1873...	2,159
Anderson, John ...	" ...	" ...	25 March, 1873...	2,167
Anderson, Hugh Falconer ...	" ...	Foreign ...	25 June, 1872...	2,003
Abrams, Thomas Clarke ...	" ...	Home ...	4 April, 1873...	2,186
Adams, William ...	" ...	" ...	19 April, 1873...	2,200
Aitken, William ...	" ...	" ...	19 April, 1873...	2,210
Aschman, John Anskiss ...	" ...	" ...	25 June, 1873...	2,276
Bennett, John ...	" ...	" ...	27 August, 1872...	2,015
Bower, David ...	" ...	" ...	31 August, 1872...	2,016
Bell, Archibald ...	" ...	Foreign ...	14 September, 1872...	2,018
Blaney, John ...	" ...	Home ...	27 January, 1873...	2,027
Bongard, James ...	Mate ...	Foreign ...	26 March, 1873...	2,178
Beaton, Neil ...	Master ...	Home ...	27 January, 1873...	2,045
Bushell, John ...	" ...	" ...	24 February, 1873...	2,098
Bushell, Henry ...	" ...	" ...	8 March, 1873...	2,123
Bewicke, John Adams ...	" ...	" ...	8 March, 1873...	2,130
Baker, Charles ...	" ...	" ...	21 March, 1873...	2,152
Brown, James ...	" ...	" ...	26 March, 1873...	2,171
Branigan, Peter ...	Mate ...	" ...	4 April, 1873...	2,204
Billows, Michael ...	Master ...	" ...	4 April, 1873...	2,183
Burr, Robert ...	" ...	Foreign ...	4 April, 1873...	2,190
Bower, Henry Dott ...	" ...	Home ...	19 April, 1873...	2,199
Brown, William Payne...	" ...	" ...	19 April, 1873...	2,202
Blackmore, George Thomas ...	" ...	" ...	24 April, 1873...	2,225
Bradley, Joseph ...	" ...	" ...	26 April, 1873...	2,234
Bullard, Henry Charles ...	" ...	" ...	11 June, 1873...	2,269
Bonfield, Patrick ...	" ...	" ...	25 June, 1873...	2,274
Brain, Joseph ...	" ...	Foreign ...	25 June, 1873...	2,279
Calvert, George William ...	" ...	Home ...	9 July, 1872...	2,010
Carey, Michael ...	" ...	" ...	29 June, 1872...	2,006
Chambers, James ...	Mate ...	" ...	27 January, 1873...	2,033
Campbell, James ...	Master ...	Foreign ...	27 January, 1873...	2,039
Chapman, William Nixon ...	" ...	Home ...	27 January, 1873...	2,048
Crabbe, Thomas Bruce...	" ...	" ...	27 January, 1873...	2,049
Christian, J. hn ...	" ...	Foreign ...	27 January, 1873...	2,050
Callow, William ...	" ...	Home ...	29 January, 1873...	2,053
Campbell, Colin ...	" ...	" ...	30 January, 1873...	2,058
Cellem, William George ...	" ...	Foreign ...	30 January, 1873...	2,060
Chambers, Alexander ...	" ...	Home ...	24 February, 1873...	2,091
Church, Robert ...	" ...	" ...	24 February, 1873...	2,101
Campbell, George ...	" ...	" ...	24 February, 1873...	2,105
Clarkson, Thomas Nicholson ...	" ...	" ...	5 March, 1873...	2,109
Catchpo'e, James ...	" ...	Foreign ...	8 March, 1873...	2,132
Clarke, George Henry ...	" ...	Home ...	21 March, 1873...	2,149
Carmichael, Thomas Sparrow ...	" ...	" ...	25 March, 1873...	2,165
Conway, James Joseph...	" ...	" ...	25 March, 1873...	2,170
Cheshire, Benjamin William ...	" ...	Foreign ...	26 March, 1873...	2,177
Cranch, William ...	" ...	Home ...	4 April, 1873...	2,187
Cockfield, William ...	" ...	" ...	4 April, 1873...	2,193
Clarke, Charles ...	" ...	Foreign ...	24 April, 1873...	2,230
Campbell, Alexander ...	" ...	" ...	12 May, 1873...	2,245
Cross, James Smith ...	" ...	Home ...	11 June, 1873...	2,268
Charles, John ...	" ...	" ...	11 June, 1873...	2,270
Carte, John Locke ...	" ...	" ...	25 June, 1873...	2,277
Doile, Peter ...	" ...	" ...	4 July, 1872...	2,008
Donovan, John ...	" ...	Foreign ...	30 July, 1872...	2,012
Dick, James ...	" ...	Home ...	27 January, 1873...	2,030
Deuchrass, James ...	" ...	" ...	27 January, 1873...	2,031
Dam, Edward Thomas ...	" ...	" ...	22 February, 1873...	2,086
Diaz, Francis ...	" ...	" ...	24 February, 1873...	2,102
Dick, James ...	" ...	" ...	24 February, 1873...	2,103
Dickson, James ...	" ...	" ...	8 March, 1873...	2,131
Dillon, James ...	" ...	" ...	25 June, 1872...	2,001
Dunn, James ...	" ...	" ...	21 March, 1873...	2,146
Diaz, Emmanuel ...	" ...	" ...	21 March, 1873...	2,148
Doughty, William ...	" ...	" ...	4 April, 1873...	2,188
Dalton, William ...	" ...	" ...	19 April, 1873...	2,189
Darroch, James ...	" ...	" ...	19 April, 1873...	2,208
Davies, George ...	" ...	Foreign ...	24 April, 1873...	2,216
Davies, James ...	" ...	Home ...	12 May, 1873...	2,244
Doull, Peter ...	" ...	" ...	26 March, 1873...	2,174
Devenport, James ...	" ...	" ...	8 March, 1873...	2,122
Eddie, James ...	" ...	" ...	29 June, 1872...	2,005
Ellis, Joseph ...	" ...	" ...	4 November, 1872...	2,023
Edwards, John ...	" ...	" ...	27 January, 1873...	2,032

RETURN of MASTERS and MATES to whom CERTIFICATES of SERVICE have been granted—*continued.*

Name.	Rank for which Certificate has been Granted.	Class of Certificate.	Date of Issue of Certificate.	No. of Certificate.
Edmonds, George	Mate	Foreign Trade	31 January, 1873...	2,063
Eagleton, Alexander	Master	Home	5 March, 1873...	2,117
Evans, Charles	"	"	17 March, 1873...	2,138
Edwards, Charles	"	"	26 March, 1873...	2,175
Eure, Harry	"	"	11 June, 1873...	2,261
Earnshawe, Arthur	"	"	11 June, 1873...	2,272
Francis, William	"	Foreign	5 October, 1872...	2,020
Falconer, John	"	Home	30 January, 1873...	2,056
Fraser, Charles	"	"	31 January, 1873...	2,061
Francis, John	"	"	5 March, 1873...	2,112
Farquhar, Alexander	"	"	5 March, 1873...	2,114
Farquhar, William	"	"	8 March, 1873...	2,128
Flowerday, John	"	"	24 March, 1873...	2,164
Frost, George	"	Foreign	27 March, 1873...	2,181
Fraser, Daniel	"	Home	17 February, 1873...	2,074
Ferguson, James	"	"	24 February, 1873...	2,090
Gorn, John	"	Foreign	27 January, 1873...	2,024
Gay, George	"	Home	27 January, 1873...	2,034
Greive, James	"	"	14 February, 1873...	2,071
Gibbons, William John	"	"	17 February, 1873...	2,072
Grundy, John	"	"	19 April, 1873...	2,207
Gellard, Francis Pearse	"	"	26 April, 1873...	2,231
Gilbertson, David	"	Foreign	12 May, 1873...	2,241
Gilroy, Patrick	"	"	25 June, 1873...	2,275
Hamilton, Henry	"	Home	6 July, 1872...	2,009
Haswell, Hugh	"	"	27 January, 1873...	2,037
Hobbs, Joseph	"	"	27 January, 1873...	2,052
Howe, John	"	"	27 February, 1873...	2,108
Henry, David	Master	"	30 January, 1873...	2,055
Hepburn, Francis	"	"	30 January, 1873...	2,057
Hughes, Robert George	"	"	31 January, 1873...	2,062
Hooper, Matthew	"	"	22 February, 1873...	2,087
Hopkins, Charles	"	"	24 February, 1873...	2,095
Hodgson, Edward	"	"	5 March, 1873...	2,113
Hayes, John Daly	"	"	8 March, 1873...	2,127
Holder, Charles Henry	"	"	21 March, 1873...	2,156
Holmes, Francis	"	"	21 March, 1873...	2,162
Harris, William	"	"	25 March, 1873...	2,168
Hanson, Frederick	"	"	26 March, 1873...	2,172
Hargrave, William David	"	"	4 April, 1873...	2,192
"	Mate	Foreign	19 April, 1873...	2,218
Hatfield, Alexander John	Master	Home	24 April, 1873...	2,220
Hart, George Charles	"	"	26 April, 1873...	2,235
Helander, Charles Frederick	"	"	12 May, 1873...	2,239
Hamilton, David	"	"	12 May, 1873...	2,240
Hughes, Joseph	"	"	11 June, 1873...	2,251
Harrison, John	"	Foreign	11 June, 1873...	2,263
Joiner, William	"	Home	7 August, 1872...	2,017
Jenkins, Phillip	"	"	27 January, 1873...	2,046
Jones, Thomas	"	"	19 February, 1873...	2,081
Jones, Ellis	"	"	21 March, 1873...	2,151
Jacob, John	"	Foreign	21 March, 1873...	2,160
Johnson, William	"	Home	21 March, 1873...	2,161
Iversen, Peter	"	"	25 March, 1873...	2,169
Jones, Charles	"	"	19 April, 1873...	2,203
Johnson, William James	Mate	Foreign	21 March, 1873...	2,163
Johnston, William	Master	Home	12 May, 1873...	2,247
Johnston, John	"	"	11 June, 1873...	2,258
Jones, William	"	"	8 March, 1873...	2,129
Kennedy, Archibald	"	Foreign	1 July, 1872...	2,007
Kerns, Edward	"	Home	27 January, 1873...	2,038
Kenny, John	"	"	22 February, 1873...	2,085
Kennedy, Joseph	"	"	8 March, 1873...	2,134
King, John	"	"	19 April, 1873...	2,197
Keenan, Francis	"	"	11 February, 1873...	2,067
Keene, Edward	"	"	24 February, 1873...	2,093
Kaspar, Charles Ludwig	"	"	8 March, 1873...	2,121
Kitchingham, Thomas	"	"	11 June, 1873...	2,271
Leech, Samuel Alexander	"	"	17 February, 1873...	2,075
Lloy, Charles	Mate	Foreign	5 March, 1873...	2,116
Lombard, William	Master	Home	27 February, 1873...	2,106
Lewis, James	"	"	21 March, 1873...	2,145
Lindsay, William	"	Harbor & River Trade	19 April, 1873...	2,194
Lane, William Solloway	"	Home Trade	26 April, 1873...	2,233
Loverock, George	"	Foreign	11 June, 1873...	2,250
Leys, James	"	"	11 February, 1873...	2,066
Matheson, Lewis	"	Home	27 January, 1873...	2,029
Morrison, John	"	"	27 January, 1873...	2,035
Madams, Thomas	"	"	27 January, 1873...	2,051
Mackay, Richard	"	"	24 February, 1873...	2,100

RETURN of MASTERS and MATES to whom CERTIFICATES of SERVICE have been granted—*continued.*

Name.	Rank for which Certificate has been Granted.	Class of Certificate.	Date of Issue of Certificate.	No. of Certificate.
Malcolm, James	Master	Home Trade	17 February, 1873...	2,079
Miller, Henry	"	"	27 February, 1873...	2,107
Megerney, John	"	"	21 March, 1873...	2,154
Marks, Hannibal	"	"	21 March, 1873...	2,157
Meiklejohn, William	"	Foreign	12 May, 1873...	2,243
Matzen, Peter	"	"	4 April, 1873...	2,185
Mustart, William	"	Home	26 April, 1873...	2,236
Meech, Christopher	"	"	11 June, 1873...	2,260
Mills, John	"	"	25 June, 1873...	2,278
Matheson, Angus	"	"	25 June, 1873...	2,280
McArthur, Findlay	Mate	"	4 April, 1873...	2,206
McGregor, Alexander	Master	"	19 August, 1872...	2,014
McKenzie, James	"	"	27 January, 1873...	2,026
McDonald, John	"	"	27 January, 1873...	2,040
McLeod, Roderick	"	"	27 January, 1873...	2,041
McCullum, Donald	"	"	17 March, 1873...	2,139
McKenzie, Kenneth	"	"	21 March, 1873...	2,147
McKenzie, Simon	Mate	Foreign	26 March, 1873...	2,150
McQuarrie, Hector	Master	"	26 March, 1873...	2,173
McKenzie, Murdock	"	"	26 March, 1873...	2,176
McDonald, Roderick	"	Home	17 February, 1873...	2,078
McDougall, John	"	Harbor & River Trade	4 April, 1873...	2,191
McDermott, James	"	Home Trade	24 April, 1873...	2,224
McNabb, Robert	"	"	24 April, 1873...	2,228
McLeod, James	"	"	11 June, 1873...	2,253
McCabe, William John	"	"	11 June, 1873...	2,255
McKinnon, Alexander	"	Foreign	11 June, 1873...	2,257
McLean, Charles	"	Home	11 June, 1873...	2,262
McGregor, Kenneth	"	"	11 June, 1873...	2,264
Norris, William	"	"	22 February, 1873...	2,089
Norris, Gregory Seymour	"	Foreign	24 February, 1873...	2,092
Norgrove, Horace	"	Home	24 April, 1873...	2,217
Nichols, Henry Zachary	"	Foreign	11 June, 1873...	2,267
Ohlson, Frederick	"	Home	21 March, 1873...	2,158
O'Brien, Patrick	"	Foreign	11 June, 1873...	2,256
Paterson, John Anderson	Mate	Home	17 February, 1873...	2,076
Paterson, Robert Campbell	"	"	13 February, 1873...	2,069
Payne, William Atkins...	Master	Foreign	1 October, 1872...	2,283
Pope, Charles Quentin	"	Home	27 January, 1873...	2,047
Pietersen, John	"	"	13 February, 1873...	2,070
Palmer, Abraham	"	"	17 February, 1872...	2,073
Palmer, John	"	Foreign	27 January, 1873...	2,025
Pratt, Henry Lincon	"	Home	17 February, 1873...	2,077
Park, Thomas	"	"	8 March, 1873...	2,125
Perston, Robert Morris...	"	"	19 April, 1873...	2,205
Petersen, Lars	"	"	19 April, 1873...	2,212
Peachey, James	"	"	24 April, 1873...	2,215
Pennal, Thomas John	"	"	26 April, 1873...	2,237
Paterson, Hugh	"	Foreign	11 June, 1873...	2,249
Perkins, Edward	"	"	11 June, 1873...	2,266
Queen, Robert	"	Home	24 April, 1873...	2,213
Rains, William George...	Mate	"	17 March, 1873...	2,142
Russell, John	Master	"	30 January, 1873...	2,059
Russell, John	"	"	6 February, 1873...	2,064
Robertson, Alexander	"	Foreign	22 February, 1873...	2,084
Riley, Samuel	"	Home	22 February, 1873...	2,082
Ricketts, Thomas	"	"	22 February, 1873...	2,088
Robinson, Edward Aldis	"	"	5 March, 1873...	2,120
Rawlings, John	"	"	8 March, 1873...	2,124
Robinson, Charles	"	"	21 March, 1873...	2,153
Regan, John	"	"	19 April, 1873...	2,211
Roderick, Joseph	"	"	24 April, 1873...	2,214
Ramsay, John Kilgour	"	Harbor & River Trade	24 April, 1873...	2,223
Ruxton, James	"	Foreign Trade	12 May, 1873...	2,246
Stevenson, James Barclay	"	"	11 July, 1872...	2,011
Seymour, William Stephen	"	Home	30 July, 1872...	2,013
Saunders, Simon	"	Foreign	2 November, 1872...	2,022
Smith, Duncan	"	Home	27 January, 1873...	2,036
Short, George Henry	"	Foreign	27 January, 1873...	2,042
Short, Thomas	"	Home	22 February, 1873...	2,083
Smith, James	"	Foreign	24 February, 1873...	2,096
Sellars, Daniel	"	Home	5 March, 1873...	2,111
Seymour, Joseph	"	"	8 March, 1873...	2,133
Smith, Claude Hamilton	"	"	11 March, 1873...	2,136
Sinclair, Donald	"	"	17 March, 1873...	2,140
Spence, Robert	"	Foreign	17 March, 1873...	2,143
Spooner, Charles	Mate	Home	4 April, 1873...	2,196
Short, William	Master	"	19 March, 1873...	2,144
Somerville, William	Mate	"	19 April, 1873...	2,201
Smith, John	Master	"	26 March, 1873...	2,179

RETURN of MASTERS and MATES to whom CERTIFICATES of SERVICE have been issued—*continued*.

Name.	Rank for which Certificate has been Granted.	Class of Certificate.	Date of Issue of Certificate.	No. of Certificate.
Schmidt, Johan	Master	Home Trade	4 April, 1873	2,189
Savory, Samuel Richard	"	"	24 April, 1873	2,222
Smith, William	"	"	24 April, 1873	2,226
Scott, John Atto	"	Foreign	24 April, 1873	2,227
Stephens, George Phillips	Mate	Foreign Trade	11 June, 1873	2,265
Stafford, Edwin	Master	"	11 June, 1873	2,229
Simons, William	"	Home	26 April, 1873	2,232
Scott, William	"	"	28 April, 1873	2,238
Spencer, William	"	"	12 May, 1873	2,248
Sloane, Andrew	"	"	12 June, 1873	2,273
Tall, Stephen	"	"	29 June, 1872	2,004
Thomson, William	"	"	27 January, 1873	2,043
Tonge, Edward	"	Foreign	11 February, 1873	2,065
Thompson, Robert	"	Home	5 March, 1873	2,115
Taylor, Alexander Paton	"	"	17 March, 1873	2,137
Tiller, Josiah	"	"	27 March, 1873	2,180
Thome, Joseph	"	"	4 April, 1873	2,184
Turner, William	"	"	11 June, 1873	2,254
Tupp, George	"	"	11 June, 1873	2,259
Tyson, William	Mate	"	24 February, 1873	2,104
Veale, William Denny	Master	Foreign	24 February, 1873	2,094
Vernazoni, Sevaris	"	Home	5 March, 1873	2,110
Urquhart, John	"	"	24 February, 1873	2,097
Urquhart, Hector	"	"	12 May, 1873	2,242
Whitwell, Thomas	"	"	27 January, 1873	2,028
Williams, Robert	"	"	19 February, 1873	2,080
Wills, James	Mate	"	5 March, 1873	2,118
Wing, Charles Matthew	"	"	21 March, 1873	2,155
Williams, William	"	Foreign	19 April, 1873	2,219
Walker, William	Master	Home	30 January, 1873	2,054
Walker, John	"	"	5 March, 1873	2,119
Wing, Edward Thomas	"	"	8 March, 1873	2,126
Watt, John	"	"	17 March, 1873	2,141
Watts, William John	"	"	19 April, 1873	2,195
Whitby, William Laird	"	"	19 April, 1873	2,209
Warnes, Benjamin	"	"	11 June, 1873	2,252
Yorke, James Henry	"	Foreign	26 October, 1872	2,021
Yates, Michael	"	"	24 February, 1873	2,099
Yule, David	"	"	28 March, 1873	2,182
Young, William Joseph	"	Home	24 April, 1873	2,221

RETURN of ENGINEERS to whom CERTIFICATES of SERVICE have been granted.

Name.	Rank for which Certificate has been Granted.	Class of Certificate.	Date of Issue of Certificate.	No. of Certificate.
Butters, James	Engineer	Second Class	22 March, 1873	1,010
Brown, William	"	"	19 May, 1873	1,017
Bannatyne, William Lang	"	"	21 April, 1873	1,011
Campbell, Campbell	"	"	11 January, 1873	1,003
Coutts, John	"	"	18 February, 1873	1,006
Coppell, John	"	"	21 April, 1873	1,012
Carlow, John	"	"	21 April, 1873	1,013
Coutts, John	"	"	21 April, 1873	1,016
Ellis, George	"	"	6 November, 1872	1,001
Leys, John	"	"	14 March, 1873	1,008
Moffatt, Matthew	"	"	11 January, 1873	1,004
Nutt, John Thomas	"	First Class	5 March, 1873	1,007
Robinson, John	"	Second Class	30 January, 1873	1,005
Ryan, Thomas	"	"	21 April, 1873	1,014
Sinclair, Robert William	"	"	17 March, 1873	1,009
Trail, James	"	"	6 November, 1872	1,002
Watson, Thomas	"	"	21 April, 1873	1,015

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, 1872, and 30th June, 1873.

Date of Casualty.	Name of Vessel; also, Age and Class when known.	Rig.	Registered Tonnage.	Number of		Nature of Cargo.	Nature of Casualty.	Number of Lives Lost.	Place where Casualty took place.	Wind.		Finding of the Court of Enquiry.	Name of Master.
				Crew.	Passengers.					Direction.	Force.		
1872. July 4	Harriet King, 8 years.	Brigantine	184	7	..	Produce	Stranded; total loss.	..	Near Port Charles, Cape Colville Pen- insula.	S. W.	Strong gale	Want of judgment of the master in taking his vessel under the lee of high land during a strong breeze, and not letting go the anchor when the vessel became buffed by eddy winds, and was drifting ashore.	George Smith.
" 15	Joliba, All for 5 years in 1868	Barque	324	11	..	Ballast	Stranded; partial loss.	..	Aha-Aha rocks, in Hauraki Gulf.	N. E.	Moderate breeze	Master was attending to his duty. Accident caused by miscalculating his distance and rate of sailing.	John Galbraith.
" 16	Alice, 5 years.	Schooner	21	3	..	General	Stranded; total loss.	..	Bar at the entrance to the Porangahan River.	N. E.	"	Master should have let go his anchor when wind headed him, after passing through the breakers on the Bar	Geo. Scoones.
" 18	Our Hope, 10 years.	Brig	237	9	2	Iron	"	..	Oamaru... ..	E.	Strong gale	Every exertion made to save ship by master and crew. Casualty caused by stress of weather.	John Easton Payne.
" 24	Hydra, 20 years.	Barque	585	17	..	Coal & Coke	Foundered; total loss.	..	Twenty miles west of Solander Island	E. by N.	Moderate gale	Master and crew did all that was possible to save the ship. Vessel was old and had not sufficient boats.	William Best.
" 27	Aurora, 7 years.	Schooner	42	4	..	Timber	Stranded; total loss.	..	Catlin River Bar ...	W.	Light	No blame attached to master, who used every effort to save the vessel.	Thomas Keenan.
Aug. 8	Three Sisters, 14 years.	Cutter	27	3	..	Firewood	"	..	Wangapa River, North end Great Barrier.	S. W.	"	No blame attached to master or crew, who used every effort to save the vessel.	James Dunn.
" 10	Pioneer, 1 year.	Ketch	11	3	..	Figs	"	..	Inside the Bar of Patea River.	W.	"	Master attempted to cross the bar at night without assistance of pilot; as he had done so before with safety the Court acquitted him of wilful neglect.	Lawrence Lennie.
" 11	Venture, 7 years.	"	20	3	..	Ballast	"	..	Cape Campbell Reef	N. W.	Strong gale	Casualty caused by thick and rough weather.	Gilbert Brown.
" 18	Alarm.	"	15	2	..	General	Stranded; partial loss.	..	Bar of Rangitikei River.	S. S. W.	Fresh breeze	Vessel grounded on a sand bank, formed since master's last visit to the river.	William Callow.
Sep. 17	Victoria, Not known.	Schooner	17	2	..	..	"	..	Entrance to Awamui River.	S. E.	Light	Wind suddenly fell. Strong tide carried vessel on rocks.	Topi.

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

Date of Casualty.	Name of Vessel; also, Age and Class when known.	Rig.	Register Tonnage.	Number of		Nature of Cargo.	Nature of Casualty.	Number of Lives Lost.	Place where Casualty took place.	Wind.		Finding of the Court of Enquiry.	Name of Master.
				Crew.	Passengers.					Direction.	Force.		
1872. Sep. 17	Tell.	Barque	302	10	...	Coal	Stranded; partial loss.	...	Newcastle, N.S.W. Was placed on the hard on arrival at Auckland, and found unrepairable	...	...	Vessel was condemned and sold.	John McCall.
"	Esther, 23 years.	Brigantine	47	6	...	Live Stock	"	...	Boulder Bank at Napier, inside the entrance.	N.E.	Light	Casualty caused by wind falling light whilst entering Napier harbour. No blame attached to pilot, who was in charge.	James Campbell.
Nov. 10	Bertha, Al 7 years.	Brigantine	178	8	...	Sugar	Fire; partial loss.	...	At sea, in Lat. 36° 8' South, Long. 66° 11' East.	S.	Fine	Fire supposed to have originated in brick work under galley, which ignited deck planking and beams.	James Harrison.
"	City of Newcastle, 39 years.	Barque	538	10	...	Ballast	Stranded; total loss.	2	Wellington Head, Cook Strait.	S.E.	Moderate	The chief cause of the disaster arose from the negligence or incompetency, or both, of the master. Court cancelled the Certificate of Service held by him.	John Bain.
"	Wallabi, s.s., 9 years.	Schooner (3-masted.)	101	12	...	General	Stranded; partial loss.	...	While lying at Invercargill jetty.	W.	Fine	Grounded while lying at Invercargill jetty.	William Best.
Dec. 13	St. Kilda, s.s., 11 years.	Schooner	91	13	2	"	"	...	Wanganui Bar ...	...	Light	No blame attached to master and officers, or pilot, but pilot's coxswain much blamed for permitting vessel to enter.	John Flowerday.
1873. Jan. 6	Der Fuchs, 10 years.	Barque	340	14 including pilot boat crew.	...	Ballast	Foundered off Mauritius.	...	At sea, near Mauritius.	S.E.	Hurricane	Vessel was lying to in a hurricane when sea threw her on her beam ends, and she became a total wreck.	August Fuchs.
"	Margaret.	Cutter	22	4	...	Timber	Capsized; total loss.	2	About fifteen miles North of Tologoa Bay, and nine miles from shore.	N.N.E.	Heavy gale	Vessel encountered very heavy weather. Vessel not overladen, but had deck load been thrown overboard disaster might possibly have been averted.	McLagan.
"	Siren, 18 years.	Brig	157	8	1	Bark	Stranded; total loss.	...	Off Cape Portland, Tasmania.	N.W.	Fresh and squally	In a sudden shift of wind, in a heavy squall, vessel struck on a shoal, marked as position doubtful on the Admiralty chart of Bass Strait.	Robert McEachern.

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

Date of Casualty.	Name of Vessel; also, Age and Class when known.	Rig.	Register of Tonnage.	Number of		Nature of Cargo.	Nature of Casualty.	Number of Lives Lost.	Place where Casualty took place.	Wind.		Finding of the Court of Enquiry.	Name of Master.
				Crew.	Passengers.					Direction.	Force.		
1873 Feb. 17	Lion, About 4 years.	Barque	216	9	...	Timber	Stranded; total loss.	...	Wangapea Bar ..	S.W.	Light	No blame attached to master or other person concerned.	John Neering.
Mar. 4	Alsager, 10 years.	Ship	1209	28	1	Guano	Foundered	...	About twenty-five miles from Eva Island, Friendly Islands.	W.	"	Vessel struck on a reef at Maldon Island. After leaving this place vessel began to leak very much, caused by an attempt of crew to scuttle ship.	Robert Geddis Rae.
May 3	Nancy, 8 years.	Schooner	17	3	...	Ballast	Stranded; total loss.	...	New River Bar ...	N.	"	Master should have anchored when he saw the danger signal, and not have attempted to take the bar.	William Sherburd.
" 7	Moa, 24 years.	Brig	235	9	...	"	"	...	Allday Bay, two miles South of Mohikinui River.	N.E.	Gale	Master believing vessel had parted her cable slipped and beached her, not being able to work off shore.	Alexander Robert-son.
" 8	Mary Ogilvie, 3 months.	Schooner	72	5	...	General	Stranded; partial loss.	...	Oamaru ...	N.E.	Fresh breeze	Loss occasioned by mate not setting topsail, for want of which vessel missed stays.	John Falconer.
" 12	Margaret Campbell, 16 years.	"	122	9	...	Grain	Stranded; total loss.	...	Oamaru ...	W.	Light	Vessel had been obliged to slip and go to sea some days previous to date of casualty. On return was unable to recover this anchor, and heavy sea coming on again she dragged her remaining anchor, and there being not enough wind to sail she went on the beach.	Herman Jacobus Bowman.
June 2	Mary Hamilton, 16 years.	Barque	217	29	1	Whaler	"	...	Nepean Island, near Norfolk Island.	N.W.	"	No blame to master. Chief officer blamed for loss of ship, but holding no certificate no further proceedings could be taken.	Frederick Alleyne Barker.
" 10	Advance.	Cutter	13 about	4	...	Produce	"	...	Spit at entrance to Waikouaiti.	N.E.	"	Vessel was carried on to the Spit at entrance of river by a strong fresh.	George Latimer.
" 12	Australia.	Brig	162	Supposed 8	...	Coal	"	Supposed all hands.	Supposed to have been lost near Cape Campbell Reef.	S.S.E.	Whole gale	Information of supposed loss received from master of brig "Scotsman," Mr. Chas. Rodgers.	Francis Grey.

RETURN of STEAM VESSELS to which CERTIFICATES have been issued in New Zealand, during the Financial Year 1872-73.

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	
Royal Alfred ...	89	60	"	Sea-going	"	
Lallah Rookh ...	23	14	"	Extended River	Non-condensing	
Devonport ...	23	12	"	River	"	
Challenger ...	26	30	"	Extended River	"	
Golden Crown ...	207	140	"	"	Condensing	
Comerang ...	152	60	"	Sea-going	"	
Star of the South ...	147	50	Screw	"	"	
Effort ...	13	12	Paddle	River	Non-condensing	
Result ...	13	10	"	Extended River	"	
Lily ...	20	10	Twin Screw	"	"	
Rowena ...	74	30	Screw	Sea-going	Condensing	
Takapuna ...	58	20	Paddle	River	Non-condensing	
La Buena Ventura ...	...	...	Screw	"	"	Steam Launch.
Jane ...	25	8	"	"	"	
Southern Cross ...	65	40	"	Sea-going	Condensing	
Lily ...	...	...	"	River	Non-condensing	Steam Launch.
Una ...	...	...	"	"	"	Steam Launch.
Phoebe ...	416	120	"	Sea-going	Condensing	
Taranaki ...	298	90	"	"	"	
Wellington ...	261	80	"	"	"	
Rangitira ...	184	50	"	"	"	
Go-Ahead ...	83	30	Twin Screw	"	Non-condensing	
Keera ...	158	60	Screw	"	Condensing	
Wanganui ...	165	50	"	"	"	
Napier ...	44	24	"	"	Non-condensing	
St. Kilda ...	91	30	"	"	Condensing	
Tongariro ...	39	10	Paddle	Extended River	"	
Osprey ...	28	10	"	River	Non-condensing	
Pioneer ...	18	10	Screw	"	"	
Pioneer ...	...	...	"	"	"	Steam Launch.
Halcyon ...	24	25	Twin Screw	Extended River	"	
Norelty ...	43	30	Paddle	River	"	
Clyde ...	27	32	"	Extended River	"	
Mullogh ...	46	15	Screw	River	"	
Gazelle ...	47	30	"	Extended River	"	
Moa ...	50	25	"	"	Condensing	
Pretty Jane... ..	90	35	"	Sea-going	Non-condensing	
Beautiful Star ...	126	30	"	"	Condensing	
Maori ...	118	60	"	"	"	
Geelong ...	108	70	Paddle	"	"	
Wallace ...	56	40	"	"	"	
Golden Age ...	79	60	"	River	Non-condensing	
Antrim ...	35	30	"	"	"	
Peninsula ...	32	20	"	"	"	
Lady of the Lake ...	57	25	"	"	"	
Samson ...	111	70	"	Sea-going	Condensing	
Tuapeka ...	24	60	Stern Wheel	River	Non-condensing	
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 ...	59	18	Screw	"	"	
Kennedy ...	125	36	Twin Screw	"	"	

RETURN of GENERAL PILOTAGE EXEMPTION CERTIFICATES issued during the Financial Year,
1872-73.

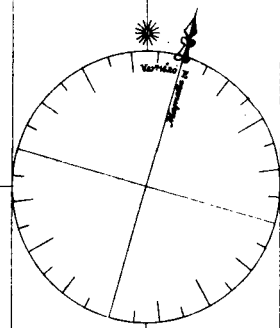
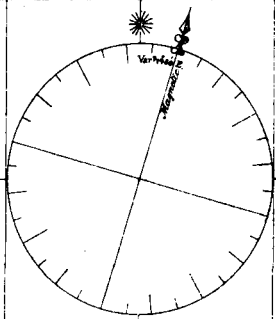
No. of Certificate.	Names of Masters to whom Certificates have been issued.	Names of Vessels for which Certificates have been issued.	Ports included on Certificate.
151	William George Cellem ...	Flirt ...	Russell, Auckland, Tauranga, Napier, Wellington, Lyttelton, Dunedin, Picton, New Plymouth.
152	Richard Arnold ...	Frowning Beauty ...	Auckland, Wellington, Lyttelton, Akaroa, Timaru, Dunedin.
153	Thomas Smith ...	Celestia ...	Auckland, Wellington, Lyttelton, Akaroa, Timaru, Bluff.
154	John Christian ...	Pretty Jane ...	Auckland, New Plymouth, Nelson, Wellington, Lyttelton, Akaroa, Timaru, Dunedin, Bluff, Riverton, Greymouth, Hokitika.
155	Thomas Hunter Harvey ...	Sword Fish ...	Dunedin.
156	James Story Brownell ...	Princess Alice ...	Lyttelton.
157	William Millar ...	Magellan Cloud ...	Auckland, Russell.
158	Alexander M'Gregor ...	Ivanhoe ...	Auckland, Mongonui, Russell.
159	Robert Morgan ...	Ocean Wave ...	Auckland, Lyttelton, Akaroa, Timaru.
160	William Heslop ...	Mary Miller ...	Auckland.
161	Alexander Farquhar ...	Golden Crown ...	Auckland, Russell, Kaipara, Maukau, Waikato.
163	William Farquhar ...	Duke of Edinburgh ...	Russell, Auckland.
164	George Morris Rapp ...	Pet ...	Lyttelton, Akaroa, Timaru.
165	William Francis ...	Thomas and Henry ...	Dunedin, Bluff.
166	John Shimmings ...	Lady Emma ...	Auckland, Lyttelton, Akaroa, Timaru.
167	Joseph Lewis Burnett Brown	A. H. Badger	Lyttelton, Akaroa, Timaru.
168	Robert Quance ...	Kennedy ...	Nelson, Westport, Greymouth, Hokitika, Okarito.
169	Francis Hepburn ...	Rangitira ...	Auckland, Napier, Wellington, Lyttelton, Akaroa, Timaru, Dunedin.
170	James Leys ...	Wallabi ...	Wellington, Lyttelton, Akaroa, Timaru, Dunedin, Bluff, Hokitika.
171	James Adair ...	Queen of the South ...	Wellington, Lyttelton, Akaroa, Timaru, Dunedin.
172	William Llewellyn Llewellyn	Byron ...	Hokianga, Auckland, Lyttelton, Akaroa, Timaru.
173	John Fisher ...	Waratah ...	Lyttelton, Akaroa, Timaru.
174	John James ...	Coronet ...	Wellington.
175	Herman Jacobus Bowman ...	Margaret Campbell ...	Auckland.
176	Joseph Salmon ...	Cyrus ...	Wellington.
177	Henry Edward Hill ...	Wellington ...	Wellington and Dunedin.
178	John M'Dougall ...	Duke of Edinburgh ...	Auckland.
179	Frederick Ohlson ...	Duke of Edinburgh ...	Auckland.
180	James Romney ...	Formosa ...	Dunedin.
181	James Stevens ...	Aborigine ...	Greymouth, Hokitika, Okarito.
182	Joseph Leddra ...	Elen Grove... ..	Lyttelton, Akaroa, Timaru.
183	Benjamin Grimsey Dodd ...	Adelheid ...	Lyttelton and Timaru.
184	Alexander Roberts ...	Moa ...	Auckland, Lyttelton, Akaroa, and Timaru.
185	Robert Geddies Ray ...	Laughing Water ...	Lyttelton.
186	Owen Lewis ...	Glencoe ...	Dunedin.
187	Charles Couch ...	Magellan Cloud ...	Auckland.
188	Alexander M'Callum ...	Union ...	Lyttelton, Akaroa, Timaru.
189	Angus Mathieson ...	Herald ...	Auckland.
190	William Joiner ...	Excelsior ...	Auckland, Russell.
191	Kenneth McGregor ...	Ryno ...	Mongonui, Russell, Auckland, Lyttelton, Akaroa, Timaru.

NEW ZEALAND

WRECK CHART

1st July 1872 to 30th June 1873.

COMPILED FROM
Official Records
in the
MARINE DEPARTMENT



SYMBOLS

CASUALTIES BY STRANDING

- X — Signifies a Total Loss.
- X — " " Partial Loss.
- — Signifies a Total Loss of a Sailing Vessel.

