

1882.

NEW ZEALAND.

MARINE DEPARTMENT

(ANNUAL REPORT OF THE).

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

SIR,—

Marine Department, Wellington, 20th June, 1882.

I do myself the honor to submit the following report on the working of this department during the financial year ended on the 31st March last:—

Lighthouses.—The lighthouses under the control of this department—now twenty-five in number—have been maintained in good order during the past year.

Cape Egmont.—As mentioned in last year's report, this light was exhibited on the 1st August last, and has, I understand, proved to be of great service to vessels trading on the west coast of the North Island.

Tory Channel.—The leading lights at the entrance to Tory Channel were erected during the past year, and were first exhibited to mariners on the 1st January last. Arrangements were made before the lights were constructed whereby a settler living in the next bay to that in which they stand should attend to them. This he has done successfully up to the present time, but I cannot help feeling that it would be far more satisfactory to have a proper lightkeeper on the ground.

Godley Head.—Extensive repairs have been made to the lantern at Godley Head, and a top, of the pattern used in the Northern (Scotch) Board of Lighthouses, has been erected in lieu of the old revolving cowl.

Napier Bluff Light.—This light has been altered so as to burn gas. This alteration has effected a saving at the rate of about £182 per annum; as, although the cost of gas is greater than that of oil, only the partial service of one man as lighthouse-keeper is now required, instead of the whole services of two men as formerly when oil was used.

New Lights.—On receiving your instructions in November last to commence the lighthouse works at Moko Hinou, an overseer and workmen were despatched there, and they are now actively at work. The tower is to be built of concrete, with an ashlar masonry lightroom and an iron balcony. The light will be white, of the first order, flashing every ten seconds. The houses, as at most other stations, will be built of timber.

The Marine Engineer and Captain Johnson were requested to report as to the proper position of the light it has been decided to erect in the vicinity of Waipapapa Point, and, after visiting the locality in December last, they recommended that the light should be erected on Waipapapa Point as being preferable to Slope Point. The lantern, apparatus, &c., have been ordered from England, and it is proposed to start the necessary buildings early next spring. The light will be white, of the second order, flashing every ten minutes.

Fog-Signals.—Inquiries have been made through the Agent-General in London relative to the description of fog-signals recommended to be adopted by the Trinity Board, and his reply has been recently received, from which it appears that trials of a "Siren" apparatus of a new and distinctive character for combining high and low notes have proved perfectly successful. The patentee of this apparatus is Professor F. H. Holmes, of 15, Waltham Grove, West Brompton, S.W. The appliances for a first-class station consist of two Buckett's patent horizontal caloric engines, each of 12 indicated horse-power, arranged so that either may be used for working the "Siren," and a wrought-iron receiver, to which the automatic "Siren" is attached, the latter provided with a large copper horn so arranged that the bell-mouth can be turned to windward to enable the sound to be equalized as to distance reached in all directions seaward. The cost of this apparatus, f.o.b. in London, would be £1,536.

French Pass Beacon.—A concrete beacon has been erected on the extremity of the reef in the French Pass. It is a truncated cone 20 feet high, 10 feet 6 inches in diameter at the base, and 6 feet at the top. The beacon is surmounted by an iron finial 8 feet 4 inches, and is 9 feet, or 17 feet 4 inches, including the iron finial, out of water at high-water spring tides. The erection of this beacon cost £668 15s. 8d., seventeen weeks being taken to build it. A great deal of time was necessarily lost at first owing to the fact that operations could only be carried on during the very short interval that the rock on which it stands was uncovered at low-water spring tides. This beacon replaces one erected some time ago by the Provincial Government of Nelson; it consisted of an iron perch surmounted by a

spherical cage, and, although very useful, was not large enough to be easily seen at night. The new beacon, shortly after it was erected, was run into by a steamer, and considerably damaged; but it has since been satisfactorily repaired at a cost of £43 19s. 2d. Although this substantial structure is a great improvement on the old iron-rod beacon, it cannot be regarded as a reliable guide for vessels entering the Pass at night; it is therefore proposed to erect a light on the mainland side of the Pass, so arranged as to produce an apparent light on the beacon opposite, by means of a reflector placed on it. The effect of this will be to show a light on each side of the channel, and thus enable mariners to approach it with confidence on the darkest night. At present, about ten steamers, some of large tonnage and frequently crowded with passengers, go to and return from Nelson by way of the French Pass every month, frequently reaching the Pass during the night; a light is therefore urgently needed at this point, and I strongly recommend that authority be given for its erection to be proceeded with as soon as possible.

Harbours.—The various harbour establishments under the control of this department have been maintained in good order, and such local beacons and buoys as were absolutely necessary have been placed in position. Amongst these I may mention new iron buoys at Tauranga and Nelson. Orders have also been given to have the channel to Waiuku (Manukau Harbour) buoyed off. Advantage has been taken of the “Stella’s” visits to the various ports to clean and overhaul the buoys.

Port Chalmers Graving Dock.—The machinery, boilers, &c., have had a thorough overhaul during the past year, and are now in good order. The boilers have been fitted with Galloway tubes and feed-water heaters, which have had the effect of considerably reducing the quantity of coal consumed. The receipts for docking vessels during the year amounted to £1,947 11s. 6d., and the expenditure for the same period was £1,613 12s. 2d. This is exclusive of the interest payable on loans raised for construction of the dock.

Light Dues.—The amount collected for light dues during the past year amounted to £7,542 7s. 8d., being £808 7s. 1d. in excess of the amount collected during the previous year. In addition to this sum actually paid by the owners and agents of vessels, a further sum of £1,788 was paid to the credit of the Light Dues Account by the General Post Office, being arrears of light dues on the San Francisco mail steamers, which vessels, in accordance with the terms of their contract, do not pay light dues. I may be permitted here to remark that it is gratifying to find that the propriety of the course I have steadily advocated ever since the first San Francisco mail contract was entered into, in respect of the light dues chargeable to mail steamers, has at length been recognized. There can be no doubt, I think, that it is not only correct in principle, but in every way desirable, that the entire cost of all services by or for any department of the public service should appear in the accounts of that department for the information of the public.

Government Steamers.—The “Hinemoa” has been laid up for the greater portion of the year, and when she was employed it has always been on special service. The “Stella” has been continuously employed in attending to the lighthouses, &c., and, besides this, has done a considerable amount of work for other departments; she has had her machinery overhauled, the high-pressure slide valve having been faced, a new high-pressure piston made, the rods turned up, &c. This is the first regular overhaul her machinery has had during more than five and a half years’ constant running; a very small sum had been previously spent in repairs to the engine and boiler, which shows that they must have been well designed and faithfully constructed by the builders, Messrs. Scott and Co., of Greenock. Her masts also, which were unnecessarily reduced on her passage out from Home, have been lengthened, gaffs fitted, and a new suit of sails made. The alterations to the masts have greatly improved her appearance and rendered her steadier at sea in rough weather.

Examinations of Masters, Mates, and Engineers.—A despatch has been recently received from the Colonial Office, covering a communication from the Board of Trade announcing that the Board had decided that it was no longer necessary to insist upon the provisions of the domiciliary clause in the Queen’s Order in Council of the 12th February, 1876, authorizing the issue in New Zealand of certificates of competency of equal value with those granted by the Board of Trade. This further modification of the clause referred to practically allows certificates to be now granted in New Zealand on precisely similar conditions to those which are in force in the United Kingdom, and thus enables any person to be examined here for a certificate who can produce a properly-verified statement of services. Certificates of competency have been issued during the past year to 123 candidates, 72 being for masters, mates, and engineers of sea-going vessels, and 51 for masters and engineers of river steamers.

Surveys.—It having been reported that considerable changes had taken place at the entrance to Nelson Harbour, a survey of that place was made by Captain Johnson, of this department, assisted by Mr. O’Connor, of the Public Works Department. The result of this survey showed that on the old course over the bar the water had shoaled considerably, there being, however, a channel nearer to the Boulder Bank with 7 feet at low water, the same depth as the channel off the Arrow Rock. Vessels of the usual draught can, therefore, by using this channel, enter Nelson as before. A corrected chart has been published, and copies have been sent to the Hydrographer to the Admiralty in order that the Admiralty charts may be corrected. Soundings in the vicinity of various reported dangers have also been taken by the captains of the Government steamers. A survey of Opunake Bay has also been begun under the superintendence of the Public Works staff; but, owing to bad weather, it has not yet been completed.

Steam Navigation.—Passenger-certificates have been issued to 146 steamers of 14,650 aggregate tonnage and 6,009 horse-power, being 8 steamers more than were surveyed last year.

Wrecks and Casualties.—The casualties reported during last year amounted to 66; of these, 59 were on or near, and 7 beyond, the coasts of the colony. Of those on or near our coasts, 19 vessels of 3,755 tons register were total losses, 40 of 8,128 tons were partial losses, and 5 were cases of loss of life from being washed or knocked overboard at sea. The total number of lives lost in these casualties was 160, including 130 lost in the “Tararua,” and 7 in the “Pakeha,” 5 each in the “Dido,” “Rona,” and “Owake,” 3 in the “Bee” (these 5 vessels being lost with all hands); and 1 each from the “Clara,” “Venus,” “Fanny Thornton,” “Torea,” and “Orpheus.” Of the casualties reported as having occurred beyond

this colony, 3 vessels of 1540 were total losses, 3 of 1584 tons partial losses, and one loss of life only. The total loss of life reported in these casualties was 2, namely, one each from the "Wave Queen" and "Circe." The wreck of the "Tararua" was one of the most disastrous that has ever occurred on the coasts of this colony. The painful incidents connected with it were vividly described by the Press at the time, and excited a profound sensation throughout New Zealand and in Australia. No good purpose can be served by now repeating the harrowing details, and I therefore only make this brief reference to this memorable wreck.

Harbour Works.—A considerable number of plans of wharves and other works on tidal lands are forwarded to this department for approval by the Governor in Council, in pursuance of the provisions of "The Harbours Act, 1878." The conduct of this business causes much correspondence and takes up a deal of time, mainly through the imperfect character of the plans submitted to the department, all of which have to be carefully scrutinized by the Marine Engineer, who, before any projected work is approved of, has to certify that such work, in his opinion, will not be or tend to the injury of navigation.

The following Orders in Council under the provisions referred to were prepared by the department during the year ended 31st March last:—May 10: Approving of plans of Heathcote Swing-bridge. May 10: Authorizing A. W. Croft to erect a wharf at Gisborne. May 17: Approving of plans of works for the improvement of New River Harbour. June 27: Approving of Sir John Coode's plans of harbour-works at Waitara. June 27: Vesting management of wharf at Motueka in Waimea County Council. August 22: Consenting to preliminary works for construction of Calliope Point Dock, Auckland Harbour. September 22: Approving of plans of grain export-shed, Lyttelton Harbour. October 4: Authorizing W. H. Colbeck to erect a wharf at Batley, at junction of Otamatea and Arapaoa Rivers, Kaipara Harbour. October 4: Vesting management of wharf at Queenstown in Queenstown Borough Council. October 4: Approving of plan of proposed approach to wharf in Bluff Harbour. October 18: Approving of plans of second proposed deviation in Timaru Breakwater. November 15: Authorizing Auckland Timber Company (Limited) to erect a wharf at Mongonui. December 2: Approving of plans of deviation in County Council wharf at Herd's Point, Hokianga Harbour. January 4: Approving of plan of proposed protective wall, Patea River. January 17: Authorizing Messrs. Wigmore and Tolorton to erect a wharf in Whangaroa Harbour. January 24: Approving of plans of first portion of proposed improvement of Wanganui bar. January 24: Approving of plans of proposed fascine protection-works in Waitara River. January 31: Authorizing St. Helier's Land, Building, and Investment Company (Limited) to erect a wharf in Auckland Harbour. February 14: Authorizing F. Freeman to construct a slip in Nelson Harbour. March 13: Approving of plans of two proposed training-walls at entrance to Waitara River. March 22: Authorizing G. G. Russell to erect a wharf in Otago Harbour.

Seal Fisheries.—About a year ago, the attention of the Government was called to the practice that was constantly being carried on of taking seals during the close season, which it was alleged, if not checked, would certainly result in the early extinction of the seal in New Zealand; and an urgent request was made by persons interested in the seal-fishery trade that the catching of seals might be prohibited for three years. Satisfactory evidence was produced to show that the annual value of the sealskins exported was about £8,000. The Government therefore decided that it would be desirable to accede to the request for an extension of the close season, and thereby conserve a source of profit to the colony of considerable annual value. An Order in Council was accordingly made on the 18th October last, extending the time during which it is prohibited to hunt, catch, or kill seals, from the 1st November, 1881, to the 1st June, 1884. It was obvious that this prohibition alone would be as ineffectual for its object as the statutory close season had hitherto been, unless steps were taken to secure its observance. The only way in which this could be done, it was considered, would be by having the sealing grounds visited by a Government vessel, with some officer on board who would have the requisite authority to take proceedings against any person found violating the Order referred to. The changing of the institution at Kohimarama from a Naval Training to an Industrial School, which had already been decided on, caused the schooner "Kohimarama" to be no longer required for that institution, and she was therefore handed over to the Marine Department, and at once fitted out for cruising on the sealing grounds. Captain Greig, a trustworthy and experienced officer, who had been acting as Resident-Magistrate and Customs Officer at Stewart Island for several years past, was placed in command. The name of the schooner was changed to "Kekeno" (Maori for seal), and she was well stored with provisions and every requisite for a lengthened cruise. She sailed at the end of March last, with instructions to proceed for the purpose above stated to the Auckland, Bounty, Campbell, and other islands, and places resorted to by sealers. Captain Greig was further instructed to inspect, and if necessary repair and replenish, the stores of provisions, &c., deposited at the Auckland Islands for the relief of shipwrecked mariners, also to search for wrecks, and to afford succour to castaways should he fall in with any at the various places he would reach in the course of his cruise. The mission of the "Kekeno," it will be seen, is in the interest of humanity as well as of commerce; and it will, therefore, no doubt, meet with general approval.

Inspection of Machinery.—The report of the Chief Inspector of Machinery is attached hereto. Last session the Inspection of Machinery Act, as consolidated by the Statutes Revision Commission, was submitted to Parliament, but was not passed; it has been again introduced this year. If passed, the amendments contained in it will cause the work to be more easily carried out. Provision having been made to enable the fees to be collected by others than Inspectors, much of their time, which has now to be devoted to collecting and accounting for fees, will be available for inspection duty.

Returns, &c.—The report of the Marine Engineer on the works carried out under his direction is appended hereto, as also are the usual returns and wreck chart.

I have, &c.,

WILLIAM SEED,
Secretary, Marine Department.

The Hon. the Minister having Charge of the Marine Department.

RETURN showing the AMOUNT of LIGHT DUES collected during the Year ended the 31st March, 1882.

	£	s.	d.
Auckland	1,266	8	2
Whangaroa	6	16	4
Thames	5	4	0
Russell	87	4	8
Tauranga	21	13	10
New Plymouth	0	18	8
Wellington	1,323	17	8
Napier	73	9	0
Nelson	122	13	0
Westport	14	3	10
Lyttelton	1,913	16	10
Timaru	177	2	0
Oamaru	81	17	0
Dunedin	1,643	9	8
Bluff	803	13	0
Total	£7,542	7	8

RETURN of Steamers to which Passenger Certificates were issued in New Zealand during the Year ended the 31st March, 1882.

Name of Vessel.	Tons Register.	Horse-power of Engines.	Nature of Engines.	Nature of Propeller.	Class of Certificate.	Remarks.
Akaroa	43	28	Compound	Screw	Sea-going	
Albion	591	180	Condensing	"	"	
Anne Milbank	44	24	Non-condensing	Paddle	Extended river	
Antrim	35	30	"	"	River	
Arawata	623	300	Compound	Screw	Sea-going	
Argyle	126	40	"	"	"	
Beautiful Star	126	30	Condensing	"	"	
Bella	12	12	Non-condensing	"	Extended river	
Black Diamond	9	20	"	Paddle	River	
Blanche	8	9	"	Screw	"	
Boojum	14	12	Compound	"	Extended river	
Bowen	844	250	"	"	Sea-going	
Charles Edward	89	60	Condensing	Paddle	"	
City of Cork	29	40	Non-condensing	"	Extended river	
Clyde	30	20	"	"	"	
Colleen	33	18	Condensing	Twin-screw	River	
Coromandel	68	25	Compound	Paddle	Sea-going	
Delta	60	30	Non-condensing	Screw	River	
Devonport	23	12	"	"	"	
Dispatch	38	40	Condensing	"	Sea-going	
Durham	54	30	Compound	Screw	Extended river	
Echo	3	3	Non-condensing	"	River	Launch.
Eclipse	5	5	"	"	"	"
Effort	13	12	"	Paddle	"	"
Enterprise, No. 2	61	32	"	"	Extended river	
Esk	3	3	"	"	River	Launch.
Fairy	4	4	"	Screw	"	"
Fairy	33	15	"	"	Extended river	
Fanny	5	5	"	"	River	New launch.
Fingal	23	13	"	"	Extended river	
Fly	3	3	"	"	River	New launch.
Glenelg	156	75	Compound	"	Sea-going	
Go-Ahead	129	45	"	"	"	
Grafton	242	100	"	Twin-screw	"	
Hannah Mokau	35	15	Non-condensing	Screw	Extended river	
Hauraki	73	45	Condensing	"	Sea-going	
Hawea	461	160	Compound	"	"	
Hope	2	2	Non-condensing	"	River	New launch.
Huia	107	25	Compound	"	Sea-going	
Ida	12	10	Non-condensing	"	River	
Ino	24	12	"	Twin-screw	Extended river	
Iona	159	65	Compound	Screw	Sea-going	
Jane Douglas	75	20	"	"	"	
Jane Williams	33	15	Non-condensing	"	River	
Kakanui	57	22	Compound	"	Sea-going	
Kati Kati	15	9	Non-condensing	"	River	
Kennedy	138	50	Compound	Twin-screw	Sea-going	
Kina	39	15	Condensing	Screw	Extended river	
Kiwi	133	30	Compound	"	Sea-going	
Koputai	5	120	"	Paddle	"	
Kopuru	28	20	Non-condensing	Screw	River	
La Buona Ventura	4	4	"	"	"	
Lady Barkly	30	25	Condensing	Paddle	Extended river	
Ladybird	287	70	"	Screw	Sea-going	
Lallah Rookh	23	14	Compound	"	Extended river	
Lilie	10	10	Non-condensing	Paddle	River	
Lillie Denham	21	20	"	Screw	"	
Lily	20	10	"	Twin-screw	Extended river	
Lioness	26	60	Condensing	Paddle	Sea-going	
Little Irishman	6	8	Non-condensing	Screw	River	Launch.

RETURN of Steamers to which Passenger Certificates were issued, &c.—*continued.*

Name of Vessel.	Tons Register.	Horse-power of Engines.	Nature of Engines.	Nature of Propeller.	Class of Certificate.	Remarks.
Lyttelton	86	25	Condensing	Paddle	Sea-going	
Lyttelton	6	14	Non-condensing	Twin-screw	Extended river	Launch.
Macgregor	163	60	Compound	Screw	Sea-going	New vessel.
Mahinapua ... ..	...	10	Non-condensing	Stern-wheel	River	"
Manaia	62	30	"	Paddle	Extended river	"
Manawatu	103	45	Condensing	"	Sea-going	"
Manukau	45	15	"	Screw	River	"
Maori	118	60	"	"	Sea-going	"
Maori	17	8	Non-condensing	"	Extended river	"
Mary Allen ... ..	...	10	"	"	River	New vessel.
Memsahib	6	4	"	"	"	Launch.
Minnie Casey	43	25	Compound	"	Extended river	"
Moa	49	25	Condensing	"	"	"
Mohaka	20	12	Non-condensing	"	"	"
Moki	10	4	"	"	River	"
Mullough	47	15	"	"	Extended river	"
Mountaineer	66	25	Compound	Paddle	River	"
Murray	78	18	Condensing	Screw	Sea-going	"
Napier	48	24	Compound	"	"	"
Noko	15	9	Non-condensing	"	Extended river	"
Oregon	20	16	"	Paddle	River	"
Oreti	117	43	Compound	Screw	Sea-going	"
Paiaka	10	10	Non-condensing	"	River	New vessel.
Patea	51	22	Compound	Twin-screw	Sea-going	"
Patiki	37	22	Non-condensing	Paddle	River	New vessel.
Pearl	14	5	"	Screw	"	"
Penguin	442	180	Condensing	"	Sea-going	"
Peninsula	31	18	Non-condensing	Paddle	River	"
Pioneer	5	5	"	Screw	"	"
Planet	13	8	"	"	Extended river	"
Plucky	29	40	Compound	"	Sea-going	"
Portobello	11	10	Non-condensing	Paddle	River	"
Rangiriri	30	30	"	Stern-wheel	"	"
Result	18	23	"	Screw	Extended river	"
Result	13	10	"	Paddle	"	"
Ringarooma	623	300	Compound	Screw	Sea-going	"
Riro Riro	4	4	Non-condensing	"	River	Launch.
Rose Casey	99	40	Compound	"	Extended river	"
Rosina	19	14	Non-condensing	"	"	"
Rotoiti	17	15	"	Twin-screw	"	"
Rotomahana	864	450	Compound	Screw	Sea-going	"
Rotomahana	138	45	Condensing	"	"	"
Rotorua	576	172	Compound	"	"	"
Rowena	74	30	"	"	"	"
St. Kilda	174	45	Condensing	"	"	"
Sappho	9	6	Non-condensing	"	River	"
Scotchman	20	10	"	"	"	"
Shag	31	27	"	"	Sea-going	"
Sir Donald	29	12	"	"	Extended river	"
Southern Cross	139	50	Compound	"	Sea-going	"
Staffa	40	25	"	"	Extended river	"
Star	4	5	Non-condensing	"	River	Launch.
Star of the South	175	45	Compound	"	Sea-going	"
Storm Bird	67	30	Condensing	"	"	"
Tainui	41	22	Non-condensing	Paddle	Extended River	"
Taiaroa	228	110	Compound	Screw	Sea-going	"
Takapuna	58	20	Non-condensing	Paddle	River	"
Tam O'Shanter	10	7	"	Screw	"	"
Tangihua	20	15	"	"	"	"
Te Anau	1,028	250	Compound	"	Sea-going	"
Te Aro	5	4	Non-condensing	"	River	Launch.
Te Aroha	50	14	"	Paddle	"	"
Terrier ... ..	...	...	"	Screw	"	New launch.
Titan	21	55	Condensing	Paddle	Extended river	"
Tongariro	39	10	Non-condensing	"	"	"
Tongariro	62	25	"	"	"	"
Torea	9	10	Compound	Screw	"	"
Tui	64	20	"	"	Sea-going	"
Tui ... ..	...	3	Non-condensing	"	River	New launch.
Vesta	3	5	"	"	"	Launch.
Victoria	93	40	"	Paddle	"	New vessel.
Vivid	13	13	"	Screw	"	"
Waihou	23	12	"	Stern-wheel	"	New vessel.
Waikato	61	14	"	Paddle	"	"
Waipara	70	30	"	Twin-screw	Sea-going	"
Waitaki	228	90	Compound	Screw	"	"
Waitara	11	15	Non-condensing	"	Extended river	"
Waiwera	6	10	Compound	"	River	Launch.
Wakatu	75	30	"	"	Sea-going	"
Wakatipu	1,158	256	"	"	"	"
Wallabi	101	25	Condensing	"	"	"
Waiau	3	3	Non-condensing	"	River	Launch.
Wallace	64	50	Condensing	Paddle	Sea-going	"
Wanaka	277	120	Compound	Screw	"	"
Wellington	261	80	Compound	"	"	"
Westport	263	65	Compound	"	"	New vessel.

RETURN showing the Certificates of Service issued to Masters and Engineers during the Year ended the 31st March, 1882.

Name of Person.	Rank.	Class of Certificate.	Date of Issue.	No.
Robert Pearce Gibbons	Master	River steamer	2 May, 1881	2494
Richard Openshaw	Engineer	2nd class	30 " " "	1037
James Lindsay	Master	Harbour and river trade	30 " " "	2495
William Homes	"	Home trade	4 Aug., " "	2496
Charles Quintin Pope	"	"	17 Oct., " "	2497
John Symons	"	"	17 " " "	2498
John Symons	Engineer	2nd class	17 " " "	1038
John Austin	Master	Home trade	23 Nov., " "	2499
Hugh McLellan	"	"	7 Dec., " "	2500
Gregory Seymour Norris	"	Foreign trade (renewal)	10 " " "	2501
Johan Schmidt	"	Home trade (renewal) ...	25 Jan., 1882	2502
William De Lacy Cameron	"	"	14 Feb., " "	2503
Alfred Boonstra	"	"	27 " " "	2504
John McLaren	"	"	28 March, " "	2505

RETURN of Masters, Mates, and Engineers to whom Certificates of Competency were issued between the 1st April, 1881, and the 31st March, 1882.

Name of Person.	Rank.	Class of Certificate.	Date of Issue.	No.
Wilbert Dimmock Nicoll	Only Mate	Foreign trade	26 April, 1881	257
James Edie	Master Ordinary	"	*26 " " "	258
Lars Petersen	Only Mate	"	*26 " " "	259
George Lambert	"	"	*23 June, " "	260
Harry Coe	Second Mate	"	*11 May, " "	261
Henrick Leonard Andersson	Only Mate	"	30 " " "	262
Robert Carnie	First Mate	"	*30 " " "	198
Henry Grubb Watson	Only Mate	"	* 7 June, " "	263
Edmund Watts Haughton	Master Ordinary	"	* 7 " " "	264
Henry James	First Mate	"	13 " " "	265
Alfred Bowling	Second Mate	"	20 " " "	266
Frederick William Whitton	"	"	*23 July, " "	267
George Herbert Keaworth	"	"	4 Aug., " "	268
Niel McDonald	Only Mate	"	*17 " " "	269
Charles William Todd	First Mate	"	27 " " "	270
William James Featherstone	Master Ordinary	"	*29 " " "	271
Duncan Buchanan	Only Mate	"	13 Sept., " "	272
Henry Hudson	Master Ordinary	"	*21 " " "	226
George Urquhart Thomson	"	"	* 3 Oct., " "	273
Hugh Paterson	"	"	* 3 " " "	274
John Paterson	"	"	* 3 " " "	275
James Johnson	"	"	*27 " " "	148
George Romeril	"	"	*12 Nov., " "	276
Peter Moar	Only Mate	"	7 " " "	277
Richard Knight Watson	Second Mate	"	7 " " "	278
Caroline Frederick Scott Maundrell	"	"	*10 " " "	279
John Andersen	Only Mate	"	*28 " " "	280
August John Paesch	"	"	3 Dec., " "	281
Evan Davies	Master Ordinary	"	*13 " " "	190
John Graham	"	"	*13 " " "	282
Samuel Joseph Roe	Only Mate	"	*23 " " "	283
Frederick Winter Le Brun	Master Ordinary	"	*31 " " "	284
Alfred George Noble Campbell	Second Mate	"	*11 Jan., 1882	285
August Ludwig Jarl	Master Ordinary	"	31 " " "	286
Peter Douglas	"	"	* 9 Feb., " "	287
Valentine John Robert Christian	Only Mate	"	*17 March, " "	288
Simon McKenzie	Master Ordinary	"	*17 Feb., " "	289
Peter Anton Peterson	Only Mate	"	20 " " "	290
James Meades	Master Ordinary	"	*20 " " "	291
Alfred Henry Compton	Only Mate	"	* 1 March, " "	292
William Robertson	Master	Home trade	7 June, 1881	5172
Felix Black	"	"	7 " " "	5215
Peter Pallison	"	"	4 Aug., " "	5216
Peter Andreas Petersen	"	"	4 " " "	5217
Archibald Walter Tittley	"	"	8 " " "	5218
Carl Emil Pasohe	"	"	8 " " "	5219
Alfred Bruce	"	"	8 " " "	5220
Robert Brebner	"	"	17 " " "	5221
Lauchlin Alexander McLean	Mate	"	27 " " "	5222
John McDonald	Master	"	29 " " "	5223
John West	Mate	"	13 Sept., " "	5224

* Issued under the provisions of Her Majesty's Order in Council of the 12th February, 1876; and have the same force as similar certificates issued by the Board of Trade.

RETURN of Masters, Mates, and Engineers to whom Certificates of Competency were issued, &c. — *continued.*

Name of Person.	Rank.	Class of Certificate.	Date of Issue.	No.
Henry Bradney	Mate ...	Home trade ...	13 Sept., 1881 ...	5225
Joseph McLean	Master ...	" ...	12 Nov., " ...	5226
John Hays	" ...	" ...	15 " " ...	5227
Isaac Merchant Souter... ..	" ...	" ...	12 Dec., " ...	5228
Alfred Tointon	" ...	" ...	17 " " ...	5229
Frank Augustin Andin	" ...	" ...	23 " " ...	5230
Charles McCarthy	Mate ...	" ...	3 Jan., 1882 ...	5231
Johan Christian Eugen	Master ...	" ...	9 " " ...	5232
John Cox	" ...	" ...	31 " " ...	5155
Robert Rutherford Douglas	2nd Class Engineer ...	Foreign trade ...	*10 May, 1881 ...	68
John Lindsay Galbraith	" ...	" ...	*14 June, " ...	75
Duncan McMurrich	1st Class Engineer ...	" ...	* 2 July, " ...	76
William Isaac Masters	" ...	" ...	*12 Sept., " ...	64
Stephen James Weston	2nd Class Engineer ...	" ...	*21 Oct., " ...	77
Finlay McRae	" ...	" ...	*23 Nov., " ...	78
John William Edward Lamburn	" ...	" ...	* 9 Dec., " ...	79
James Carmichael	" ...	" ...	17 " " ...	80
William Grundy Croll... ..	" ...	" ...	25 Jan., 1882 ...	81
James Edward Robinson	" ...	" ...	*30 " " ...	82
Benjamin Walter Glass	1st Class Engineer ...	" ...	*24 March, " ...	69
James Meikle	2nd Class Engineer ...	" (renewal) ...	*28 " " ...	83
Thomas Voyce	Master ...	River trade ...	26 April, 1881 ...	3041
Edward Obery	" ...	" ...	26 " " ...	3042
William Mulholland	" ...	" ...	21 June, " ...	3043
Angus Ross	" ...	" ...	21 " " ...	3044
Joseph George Morris	" ...	" ...	23 July, " ...	3045
John Robertson	" ...	" ...	17 Aug., " ...	3046
Edward Moloney	" ...	" ...	17 " " ...	3047
John Christopher Lander	" ...	" ...	13 Sept., " ...	3048
William George Tye	" ...	" ...	13 " " ...	3049
James Willison Gall	" ...	" ...	23 " " ...	3050
John Macdonald Syme... ..	" ...	" ...	31 Dec., " ...	3051
James Ramsay	" ...	" ...	20 Feb., 1882 ...	3052
Thomas Torr	" ...	" ...	7 March, " ...	3053
John William Fowler	Engineer ...	" ...	30 May, 1881 ...	1352
Woolsey Allen	" ...	" ...	26 April, " ...	1353
John Taylor	" ...	" ...	2 May, " ...	1354
Alfred Bach	" ...	" ...	9 " " ...	1355
George Gyde	" ...	" ...	9 " " ...	1356
James Duigan	" ...	" ...	10 " " ...	1357
William Smith	" ...	" ...	9 June, " ...	1358
John Hornby	" ...	" ...	4 Aug., " ...	1359
Charles Edgar Neville Woodman	" ...	" ...	4 " " ...	1360
Thomas Powick	" ...	" ...	4 " " ...	1361
John Murray Penny	" ...	" ...	4 " " ...	1362
Henry Lane	" ...	" ...	8 " " ...	1363
John Macdonald	" ...	" ...	17 " " ...	1364
Rudolph James Smyth	" ...	" ...	23 " " ...	1365
Charles Henry Turner... ..	" ...	" ...	23 " " ...	1366
William Mather	" ...	" ...	13 Sept., " ...	1367
Jonathan Elliott	" ...	" ...	13 " " ...	1368
John William Edward Lamburn	" ...	" ...	12 " " ...	1369
Charles Young	" ...	" ...	21 " " ...	1370
Robert Andrew Page	" ...	" ...	21 " " ...	1371
Amos McKegg	" ...	" ...	3 Oct., " ...	1372
John Hunt	" ...	" ...	21 " " ...	1373
Norman McKenzie	" ...	" ...	7 Nov., " ...	1374
Andrew Blair	" ...	" ...	15 Dec., " ...	1375
James Lee Simpson	" ...	" ...	15 " " ...	1376
Thomas Bartholomew	" ...	" ...	17 " " ...	1377
Thomas Adams	" ...	" ...	23 " " ...	1378
Henry William Louis Fuller	" ...	" ...	9 Jan., 1882 ...	1379
Francis Henderson	" ...	" ...	16 " " ...	1380
Peter Clark	" ...	" ...	17 " " ...	1381
James Brookes	" ...	" ...	21 " " ...	1382
James Leask	" ...	" ...	6 Feb., " ...	1383
Charles Murdoch	" ...	" ...	23 " " ...	1384
Harry Montague Langridge	" ...	" ...	23 " " ...	1385
Alfred Trotman	" ...	" ...	1 March, " ...	1386
Alfred Martin	" ...	" ...	24 " " ...	1387
James Johnson	" ...	" ...	24 " " ...	1388
Anthony Ashton	" ...	" ...	28 " " ...	1389

* Issued under the provisions of Her Majesty's Order in Council of the 12th February, 1876; and have the same force as similar certificates issued by the Board of Trade.

RETURN showing the Number of Masters, Mates, and Engineers Examined during the Year ended the 31st March, 1882, distinguishing the Number of Successful and Unsuccessful Candidates.

CLASS OF CERTIFICATE.	AUCKLAND.			WELLINGTON.			DUNEDIN.			LYTTELTON.			NAPIER.			THAMES.			TOTAL.		
	Passed.	Failed.	Total.	Passed.	Failed.	Total.	Passed.	Failed.	Total.	Passed.	Failed.	Total.	Passed.	Failed.	Total.	Passed.	Failed.	Total.	Passed.	Failed.	Total.
Foreign-going Masters and Mates	12	7	19	13	5	18	18	2	20	...	...	...	...	...	...	...	...	...	43	14	57
Home-trade Masters and Mates	6	5	11	8	4	12	5	...	5	...	...	...	1	...	1	...	...	...	20	9	29
River-steamer Masters ...	4	...	4	1	...	1	4	...	4	...	...	...	1	...	1	2	...	2	12	...	12
Sea-going Engineers ...	2	...	2	6	1	7	4	...	4	...	...	...	...	...	...	...	...	...	12	1	13
River-steamer Engineers ...	12	...	12	10	2	12	9	...	9	5	1	6	1	...	1	1	...	1	38	3	41
Totals ...	36	12	48	38	12	50	40	2	42	5	1	6	3	...	3	3	...	3	125	27	152

RETURN showing the Cost of Maintenance of the New Zealand Lighthouses, and the Quantity of Oil consumed at each, during the Year ended the 31st March, 1882.

Name of Lighthouse.	Salaries.	Oil.		Stores and Contingencies.	Totals.
		Gallons Consumed.	Value.		
	£ s. d.		£ s. d.	£ s. d.	£ s. d.
Cape Maria Van Diemen ...	366 16 10	909	83 6 6	88 3 10	538 7 2
Tiri Tiri ...	242 16 0	474	43 9 0	69 15 8	356 0 8
Bean Rock ...	146 5 0	64	7 9 4	27 4 2	180 18 6
Ponui Passage ...	154 10 0	76	6 19 4	60 6 11	221 16 3
Portland Island ...	347 18 4	680	62 6 8	106 3 6	516 8 6
Napier Bluff ...	240 9 4	220	20 3 4	55 3 1	315 15 9
Pencarrow Head ...	231 19 10	788	72 4 8	62 4 2	366 8 8
Somes Island ...	277 17 6	183	16 15 6	47 11 11	342 4 11
Cape Egmont ...	194 16 9	275	25 4 2	21 4 9	241 5 8
Manukau Heads ...	281 18 6	553	50 13 10	43 6 5	375 18 9
Brothers ...	431 15 8	704	64 10 8	105 0 1	601 6 5
Tory Channel Leading Lights ...	29 10 4	35	3 4 2	1 6 1	34 0 7
Cape Campbell ...	237 5 6	533	48 17 2	77 0 10	363 3 6
Godley Head ...	263 13 4	476	43 12 8	188 5 7	495 11 7
Akaroa Head ...	261 0 0	486	44 11 0	28 0 2	333 11 2
Moeraki Head ...	263 5 0	492	45 2 0	46 3 2	354 10 2
Taiaroa Head ...	263 5 0	431	39 10 2	54 18 1	357 13 3
Cape Saunders ...	210 0 0	479	43 18 2	92 15 7	346 13 9
Nugget Point ...	273 3 8	755	69 4 2	36 8 1	378 15 11
Dog Island ...	362 11 8	793	73 3 0	98 6 6	534 1 2
Centre Island ...	365 9 5	875	80 4 2	79 10 8	525 4 3
Puyssecur Point ...	326 15 6	922	84 10 4	98 1 3	509 7 1
Cape Foulwind ...	267 8 4	563	51 12 2	114 19 2	433 19 8
Farewell Spit ...	336 14 11	492	45 2 0	163 11 8	545 8 7
Nelson ...	278 9 6	244	22 7 4	9 10 10	310 7 8
Totals ...	6,655 15 11	12,507	1,148 1 6	1,775 2 2	9,578 19 7

RETURN showing the Total Ordinary Expenditure of the Marine Department during the Financial Year ended the 31st March, 1882.

Nature of Expenditure.	Details.	Totals.	Grand Total.
	£ s. d.	£ s. d.	£ s. d.
HEAD OFFICE :—			
Chief Clerk ...	341 5 0	1,466 2 4	1,466 2 4
Clerk ...	195 0 0		
Clerk ...	142 7 4		
Marine Engineer ...	292 10 0		
Draughtsman ...	195 0 0		
Nautical Adviser ...	300 0 0		
HARBOURS :—			
Manukau,—			
Salaries ...	690 6 0	832 9 1	
Chief Boatman's house ...	83 14 2		
Contingencies ...	58 8 11		

RETURN showing the Total Ordinary Expenditure of the Marine Department, &c.—*continued.*

Nature of Expenditure.	Details.		Totals.		Grand Total.	
	£	s. d.	£	s. d.	£	s. d.
HARBOURS—continued.						
Waikato,—						
Contingencies ... ..	...	...	3	1 1		
Russell,—						
Salaries	290	5 0				
Contingencies	0	9 0				
Whangaroa,—			230	14 0		
Salaries ... ..	...	...	97	10 0		
Whangarei,—						
Subsidy to ferryman	50	0 0				
Contingencies	57	6 5				
Hokianga,—			107	6 5		
Salaries	417	0 0				
Contingencies	10	6 2				
Kaipara,—			427	6 2		
Salaries	749	7 11				
Repairs to steam launch	96	13 0				
Contingencies	114	11 9				
Waitara,—			960	12 8		
Salaries	109	13 9				
New flagstaff	58	2 10				
Contingencies	10	8 6				
Opunake,—			178	5 1		
Survey and contingencies ... ..	...	...	66	14 7		
Foxton,—						
Salaries	319	11 4				
Contingencies	48	10 3				
Rangitikei,—			368	1 7		
Salaries	125	17 9				
Purchase of pilot-station site	250	0 0				
Contingencies	51	1 9				
Wairoa,—			426	19 6		
Salaries	97	10 0				
Contingencies	18	6 6				
Wangawehi Light,—			115	16 6		
Salaries and contingencies ... ..	...	...	40	0 0		
Tauranga,—						
Salaries	310	1 0				
Contingencies	51	19 1				
Tairua,—			362	0 1		
Survey of bar ... ..	...	...	5	15 0		
Gisborne,—						
Salaries	346	2 6				
Contingencies	46	6 2				
Wairau,—			392	8 8		
Salaries	123	14 0				
Contingencies	24	11 4				
Picton,—			153	5 4		
Salaries	125	15 6				
Contingencies	28	4 5				
Havelock,—			153	19 11		
Salaries	11	12 0				
Contingencies	2	9 7				
Nelson,—			14	1 7		
Salaries	1,195	15 1				
Contingencies	106	11 2				
Survey of bar	88	15 0				
Motueka,—			1,391	1 3		
Repairs to wharf	227	2 6				
Contingencies	1	11 0				
Waitapu,—			228	13 6		
Salaries ... ..	...	...	18	2 6		
Riwaka,—						
Contingencies ... ..	...	...	1	13 4		
Collingwood,—						
Salaries	18	2 6				
Contingencies	23	12 1				
Karamea,—			41	14 7		
Contingencies ... ..	...	...	16	0 2		
Westport,—						
Salaries	465	15 0				
Buoys, floating boom, and contingencies	229	12 5				
Nile River,—			695	7 5		
Salary and contingencies ... ..	...	...	21	9 9		
Greymouth,—						
Salaries	424	2 6				
Removing and re-erecting Signalman's house	146	4 0				
Contingencies and extra boatmen	146	14 7				
Hokitika,—			717	1 1		
Salaries	703	19 0				
Contingencies	74	8 5				
Okarito,—			778	7 5		
Salaries	48	15 0				
Contingencies, repairs to wharf, &c	101	11 5				
			150	6 5		

RETURN showing the Total Ordinary Expenditure of the Marine Department, &c.—*continued.*

Nature of Expenditure.	Details.	Totals.	Grand Total.
HARBOURS—<i>continued.</i>			
Catlin's River,—	£ s. d.	£ s. d.	£ s. d.
Salaries	121 17 6		
Contingencies	39 10 1		
Waikawa,—		161 7 7	
Salary ... ..	...	36 5 0	
Fortrose,—			
Salary	27 12 9		
Erection of signal station	300 10 0		
Otago Graving Dock,—		328 2 9	
Wages and repairs	1,172 17 0		
Coal	297 7 3		
Stores and contingencies	143 7 11		
Riverton,—		1,613 12 2	
Salary ... ..	...	120 0 0	
Kakanui,—			
Salary ... ..	...	146 5 0	
Kaipoi,—			
Salaries	117 0 0		
Contingencies	1 14 6		
Sumner,—		118 14 6	
Salary	117 0 0		
Contingencies	13 15 9		
Akaroa,—		130 15 9	
Salary	24 7 6		
Contingencies	5 17 8		
Kaikoura,—		30 5 2	
Salary	73 2 6		
Contingencies	7 16 10		
Stewart Island (Half-Moon Bay),—		80 19 4	
Salary ... ..	...	14 5 0	
Sir John Coode's fees for harbour reports ... ..	...	1,186 10 0	
General harbour contingencies ... ..	...	54 13 4	
			13,078 0 3
LIGHTHOUSES:—			
Salaries	6,655 15 11		
Lightkeepers' travelling expenses	14 10 0		
Oil	1,148 1 6		
Stores and contingencies	1,775 2 2		
Lighthouse artificer	48 13 2		
Pension of widow of Lightkeeper Deck "Stella," s.s.	23 19 10		
	5,128 10 4		
			14,794 12 11
Relief of crew of "Active" ... ..	...	...	32 0 0
Departmental travelling expenses ... ..	...	360 3 5	
Charts ... ..	...	34 0 2	
Coastal buoys and beacons ... ..	...	24 11 10	
Sundries ... ..	...	82 7 7	
Inspection of Machinery,—			501 3 0
Salaries—Engineer, Surveyor, and Chief Inspector of Machinery	487 10 0		
Inspectors of Machinery at Auckland, Wellington, Christchurch, and Dunedin	1,170 0 0		
Travelling expenses	570 16 2		
Sundries	21 7 3		
Examiners of Masters and Mates,—			2,249 13 5
Auckland	170 12 6		
Wellington	97 10 0		
Dunedin	48 15 0		
			316 17 6
Inquiries into wrecks and casualties	356 18 3		
Survey of unseaworthy ships	8 10 6		
Seals Fisheries Protection,—			365 8 9
Schooner "Kekeno," wages, stores, &c. ... ..	...	...	126 7 6
"Hinemoa," s.s.* ... ..	...	...	4,001 11 2
			£36,931 16 10

* Paid out of Defence Vote.

DESCRIPTIVE RETURN of New Zealand Coastal Lighthouses.

Name of Lighthouse.	Order of Apparatus.	Description.	Period of Revolving Light.	Colour of Light.	Tower, Built of	Dwellings, Built of	Date first Lighted.
Cape Maria Van Diemen	1st order dioptric	Revolving	1'	White	Timber	Timber	24 Mar., 1879
	...	Fixed	...	Red, to show over Columbia Reef	...	"	...
Tiri Tiri	2nd order dioptric	"	...	White	Iron	"	1 Jan., 1865
Ponui Passage	5th	"	...	White and red ...	Timber	"	29 July, 1871
	2nd	Revolving	30"	White	"	"	10 Feb., 1878
Portland Island	...	Fixed	...	Red, to show over Bull Rock	"	"	...
	...	...	...	White	Iron	"	1 Jan., 1859
Pencarrow Head	2nd order dioptric	"	...	"	"	"	1 Aug., 1881
Cape Egmont	2nd	"	...	"	Timber	"	1 Sept., 1874
Manukau Heads	3rd	"	...	"	"	"	24 " 1877
	2nd	Flashing	10"	"	"	"	...
Brothers	...	Fixed	...	Red, to show over Cook Rock	...	...	...
Cape Campbell	2nd order dioptric	Revolving	1'	White	Timber	Timber	1 Aug., 1870
Godley Head	2nd	Fixed	...	"	Stone	Stone	1 April, 1865
Akaroa	2nd	Flashing	10"	"	Timber	Timber	1 Jan., 1880
Moeraki	3rd	Fixed	...	"	"	"	22 April, 1878
Taiaroa Head	3rd	"	...	Red	Stone	Stone	2 Jan., 1865
Cape Saunders	2nd	Revolving	1'	White	Timber	Timber	1 " 1880
Nugget Point	1st	Fixed	...	"	Stone	Stone	4 July, 1870
Dog Island	1st order catadioptric	Revolving	30"	"	"	"	1 Aug., 1865
Centre Island	1st order dioptric	Fixed	...	White, with red arcs over inshore dangers	Timber	Timber	16 Sept., 1878
Puysegur Point	1st	Flashing	10"	White	"	"	1 Mar., 1879
Cape Foulwind	2nd	Revolving	30"	"	"	"	1 Sept., 1876
Farewell Spit	2nd	"	1'	White, with red arc over Spit end	"	"	17 June, 1870
Nelson	4th	Fixed	...	White, with red arc to mark limit of anchorage	Iron	"	4 Aug., 1862
Moko Hinou	1st	Flashing	10'	White	Stone	"	Building

RETURN showing the Fees, &c., received under the Shipping and Seamen's Act, the Merchant Shipping Act, the Fish Protection Act, the Inspection of Machinery Acts, for Pilotage and Port Charges, for the Use of the Otago Graving Dock, and from Sale of Charts, &c.

Nature of Receipts.	Amount.
Shipping and Seamen's Act, 1877 (including light dues)	£ s. d. 9,373 19 5
Merchant Shipping Act	122 16 9
Fish Protection Act	87 0 0
Inspection of Machinery Acts	2,545 0 0
Pilotage and port charges	2,002 19 3
Otago graving-dock dues	1,947 11 6
Sale of charts and "New Zealand Pilot"	68 4 6
Ration-money and services rendered by "Hinemoa"	110 19 3
Ditto by "Stella"	283 6 10
Sale of port lights to Harbour Boards	65 0 0
Sundries	8 10 3
Total	16,615 7 9

RETURN showing the Expenditure on new Lighthouses, &c., out of Immigration and Public Works Loan, during the Year ended the 31st March, 1882.

Nature of Expenditure.	Amount.
Moko Hinou Lighthouse	£ s. d. 431 17 5
Cape Egmont Lighthouse	935 5 4
French Pass Beacon	668 15 8
Tory Channel lights	303 7 7
Waipapapa Point Lighthouse	56 1 6
Total	2,395 7 6

RETURN showing the Amount of Pilotage, Port Charges, &c., collected during the Year ended the 31st March, 1882.

Name of Port.	Pilotage.	Port Charges, &c.	Total.
	£ s. d.	£ s. d.	£ s. d.
Auckland* ...	1,328 9 10	992 10 11	2,321 0 9
Onehunga ...	...	138 18 3	138 18 3
Kaipara ...	382 15 3	331 18 0	714 13 3
Thames* ...	4 5 4	38 6 8	42 12 0
Russell ...	12 13 10	4 5 9	16 19 7
Mongonui ...	...	15 2 3	15 2 3
Hokianga ...	64 16 10	...	64 16 10
Tauranga ...	37 3 7	15 11 0	52 14 7
Gisborne ...	40 15 4	...	40 15 4
New Plymouth* ...	54 4 6	27 16 5	82 0 11
Wanganui* ...	410 12 6	...	410 12 6
Rangitikei ...	1 17 6	...	1 17 6
Foxton ...	72 12 6	...	72 12 6
Patea* ...	34 17 4	23 2 9	58 0 1
Wairoa ...	74 0 8	...	74 0 8
Wellington* ...	920 3 0	1,440 13 0	2,360 16 0
Napier* ...	830 7 0	448 4 1	1,278 11 1
Nelson ...	670 7 11	...	670 7 11
Hokitika ...	15 2 10	...	15 2 10
Lyttelton* ...	4,196 18 1	2,225 3 0	6,422 1 1
Timaru* ...	...	89 12 2	89 12 2
Riverton* ...	4 7 0	4 8 0	8 15 0
Oamaru* ...	458 16 9	515 17 8	974 14 5
Dunedin* ...	2,427 4 9	1,358 15 9	3,786 0 6
Moeraki ...	...	4 10 8	4 10 8
Invercargill* ...	...	60 10 4	60 10 4
Bluff* ...	598 9 6	395 9 0	993 18 6
Waitara ...	70 8 4	48 19 9	119 8 1
Port Molyneux ...	...	0 19 0	0 19 0
Totals ...	12,711 10 2	8,180 14 5	20,892 4 7

* Harbour Board revenue.

RETURN of WRECKS and CASUALTIES to SHIPPING reported to the Marine Department, from the 1st April, 1881, to the 31st March, 1882.

Date of Casualty.	Name of Vessel, also Age and Class.	Rig.	Tons registered.	Number of		Nature of		Number of Lives Lost.	Place where Casualty occurred.	Wind.		Decision of Court of Inquiry.	Name of Master.
				Crew	Passengers.	Cargo.	Casualty.			Direction.	Force.		
1880.													
Dec. — 1881.	Hethie, 17 years	Fore-&-aft schooner	16	2	Ballast	Stranded; total loss	...	Schooner Bay, Great Barrier Island	...	...	Vessel driven on to rocks while getting under way	...	...
Mar. 22	Janus	Barque	276	32	Wale oil	Stranded; total loss	...	Off Awanui Heads, North Island	N.E.	Gentle breeze	The wreck occurred through the master mistaking Awanui Port for Mongonui	William D. Gifford.	William D. Gifford.
April 2	Clara	Cutter	10	...	...	Loss of life only	1	Off Petane, Napier	...	...	Man knocked overboard by windlass when getting up anchor	Daniel Fernoy.	Daniel Fernoy.
" 11	Anne Milbank, p.s., 5½ years	Schooner	44	6	General	Stranded; partial loss	...	Harnett's Landing, near Morey's Bay, Whangarei Harbour	E.	Light	Master did not use the lead or a pole when steaming in a narrow channel and approaching shallow water	William Aubrey.	William Aubrey.
" 12	Advance, 6 years	"	59	4	Coal	Stranded; partial loss	...	On the bar of the Grey River	...	Light	Tow-ropes slipped and vessel went ashore	John William Nicholson.	John William Nicholson.
" 14	Wild Wave, 27 years	Brig	173	8	Timber, sawn and dressed	Stranded; partial loss	...	North Spit, Kaipara Heads	...	Calm	Wind fell, and strong ebb-tide set vessel into broken water	Michael V. Hurley.	Michael V. Hurley.
" 29	Tarana, s.s., 17 years	Schooner	563	40	General	Stranded; total loss	About 130	On the reef off Waipapa Point, Foveaux Strait	W.	Light	The wreck was caused, primarily, through the captain neglecting to ascertain his position when he changed his course from W.S.W. to W., and, immediately, through neglect on the part of the look-out; and the loss of life was caused by the improper use of the boats	Francis George Garrard.	Francis George Garrard.
" —	Piako, s.s., 3½ years	Lug-sail	8	4	...	Foundered; partial loss	...	At Tauranga	...	...	Vessel touched on her anchor, which knocked a hole in her bottom. She sank, but was subsequently raised and repaired	...	...
May 1	Amaranth, 9 years	Schooner	51	3	Coal	Stranded; total loss	...	About five miles north of Timaru flagstaff	S.S.E.	Strong gale	Vessel fouled schooner "Circe," and then went ashore	Colin Campbell.	Colin Campbell.
" 7	Sir Donald, s.s., 6 years	Ketch	29	5	General	Collision; partial loss	...	Between the eastern and western boulder banks, Napier Inner Harbour	W.	...	Master of "Boojum" ought to have informed himself that fairway was clear before starting, and also to have used a check-rope when leaving the cattle wharf, in accordance with the Harbour Regulations; if he had done this, he might, when he saw the "Sir Donald," have held on in the eddy until she had passed. If the master of the "Boojum" had started his helm and gone up the stream, he might have avoided the collision altogether. Seaman C. Miller is to blame for not reporting to the master that the "Sir Donald" was coming in.	John Quinlan.	John Quinlan.
" 7	Boojum, s.s., 1 year	Cutter	19	...	"	Collision; partial loss	1	Off Portland Island	...	Gale	Man washed overboard	Alfred Dowell.	Alfred Dowell.
" 14	Venus, 4 years	Ketch	38	...	Timber	Loss of life only	...	On bank by Patea Breakwater	...	Moderate breeze	Vessel was being towed in by the s.s. "Patea," when tow-ropes parted and she went ashore	John King.	John King.
" 18	Spray, 17 years	Schooner	50	5	Railway iron	Stranded; partial loss	...	Off East Cape Island	W.	Moderate breeze	Sudden jerk of boom knocked a man overboard	James Ruxton.	James Ruxton.
" 21	Fanny Thornton, 4 years	Ketch	80	7	Potatoes	Loss of life only	1	North Island of New Zealand	...	...		Peter Webb Pullman.	Peter Webb Pullman.

May 24	Policeman, years	Three-masted schooner	62	8	1	Ballast ...	Foundered; total loss	...	Off Ahipara, North Island of New Zealand	Caln ...	Vessel lost through springing a leak, and, box of one of the pumps having given way, it became impossible to keep the water down.	William Champion.
"	25 Arabella, 4 years	Barque ...	665	17	...	General...	Stranded; partial loss	...	On rock in Fitzroy Bay, Wellington Heads	N.N.W.	Fresh ...	Vessel struck on rock while getting under weigh	Thomas Pearson.	
"	28 Rowena, s.s., 9 years	Fore-&-aft schooner	74	11	2	"	Stranded; partial loss	...	South Bank, Waitara River	...	Fresh breeze	In crossing the Waitara Bar vessel was caught by a heavy sea and carried on to sandspit	Edward John Scott.	
June 1	Tanui, p.s., 5 years	...	47	3	40	...	Collision; partial loss	...	Auckland Harbour ...	E.	Mode-rate breeze	Collision caused by wrongful act of master of "Taimui" in deviating from his proper course and attempting to cross the "Christina's" bow. His certificate was suspended for one month, and he was ordered to pay the costs of inquiry	Neil Smith.	
"	1 Christina, 7 years	Fore-&-aft schooner	59	4	...	Ballast ...	Collision; partial loss	...	Fanny Channel, Manukau Harbour	N.E.	Gale ...	Stranding caused through thick weather obscuring leading marks	Archibald Kennedy.	
"	5 Hawea, s.s., 6 years	Schooner	462	31	30	General	Stranded; no damage	...	On Manukau Bar ...	N.E. to E.	"	Casualty caused by thick weather	Robert Johnson.	
"	5 Hinemoa, s.s., 4 years	"	286	20	...	Ballast ...	Stranded; no damage	...	Palliser Bay, Wellington	S.S.W.	Strong ...	Man washed overboard by a heavy sea striking vessel	John Grundy.	
"	11 Torea, 6 years ...	"	28	6	...	Produce	Loss of life only	1	At entrance to Lake Ellesmere, Ninety-Mile Beach, Canterbury	...	Strong gale	During gale, in running vessel before wind to get under shelter of Banks Peninsula, allowance was not made for direction and force of sea, so that when master discovered his position it was too late to haul off shore	Daniel Brewer.	
"	11 Pakeha, 18 years	Brig ...	173	8	...	Timber ...	Stranded; total loss	7	Not known ...	S.E.	Heavy gale	Supposed to have been lost in heavy gale. Life-buoy, with "Dido" on it, found in Palliser Bay	W. T. Johnston.	
"	Dido, 9 years ...	Schooner	58	5	supposed	Ballast ...	Foundered; total loss	Supposed 5; all hands	West of Arrow Rock, Nelson Harbour	N.E.	Strong gale	Masts carried away, when crew abandoned the vessel. She afterwards parted from her anchor, and was carried safely into port	Henry Charles Bullard.	
July 2	Uno, 5 years ...	Fore-&-aft schooner	28	2	...	Firewood	Dismasted; partial loss	...	Waikawa Beach, Middle Island	No wind	...	Strong tide caused cables to part, and ebb tide set her on shore	John Campbell.	
"	8 Eliza McPhee, 10 years	Schooner	40	4	...	General	Stranded; total loss	...	North-west Passage, Huahine, Society Islands (coral reef)	Calm	...	Vessel lost through wind falling when she was in a strong current	Henry Douglas Bezer.	
"	13 Ovalau, 2-1/2 years	"	116	9	2	Cotton, copra, shell, &c.	Stranded; total loss	...	North Channel, Otago Harbour	N.	...	A northerly wind suddenly sprung up and drove rollers over the bar as the vessel was entering the North Channel	Alexander Duff.	
"	15 Iris, 12 years ...	Barque ...	340	...	...	Coal ...	Stranded; partial loss	...	Last seen July 18, 1881, at dusk off Kaikoura	...	Heavy gale	Vessel supposed to have foundered off Kaikoura during heavy gale	John Green.
"	18 Bee, 19 years ...	Schooner	31	3	...	Ballast ...	Supposed foundered; total loss	Supposed 3; all hands	Under lighthouse, Pen- carrow Head	S.	Gale ...	Stranding caused by thick weather	Hugh Paterson.	
"	19 Maggie Paterson, 6 years	"	81	6	...	Coal and hides	Stranded; total loss	...	Inside bar, Patea Harbour	S.S.E.	Strong wind	Heavy sea caused the stranding	Charles Evans.	
"	19 Wakatu, s.s., 2 years	Fore-&-aft schooner	75	14	6	General	Stranded; partial loss	...	Lat. 10° N., long. 24° 56' W.	W.S.W.	...	Casualty appears to have been caused by mis-management on board the "Drallo," an Italian vessel	James Minns.	
"	21 Padisah, 5 years, Al 20 years	Ship ...	1241	33	20	"	Collision; partial loss	...	South beach, entrance to Waitara River	S.E.	Light ...	Vessel had come in under similar circumstances several times during previous six months. Practice of coming in at night, with "Wait till daylight" signal up, should be discontinued	Edward John Harvey.	
"	23 Samson, p.s. ...	Fore-&-aft schooner	124	13	3	"	Stranded; total loss	...						

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

Date of Casualty.	Name of Vessel, also Age and Class.	Rig.	Tonnage	Number of		Nature of		Number of Lives Lost.	Place where Casualty occurred.	Wind.		Decision of Court of Inquiry.	Name of Master.
				Crew	Passengers.	Cargo.	Casualty.			Direction.	Force.		
1881.													
July 28	Australind, 19 years	Barque...	429	13	...	Coal and maize	Collision; partial loss	...	In Wellington Harbour	N.W.	Squally	"Neptune" overlooked "Australind" while entering the harbour, and, while tacking, collided with her	Henry Edward Hill.
"	Neptune, 13 years	Brig	279	10	...	Coal	Collision; partial loss	...	Corsair Bay, Lyttelton Harbour	...	...	Vessel was hauled up on shore when she was burnt, but by whom, or by what cause, no evidence obtainable	William Dow Wood.
Aug. 12	XXX, 10 years	Ketch	21	None	...	...	Burnt; total loss	...	...	...	...	Vessel drifted ashore bottom up, and was burnt by Natives	None.
"	Rona, 2½ years	Schooner	92	5	...	Ballast	Stranded; total loss	Supposed 5; all hands	20 miles south of South Head, Kaipara	Unknown	Unknown	J. D. Green, an A.B., washed overboard by sea breaking on board	Kenneth McKenzie.
"	Ware Queen	"	...	...	...	General	Loss of life only	1	Lat. 46° 14' 8", long. 88° 22' E.	W.	Strong	"Albion" was aground in channel, and officers of "Waitaki" did not see her until it was too late to avoid the collision. Blame may attach to "Waitaki" for proceeding down the harbour at night at more than half-speed	William Henry Kelly.
"	Waitaki, s.s., 5 years	Schooner	228	22	1	"	Collision; partial loss	...	One mile below Pulling Point, north side of Otago Harbour	S.W.	Light	Wind and heavy sea drove vessel ashore ...	Francis Holmes.
"	Albion, s.s., 18 years	"	591	42	20	"	Collision; partial loss	...	Lat. 1° 20', long. 176° 11' E., Kingsmill Group, South Pacific	S.	"		William Webster.
"	Orwell, 10 years	"	168	12	2	Balance of general cargo and some copra	Stranded; total loss	...	Poverty Bay	W.	"	Vessel touched lightly on rock in Poverty Bay	James Robinson.
"	Arawata, s.s., 5 years	"	623	43	25	General	Stranded; no damage	...	...	W.	"	Vessel sailed from Greytown for Dunedin on or about the 22nd August, 1881; not since been heard of. Reported missing	William Christie Sinclair.
Aug. —	Owaka, 9 years...	Topsail schooner	63	5	...	Coal	Supposed 5; all hands	Supposed 5; all hands	Unknown. On voyage from Greytown to Dunedin	...	...	Vessel touched on bar when crossing, and drifted on to beach	Alexander Purdy.
Sept. 11	Tui, s.s., 6 years	Schooner	55	13	3	Timber and general	Stranded; partial loss	...	North Spit, entrance to Waitara River	W.	Strong breeze		James Wills.
"	Tainui, p.s., 5 years	"	47	3	15	Nil	Collision; no damage	...	Ferry tee, Auckland Wharf	...	Calm	The "Tainui," being a two-ended boat, was coming in stern first, when the master gave the order to go ahead. This order the engineer mistook that he was to continue going up towards the wharf in the same direction as he was steaming at the time it was given, and, before his error could be rectified, the collision occurred	John Godfrey Carlquist.
"	Enterprise, p.s., 15 years	Schooner	61	4	...	Ballast	Collision; partial loss	...	Waipapa Point, between Cape Campbell and Kalkoura	S.E.	Blowing hard	Vessel sprung a leak, and subsequently sprung main boom	Henry Miller.
"	Croydon Lass, 4 years	Topsail schooner	51	2	...	N.Z. produce	Strung & leak; partial loss	...	Motenua Island	...	...	Casualty caused by keeping too close in shore	James Braxford.
Nov. 3	Hannah Barrett, 9 years	Schooner	57	4	...	Timber	Stranded; partial loss	...	...	Easterly	...		F. Renner.
"	England's Glory, 12 years, AA* Lloyd's	Barque	751	19	...	General	Stranded; total loss	...	About one mile to the west of entrance to Bluff Harbour	W.N.W.	Moderate breeze	Casualty caused by error in judgment on part of pilot, in altering ship's course so as to pick up pilot-boat, and thus bringing her too close in shore, and within the influence of the eddies with her head in shore. When she failed to pay off, as a last resource, her anchors should have been let go	William Knight.

in shore, and within the influence of the eddies with her head in shore. When she failed to pay off, as a last resource, her anchors should have been let go

Nov. 17	Penguin, s.s., 17 years	Schooner	442	23	37	General...	Stranded; partial loss	...	French Pass	...	Light air	When the ship was in the fairway the master took charge from the chief officer, and, some six or seven minutes afterwards, ordered the helm to be starboarded, and thus brought her into danger, from which she could not be extricated. He should, on a dark night, have approached such dangerous navigation at half-speed, and given orders to have been called earlier than was his practice. He is considered worthy of the gravest censure short of suspension, and ordered to pay costs of inquiry. The mate, Thomas Popham, took serious responsibility on himself in porting the helm when ordered to starboard, but Court cannot say that he was not justified in doing so	James Malcolm.
"	24 Fleetwing, 2 years	Schooner	55	4	...	Timber ...	Stranded; partial loss	...	North Spit, entrance to Patea River, Cook St.	S.E.	Strong breeze	Vessel lost steerage way, and went ashore ...	P. W. Pullman.
"	27 Clematis, 9 years	Ketch ...	67	5	...	"	Stranded; partial loss	...	South Spit, entrance to Waimakariri River, Kaiapoi	E.N.E.	Strong breeze	Master took the bar before signalled to do so ...	Peter Johnson.
"	28 Alblasserwaard, 6 years (Dutch)	Ship ...	1,256	23	...	Coal ...	Burnt; total loss	...	Indian Ocean, lat. 36° 39' S., long. 81° 45' E.	N.W.	Moderate gale	Fire broke out in the coal ...	George Schultz.
Dec. 15	Murray, s.s., 22 years	Schooner	78	17	6	General...	Stranded; partial loss	...	Mouth of Hokitika River	N.N.W.	Gale	A sea struck vessel on port quarter, causing her to broach to and ground on western spit. She was blown off; and before she could gather way, grounded on the lee spit, and drifted from thence on to the south beach.	William Conway.
"	16 May Queen, 12 years	Barque...	733	28	97	"	Stranded; no damage	...	Blind Channel, Taunanga Harbour	W.	Moderate	On wind falling, tide carried vessel towards the bank, and, when the anchors were let go, the chains parted, and she drifted ashore	George Gordon Colville.
"	23 Ganymede, 14 years	"	569	16	...	Ballast ...	Dismasted; partial loss	...	Thirty miles south-west of Stewart Island	S.W.	Whole gale	Dismasted, deck swept, boats carried away, and vessel hove on her beam-ends by a gale. Loose shingle-ballast having shifted, and the vessel containing to heel over, the topmasts were cut away	John Morgan.
"	27 Elizabeth Conway, 7 years	Schooner	45	4	...	Oats ...	Stranded; total loss	...	About two miles south of Cape Campbell, south edge of outer reef	S.E.	...	A tidal current carried vessel on to reef during thick and calm weather	William Ware.
1882.	Jan. 4 Circe, 13 years ...	Brigantine	145	8	...	Tea ...	Deckhouse swept away; partial loss	1	Lat. 44° 30' S., long. 155° E., between Tasmanian Coast and New Zealand	S.S.W.	Strong gale	A sea broke over the vessel and washed the deckhouse away and killed one of the crew	Richard Alexander.
"	6 Wakatu, s.s., 2 years	Schooner	75	12	3	Wool ...	Stranded; partial loss	...	Tom's Rock, near Cape Terawhiti, Cook Strait	N.W., variable	...	Casualty caused by wrongful default of second mate, George Saunders, in allowing vessel to go at least four points off her course. His New Zealand certificate of competency, No. 5194, suspended for six months, and he ordered to pay costs of inquiry	Christen Eriksen Greager.
"	14 City of Cashmere, 18 years, Al Lloyd's	Ship ...	980	19	2	Wool and grain	Stranded; total loss	...	On Ninety-Mile Beach, about 4 miles north of Timaru Lighthouse.	Variable	Light breeze	Loss of vessel caused by cable parting through bolt having worked out of the shackle. She was afterwards brought up so close to the shore by a second anchor that the Harbour-	Daniel Ross.

master considered it prudent to remove her. This was attempted by a small steamer, which was unable to tow her, and consequently had to let her go, when she drifted on to the beach. The Nautical Assessor considered Mr. Green, the second mate, who was in charge of deck when cable parted, very negligent in not discovering she was adrift before he did, and that he should have let the port anchor go before she had drifted so far and into such a dangerous position

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

Date of Casualty.	Name of Vessel, also Age and Class.	Rig.	No. of Registers	Number of		Nature of		Number of Lives Lost.	Place where Casualty occurred.	Wind.		Decision of Court of Inquiry.	Name of Master.
				Crew.	Passengers.	Cargo.	Casualty.			Direction.	Force.		
1882. Jan. 17	East Lothian, 29 years	Barque ...	348	10	...	Ballast ...	Stranded; partial loss	...	Outside edge, Tory Shoal, Kaipara Bar	...	Calm ...	Wind falling light, tide carried vessel on to the bank	Charles Brophy.
Between Nov. and Jan.	Maria Virginia, 16 years	Topsail schooner	198	13	Sugar and tobacco	Spars, rigging, and rudder damaged	Fire in forehold	...	On voyage from Salaverry to Lyttelton put into Chatham Islands	Blowing the	hard all the voyage	Serious damage to spars, rigging, and rudder, caused by bad weather and vessel being in differently fitted out	Alexandro Sauri.
Feb. 6	Manx Queen, 3 years, 100 Al	Barque ...	803	10	Flour and wheat	Stranded; partial loss	Stranded; partial loss	...	Port Chalmers Harbour	...	...	Fire broke out in forehold, and damaged part of the cargo	Robert Giok Karan.
" 11	Wakatu, s.s., 2 years	Schooner	75	13	General...	Stranded; partial loss	Stranded; partial loss	...	About 100 feet inside end of groin, Patea River	W.	Strong breeze	The propeller was stripped on the apron of the groin, which caused the vessel to refuse to answer her helm and go ashore	Christen Eriksen Greager.
" 17	Westport, s.s., 6 months	"	263	21	Coal	Stranded; partial loss	Stranded; partial loss	...	Buller River, Westport	...	...	Vessel struck on snag alongside the coal-staith	John Gibb.
" 21	Griffin, 3 years	Fore-&-aft schooner	48	4	"	Stranded; partial loss	Stranded; partial loss	...	Rangitoto Reef, Auckland Harbour	...	...	Vessel stranded at 9 p.m. on the 21st February, but floated off on next tide, with loss of part of false keel. Considering the position of schooner, master ought not to have left the deck in charge of one man only, as by so doing he not only endangered the safety of his own vessel, but put lives and property in other vessels in risk of loss	William Bishop.
" 23	Star of the Sea, 9 years	"	38	5	General	Stranded and foundered; total loss	Stranded and foundered; total loss	...	West Head, entrance to Tory Channel	N.N.E. to W.	Variable	Vessel missed stays when entering Tory Channel, and struck on a reef of rocks at the West Head, and afterwards, from damage received, foundered about a mile from the entrance	John Hadfield Smith.
Mar. 13	Orpheus, 6 years	Schooner	53	5	Timber ...	Loss of life only	Collision; partial loss	1	Off Banks Peninsula ...	N.E.	Strong breeze	Captain was taking in jib when he fell over-board	William Doughty.
" 16	Waitaki, s.s., 5 years	"	228	20	General	Collision; partial loss	Collision; partial loss	...	At Port Chalmers, between the George Street and Bowen Piers	N.N.E.	Fresh	Collision caused through negligence of second engineer of "Waitaki," Matthew Craig Moffatt (uncertificated). Instructions were telegraphed to him by the master to go astern, when, instead of doing so, he went ahead. He was ordered to pay the costs of the inquiry	Joseph Hansly.
" 16	Koputai, p.s., 5 years	"	5	6	None ...	Collision; partial loss	Collision; partial loss	...	North Spit, Kaipara Heads	S.	Very light	Casualty caused by tide setting vessel on to North Spit through her being too close to Tory Shoal when the wind failed	Donald Sinclair.
" 29	Vindex, 20 years	Barque ...	290	9	Timber ...	Stranded; total loss	Stranded; total loss	...					Joseph Stolling.

APPENDIX.

ANNUAL REPORT ON INSPECTION OF MACHINERY.

SIR,—

Chief Inspection of Machinery Office, Wellington, 23rd June, 1882.

I have the honor to submit the eighth annual report of the Inspection of Machinery for the year ended 31st March, 1882, and have again much pleasure in being able to state that the Act continues to work most satisfactorily.

The number of boilers inspected during the year has been 1,352, being an increase over the previous year of 102.

The accidents to men employed about machinery that have occurred during the year were not preventable by fencing or by inspection.

The Inspectors continue to be of great service to boiler owners, especially when visiting isolated districts, from their superior knowledge and experience enabling them to advise as to the laying-down of new boilers, and the best and safest method of working them.

The condition and the fencing-in of machinery continue to receive the special attention of the Inspectors, with beneficial effect.

The tables annexed will show the number of boilers inspected in the various districts, the amount of fees collected, and the expenditure during the past year.

I have, &c.,

J. NANCARROW,

Chief Inspector.

The Secretary, Marine Department, Wellington.

STATEMENT showing the NUMBER of LAND BOILERS Inspected during the Financial Year ended 31st March, 1882.

Name of District.	Number of Portable Boilers.			Number of Stationary Boilers.			Total.
	Under 5 h.p.	5 to 10 h.p.	Over 10 h.p.	Under 5 h.p.	5 to 10 h.p.	Over 10 h.p.	
Otago	32	86	17	89	49	77	350
Canterbury	13	148	7	76	20	34	298
Auckland	13	33	26	68	39	106	285
Wellington	8	32	12	30	25	57	164
Marlborough	2	14	1	3	9	14	43
Taranaki	1	9	8	4	6	8	36
Nelson, North	2	22	7	9	15	2	57
Nelson, South ... ..	...	1	3	2	...	9	15
Westland ... ..	...	1	1	9	4	4	19
Hawke's Bay ... ..	...	22	6	11	14	6	59
Totals	71	368	88	301	181	317	1,326

RETURN showing the AMOUNT of FEES collected under the INSPECTION of MACHINERY ACTS during the Year ended 31st March, 1882.

Name of District.	Amount Collected.
	£
Otago	668
Canterbury	547
Auckland	540
Wellington	334
Marlborough	98
Taranaki	77
Nelson North	108
Nelson South	40
Westland	32
Hawke's Bay	101
Total	<u>£2,545</u>

ANNUAL REPORT ON LIGHTHOUSE WORKS, ETC., BY THE MARINE ENGINEER.

The MARINE ENGINEER to the SECRETARY, Marine Department.

SIR,—

Marine Office, Wellington, 31st March, 1882.

I have the honor to forward, for the information of the Hon. the Minister having Charge of the Marine Department, the annual report on works executed for new lighthouses, &c., during the year, viz. :—

Cape Egmont.—In last annual report it was stated that the light would probably be ready for lighting by the 1st August. The works were completed, as expected, in a satisfactory manner, and the light exhibited on that date. The light will add much to the safety of the navigation of the Strait, and its establishment is highly prized by navigators.

Removal of Rocks, Catlin's River.—The progress made with this work has not been so satisfactory as expected, and some work still remains to be done.

Removal of Buoy-Rock, Nelson Harbour.—This contract has at last been satisfactorily completed, and there is now a minimum depth of 7 feet of water over the rock at low-water spring tides.

Tory Channel Leading Lights.—The work executed here consists of the erection of two wooden buildings of a pyramidal shape, in each of which is placed a light, so that the lights, when seen in line, mark the proper entrance into the channel from Cook Strait. Land has been acquired as a reserve for the purpose, and this has been securely fenced round. The lights were first exhibited on the 1st January, 1882, and are placed in care of a settler who lives near.

French Pass Beacon.—This was built in anticipation of a plan designed for lighting the Pass, and as part of it; which was to place a fixed light on the main land on the east side, and a reflecting light on the west side, that is, on the beacon now erected. It is still a question whether any light at all is needed in the Pass, as even in very dark nights the main land is visible on one side and the beacon on the other, the passage lying between. It is true that since the beacon was erected it has been damaged by a vessel running against it, but this accident was entirely due to a want of ordinary precaution as to the proper time to go through the Pass. The proper time is for vessels to go through *with* the tide, whereas the vessel in question, on her way to Nelson, attempted to pass through *against* the ebb-tide, and this resulted in the accident, which might have been attended with the most disastrous results to the vessel. The beacon is a structure of concrete, 10 feet in diameter at the base, 6 feet in diameter at the top, and about 21 feet high, surmounted by an iron rod and large iron framing; it was finished in September, 1881; damaged in February, 1882; and is now being repaired in a substantial manner.

Collingwood Training-wall.—This work has been let by contract. Its purpose is to restore a portion of the Aorere River to its proper channel, and to avert the destruction of the "Point" at the entrance to Collingwood Harbour. The work is of a tentative character, as it is to be feared that a much larger expenditure than is involved in the above will be necessary to produce satisfactory and permanent results.

Waipapapa Point.—A site for the proposed lighthouse was selected at this place in December, 1881, and an order has been sent home for the light-apparatus and lantern, which will be of the same character as the Brothers light, in Cook Strait.

Moko Hinou, Hauraki Gulf.—The necessary works for establishing a light at this place were commenced in February, 1882, under an experienced overseer and a party of workmen.

Nelson Harbour.—Considerable changes having taken place in the Waimea River, and, consequent on them, such changes in the bar and channels through it as rendered the old charts not trustworthy, a new survey has been made by Captain R. Johnson of the bar and entrance to the harbour. This has been plotted, and is now being prepared in the form of a chart, which will contain all the amended soundings and proper sailing directions for Nelson Harbour.

I have, &c.,

JOHN BLACKETT,
Marine Engineer.

The Secretary, Marine Department, Wellington.