

RETURN of Wrecks and Casualties to Shipping reported to the Marine Department from the 1st July, 1879, to the 31st March, 1880.

Date of Casualty.	Name of Vessel; also, Age and Class.	Reg. No.	Number of		Nature of Cargo.	Nature of Casualty.	Number of Lives Lost.	Place where Casualty happened.	Wind.		Finding of Court of Inquiry.	Name of Master.
			Crew.	Passengers.					Direction.	Force.		
1879, July 3	Jane Anderson, 11 years	96	6	...	Guano	Stranded; partial loss	...	North Spit, New River, N.Z.	East	Strong breeze	Vessel stood too long on Northern tack	Simon Saunders.
" 11	Day Dawn, 12 years	24	3	...	Ballast	Stranded	...	Ward's Island, in Wellington Harbour	S.E.	Fresh gale	Vessel anchored too near the Island	Henry Hansen.
" 13	Richard and Mary, 5 years	44	3	...	Coals	total loss Stranded; partial loss	...	North Spit of Rangitikei River	S.S.E.	Strong breeze	Master mistook Rangitikei River for the Manawatu, and there was insufficient water in the former river for the vessel	William Miller.
" 14	{ Lake Michigan, 3 years Sarah }	{ 25 6 }	{ 4 2 }	{ ... ...	{ Ballast ... }	Collision; partial loss	...	{ About one mile North of Tiri Tiri, N.Z. Three miles South-west of Opunake }	{ S.S.E. Southerly }	{ Light ... }	{ Sarah did not show her light in time Heavy weather caused vessel to spring a leak }	{ John Kingdon. William Lovendale William Andrews. }
" 19	Arthur Wakefield, 6 years	45	4	...	Wheat	Foundered total loss	...	On the bar of Otago harbour	N.E.	Light.	There was a series of mistakes and errors of judgment.	David Bruce Inglis.
" 21	Benares, 2 years; 100 A1.	1646	31	...	General	Stranded; partial loss	...				It was a mistake to send a vessel of the Benares' draught of water to this harbour in the present state of the bar. Being there, it was a mistake to full load her, as vessels drawing more than 19 feet are subject to more than ordinary risks in entering and departing from the harbour. The Harbourmaster should not have assumed command. when the ship began to bump, the pilot at the time being in charge, and the master did wrong in allowing it, and repeating his orders. After the ship stranded, the tug should not have left her helpless for so many hours. The pilot was in error in starting an hour after the appointed time, and after the tide at the bar was ebbing. The stopping of the tug when the master thought the tow-line had parted, was the immediate cause of the subsequent confusion, which was intensified by the divided command. The master of the tug should not have stopped but have gone dead slow, until he had distinct orders from the pilot what to do. Note.—One of the nautical assessors did not agree with the decision that it was wrong for the Harbourmaster to assume command after the vessel bumped, and for the pilot to start at the time he did.	