

1894.

NEW ZEALAND.

## MARINE DEPARTMENT.

(ANNUAL REPORT FOR 1893-94.)

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

MY LORD,—

Marine Department, Wellington, 7th August, 1894.

I do myself the honour to transmit herewith, for your Excellency's information, the report of the Marine Department of the colony for the financial year ended on the 31st March last.

I have, &amp;c.,

J. G. WARD,

Minister of Marine.

His Excellency the Right Hon. the Earl of Glasgow, &c.,  
Governor of New Zealand.

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The SECRETARY to the MINISTER of MARINE.

SIR,—

Marine Department, Wellington, 10th July, 1894.

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

Previous to 1871 the Marine Department was a separate branch of the Civil Service. In that year, on the death of Mr. Balfour, Marine Engineer, it became a branch of the Customs Department, under Mr. Seed, then Secretary and Inspector of Customs. In 1878 it again became independent, under the direction of Captain R. Johnson; but in 1881 it reverted to the Customs, and continued so until the retirement of Mr. Seed from the service, in 1887. At this time the work had so much increased that it was considered advisable that, although Mr. Seed's successor in the Customs should continue officially Secretary for Marine, the actual duties of administration should be entirely in charge of Mr. Wilson, the Chief Clerk in the Marine Office, in the capacity of Assistant Secretary. During the past year it has been decided by Government that, in the interests of economy and efficiency, it was desirable that the Secretary for Customs should resume the actual control of the Marine Department, and, in pursuance of this, Mr. Wilson was required to retire from the Service with compensation for loss of office. Mr. Wilson's connection with the office extended over a period of twenty-six years, during which time he rendered valuable service.

It was also decided that, for the future, the work of lighthouse-construction should be undertaken by the Public Works Department, under the general direction of the Engineer-in-Chief, who is also Marine Engineer. In consequence of this, the draughtsman employed in the Marine Office was transferred to the Public Works Department.

The net result of these changes is that the administrative and professional services are undertaken by officers of other departments—namely, the Secretary of Customs and the Engineer-in-Chief; the officers in the Head Office, whose whole time is devoted to the Marine Department, being the Chief Clerk, one other clerk, and a cadet, and the Nautical Adviser, who is also Examiner of Master and Mates; also, the Artificer, who attends to the repair of light apparatus, &c. The present salaries of the Head Office are at the rate of £1,085 a year, as against £1,601 at the time the change was made.

It may be added that, as the Collectors of Customs are local agents for all business connected with this department, it is expedient and fitting that, if possible, both Marine and Customs business should be administered by the same permanent head, and that the Commissioner of Trade and Customs should also be Minister for Marine. The arrangement now in force has added greatly to my duties and responsibilities. These under the Customs alone were sufficiently arduous; but I hope that, with the zealous co-operation of the capable and experienced officers in the Marine Department, I shall be able to conduct the business of that department in a satisfactory manner.

*Lighthouses.*—During my annual tour of inspection of Customs offices I was this year able to visit nine lighthouses in the South Island, and two in the North Island, also three in Cook Strait;

the remainder, being inaccessible except by sea, cannot very well be got at except by the s.s. "Hinemoa" when on lighthouse service. I have much pleasure in stating that, although in nearly every case my visit was unexpected, I found that, as a rule, the light-towers, apparatus, and keepers' houses were in as good order as they could have been expected to be if they had been prepared for inspection. This has given me assurance that the light-keepers are performing their duties with zeal and carefulness. Nevertheless, I am of opinion that a more systematic inspection than hitherto should be made, and when I get a little more experience in the department I hope to devise arrangements for this duty at a minimum cost. At some of the older stations expenditure will have to be faced in connection with improvement or rebuilding of the keepers' dwellings. I have been impressed with the superiority of the arrangements at the stations more recently constructed, especially the detachment of the keepers' dwellings. At the older stations two families live under one roof, and the wooden partitions separating them do not admit of necessary privacy and the quiet required by men whose duties are performed mainly at night.

It is being arranged for the "Hinemoa" to visit the stations which are readily accessible by land less frequently, thus leaving more opportunity for employing that vessel in other useful work. It must, however, be borne in mind that the tendering of inaccessible stations at regular and frequent intervals is absolutely essential, and that other work expected to be performed by the "Hinemoa" must give place to this.

Reference was made last year to the unsatisfactory trial of mineral colza-oil. As there was a stock of about 380 gallons on hand, and as the oil was recently offered to the department at a much cheaper rate than that paid for a former supply, I requested Mr. Scott, the department's artificer, to make further experiments. These have resulted in his adapting the burner, by a slight alteration, and using a thinner wick, in such a way as to give a very satisfactory light. This oil has been burned with success at Pencarrow Head, and it will shortly be tried at other lighthouses, and, if the present reports are confirmed, a considerable saving in expenditure for oil may be effected. This oil is used in some of the Australian Colonies, and is much cheaper than paraffin oil.

The lighthouse on Stephen's Island was completed in January last. The light was exhibited for the first time on the 29th of that month, and has entirely justified all the expectations formed of its usefulness. The total cost was £9,349 9s. 11d. Dog Island and Puysegur Point Lighthouses were struck by lightning on the 25th June, 1893, but no damage was done. In May, 1893, at Nugget Point Lighthouse, the telephone-wires were much affected by electric disturbance. The principal keeper describes the occurrence as follows: "A ball of electric fire came from the telephone into the middle of the light-room and burst into sparks, with a report like the snap of a pea-rifle." No damage resulted. The only occasion on which any light was temporarily extinguished was at Taiaroa Head, where the light was out for a short time on the 3rd February, 1894. This was caused by the down draught from the cowl during a heavy gale. At French Pass the beacon-light was blown out three times, twice from dark until 9 p.m., and once for a few minutes only. These occurrences did not arise from neglect or carelessness. At Puysegur Point an improvement has been effected in the boat-channel, which has been widened 3ft., and deepened 1ft. At Cuvier Island heavy rains caused slips at the back of the keepers' dwellings to such an extent that it was necessary to send a labourer from Auckland to assist the keepers in removing the earth. At the French Pass a large slip also came down on the road, and was removed by the keeper with the assistance of extra labour.

Captain Fairchild having drawn attention to the dangerous landing at the Brothers, which is exposed to a heavy tide-rip, aggravated during northerly winds, it has, at his suggestion, been decided to make a landing-place on the opposite side of the island. This will cost about £90, but it is believed that the extra facilities for landing during any weather will indirectly repay this expense. A greater immunity from accident and possible loss of life will also be secured. Steps are also being taken to improve the landing at Godley Head. During the year the services of one light-keeper were dispensed with, and one resigned. To fill these vacancies, and provide for the new station at Stephen's Island, five appointments were made.

*Light Dues.*—The sum of £15,431 16s. 1d. was received for light dues during the year, as against £15,797 10s. 9d. in the preceding year, being a decrease of £365 14s. 8d.

*Harbours.*—The following harbours, at which a staff is maintained, are under the direct management of this department—viz., Manukau, Hokianga, Kaipara, Opunake, Rangitikei, Foxton, Wairau, Nelson, Collingwood, Waitapu, and Okarito. There are also many other harbours at which there is no staff, but in which the department has to maintain buoys and beacons, and to see that navigation is not impeded by the discharge of ballast below high-water mark. In July, 1893, an Order in Council was issued placing sailing-vessels in tow of the tug at Kaipara on the same footing as steamers as regards pilotage rates. At Manukau, a suggestion of the Harbour-master that beacons should be substituted for buoys was considered, but, on the Nautical Adviser expressing an adverse opinion, it was not adopted. The objection was that beacons in narrow passages, where there was a strong tide, were liable to be carried away, leaving stumps, which might cause damage to vessels, for which the Government might be held responsible. At Cape Turnagain the landing-place was improved, at a cost of £54 9s. 4d. This amount was paid out of an appropriation of £50 last year, which was supplemented by £50 subscribed by the settlers in the district, and it has been promised that the balance of the £100 would be handed over to the Local Improvement Committee towards the erection of a wharf. In October last the attention of the department was called to the discharge of ballast in Whangaroa Harbour, and the Coastwaiter was instructed to see that for the future the ballast was placed above high-water mark. At Whananaki, the master of the cutter "Esk" was fined £5 for discharging ballast in the harbour. At Whangateau and Ngunguru beacons and buoys have been placed to aid navigation. This work was done by the crew of the "Hinemoa," under the direction of Captain Fairchild. A sunken rock, discovered by Captain Johnson, of the s.s. "Staffa," in the Rangaounou Bay, was examined by Captain

Fairchild, and its exact position notified to the Admiralty for insertion in charts of the locality. The same course was taken with reference to a rock outside Auckland Harbour, reported by the master of the "Zeno." The Raglan County Council has been declared to be a Harbour Board for Raglan Harbour, and Stewart Island County Council for Half-moon and Horseshoe Bays. At the request of the Greymouth Harbour Board the limits of the Greymouth Pilotage District were defined. The Motueka County Council having expressed a desire for a skilled report on the present condition of Motueka Harbour, Mr. P. S. Hay, C.E., was instructed to make a report, a copy of which was forwarded to the Council. At Opunake Mr. F. Des Forges has been appointed signalman, in place of Mr. Ebbett, deceased. Wharves at Mangapai, Maungakaramea, and Parua Bay, in Whangarei Harbour, were repaired, at a cost of £147 3s. 6d., which was paid out of a sum voted for the purpose last session. The Mongonui County Council received the sum of £160 voted for repairs to the wharf at Mongonui. A sum of £115, appropriated for the erection of a wharf at Te Toro Point, Manukau Harbour, will be handed over to the Waipipi Road Board as soon as the erection is completed. At Whangateau Harbour a wharf is being erected by the Public Works Department. A sum of £300 was appropriated for this work last session, but not expended, and Parliament will be asked to renew the vote this year. A sum of £120 appropriated last session for repairs to the breastwork in Nelson Harbour has been found to be insufficient, and, consequently, Parliament will be asked to vote an additional £60. This work is now being carried out. Repairs to the training-wall in Wairau River have been effected by the River Board out of funds voted for the purpose.

*Weather-reporting.*—Captain Edwin has continued to carry out the duties in connection with weather-reporting with zeal and efficiency. He also acts as Examiner of Masters and Mates, in conjunction with Captain Johnson.

*Oyster-fisheries.*—It has not been deemed advisable to open the oyster-beds in Manukau and Kaipara Harbours, as it is believed that much better results would be obtained if the beds were subdivided, and leased in small areas under suitable regulations. Legislative authority will be sought this session to enable this to be done. The Harbourmasters at Kaipara and Manukau have been appointed Inspectors of Oyster-fisheries. Licenses have been applied for to occupy foreshore for oyster-culture at Sumner, Porirua, and Nelson, but no actual issue of a license has as yet taken place.

In the Northern Oyster-fishery, which extends from Whangaruru Harbour to the North Cape, the duties of seeing that the law is not infringed have been efficiently performed by the Inspector, Mr. H. Stephenson; and Mr. J. Munro, the Inspector at Whangarei, has also carried out his duties in an efficient manner.

*Fisheries Conservation.*—In September last a conviction was obtained against the master of the p.s. "Result," a steam-trawler, for having in his possession fish under the regulation size. This decision was upset, on appeal to the Supreme Court, because the Crown was unable to dispute the allegation of the defendant that the fish were caught seven miles off the coast, and therefore not in New Zealand waters. An alteration in the law appears to be necessary, making it an offence to have in possession undersized fish, wherever caught. This matter is now under consideration.

The Inspector of Fisheries at Hokitika has been successful in putting a stop to the use of undersized nets at that place. He has drawn attention to his inability under the present law to seize illegal nets unless he finds them actually in use.\*

An Inspector has been appointed for the Wellington district, at a small remuneration, to aid the police in seeing that the law relating to fisheries is observed.

In March, 1893, the Commissioners appointed to inquire into the size at which flounders should be taken at Lake Ellesmere reported that the minimum size should be 10in., and that the mesh of the nets should be not less than 5in., the nets being hung on the square.†

*Government Steamers.*—S.s. "Hinemoa": In addition to the usual lighthouse work, the "Hinemoa" made two voyages to the Auckland Islands—one in May and the other in November. In February she was utilised for a trip to Milford Sound, given to the delegates from other colonies attending the Postal Conference held in this colony. In March and April she made a trip to Rarotonga with His Excellency the Governor, and during the trip she called at the Kermadec Islands, where Captain Fairchild inspected the dépôts for castaways, which were found to be in good order. At Antipodes Island, in November, seven seamen, shipwrecked from the ship "Spirit of the Dawn," bound from Rangoon to Talcahuano, were discovered in a destitute condition, although at another part of the island the New Zealand Government's provision dépôt contained everything requisite for their comfort. To prevent this for the future, if possible, notices, directing to the dépôt, have been placed in different parts of the islands on which dépôts are established, and the Admiralty has been requested to note the existence of the dépôt on charts of the South Pacific.

Towards the end of the year it was rumoured that a Norwegian auxiliary steam-vessel, the "Antarctic," was destined for seal-catching at the Auckland Islands, and, as a close season had been declared for seals, the "Hinemoa" was despatched in April to safeguard the interests of persons in New Zealand who were interested in the preservation of the seals. When the "Hinemoa" arrived it was found that the "Antarctic" had preceded her by about two hours. The master was made aware of the law bearing on the question of taking of seals in New Zealand waters, and he promised not to infringe them. The "Hinemoa" remained until the "Antarctic" took her departure, but it was subsequently deemed advisable to ask the Admiral of the station to despatch

\* In 1894 a regulation was made which will meet this difficulty.

† Since the expiration of the year now reported on, the fishermen have been notified that the recommendation of the Commission will be given effect to on the expiration of twelve months from the 1st July. This will give time for getting new nets of the proper size, and the using-up of those now on hand.

H.M.S. "Rapid" to the islands. This he readily consented to do, and the vessel left early in June.

Additional dépôts for castaways have been established—viz, one at the Auckland Islands and one at the Snares Island, on which none had existed previously. Notices to mariners, drawing attention to these dépôts, have been issued and freely circulated in the Australian Colonies and elsewhere, and the Admiralty has been requested to note the dépôts on charts.

I have much pleasure in drawing attention to the admirable services rendered by Captain Fairchild in all these matters, and also to the value of his services on the coast of New Zealand as master of the s.s. "Hinemoa."

S.s. Stella: Several inquiries have been made about this vessel, and offers made for her purchase. It was finally decided to fix a reserve of £2,000, below which no offer would be entertained.

*Wrecks and Casualties.*—A table showing an analysis of the casualties reported is attached. Those on the coast of the colony number thirty-five, representing 9,599 tons, as against forty-one casualties, affecting 14,803 tons, in the previous year. The number of total wrecks within the colony was eleven vessels, of 2,405 aggregate tonnage, as against eleven vessels, of 768 aggregate tonnage, in the previous year. The number of lives lost during the year was twenty-five, as against thirty-eight in the previous year; of these, nineteen were on or near the coasts of the colony—namely, three from the "Lizzie" (all hands), five from the "Spirit of the Dawn," eight from the "Gazelle," and one each from the s.s. "Wainui," s.s. "Stormbird," and s.s. "Argyle." Of the six lives lost beyond the colony, three were from the "Gratitude," and one each from the "Helen Denny," "Auckland," and s.s. "Wairarapa."

*Examination of Masters, Mates, and Engineers.*—The changes described in last year's report have been modified by the reappointment of Captain Tilly to be Examiner at Auckland, Captain Robertson to act with him.

The Imperial Board of Trade having consented to the colony granting certificates of competency for masters and mates of foreign-going steamships only, the necessary regulations have been made and the certificates are now issued. These certificates allow officers who have served in steamers, and who, owing to absence of service in square-rigged sailing-ships, could not prior to the issue of the regulations in question obtain certificates, to act in the capacities of masters and mates of steamships only.

Seventy-five candidates passed their examination for certificates of competency, and forty-seven failed. Of those who passed, forty-three were masters, mates, and engineers of sea-going vessels, and thirty-two were masters and engineers of river-steamers. One candidate failed to pass the colour-test examination. Three certificates of service as master in the Home trade were issued during the year, each being a renewal of a former certificate which had been lost.

*Relief of Distressed Seamen.*—The sum of £127 1s. 10d. has been expended during the year on account of the relief of distressed seamen belonging to New Zealand vessels. Of this amount, £32 6s. was paid for maintenance, &c., of the crew of the "Waireka," at Noumea and Sydney; £31 8s. 6d. for the crew of the "Ryno"; £10 17s. for the crew of the "Notero"; £2 10s. 4d. for the survivors of the "Gazelle"; and £50 for charter of the s.s. "Waiotahi," to search for a vessel reported to have been seen disabled. A further sum of £133 5s. 9d. was expended in the relief of the crew of the "Spirit of the Dawn," a claim for which will be made against the Imperial Board of Trade, as the vessel belonged to the United Kingdom.

*Wages and Effects of Deceased Seamen.*—The estates of twenty-nine deceased seamen, amounting in the aggregate to the sum of £464 17s. 11d., have been dealt with during the year, and, of these, twenty-four were new estates. £257 16s. 11d. has been paid to relatives and other claimants.

A report by the Marine Engineer on the works executed under his direction is attached.

*Returns.*—Returns relating to the expenditure of the department, lighthouses, list of certificates issued, wrecks, &c., are also attached.

I have, &c.,

The Hon. the Minister of Marine, Wellington.

W. T. GLASGOW, Secretary.

The MARINE ENGINEER to the SECRETARY, Marine Department.

SIR,—

Marine Department, 8th August, 1894.

I have the honour to forward, for the information of the Hon. the Minister for Marine, a report on the works executed in connection with the erection of lighthouses and other marine works during the year.

*Stephens Island.*

An iron tower, which was constructed under contract by Messrs. Beane and Sons, of Auckland, has been erected by the department in a position at the northern end of the island, and the light was exhibited on the 29th January, 1894. The tower is of cast-iron, erected on concrete foundations, and is 30ft. in height from the top of foundations to the lantern sole-plate. It is 17ft. 6in. diameter at the base, 13ft. 7in. at the top, and is surmounted by a lantern 19ft. high; the total height from surface of ground to top of lantern being 50ft.

The light apparatus is of the 1st order group, showing a white light flashing every half-minute, two distinct flashes in quick succession, and shows over an arc of 293° all round to seaward as far as the land will allow.

The light is 600ft. above sea-level, and can be seen for a distance of about thirty-two nautical miles from a ship's deck at sea. Three substantial cottages for keepers' dwellings, and buildings for stores and school-room have been erected at the lighthouse. To facilitate the landing and convey-

ance to the site of materials required in the erection of the lighthouse and buildings, and the stores for maintenance of the light, a concrete pier was erected on the slope of the rocks at the south-east end of the island, on which a crane was fixed, and the landing-pier connected with the site of the lighthouse by a tramway of about 73 chains long, laid with iron rails and properly equipped with wire hauling-rope, trucks, and horse-whims.

A graded horse-road has also been formed from the boat-landing at the beach in the small bay, near the south-east point of the island, to the lighthouse. The total cost of the lighthouse and other works executed in connection with it was £9,349 9s. 11d.

*Farewell Spit.*

The present lighthouse tower, which is a framed timber structure, 100ft. high, erected in 1869-70, having become so much decayed in some of the principal parts of the frame-work as to render it defective, it has become necessary to provide for the erection of a new tower. Plans and specifications have, therefore, been prepared for a tower to be constructed of wrought-iron open frame-work, on concrete foundations; the height of the proposed tower being 75ft. from the top of foundations to the sole-plate of lantern.

*Godley Head.*

Owing to the rough character of the shore, and the heavy seas sometimes prevailing at Godley Head, the landing of stores from steamers tendering the lighthouse has always been difficult, besides being somewhat dangerous for the men and boats engaged in the work. It is, therefore, proposed to erect a landing-stage opposite the store on the beach, and fit up a crane, so that any material or stores requiring to be landed for the lighthouse can be lifted in slings direct from the boats to the store platform, and permit of the boats being kept afloat and clear of the rocks when landing stores in all weathers and at any time of tide. Plans have been prepared of the jetty and crane, the construction of which will be proceeded with immediately.

*The Brothers.*

Arrangements have been made for the construction and erection of a crane at the southern end of the island, to enable stores for the lighthouse to be landed during north and north-west gales, which cause a high sea on the north side of the island, and make it difficult for boats to approach the landing on that side.

*Opawa River.*

A number of large snags and groups of willow-trees that had become fixed in the channel of the river, and obstructed the passage of steamers to and from Blenheim, have been removed.

*Harbour-works, &c.*

Numerous plans and proposals for the construction of wharves, bridges, breakwaters, training-walls, and other sea, harbour, and river works, submitted by Harbour Boards and other local bodies, have been examined and reported upon during the year.

The Secretary for Marine.

W. H. HALES,  
Marine Engineer.

RETURN showing the Total Ordinary Expenditure of the Marine Department during the Financial Year ended the 31st March, 1894.

Nature of Expenditure.	Details.	Totals.	Grand Totals.
	£ s. d.	£ s. d.	£ s. d.
HEAD OFFICE :—			
Assistant Secretary .. .. .	312 18 1		
Chief Clerk .. .. .	285 0 0		
Clerk .. .. .	210 0 0		
Extra Clerk and Draughtsman .. .. .	91 10 0		
Cadet .. .. .	15 11 1		
Nautical Adviser, &c. .. .. .	300 0 0		
			1,214 19 2
HARBOURS :—			
Manukau,—			
Salaries .. .. .	406 0 0		
Contingencies .. .. .	101 3 2	507 3 2	
Russell,—			
Contingencies .. .. .	44 10 4	44 10 4	
Mongonui,—			
Repairs to wharf .. .. .	160 0 0	160 0 0	
Whananaki,—			
Contingencies .. .. .	5 0 0	5 0 0	
Whangarei,—			
Repairs to wharves .. .. .	147 3 6	147 3 6	
Whangateau,—			
Contingencies .. .. .	3 0 6	3 0 6	
Wairoa (Auckland),—			
Contingencies .. .. .	0 17 6	0 17 6	
Hokianga,—			
Salaries .. .. .	274 0 0		
Contingencies .. .. .	19 8 9	293 8 9	
Tauranga,—			
Contingencies .. .. .	11 0 0	11 0 0	
Kaipara,—			
Salaries .. .. .	457 0 0		
Sheds on Port Albert Wharf .. .. .	37 10 0		
Subsidy to steamer for harbour work .. .. .	125 0 0		
Contingencies .. .. .	15 13 8	635 3 8	
Waikato,—			
Contingencies .. .. .	2 18 2	2 18 2	
Opunake,—			
Salary .. .. .	18 15 0	18 15 0	
Rangitikei,—			
Salary .. .. .	36 0 0		
Contingencies .. .. .	5 4 1	41 4 1	
Foxton,—			
Salary .. .. .	190 0 0		
Contingencies .. .. .	28 3 11	218 3 11	
Tairua,—			
Contingencies .. .. .	4 14 4	4 14 4	
Wairau,—			
Salary .. .. .	145 0 0		
Repairs to training-wall .. .. .	40 0 0		
Contingencies .. .. .	42 1 3	227 1 3	
Picton,—			
Contingencies .. .. .	14 0 0	14 0 0	
Nelson,—			
Salaries .. .. .	780 0 0		
Repairs to boat-landing .. .. .	64 13 4		
Contingencies .. .. .	108 7 3	953 0 7	
Motueka,—			
Contingencies .. .. .	1 3 0	1 3 0	
Riwaka,—			
Salary .. .. .	6 0 0	6 0 0	
Waitapu,—			
Salary .. .. .	18 15 0		
Maintenance of lights .. .. .	50 0 0		
Contingencies .. .. .	2 2 0	70 17 0	
Collingwood,—			
Salary .. .. .	25 0 0		
Contingencies .. .. .	13 6 9	38 6 9	
Mokihinui,—			
Signalling vessels .. .. .	5 5 0		
Contingencies .. .. .	13 14 4	18 19 4	
Karamea,—			
Signalling vessels .. .. .	22 0 0		
Contingencies .. .. .	5 0 0	27 0 0	
Nile River,—			
Contingencies .. .. .	1 11 0	1 11 0	
Cape Turnagain,—			
Improving landing-place .. .. .	54 9 4	54 9 4	
Okarito,—			
Salary .. .. .	50 0 0		
Contingencies .. .. .	41 15 1	91 15 1	
Okuru,—			
Signalling vessels .. .. .	4 0 0	4 0 0	
Carried forward .. .. .	..	£3,601 6 3	£1,214 19 2

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

Nature of Expenditure.	Details.			Totals.			Grand Totals.		
	£	s.	d.	£	s.	d.	£	s.	d.
Brought forward .. .. .	..	..	..	3,601	6	3	1,214	19	2
<b>HARBOURS—<i>continued.</i></b>									
*Timaru,—									
Expenses of Breakwater Commission .. .. .	..	..	..	16	10	6			
Waikouaiti,—							16	10	6
Contingencies .. .. .	..	..	..	17	4	6			
Taukupu River,—							17	4	6
Contingencies .. .. .	..	..	..	8	17	2			
Catlin's River,—							8	17	2
Contingencies .. .. .	..	..	..	4	8	6			
Waikawa,—							4	8	6
Salary .. .. .	..	..	..	10	0	0			
Contingencies .. .. .	..	..	..	5	10	0			
Lake Wanaka,—							15	10	0
Grant towards cost of wharf .. .. .	..	..	..	25	0	0			
New Plymouth,—							25	0	0
Dredging harbour .. .. .	..	..	..	1,175	9	6			
Pension of J. Heberley .. .. .	..	..	..	50	0	0			
Buoy chain .. .. .	..	..	..	134	14	3			
General harbour contingencies .. .. .	..	..	..	163	16	4			
							298	10	7
<b>LIGHTHOUSES :—</b>									5,212 17 0
Salaries of keepers .. .. .	..	..	..	8,600	10	3			
Travelling-expenses of keepers .. .. .	..	..	..	49	6	10			
Oil .. .. .	..	..	..	1,380	7	9			
Stores and contingencies .. .. .	..	..	..	1,481	17	0			
Pension of Mrs. Deck .. .. .	..	..	..	24	0	0			
Lighthouse artificer .. .. .	..	..	..	27	19	6			
							11,564	1	4
Departmental travelling-expenses .. .. .	..	..	..	21	14	10			
Sundries .. .. .	..	..	..	111	15	10			
Charts .. .. .	..	..	..	64	5	8			
Inquiries into wrecks and casualties .. .. .	..	..	..	71	11	11			
Relief of distressed New Zealand seamen .. .. .	..	..	..	127	1	10			
†Relief of distressed English seamen .. .. .	..	..	..	133	5	9			
							529	15	10
Administration of Fishery Acts,—									529 15 10
Protection of fish .. .. .	..	..	..	84	7	10			
Protection of oysters .. .. .	..	..	..	136	8	0			
							220	15	10
Examination of Masters and Mates,—									220 15 10
Salaries .. .. .	..	..	..	164	3	4			
Contingencies .. .. .	..	..	..	130	3	3			
							294	6	7
Weather Reporting .. .. .	..	..	..	..	..	..	306	8	2
“Stella,” s.s.,—									306 8 2
Expenses while laid up .. .. .	..	..	..	..	..	..	203	5	7
“Hinemoa,” s.s.,—									203 5 7
Wages, stores, provisions, &c. .. .. .	..	..	..	..	..	..	7,307	0	5
Less amount earned by vessel .. .. .	..	..	..	..	..	..	249	7	3
									7,057 13 2
Guaranteed interest to Wellington Patent Slip Company .. .. .	..	..	..	..	..	..	2,179	16	9
Repairs to roads, Port Moeraki .. .. .	..	..	..	..	..	..	110	4	2
									2,179 16 9
Totals .. .. .	..	..	..	..	..	..			28,894 3 7
Less amount of recoveries .. .. .	..	..	..	..	..	..			654 10 2
Total .. .. .	..	..	..	..	..	..			£28,239 13 5

\* To be recovered from Harbour Board.

† To be recovered from Imperial Government.

## RETURN showing the Certificates of Service issued to Masters, Mates, and Engineers during the Year ended the 31st March, 1894.

Name of Person.	Rank.	Class of Certificate.	Date of Issue.	No.
Michael Lennon* .. .. .	Master .. .. .	Home trade .. .. .	21 April, 1893 .. .. .	2,562
William Turner* .. .. .	" .. .. .	" .. .. .	23 October, 1893 .. .. .	2,563
Richard Groombridge Butt* .. .. .	" .. .. .	" .. .. .	1 November, 1893 .. .. .	2,564

\* Renewals.

RETURNS of ESTATES of DECEASED SEAMEN received and administered in pursuance of the Provisions of "The Shipping and Seamen's Act, 1877," during the Year ended the 31st March, 1894.

Name of Seaman.	Balance to Credit of Estate on 31st March, 1893.			Amount received.			Amount paid.			Balance to Credit of Estate on 31st March 1894.		
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
Charles Schultze .. .. .	27	5	6	..	..	..	27	5	6	..	..	..
A. E. A. Reynolds .. .. .	48	6	9	..	..	..	48	6	9	..	..	..
B. Harvey .. .. .	5	6	9	..	..	..	5	6	9	..	..	..
William James Fitzgerald ..	0	8	0	..	..	..	0	8	0	..	..	..
James Souper .. .. .	7	3	0	..	..	..	7	3	0	..	..	..
W. R. T. Laird .. .. .	..	..	..	16	2	1	16	2	1	..	..	..
Martin Moe .. .. .	..	..	..	82	13	2	..	..	..	82	13	2
M. B. Markussen .. .. .	..	..	..	21	17	2	..	..	..	21	17	2
J. Martensen .. .. .	..	..	..	26	15	5	26	15	5	..	..	..
C. Farquhar .. .. .	..	..	..	21	17	2	21	17	2	..	..	..
E. Cordelin .. .. .	..	..	..	40	11	10	40	11	10	..	..	..
T. Mills .. .. .	..	..	..	0	5	5	..	..	..	0	5	5
E. T. Glover .. .. .	..	..	..	4	11	8	4	11	8	..	..	..
J. Barry .. .. .	..	..	..	3	7	0	..	..	..	3	7	0
M. Heggliind .. .. .	..	..	..	2	12	0	..	..	..	2	12	0
Moses Case .. .. .	..	..	..	70	11	2	..	..	..	70	11	2
Hugh Reilly .. .. .	..	..	..	5	1	2	5	1	2	..	..	..
D. Stuart .. .. .	..	..	..	6	6	0	6	6	0	..	..	..
A. Pearson .. .. .	..	..	..	4	2	0	..	..	..	4	2	0
James Gibson .. .. .	..	..	..	5	18	0	5	18	0	..	..	..
David Ritchie .. .. .	..	..	..	26	7	2	26	7	2	..	..	..
John Spero .. .. .	..	..	..	0	7	0	..	..	..	0	7	0
Peter S. Hansen .. .. .	..	..	..	5	18	0	5	18	0	..	..	..
James Marks .. .. .	..	..	..	0	17	2	0	15	0	0	2	2
John William Eaton .. .. .	..	..	..	1	3	3	0	6	0	0	17	3
William Bonner .. .. .	..	..	..	4	17	9	4	17	9	..	..	..
Thomas Wellsted .. .. .	..	..	..	3	19	8	3	19	8	..	..	..
George Hansen .. .. .	..	..	..	10	9	8	..	..	..	10	9	8
William John Wilson .. .. .	..	..	..	9	17	0	..	..	..	9	17	0
Totals .. .. .	88	10	0	376	7	11	257	16	11	207	1	0

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, 1894.

Name of Lighthouse.	Salaries.	Oil.		Stores and Contingencies.	Totals.
		Gallons consumed.	Value.		
Cape Maria van Diemen .. .. .	£ 374 6 0	914	£ 63 8 0	£ 74 4 4	£ 511 18 4
Moko Hinou .. .. .	371 13 4	840	57 15 0	78 7 8	507 16 0
Tiri-Tiri .. .. .	290 0 0	530	36 8 9	38 0 6	364 9 3
Bean Rock .. .. .	160 0 0	72	5 8 0	11 7 4	176 15 4
Ponui Passage .. .. .	150 0 0	75	5 3 1	24 10 7	179 13 8
Cuvier Island .. .. .	398 6 8	1,284	88 5 6	110 16 2	597 8 4
Portland Island .. .. .	360 0 0	716	49 4 6	94 14 4	503 18 10
Napier Bluff .. .. .	20 0 0	Gas	13 16 0	0 11 0	34 7 0
Pencarrow Head .. .. .	289 2 4	878	60 7 3	63 12 1	413 1 8
Somes Island .. .. .	146 0 0	223	15 6 7	6 1 4	167 7 11
Cape Egmont .. .. .	274 3 4	562	38 12 9	47 16 3	360 12 4
Manukau Head .. .. .	250 0 0	533	36 12 10	40 5 6	326 18 4
Manukau South Head leading-lights	..	163	11 4 1	21 13 11	166 2 0
Manukau North Head leading-lights	120 0 0	192	13 4 0	..	..
Kaipara Head .. .. .	290 0 0	555	38 3 1	90 8 11	418 12 0
Brothers .. .. .	516 7 5	669	45 19 10	68 8 6*	630 15 9
Tory Channel leading-lights .. .. .	90 0 0	168	11 11 0	4 3 6	105 14 6
Cape Campbell .. .. .	290 0 0	554	38 1 9	50 3 9	378 5 6
Godley Head .. .. .	263 4 6	559	38 8 7	22 13 7	324 6 8
Akaroa Head .. .. .	275 14 6	640	44 0 0	28 19 11	348 14 5
Moeraki .. .. .	265 6 4	541	37 3 10	18 16 5	321 6 7
Taiaroa Head .. .. .	250 10 11	558	38 7 3	45 11 1	334 9 3
Cape Saunders .. .. .	260 14 6	532	40 0 3	22 1 0	322 15 9
Nugget Point .. .. .	278 6 8	936	64 7 0	44 1 7	386 15 3
Waipapapa Point .. .. .	270 0 0	526	36 2 3	25 0 7	331 2 10
Dog Island .. .. .	391 14 11	730	50 3 9	54 6 9	496 5 5
Centre Island .. .. .	347 7 10	931	64 0 1	45 10 0	456 17 11
Puyssegur Point .. .. .	362 10 0	871	59 17 7	93 8 4	515 15 11
Hokitika .. .. .	12 0 0	Gas	10 15 0	..	22 15 0
Cape Foulwind .. .. .	276 10 4	565	38 16 10	70 8 0	385 15 2
Farewell Spit .. .. .	381 11 2	528	36 6 0	75 5 10	493 3 0
Nelson .. .. .	250 0 0	247	16 19 7	78 15 4	345 14 11
Stephens Island .. .. .	114 19 6	246	16 18 3	10 15 2	142 12 11
French Pass .. .. .	210 0 0	123	8 9 0	20 17 9	239 6 9
Totals .. .. .	8,600 10 3	17,511	1,229 7 3	1,481 17 0	11,311 14 6

\* Includes cost of rations, £30 4s. 6d.



## RETURN showing the Cost of Erection of the New Zealand Coastal Lighthouses.

Name of Lighthouse.	Cost of Erection.		
	£	s.	d.
Pencarrow Head .. .. .	6,422	0	4
Nelson .. .. .	2,824	8	9
Tiri-Tiri .. .. .	5,747	7	2
Mana Island* .. .. .	5,513	0	1
Taiaroa Head .. .. .	4,923	14	11
Godley Head .. .. .	4,705	16	4
Dog Island .. .. .	10,480	12	8
Farewell Spit .. .. .	6,139	11	8
Nugget Point .. .. .	6,597	3	7
Cape Campbell .. .. .	5,619	2	6
Manukau Head .. .. .	4,975	2	4
Cape Foulwind .. .. .	6,955	9	1
Brothers .. .. .	6,241	0	0
Portland Island .. .. .	6,554	14	5
Moeraki .. .. .	4,288	13	2
Centre Island .. .. .	5,785	19	0
Puysgur Point .. .. .	9,958	19	5
Cape Maria van Diemen .. .. .	7,028	14	8
Akaroa Head .. .. .	7,150	6	5
Cape Saunders .. .. .	6,066	6	3
Cape Egmont† .. .. .	3,353	17	11
Moko Hinou .. .. .	8,186	5	0
Waipapapa Point .. .. .	5,969	18	11
Ponui Passage‡ .. .. .	..	..	..
Kaipara Head .. .. .	5,571	8	0
French Pass .. .. .	1,427	17	5
Cuvier Island .. .. .	7,406	16	11
Stephens Island .. .. .	9,349	9	11
Cost of telegraph cable to Tiri-Tiri .. .. .	1,085	19	6
Miscellaneous and unallocated .. .. .	1,322	2	2
Total .. .. .	£167,651	18	6

\* Light discontinued; moved to Cape Egmont.

† Cost of iron tower, lantern, and apparatus, which were removed from Mana Island, is not included in this.

‡ Built by Provincial Government of Auckland; cost not known in Marine Department.

## RETURN showing the Amount of Light-dues collected during the Year ended the 31st March, 1894.

Port.	Amount collected.		
	£	s.	d.
Auckland .. .. .	4,508	10	0
Onehunga .. .. .	102	0	6
Whangarei .. .. .	46	15	5
Whangaroa .. .. .	4	18	0
Russell .. .. .	56	9	1
Mongonui .. .. .	2	1	9
Hokianga .. .. .	10	16	0
Kaipara .. .. .	70	2	9
Thames .. .. .	66	19	10
Coromandel .. .. .	10	7	10
Tauranga .. .. .	27	1	6
Poverty Bay .. .. .	229	19	7
Napier .. .. .	497	18	2
New Plymouth .. .. .	99	8	8
Waitara .. .. .	10	5	1
Wanganui .. .. .	85	5	9
Patea .. .. .	10	6	10
Wellington .. .. .	3,622	8	8
Wairau .. .. .	14	14	3
Picton .. .. .	188	14	5
Nelson .. .. .	308	15	8
Westport .. .. .	227	15	3
Greymouth .. .. .	144	6	1
Hokitika .. .. .	13	4	1
Lyttelton .. .. .	1,601	14	3
Timaru .. .. .	393	11	11
Oamaru .. .. .	214	2	8
Dunedin .. .. .	1,468	16	10
Bluff and Invercargill .. .. .	1,408	8	3
Total .. .. .	£15,431	16	1

## RETURN showing the Expenditure on New Light-houses during the Year ended the 31st March, 1894.

Nature of Expenditure.	Amount.		
	£	s.	d.
Stephens Island lighthouse .. .. .	2,589	19	7

## RETURN showing the Amount of Pilotage, Port Charges, &amp;c., collected during the Year ended the 31st March, 1894.

Name of Port.	Pilotage.		Port Charges, &c.		Total.	
	£	s. d.	£	s. d.	£	s. d.
Auckland* .. .. .	368	15 5	2,812	6 2	3,181	1 7
Onehunga .. .. .	16	4 10	88	13 10	104	18 8
Hokianga .. .. .	19	5 6	..	..	19	5 6
Kaipara .. .. .	26	3 11	479	9 1	505	13 0
Thames* .. .. .	173	0 4	..	..	173	0 4
Gisborne* .. .. .	48	18 4	543	1 11	592	0 3
Wairoa* .. .. .	122	14 0	4	3 6	126	17 6
Napier* .. .. .	802	19 11	1,948	16 9	2,751	16 8
New Plymouth* .. .. .	31	16 10	32	9 9	64	6 7
Waitara* .. .. .	55	6 9	42	11 5	97	18 2
Wanganui* .. .. .	325	1 1	..	..	325	1 1
Patea* .. .. .	44	2 2	11	15 6	55	17 8
Foxton .. .. .	153	12 10	..	..	153	12 10
Wellington* .. .. .	174	14 2	5,372	8 10	5,547	3 0
Wairau .. .. .	145	13 0	..	..	145	13 0
Nelson .. .. .	1,590	12 0	..	..	1,590	12 0
Hokitika* .. .. .	5	12 4	..	..	5	12 4
Lyttelton* .. .. .	3,824	0 3	2,837	5 7	6,661	5 10
Timaru* .. .. .	566	1 8	1,591	17 7	2,157	19 3
Oamaru* .. .. .	408	5 6	478	9 4	886	14 10
Dunedin* .. .. .	4,173	6 2	3,302	15 7	7,476	1 9
Invercargill* .. .. .	..	..	8	1 6	8	1 6
Bluff* .. .. .	1,790	18 3	963	12 7	2,754	10 10
Riverton* .. .. .	..	..	6	4 6	6	4 6
Totals .. .. .	14,867	5 3	20,524	3 5	35,391	8 8

\* Harbour Board revenue.

## RETURN showing the Fees, &amp;c., received under the Shipping and Seamen's Act, the Merchant Shipping Act, and for Pilotage and Port Charges, &amp;c., during the Year ended the 31st March, 1894.

Nature of Receipts.	Amount.		
	£	s.	d.
Shipping and Seamen's Act:—			
Fees for shipping and discharge of sea-			
men, and sale of forms .. .. .	924	6	9
Survey of steamers .. .. .	1,113	0	0
Measurement of ships .. .. .	21	10	0
Examination of masters, mates, and			
engineers .. .. .	104	12	6
Light-dues .. .. .	15,431	16	1
Merchant Shipping Act .. .. .	30	16	0
Pilotage and port charges .. .. .	2,519	15	0
Sundry receipts under Harbours Acts .. .. .	115	0	0
Oyster Fisheries Act .. .. .	195	8	3
Sundries .. .. .	19	6	0
Total .. .. .	20,475	10	7

RETURN of Masters, Mates, and Engineers to whom Certificates of Competency were issued during the Year ended the 31st March, 1894.

Name of Person.	Rank.	Class of Certificate.	Date of Issue.	No.
Robert White .. .. .	First Mate .. .. .	Foreign trade .. .. .	24 April, 1893 .. .. .	721
George Conolly .. .. .	Master Ordinary .. .. .	" .. .. .	18 May, " .. .. .	722
Robert Guthrie Hunkin .. .. .	First Mate .. .. .	" .. .. .	18 " " .. .. .	723
Charles Bonner .. .. .	Second Mate .. .. .	" .. .. .	18 " " .. .. .	724
Peder Julius Höogh .. .. .	First Mate .. .. .	" .. .. .	27 " " .. .. .	725
Frederick Arnott Hutchinson .. .. .	" .. .. .	" .. .. .	10 June, " .. .. .	726
Robert Huia Gibbons .. .. .	Only Mate .. .. .	" .. .. .	16 " " .. .. .	727
Frederick George Brown .. .. .	First Mate .. .. .	" .. .. .	27 " " .. .. .	728
Frederick Dewhurst .. .. .	Master Ordinary .. .. .	" .. .. .	3 Aug., " .. .. .	729
William Martin Felton Coates .. .. .	Second Mate .. .. .	" .. .. .	24 " " .. .. .	730
Robert Stewart .. .. .	First Mate .. .. .	" .. .. .	30 " " .. .. .	681
Carl Johnson .. .. .	Master Ordinary .. .. .	" .. .. .	21 Sept., " .. .. .	650
Joseph Parker Jordan .. .. .	First Mate .. .. .	" .. .. .	27 " " .. .. .	659
Charles Butler Fenton .. .. .	Second Mate .. .. .	" .. .. .	2 Oct., " .. .. .	781
William Roe .. .. .	First Mate .. .. .	" .. .. .	5 " " .. .. .	732
Archibald Gordon Baird .. .. .	Only Mate .. .. .	" .. .. .	1 Nov., " .. .. .	733
Arthur Patrick Logan .. .. .	Second Mate .. .. .	" .. .. .	2 " " .. .. .	734
William Brown .. .. .	Master Ordinary .. .. .	" .. .. .	8 " " .. .. .	566
John Dawson .. .. .	First Mate .. .. .	" .. .. .	23 " " .. .. .	735
Edward Alfred Stenbeck .. .. .	Master Ordinary .. .. .	" .. .. .	9 Dec., " .. .. .	678
William Paterson .. .. .	Second Mate .. .. .	" .. .. .	9 " " .. .. .	736
William Burrett Anderson .. .. .	" .. .. .	" .. .. .	18 " " .. .. .	737
Frank Robert Henry Innes .. .. .	" .. .. .	" .. .. .	21 " " .. .. .	738
Frederick John Wilcox .. .. .	First Mate .. .. .	" .. .. .	12 Feb., 1894 .. .. .	709
Edward Grubb .. .. .	Second Mate .. .. .	" .. .. .	23 " " .. .. .	739
Alfred Nettlingham .. .. .	First Mate .. .. .	" .. .. .	1 March, " .. .. .	740
William Hugh Ward .. .. .	" .. .. .	" .. .. .	9 " " .. .. .	541
William Herbert Johnson .. .. .	" .. .. .	" .. .. .	27 " " .. .. .	673
John Flynn .. .. .	Second Mate .. .. .	" .. .. .	27 " " .. .. .	741
William Mollison .. .. .	Mate .. .. .	Home trade .. .. .	18 May, 1893 .. .. .	5,360
Charles Bonner .. .. .	" .. .. .	" .. .. .	31 " " .. .. .	5,361
John Whelehan Crotty .. .. .	Master .. .. .	" .. .. .	16 June " .. .. .	5,362
William Walker .. .. .	" .. .. .	" .. .. .	19 " " .. .. .	5,363
Thomas McNab .. .. .	" .. .. .	" .. .. .	6 July, " .. .. .	5,328
William Thomas Taylor .. .. .	Mate .. .. .	" .. .. .	27 Sept., " .. .. .	5,364
Frederick George Kemp .. .. .	" .. .. .	" .. .. .	20 Nov., " .. .. .	5,365
Arthur Stephenson .. .. .	" .. .. .	" .. .. .	12 Feb., 1894 .. .. .	5,366
Alexander Lemuel Meiklejohn .. .. .	Master .. .. .	River trade .. .. .	14 April, 1893 .. .. .	3,229
Andrew Joseph Thomas Anderson .. .. .	" .. .. .	" .. .. .	18 May, " .. .. .	3,230
William Jennings .. .. .	" .. .. .	" .. .. .	31 " " .. .. .	3,231
George Sellars .. .. .	" .. .. .	" .. .. .	12 Aug., " .. .. .	3,232
Andrew Peter Petterson .. .. .	" .. .. .	" .. .. .	11 Sept., " .. .. .	3,233
William Thomas Taylor .. .. .	" .. .. .	" .. .. .	27 " " .. .. .	3,234
Charles Richard Massey .. .. .	" .. .. .	" .. .. .	20 Nov., " .. .. .	3,235
Charles Barwell .. .. .	" .. .. .	" .. .. .	21 Dec., " .. .. .	3,236
Andreas Andersen .. .. .	" .. .. .	" .. .. .	20 Jan., 1894 .. .. .	3,237
Demetrius Koinomopolos .. .. .	" .. .. .	" .. .. .	21 March, " .. .. .	3,238
William Peterson .. .. .	1st Class Engineer .. .. .	Foreign trade .. .. .	13 July 1893 .. .. .	199
William McKeegan .. .. .	" .. .. .	" .. .. .	29 Sept. " .. .. .	142
Arnold Augustus Gladwin Lewis .. .. .	" .. .. .	" .. .. .	6 Oct., " .. .. .	185
John Alexander .. .. .	" .. .. .	" .. .. .	12 " " .. .. .	248
James Muir .. .. .	2nd Class Engineer .. .. .	" (renewal) .. .. .	12 Feb., 1894 .. .. .	249
Thomas Turnbull .. .. .	1st Class Engineer .. .. .	" .. .. .	21 March, " .. .. .	177
Robert Brockie .. .. .	Engineer .. .. .	River trade .. .. .	10 May, 1893 .. .. .	1,684
Samuel Pearce .. .. .	" .. .. .	" .. .. .	18 " " .. .. .	1,685
Robert Young Clow .. .. .	" .. .. .	" .. .. .	23 " " .. .. .	1,686
John Telford .. .. .	" .. .. .	" .. .. .	23 " " .. .. .	1,687
George Hardin .. .. .	" .. .. .	" .. .. .	26 " " .. .. .	1,688
Peter Charles McQueen Connell .. .. .	" .. .. .	" .. .. .	7 June, " .. .. .	1,689
Thomas Herbert Barwell .. .. .	" .. .. .	" .. .. .	26 " " .. .. .	1,690
Robert Vicars .. .. .	" .. .. .	" .. .. .	8 Aug., " .. .. .	1,691
Edward Bond Kennedy .. .. .	" .. .. .	" .. .. .	15 " " .. .. .	1,692
John Dunstan .. .. .	" .. .. .	" .. .. .	7 Sept., " .. .. .	1,693
Alexander Coutts .. .. .	" .. .. .	" .. .. .	7 " " .. .. .	1,694
Percy Rubery .. .. .	" .. .. .	" .. .. .	7 " " .. .. .	1,695
Charles James Aickin .. .. .	" .. .. .	" .. .. .	21 " " .. .. .	1,696
Edward Charles Frost .. .. .	" .. .. .	" .. .. .	21 " " .. .. .	1,697
Donald Coutts .. .. .	" .. .. .	" .. .. .	6 Oct., " .. .. .	1,698
Frederick Campbell .. .. .	" .. .. .	" .. .. .	11 " " .. .. .	1,699
Richard Jennison Ball .. .. .	" .. .. .	" .. .. .	12 " " .. .. .	1,700
William Westrup .. .. .	" .. .. .	" .. .. .	23 " " .. .. .	1,701
John Glessing .. .. .	" .. .. .	" .. .. .	10 Nov., " .. .. .	1,702
John James Vincent .. .. .	" .. .. .	" .. .. .	10 " " .. .. .	1,703
John Bryant .. .. .	" .. .. .	(renewal) .. .. .	5 Dec., " .. .. .	1,704
David Burns .. .. .	" .. .. .	" .. .. .	9 " " .. .. .	1,705
David McLachlan .. .. .	" .. .. .	" .. .. .	28 " " .. .. .	1,706

## DESCRIPTIVE RETURN of New Zealand Coastal Lighthouses.

Name of Lighthouse.	Order of Apparatus.	Description.	Period of Revolving Light.	Colour of Light.	Tower built of	Dwellings built of	Date first lighted.
Cape Maria van Diemen	1st order dioptric	Revolving	1'	White .. ..	Timber	Timber	24 Mar., 1879
	..	Fixed	..	Red, to show over Columbia Reef			
Moko Hinou Tiri-Tiri..	1st order dioptric	Flashing	10"	White .. ..	Stone	Timber	18 June, 1883
	2nd	Fixed	..	White, with red arc over Flat Rock	Iron	..	1 Jan., 1865
Ponui Passage	5th	"	..	White and red ..	Timber	"	29 July, 1871
Cuvier Island	1st	Revolving	30"	White .. ..	Iron	"	22 Sept., 1889
	2nd	"	30"	" .. ..	Timber	"	10 Feb., 1878
Portland Island	..	Fixed	..	Red, to show over Bull Rock			
Pencarrow Head	2nd order dioptric	"	..	White .. ..	Iron	Timber	1 Jan., 1859
Cape Egmont	2nd	"	..	" .. ..	"	"	1 Aug., 1881
Manukau Head	3rd	"	..	" .. ..	Timber	"	1 Sept., 1874
Kaipara Head	2nd	Flashing	10"	" .. ..	"	"	1 Dec., 1884
	2nd	"	10"	" .. ..	"	"	24 Sept., 1877
Brothers ..	..	Fixed	..	Red, to show over Cook Rock			
Cape Campbell	2nd order dioptric	Revolving	1'	White .. ..	Timber	Timber	1 Aug., 1870
Godley Head	2nd	Fixed	..	" .. ..	Stone	Stone	1 April, 1865
Akaroa Head	2nd	Flashing	10"	" .. ..	Timber	Timber	1 Jan., 1880
Moeraki ..	3rd	Fixed	..	" .. ..	"	"	22 April, 1878
Taiaroa Head	3rd	"	..	Red .. ..	Stone	Stone	2 Jan., 1865
Cape Saunders	2nd	Revolving	1'	White .. ..	Timber	Timber	1 Jan., 1880
Nugget Point	1st	Fixed	..	" .. ..	Stone	Stone	4 July, 1870
Waipapapa Point	2nd	Flashing	10"	" .. ..	Timber	Timber	1 Jan., 1884
Dog Island	1st order catadioptric	Revolving	30"	" .. ..	Stone	Stone	1 Aug., 1865
Centre Island	1st order dioptric	Fixed	..	White, with red arcs over inshore dangers	Timber	Timber	16 Sept., 1878
Puysegur Point	1st	Flashing	10"	White .. ..	"	"	1 Mar., 1879
Cape Foulwind	2nd	Revolving	30"	" .. ..	"	"	1 Sept., 1876
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
French Pass	6th	"	..	Red and white, with white light on beacon	"	"	1 Oct., 1884
Stephens Island	1st	Group flashing	2 flashes in quick succession every half minute	White .. ..	"	"	29 Jan., 1894

RETURN showing the Number of MASTERS, MATES, and ENGINEERS examined during the Year ended the 31st March, 1894, distinguishing the Number of Successful and Unsuccessful Candidates.

Class of Certificate.	Auckland.			Wellington.			Lyttelton.			Dunedin.			Other Places.			Totals.		
	Passed.	Failed.	Total.	Passed.	Failed.	Total.	Passed.	Failed.	Total.	Passed.	Failed.	Total.	Passed.	Failed.	Total.	Passed.	Failed.	Total.
Foreign-going masters and mates	7	15	22	19	7	26	4	5	9	..	3	3	..	..	..	30	30	60
Home-trade masters and mates	2	3	5	6	2	8	..	..	..	..	1	1	..	..	..	8	6	14
River-steamer masters	4	2	6	3	1	4	1	..	1	..	1	1	2	..	2	10	4	14
Sea-going engineers	1	..	1	3	..	3	..	..	..	..	1	..	..	..	..	5	..	5
River-steamer engineers	11	3	14	1	..	1	..	..	..	4	2	6	2	8	22	7	29	
Totals ..	25	23	48	32	10	42	5	5	10	5	7	12	8	2	10	75	47	122

RETURN showing the Number of Notices to Mariners relating to matters within the Colony issued by the Marine Department during the Year ended the 31st March, 1894.

Port or Place.	Subject of Notice.
Pelorus Sound .. ..	Position of Canterbury Reef at entrance to Sound.
Nelson Harbour .. ..	Alteration in position of Bar Buoy.
Nelson Harbour .. ..	Removal of rock inside harbour, opposite Albion Wharf.
Waikato River .. ..	Beacons re-erected at entrance to river.
Wellington Harbour .. ..	Dredging operations.
New River .. ..	Alterations made in marking channel.
New River .. ..	Alteration in channels as shown on Chart.
Wanganui Harbour .. ..	Additional day- and night-signals for vessels bound inwards and outwards.
Kaipara Harbour .. ..	Banks extending in Otamatea Channel.
Kaipara Harbour .. ..	Knoll formed on outer edge of Kaipara Bar.
Kaipara Harbour .. ..	Notifies changes in Tory Shoal.
Waimakariri Harbour .. ..	Alteration in bar at mouth of river.
Stephens Island Light .. ..	Notifies exhibition of light (two notices).
Bluff Harbour .. ..	Removal of lightship for overhaul (two notices).
Lyttelton Harbour .. ..	Anchorage to avoid telegraph cable laid across heads.
Dusky Sound, West Coast .. ..	Position of reef off Indian Island.
Auckland Harbour .. ..	Position of rock in Hieh Channel, entrance to harbour (two notices).
Auckland Harbour .. ..	Lights on Eastern Tee, Queen Street Wharf.
Rangaounou Bay .. ..	Rock reported by master of s.s. "Staffa."
Cook Strait .. ..	Rocks in passage between Jackson's Head and Beacon Rock.
Auckland Islands, &c. .. ..	Notifies position of provision depôts, &c.
Whangateau Harbour .. ..	Beacons erected.
Oamaru Harbour .. ..	Alteration in Oamaru light.

RETURN showing the Orders in Council which have been issued during the Financial Year ended the 31st March, 1894.

Date of Order.	Purpose of Order.
1893, April 18	Fixes dues and makes regulations for Raglan wharves.
" " 25	Approves plan of dredging near Queen's Wharf, Wellington.
" " 25	Approves plans of Wakefield Street steps, Westport.
" " 25	Approves plans of temporary railway for constructing training-walls, Westport.
" May 16	Prescribes a close season for seals.
" " 16	Licenses Kauri Timber Company (Limited) to use foreshore at Kohukohu for wharf-site.
" " 16	Licenses New Zealand Pine Company (Limited) to use foreshore at Oban for wharf-site.
" June 15	Prescribes close season for oysters in Manukau and Kaipara Harbours.
" July 4	Vests Waitapu and Motupipi Wharves in Takaka Road Board, and fixes dues.
" " 4	Fixes pilotage-rates for sailing-vessels in tow of steamer at Kaipara.
" " 11	Approves plan of ballast wharf, Timaru.
" " 18	Appoints members of Greymouth Harbour Board.
" " 18	Appoints members of Westport Harbour Board.
" " 19	Appoints a member of Greymouth Harbour Board.
" Aug. 15	Approves plans of Akaroa Boating Club's shed and slip.
" " 15	Licenses Akaroa Boating Club to occupy foreshore for shed- and slip-site.
" " 15	Approves plans of harbour-works at Gisborne.
" " 15	Approves plans of R. and J. Mitchelson's wharves at Aoroa, Wairoa River.
" " 15	Licenses R. and J. Mitchelson to occupy foreshore at Aoroa, as sites for two wharves.
" " 22	Approves plan of Paull and Roberts' boat-building-shed extension, Clyde Quay, Wellington.
" " 31	Declares that Stewart Island County Council shall exercise powers of a Harbour Board in Half-moon and Horse-shoe Bays.
" Sept. 4	Approves plan of proposed widening of No. 2 (screw-pile) Jetty, Lyttelton.
" " 19	Approves plan of J. Rutherford's wharf at Foxton.
" " 19	Licenses J. Rutherford to occupy foreshore at Foxton as wharf-site.
" " 19	Approves plan of Kawatiri Rowing Club's boat-shed at Westport.
" " 19	Licenses Kawatiri Rowing Club to occupy foreshore at Westport as boat-shed site.
" Oct. 9	Appoints members of Westport Harbour Board.
" " 9	Appoints a member of Greymouth Harbour Board.
" " 9	Prescribes dues and rates for Matakohu Wharf.
" " 24	Approves extension of training-wall, west side of Buller River, Westport.
" Nov. 7	Approves plan of extension of J. H. Williams' wharf, Lowry Bay.
" " 7	Prescribes a close season for mullet.
" " 7	Approves plans of Queen's Drive Boating Club's shed, Port Chalmers.
" " 7	Licenses Queen's Drive Boating Club to occupy foreshore as boat-shed site.
" Dec. 4	Approves protection of Westport coal-staiths.
" " 4	Vests management of Dargaville and Mangawhare Wharves in Hobson County Council, and prescribes dues.
" " 4	Vests management of Pollok Wharf in Pollok Road Board.
" " 4	Approves plan of New Brighton Lifeboat and Fishing Association's boat-shed.
" " 4	Licenses New Brighton Lifeboat and Fishing Association to occupy foreshore at New Brighton for boat-shed site.

RETURN showing the Orders in Council which have been issued, &c.—*continued.*

Date of Order.	Purposes of Order.
1893, Dec.,	4 Approves plan of A. Buckland's wharf extension, Kaipara River.
" "	4 Licenses A. Buckland to occupy foreshore, Kaipara, for wharf extension.
" "	4 Abolishes annual fee for use of Tauranga baths site.
" "	4 Approves plans of Thorndon swimming-baths, Wellington.
" "	4 Approves plans of New Zealand Pine Company's wharf, Colac Bay.
" "	4 Licenses New Zealand Pine Company (Limited) to occupy foreshore, Colac Bay, for wharf-site.
" "	11 Prescribes minimum size at which flounders may be taken.
" "	18 Approves further extension of training-wall west side of Buller River, Westport.
" "	29 Defines limits of Greymouth Pilotage District.
" "	30 Prescribes close season for seals.
" "	30 Amends dues and rates for Kaikoura Wharf.
" "	30 Approves plan of A. Perano's shed, at Picton.
" "	30 Licenses A. Perano to occupy foreshore, at Picton, for shed-site.
1894, Jan.	17 Approves of Westport Harbour Board procuring 25 trucks for Westport-Ngakawau Railway.
" "	17 Approves plan of Waipipi Road Board's wharf, Te Toro Point, Manukau.
" "	17 Licenses, Waipipi Road Board, to occupy foreshore at Te Toro Point, Manukau, for wharf-site, and prescribes dues for use of wharf.
" "	27 Declares that Raglan County Council shall exercise powers of a Harbour Board in Whaingaroa Harbour.
" Feb.	19 Fixes dues and rates for landing-slip and storage, Port Robinson.
" Mar.	5 Approves plan of dredging operations, Wellington Harbour.
" "	5 Prescribes dues and rates, and makes regulations for Kaikoura Wharf and Goods-shed.
" "	15 Approves plan of further extension of Coal Creek training-wall, Greymouth.
" "	29 Approves plans of Molesworth and Saies' stores at Totara North, Whangaroa.
" "	29 Licenses, Molesworth and Saies, to occupy foreshore as site for stores.

## RETURN of WRECKS and CASUALTIES to SHIPPING reported to the Marine Department from the 1st April, 1893, to the 31st March, 1894.

Date of Casualty.	Name of Vessel, also Age and Class.	Rig.	Number of Tonnage.		Nature of		Number of Lives lost.	Place where Casualty occurred.	Wind.		Decision of Court of Inquiry, &c.	Name of Master.
			Crew.	Passengers.	Cargo.	Casualty.			Direction.	Force.		
1893. April 7	Waipara, s.s., 30 years	Schooner	62	8	General	Stranded; no loss	..	North Spit, Hokitika River	S.W.	..	Vessel took the bar, and then failed to answer her helm	Edward Stafford Williams.
22	Annie Wilson, 13 years	Schooner	150	7	Flour and potatoes	Stranded; total loss	..	100 yards. S. of Oeo River, Taranaki, on voyage from Lyttelton to Kaipara.	S.E.	Fresh breeze	Master committed error of judgment in altering the course and hauling her to the north, and approaching the land without taking soundings	Joseph Murray.
30	Agnes Martin, 11 years	Ketch ..	41	4	Nil ..	Stranded; partial loss	..	Awarua, Raratonga, Cook Islands	..	Hurricane	Stranded during hurricane season ..	James Donald.
May 8	Freestrader, 42 years	Barque..	188	8	Timber..	Stranded; partial loss	..	1/4 mile S. of Bar Channel, Wanganui River	W. to W.S.W.	Fresh ..	Master was guilty of great neglect in not seeing that the beacons were kept in line as he approached the bar; the mate was guilty of neglect in not making himself acquainted with the sailing directions. The master's certificate was suspended for six months, and he was ordered to pay the cost of the inquiry. The certificate of the mate, Henry Charles Bowden, was suspended for two months	Henry Bowden.
"	23 Stanley, 11 years	Brigantine	343	8	Coal ..	Stranded; slight damage	..	Near Stokes Point, Auckland Harbour	W.N.W.	Gentle breeze	Sudden change of wind took vessel aback and made her take the ground.	K. M. Lindfors.
June 1	Natal Queen, 28 years	Barque..	230	..	Timber & bark	Collision; partial loss	..	Off Wellington Heads	Northerly	Strong ..	Sea and wind drove "Duco" against side of "Natal Queen"	(Henry Brown. James Jones.
"	1 Duco, s.s., 1 year	Cutter ..	26	4	Nil (tug-boat)	Collision; slight damage	..	About 240 yards. E. of breakwater, entrance to Patea River	W.	..	Vessel struck when entering the river	John Westrup.
"	8 Waitapu, s.s., 6 years	Schooner	40	8	General	Stranded; partial loss	..	Between Hokitika and Cape Foulwind	..	Gale ..	Vessel found bottom up off Cape Foulwind after leaving Hokitika with a cargo of timber	John Livingston.
Since June 8	Lizzie, 10 years	Cutter ..	26	3	Timber..	Capsized; total loss	3; all hands	Between Mid-channel Rock and third red buoy, Bluff Harbour	..	Calm ..	Vessel deviated from centre of channel to avoid collision with a cutter coming out, and touched on top of a rock supposed to be Mid-channel Rock. Accident was, under the circumstances, unavoidable. Beacons should be erected to mark northern limit of Mid-channel Rocks, and regulations made to prevent vessels being in narrow channel when a steamer is leaving or entering harbour	Edward Wheeler
"	16 Manapouri, s.s., 11 years	Schooner	1020	60	General	Stranded; slight damage	..	Wawarangi, Golden Bay	N.E.	..	Vessel dragged ashore, owing to being deficient in proper anchor and chain	Edward Portney.
June 18	Mersey, 16 years	Cutter ..	17	2	Ballast..	Stranded; partial loss	..	1/2 mile from landing-place, Cascade Bay, Norfolk Island	N.N.E.	Strong breeze	Casualty caused by wind failing at critical moment	W. G. Garth.
"	23 Mary Ogilvie, 20 years	Schooner	68	7	2 tons, & 25 tons ballast	Stranded; total loss	..		N.N.E.	..		

Date	Ship Name	Age	Loss of top-masts	Sawn timber	Loss of top-masts	W. Direction	Wind	Casualty	Officer
July 6	Sarah and Mary, 28 years	145	8	..	..	25 miles E., Cable-end Foreland, East Coast, North Island, N.Z.	Fresh gale	Casualty caused by heavy cross sea and bow-sprit shrouds carrying away	William Cameron.
" 10	Waitara, s.s., 9 years	26	3	..	..	Inner head on S.W. side of entrance of Mokau River	Fresh breeze	Casualty caused through the bar having shoaled, and the master being unaware of this	William Turner.
" 20	Maud Graham, 17 years	80	6	4	..	10 miles N.E. from the Brothers, Cook Strait	Light ..	Vessel collided with barque "Ione." From evidence of master and crew of "Maud Graham," collision was apparently caused through want of proper look-out on the "Ione," but the evidence of the master and crew of that vessel was not available	John Oscar Berg.
" 21	Comet, 16 years	58	4	..	..	South Spit, entrance to Wanganui River	Light ..	Casualty caused by current catching vessel on port bow when being kedged into river	Hans Kruhl.
" 25	Helen Denny, 27 years	728	..	..	1	On voyage from London to Nelson. Lat. 42° 2' S., long. 94° 41' E.	Moderate gale	An A.B. named George Woww, while engaged in reefing sail, slipped and fell from the maintop-sail-yard to the deck, and sustained injuries from which he died two days afterwards	John Carnell.
" 31	Dream, 17 years	32	3	..	..	North of Stony Point, Mount Maungani, Tauranga	W.N.W. Fresh breeze	Vessel missed stays through light and baffling wind and strong current	George Armour.
Aug. 17	Achievement, 24 years	499	13	..	..	Worsley Bay, Wellington Harbour	Fresh breeze	Vessel parted cable while at anchor and drifted ashore	Thomas Rees.
Sept. 4	Spirit of the Dawn, 24 years	692	16	..	5	Reef off Antipodes Island, on voyage from Rangoon to Talchuanano, Chili	E. Moderate breeze	Vessel's position was ascertained on 1st September, but between then and wreck only one sight was obtained—viz, on 3rd September. Weather was thick and foggy, and there is no evidence to show how vessel came into position she was in.	Robert T. Milington.
" 14	Vacuna, 32 years	169	7	1	..	Orwell Banks, Entrance to Manukau Harbour	N. Fresh breeze	Casualty caused through master attempting to enter without understanding signals, and without having provided himself with recent information as to harbour. As he was sole loser by casualty, Court confined itself to censuring him and ordering him to pay costs of inquiry.	Thomas James Moore Corlet.
Sept. 28	Rotorua, s.s., 17 years	576	41	23	..	Current Basin, French Pass	Light ..	Vessel followed usual course through Pass; tide caused her to sheer towards mainland; to counteract this sheer helm was ported, but it had no appreciable effect, and vessel went on bank. No blame attached to anyone. Collector of Customs who applied for the inquiry was ordered to pay the master's costs. On the same morning as the above casualty happened, the "Rotorua" touched a rock in the Inner Passage, Jackson's Head; but the Court held it had no jurisdiction in the case of such touching, as it was not a stranding within the meaning of the Act.	Walter Manning.
Oct. 13	Kina, s.s., 17 years	52	8	..	..	Otamatea Channel, Kaipara	Fresh gale	Vessel became disabled through line getting foul of propeller, and high wind drove her down on raft, which made a hole in plate.	Thomas Ross.
" 18	Grafton, s.s., 39 years	282	26	17	..	Entrance Ledge, Nelson Harbour	Light ..	Rush of tide in Narrows caused vessel to ground when going out in charge of pilot.	Peter Nordstrum.
" 25	Star of England, s.s., 4 years	2424	47	..	..	Off Cape Saunders	Light ..	Grounding was caused by foggy nature of weather and inset of current. If lead had been used it might have warned master of his nearness to land. He was ordered to pay costs of inquiry.	John Simpson.

RETURN OF WRECKS and CASUALTIES to SHIPPING reported to the Marine Department—*continued.*

Date of Casualty.	Name of Vessel, also Age and Class.	Rig.	Register Tonnage	Number of		Nature of		Place where Casualty occurred.	Wind.		Decision of Court of Inquiry, &c.	Name of Master.
				Crew	Passengers.	Cargo.	Casualty.		Direction.	Force.		
1893. Oct. 26	Alice Jane, 19 years	Ketch ..	27	..	Sawn timber	Stranded; total loss	..	Sand-spit inside Tairaroa Head	N.E.	Very strong	Vessel ran into harbour for shelter, but not being able to see beacon-lights ran too far before hauling up and drove ashore.	Charles Johnson.
"	Janet Ramsay, 22 years	Schooner	41	3	Timber..	Stranded; total loss	..	Waikawa River ..	N.E.	Light ..	Wind died away and tide carried vessel on to rocks.	Edmund Pleasant.
Nov. 30	Waimui, s.s., 7 years	Schooner	391	..	General	Loss of life only	1	Between Wellington and French Pass	..	..	The second steward, Alfred Smith, is supposed to have fallen overboard and to have been drowned. He was last seen at 12.30 a.m., when he went off duty, and was missed at 6 a.m., when the ship was searched, but he could not be found.	George Lambert.
"	Stormbird, s.s., 39 years	Schooner	137	..	General	Loss of life only	1	On voyage from Wellington to Wanganui	None	..	Captain Leys, a passenger, was missed from the ship. He is supposed to have been lost overboard when near the Wanganui Bar.	Alexander Chambers.
Dec. 9	Lily, 19 years ..	Schooner	84	5	N.Z. produce, flour, wheat, & oats	Stranded; partial loss	..	West side of North Spit, Waitara River	S.W.	Fresh breeze	Insufficient water on board, and also through s.s. "Mohaka, employed in towing vessel, not having sufficient power.	Andrew Bloom.
"	15 Auckland, 19 years	Ship ..	1244	23	General	Loss of life only	1	Lat. 43° 06' S, long. 81° 27' E. On voyage from Glasgow to Dunedin	..	Stiff breeze	An A.B. named John Kemp, engaged aloft losing the starboard side of the mainsail, fell overboard and was lost.	Charles James.
"	Jessie Readman, 24 years	Ship ..	962	..	Wool ..	Stranded; total loss	..	About 4 miles east of Taupeka Point, Chatham Islands	..	..	Master committed error of judgment in continuing when he was unable to verify his position by observation, a course which, as originally laid down without any allowance for the ocean-set, only left a margin of 25 miles. He was on deck during night preceding casualty, and was the first to see danger. He did all he could on discovering the dangerous position of ship, and landed his crew in safety. The evidence shows that a current of considerable and varying strength sets towards the islands. The master was ordered to pay the costs of the inquiry	Thomas Burton.
1894. Jan. 26	Owaka Belle, 17 years	Ketch ..	45	4	Timber..	Stranded; total loss	..	North Spit, entrance to Waikakariri River	S.S.W.	Breeze ..	Caused by wind shifting from S.S.W. to N.N.W. just as she was crossing the bar	Theodore Malasch.
Feb. 3	Gazelle, 17 years	Barque..	336	10	Guano ..	Stranded; total loss	8	Outside head west of Waikawa Bay, Current Basin, French Pass	N.W.	Fresh gale	Vessel driven ashore by gale during very thick weather	Charles Rogers.
"	7 Argyle, s.s., 18 years	Schooner	129	10	General, gum, & produce	Loss of life only	1	inside Tiri-Tiri, on voyage from Great Barrier to Auckland	..	..	A steerage passenger named John Murray was missed from vessel, and is supposed to have fallen overboard unobserved and been drowned	Frank Amodeo.



Feb. 20	Stormbird, s.s., 20 years	Schooner	137	14	2	Wool ..	Stranded; no damage	..	Waikanae Spit ..	Callm	Master guilty of grave default in proceeding to sea and steering course he did without having checked error of his compasses, when for ten days he had been tendering large iron vessels outside Wanganui bar, and shortly before sailing had bumped against s.s. "Waikato" with such violence as to start the bridge. Master ordered to pay costs of inquiry	Alexander Chambers.
"	13 Zephyr, 28 years	Brigantine	135	7	..	Ballast..	Stranded; no damage	..	Gollan's Bay, Lyttelton Harbour	S.W. Light ..	Casualty caused by wind dying away, then suddenly changing and dying away again	Alfred Ball.
"	17 Wairarapa, s.s., 12 years	Schooner	1023	..	..	General	Loss of life only	1	On voyage from Bluff to Hobart, lat. 45° 30' S., long. 162° 3' E.	..	An A.B. named William Welsted, while engaged cleaning woodwork, fell over the ship's side and was drowned.	John McIntosh.
"	17 Mohaka, s.s., 17 years	Ketch ..	20	4	..	General	Stranded; partial loss	..	North Spit, Awakino River, West Coast, North Island	S.W. Light ..	Vessel struck on bar aft, and sea drove her on North spit	Walter Parker.
Mar. 26	Gratitude, 5 years	Ketch ..	114	16	..	Penguin oil	Loss of life only	3	Lat. 52° 40' S., long. 160° 33' E., on voyage from Macquarie Island to Bluff	S'therly Gale ..	A sea of unusual size struck the vessel on the port quarter, and swept the deck of everything from the wheel to the foremast, washing overboard and drowning Richard W. Green, cook and seaman, Donald Henderson, A.B., and John Fortnick, O.S.	Henry Hope Brown.

SUMMARY of CASUALTIES to SHIPPING and SEAMEN reported to the Marine Department during the Financial Year ended the 31st March, 1894.

Nature of Casualties.	Casualties on or near the Coasts of the Colony.						Casualties outside the Colony.						Total Number of Casualties reported.										
	Steamers.			Sailing-vessels.			Total within Colony.			Steamers.			Sailing-vessels.			Total outside Colony.							
	No. of Vessels.	Tonnage.	No. of Lives lost.	No. of Vessels.	Tonnage.	No. of Lives lost.	No. of Vessels.	Tonnage.	No. of Lives lost.	No. of Vessels.	Tonnage.	No. of Lives lost.	No. of Vessels.	Tonnage.	No. of Lives lost.	No. of Vessels.	Tonnage.	No. of Lives lost.	No. of Vessels.	Tonnage.	No. of Lives lost.		
Strandings,—																							
Total wrecks	1	26	..	9	2,353	13	10	2,379	13	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Partial loss	2	60	..	4	458	..	6	518	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Slight damage	1	1,020	..	1	343	..	2	1,363	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
No damage	5	3,431	..	3	692	..	8	4,123	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Total strandings	9	4,537	..	17	3,846	13	26	8,383	13	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Vessels capsized,—																							
Total loss	..	..	..	1	26	3	1	26	3	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Collisions.—																							
Partial loss	..	..	..	1	230	..	1	230	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Slight damage	1	26	..	1	80	..	2	106	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Total collisions	1	26	..	2	310	..	3	336	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Miscellaneous, including damage by heavy seas to hull and cargo, loss of masts, &c., and breakdown of machinery	1	52	..	1	145	..	2	197	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Total casualties to shipping	11	4,615	..	21	4,327	16	32	8,942	16	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Less of life only	3	657	..	..	..	..	3	657	3	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Total number of casualties reported	14	5,272	3	21	4,327	16	35	9,599	19	1	1,023	1	4	2,127	5	5	3,150	6	40	12,749	25	..	

Approximate Cost of Paper.—Preparation, not given; printing (exclusive of plan) 1,550 copies, £19 2s. 6d.

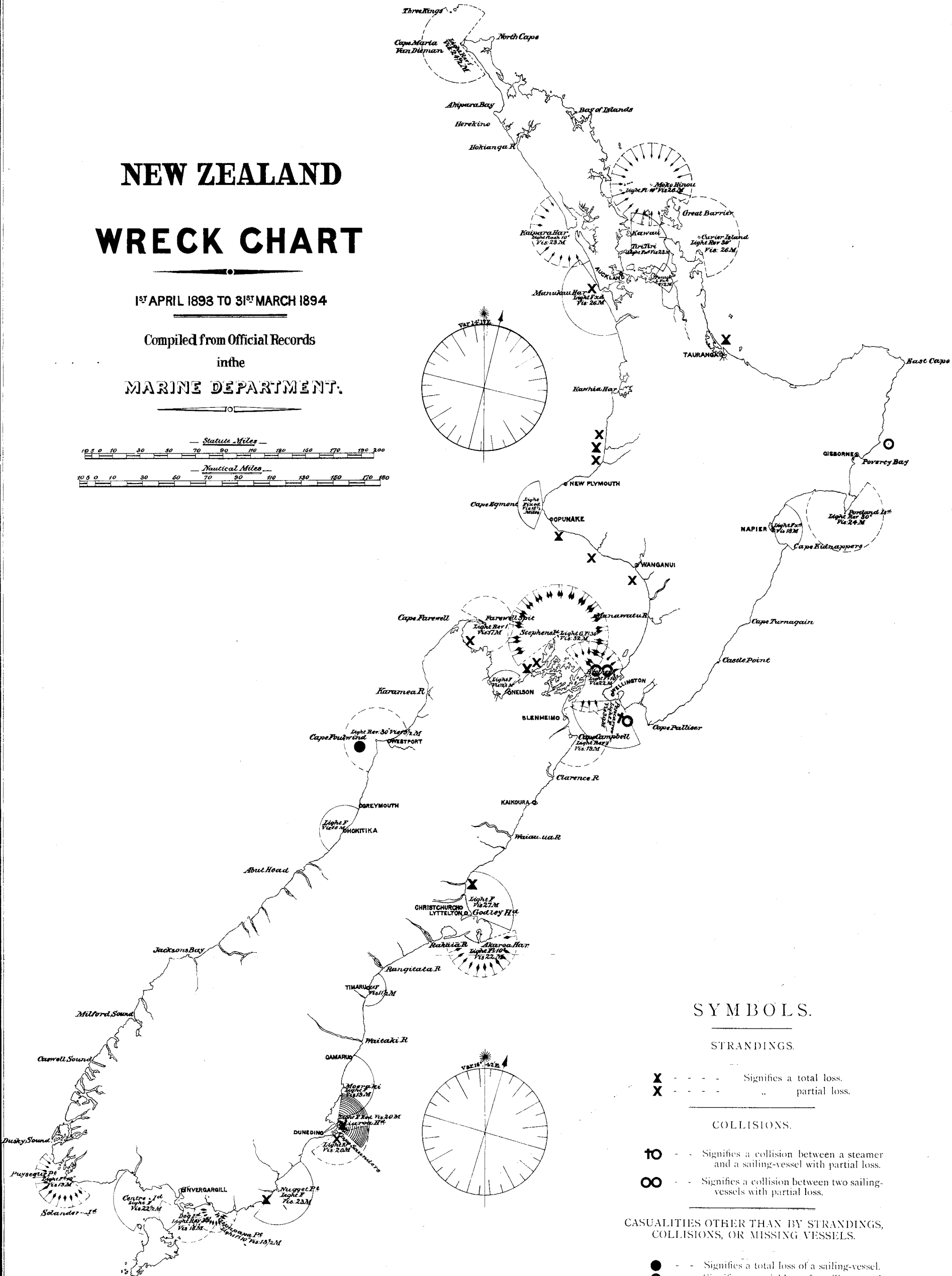
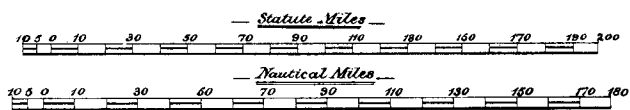
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Price 9d.]

# NEW ZEALAND WRECK CHART

1<sup>ST</sup> APRIL 1893 TO 31<sup>ST</sup> MARCH 1894

Compiled from Official Records  
in the  
MARINE DEPARTMENT.



## SYMBOLS.

### STRANDINGS.

- X - - - - Signifies a total loss.
- x - - - - " " partial loss.

### COLLISIONS.

- to - - Signifies a collision between a steamer and a sailing-vessel with partial loss.
- ∞ - - Signifies a collision between two sailing-vessels with partial loss.

### CASUALTIES OTHER THAN BY STRANDINGS, COLLISIONS, OR MISSING VESSELS.

- - - Signifies a total loss of a sailing-vessel.
- - - Signifies a partial loss of a sailing-vessel.

Note.--Casualties resulting in slight damage are not shown on this chart.

