

1895.
NEW ZEALAND.

MARINE DEPARTMENT.

(ANNUAL REPORT FOR 1894-95.)

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

MY LORD,—

Marine Department, Wellington, 31st August, 1895.

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 the 31st March last.

I have, &c.,

J. G. WARD,

Minister of Marine.

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

The SECRETARY to the MINISTER of MARINE.

SIR,—

Marine Department, Wellington, 30th June, 1895.

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

The work of the department continues to be performed by the reduced staff to which I drew attention in my report for last year, and, although I have found the active oversight of the work, in addition to my duties as Secretary of Customs, a very severe tax on my time and energies, I do not anticipate that I shall be compelled to ask for relief, unless some unexpected development of work takes place. I regret to state that for over three months I was deprived of the very valuable assistance of Mr. George Allport, Chief Clerk, owing to a severe illness, from which, I am glad to say, he has completely recovered. During his absence his duties were efficiently performed by Mr. Julian J. D. Grix, the second Clerk; but owing to the work of the latter falling into arrear, in consequence of his having to take up Mr. Allport's duties, it has been necessary to employ some temporary clerical assistance.

I regret to have to report the death of Captain Robert Johnson, who held the position of Nautical Adviser and Examiner of Masters and Mates, which took place on the 19th August last. He had been in the service of the department since the 10th November, 1861, and was a most valuable officer. When the department was separated from the Customs, in April, 1878, he was appointed Secretary, which position he held until the two departments were again placed under one permanent head in October, 1880. Since his death, Captain George Allman has been appointed Nautical Adviser and Chief Examiner of Masters and Mates.

Lighthouses.—Out of the sum of £810 voted for repairs to lighthouses and keepers' dwellings at several stations in the southern part of the South Island the sum of £215 14s. 11d. has been expended, and, when the works which were in hand at the end of March are completed, the stations in that part of the colony, with the exception of the keepers' houses at Centre Island and Puysegur Point, will be in good working condition. At Nelson, the house-accommodation for the keepers is very poor, and it is proposed, as soon as the necessary funds are voted by Parliament, to erect a new house for the principal keeper, and to utilise the house he at present occupies to provide proper accommodation for the assistant-keeper. The lighthouse artificer has recently visited the North Island lighthouses, and reported on the repairs which are required at some of the stations. The most extensive work which will have to be done is the repair of the houses at Tiritiri. On the 19th September last a heavy sea wrecked the crane at Cuvier Island: a new one will be erected at an early date.

Owing to the lighthouse artificer being so much occupied in carrying out the repairs above referred to, and visiting the various lighthouses for the purpose of reporting thereon, no further progress has been made in practically testing the suitability of mineral colza oil for use in our lighthouses. One of the burners which is used for this oil in Tasmania has been obtained from the Marine Board at Hobart, and it will shortly be used to further test the oil at Pencarrow Head Lighthouse. I feel satisfied that the only difficulty in the way of the use of the oil is the adaptation of the present burners. When this point is solved the oil will be available for many of the lighthouses, and a great saving in cost will result from its use.

The "Hinemoa" having been sent to the Auckland and Campbell Islands on special service in connection with the prevention of sealing during the close season, it became necessary to make

other arrangements for tendering the lighthouses while she was away. The p.s. "Terranora" was therefore obtained from the Postal and Telegraph Department, and despatched to the various stations in the North Island with oil and stores.

The light on the beacon at the French Pass was not extinguished during the year, but on one occasion it smoked badly for a few hours, until the keeper was able to go off to it.

The following incidents were reported: On the 10th April, 1894, the light at Pencarrow Head was extinguished for about seven minutes, owing to the carelessness of a temporary keeper, whose services were thereupon dispensed with. This was the only occasion on which a light went out. On the 16th June, 1894, a large bird struck one of the lantern panes at Puysegur Point and broke it. On the 21st July, lightning struck the top of Cuvier Island Lighthouse, but without any damage resulting. On the 17th August, the principal keeper at Cape Saunders injured a finger severely between the large cog-wheel and the drum of the machine, which incapacitated him from duty for about a month. During the year one keeper resigned, and the services of another were dispensed with. To fill these vacancies two appointments were made.

The erection of a new lighthouse having been decided on, the opinion of experienced shipmasters was asked as to the site on which a light is most urgently required. This resulted in the choice of Cape Palliser, and a very suitable site has been selected by Mr. P. S. Hay, C.E., who acted on behalf of the Marine Engineer, and Captain Allman, Nautical Adviser. The selection of the site was somewhat difficult, owing to the coast not presenting any headland projecting with sufficient boldness to command a good "northing" and at the same time facilitate navigation from the south. It is believed, however, that the site chosen is the only available one, and it has been approved by master mariners of experience. Since the decision to erect this lighthouse was arrived at, it has been determined to proceed with the erection of a lighthouse on Cape Kidnappers, on which a very suitable site has been selected by Mr. Hay and Captain Allman. The lanterns and apparatus for both places have been ordered, and the Public Works Department has been requested to proceed with the erection of the towers and other buildings.

Representations have been made to the department that the light on Somes Island is inadequate for the requirements of the Port of Wellington, and it has been suggested that it should be removed to Ward Island, or a more powerful light placed on the latter site and the light on Somes Island removed. The Marine Engineer has been requested to report on the cost of a new tower at Ward Island. Steps will probably be taken to give effect to the suggestions which have been made as soon as the erection of the lighthouses at Cape Palliser and the Kidnappers approaches completion.

The new landing on the south side of the Brothers is now nearly completed, and will in future obviate delay in landing stores, as well as lessen the risk to life hitherto attending the work at that station.

The material for the new landing at Godley Head has been procured, and its construction will shortly be proceeded with.

The arrangement mentioned in my last report, under which the "Hinemoa" is to make less frequent trips to the lighthouses which are readily accessible by land, has been brought into operation.

The question of establishing fog signals at some of the lighthouses is under consideration.

Light Dues.—The sum of £16,299 10s. 8d. was received for light dues during the year, as compared with £15,431 16s. 1d. for the previous year, being an increase of £867 14s. 7d.

Harbours.—At the suggestion of the Wellington Harbour Board, the General Harbour Regulations have been amended so as to exclude safety cartridges for small arms from the definition of explosives, and to include mineral oil or products thereof which give off an inflammable vapour at a temperature of less than 110° Fahr. in such definition. This will enable such cartridges to be shipped and landed without being subject to the regulations respecting explosives, and will bring the mineral oil referred to under the operation of those regulations.

The duties of the harbour staff at the ports under the control of this department have been satisfactorily performed, and the buoys and beacons maintained in good order. The buoys at Tauranga, Ngunguru, Russell, Whangaroa, Hokianga, Kaipara, and Manukau have been overhauled and cleaned by the "Hinemoa." Captain Fairchild also overhauled the buoys in Whangarei Harbour, as the local Harbour Board had not the appliances for doing the work; but the Board paid for the material used. At Nelson, a new leading beacon has been erected on the Waimea Sands, and a light placed in it to guide vessels in and out at night. Arrangements have been made with the person on whose property the beacon is erected for his son to attend to the light for a small payment. The bell-buoy at the entrance to this harbour has also been overhauled by the "Hinemoa." Beacons have been erected at Little Wanganui, and arrangements made with a local resident to attend to them and guide vessels in and out. The repairs to the Nelson breast-work have been completed, the sum of £168 19s. 3d. having been expended on this work during the year. A sum of £70 has been contributed towards the cost of repairing the Queenstown Wharf, and £116 10s. has been paid for the erection of a wharf at Toro Point, in Manukau Harbour. Wharves have been erected in Whangateau Harbour at a cost of £302 1s. 9d. A sum of £350 has been paid to the Stewart Island County Council for the cost of a wharf erected at Half-Moon Bay. Complaints continue to be made by the masters of vessels trading to Blenheim that the branches of the willows growing on the banks of the river are cut, and allowed to fall into the channel, where they impede navigation, while at the same time the stumps which are left are a serious danger to the vessels when they go close to the banks. Further representations on this subject will be made to the River Board.

New leading beacons are required on the North Head, at the entrance to Manukau Harbour, and it is intended to proceed with their erection at an early date.

New limits for Waimakariri Harbour have been defined. A return showing the licenses issued for the occupation of foreshore, and the authorities given for the erection of wharves, &c., is attached.

Oyster-fisheries.—The Act passed last session has been found defective in two respects. In the first place, while it makes provision for a close season for oysters, it is not made an offence to have oysters in possession, or sell them, during the close season, provided they were taken during the open season. Advantage was taken of this to store a large quantity in Evans Bay, Wellington, before the commencement of the close season; and the department was advised that their sale could not be interfered with unless it could be proved that they were taken during the close season. There is obviously here an opening by which the Act can be evaded. The other defect is the limitation of the area for oyster-bed leases to 5 acres, with 5 chains foreshore frontage. Applications for such small areas could not be obtained. It is proposed to promote legislation to remedy these defects.

Owing to the Crown grant originally issued for the Island of Kawau having given the right of ownership down to low-water mark, the present owner claimed the right to prevent any one taking oysters from the foreshore of the island without his permission. As licenses issued for the Auckland oyster-fishery entitled the holders to take oysters anywhere within the open part of the fishery, this right came into conflict with the owner. The department was advised that the owner could prevent the holder of a license from using it at Kawau; and consequently an Order in Council was issued, excluding the island from the limits of the fishery.

In May, 1894, the northern subdivision of the northern oyster-fishery, extending from Cape Wiwiki to the North Cape, which had been closed since September, 1892, was declared open, as the beds were found to be in such a state as to warrant this being done; and in March last the middle subdivision of this fishery, extending from Cape Wiwiki to the river Waitangi, in the Bay of Islands, which had also been closed since September, 1892, was declared open. At the same time the southern subdivision, extending from the Waitangi River to the south head of Whangaruru Harbour was closed, as it was found that the beds had been so much worked that they were becoming depleted.

As the beds in the Auckland district were becoming worked out, they have, with the exception of those on Great Barrier Island, been closed. The same course has been adopted in respect of the beds in Queen Charlotte Sound and Tory Channel.

A license to form artificial beds in a part of Porirua Harbour has been granted to Mr. E. H. Beere; and licenses for the formation of such beds in Arrowsmith Bay, Tory Channel, have been issued to Messrs. H. Baxter and W. Davenport. An exclusive license for two years to use a natural oyster-bed, which they discovered between Cape Campbell and the mouth of the Wairau River, has been granted to Messrs. Farmar, Cullen, and Eckford.

The oyster-beds in Manukau Harbour have been surveyed and divided into areas not exceeding 5 acres each, with 5 chains frontage, the maximum limit for lease to one person as prescribed by "The Sea-fisheries Act, 1894." The areas have not, however, been submitted to lease as they are found to be too small. As before stated, it is intended to ask Parliament to authorise an increase in the area. In the meantime the beds have been declared open.

On the 14th August last, J. E. Yorke was convicted and fined at Russell for taking oysters in a closed district, his license being cancelled; and on the 7th January, H. G. Newman was convicted and fined at the Bluff for having oysters in possession in the close season. Twenty bags of oysters illegally taken at Kawhia were seized at Wanganui; but there was no prosecution in this case, as it was believed that the offender, the master of the ss. "Glenelg," was not aware of the fact that Kawhia had not been declared an open oyster-fishery.

Sea-fisheries.—In consequence of the decision of the Supreme Court in the case against the master of the p.s. "Result," mentioned in my last report, an alteration has been made in the law making it an offence to have undersized fish in possession, although such fish may have been caught outside the limits of the colony. A complaint was made by fishermen at the Thames with reference to the system of "blocking," by which one person's nets were interfered with by other persons setting nets outside or round them; and, on inquiry, it was found that there were good grounds for this complaint. A regulation prohibiting the practice was therefore made.

Representations having been made to the department that rock-cod sold in Wellington, which, although over the minimum weight of 4oz. prescribed by the regulations, appeared to be so small as to make it doubtful whether the minimum weight should not be raised, inquiry was made into the matter, and, acting on the advice of Sir James Hector, the minimum weight was raised to 8oz. The thanks of the department are due to Sir James for the valuable assistance he has rendered in this and other matters in connection with the administration of the law relating to fisheries. Subsequently the Inspector of Fisheries at Wellington reported that rock-cod of less than 8oz. were being sold in Wellington. The offender was prosecuted and fined £2 and costs.

Representations having been made to the department that it would be desirable to prescribe a close season for mullet in all the waters between Cape Wiwiki and the North Cape, and also to prohibit the Maoris from using certain methods of fishing which had the effects of depleting the fishery, in consequence of their taking small mullet in large quantities, inquiries were made into the matters with the result that a close season was prescribed, and Maoris were made amenable to the fishery regulations, from the operation of which they had hitherto been exempted when taking fish for their own consumption. The question of prescribing a close season for mullet in the whole of Kaipara Harbour is now under consideration.

Regulations have been made prohibiting the use of scrim or whitebait nets as set nets, and providing that scrim hand-nets used for catching whitebait must not have an opening of more than five square feet.

Seal-fisheries.—The months of September and October last were declared an open season for taking seals, since which time the season has been closed. By "The Sea-fisheries Act, 1894,"

power is given to make regulations for granting licenses to take seals, and it is provided that any person taking seals without a license shall be liable to a penalty of not exceeding £100 for every seal so taken. No regulations have yet been made, and it has not yet been decided when an open season shall be prescribed.

Reference was made in last year's report to a request made to the Admiral of the station to despatch H.M.S. "Rapid" to the Auckland and Campbell Islands, with the view of preventing the Norwegian vessel "Antarctic" from taking seals at those islands. The "Rapid" reached Campbell Islands on the 20th June, 1894, and found the "Antarctic" and ketch "Gratitude" there. The Commander reported that no seals were found when he boarded the "Antarctic," which was apparently engaged in whaling. Five men from the "Gratitude" were living on shore, ostensibly prospecting for gold. It was stated that they belonged to a firm who are searching for gold at Macquarie Island. Copies of the Proclamation extending the close season for seals were placed on board both vessels, and also in conspicuous places on shore. The "Rapid" returned to New Zealand *via* the Chatham Islands, for the purpose of inquiring as to the possible loss there of the missing vessel "Crest of the Wave," but no tidings of that vessel could be obtained.

The department is under obligations to the Admiral, and the Commander of the "Rapid," for these valuable services.

Weather Reporting.—The duties in connection with weather forecasts have been efficiently carried out by Captain Edwin, who has also continued to perform the duties of Examiner of Masters and Mates.

Government Steamers.—The "Hinemoa" has been fully employed during the year. She has performed the usual work of periodically visiting the lighthouses with oil and stores, and of overhauling and cleaning the buoys on the coast and in the principal harbours under the control of the department; also erecting and repairing beacons, &c. In addition to this work she has paid one visit to the Kermadec Islands, to search for castaways, and inspect the depôts of provisions and clothing which are maintained there. She has also made her two ordinary trips to the Auckland, Campbell, Antipodes, and Bounty Islands on similar service, and has made a special trip to the Southern Islands, and to the Chatham Islands, with His Excellency the Governor. During the year she steamed 33,839 miles, was 4,071 hours under steam, consumed 1,871 tons of coal, landed 142 tons of coal at lighthouses, &c., carried 2,169 tons of cargo, and cleaned, painted, and re-laid 116 buoys. In connection with the work of the vessel I may remark that she does a large amount of work for Government departments, but that the Railway Department is the only one which pays for it. On the advice of the Principal Engineer Surveyor, a set of Stone's patent bronze propeller blades has been procured from the builders of the vessel, and it is anticipated that a material increase in speed will be obtained when they are fitted on. At the same time as this is done the vessel will receive a general overhaul, and some necessary repairs will be carried out.

The "Stella" has been laid up during the year.

The "Pilot" has been brought from Kaipara to Wellington. She was built for harbour work at Kaipara, but in consequence of arrangements having been made for this work to be done by one of the Northern Union Steamboat Company's steamers she is no longer required there. She was offered for sale before leaving Kaipara but no satisfactory offers were received. She was towed down by the "Hinemoa," and has been used in the survey of the Inner Passage at Jackson's Head, and the outlying dangers off the Beef-barrel Rocks at the French Pass. After the completion of the surveys she was laid up in Wellington Harbour, and was offered for sale by public tender, but none of the tenders received reached the reserve which had been put upon her. During the heavy gale at Easter she broke adrift from her moorings alongside the "Stella," and went ashore near Kaiwarra. She has since been launched and repaired, and will shortly be offered for sale by public auction.

Coastal Surveys.—A survey of the Inner Passage at Jackson's Head, at the entrance to Queen Charlotte Sound, has been made by Mr. Thomas Perham, Assoc. M.I.C.E. This was a difficult work to carry out, owing to the prevalence of high winds and the strong current which sets through the passage. Even in calm weather it was impossible to work, except for a short time at high and low water, owing to the strength of the current. The s.s. "Pilot" was used in the survey, and Mr. Perham succeeded in finding and locating on the chart the rocks on which the s.s. "Hawea" and "Hinemoa" struck, besides other rocks, the most dangerous of which was one near the centre of the passage, with only $3\frac{1}{4}$ fathoms of water on it at low-water spring-tides. A plan of the survey has been sent to the Hydrographer to the Admiralty, in order that the necessary corrections may be made in the Admiralty chart; and a notice to mariners, giving the result of the survey, has been published.

Mr. Perham also made a survey of the reefs which were discovered by Captain Fairchild running out from the Beef-barrels at the French Pass, and a plan of this survey has been forwarded to the Admiralty. Captain Fairchild has since placed the buoy in such a position as to mark the ends of both reefs.

Wrecks and Casualties.—A table showing an analysis of the casualties reported is attached. Those on the coast of the colony number forty-one, representing 9,850 tons, as against thirty-five casualties affecting 9,599 tons in the previous year. The number of total wrecks within the colony was thirteen, of 2,049 aggregate tonnage, as against eleven vessels of 2,405 aggregate tonnage in the previous year. The number of lives lost during the year was 151, as against twenty-five in the previous year: of these, 150 were on or near the coasts of the colony—namely, four from the "Crest of the Wave" (all hands), three from the "Paku," three from the "Alexander Newton," four from the "Dunedin" (all hands), five from the "Christine" (all hands), four from the "Catlin" (all hands), 126 from the s.s. "Wairarapa," and one from the "Comet." The life lost beyond the colony was from the "Auckland."

The saddest feature in connection with the wrecks during the year was the loss of the s.s. "Wairarapa," which, according to the decision of the Court of Inquiry, was caused through the

master and first and second officers not taking a correct point of departure at the Three Kings, and not allowing for a current which, by the first and second officers' evidence, they should have been aware was running to the east and south-east. The vessel was also driven at full speed through a dense fog. The Court stated that had the master not been drowned, there is no doubt that his certificate would have been cancelled.

Survey of Steamers.—The survey of steamers, which was placed under the Public Works Department when the inspection of land machinery was transferred to that department at the end of 1892, has been transferred back to this department, as it was found to be much more convenient that the department charged with the administration of the shipping laws should have the control of this work. The report of the Principal Engineer Surveyor is appended hereto.

It having been deemed advisable that a uniform system should be adopted in regard to the limits within which small restricted-limit steamers should be allowed to ply, Captain Allman, the Nautical Adviser to the department, and Mr. Mowatt, the Principal Engineer Surveyor, proceeded to the principal places to which these steamers belong, and after making themselves fully acquainted with the limits, and conferring with the owners of the vessels, they made certain recommendations which are now under consideration. It is believed that if these recommendations are given effect to, uniformity will be secured, and at the same time no hardship will be imposed upon the owners or upon the present masters and engineers of the vessels. Proceedings were taken against the masters of the "Rose Casey" and "Bella," for carrying more passengers than allowed by their certificates, and against the master of the "Elsie," for running without a certificated engineer. In both cases fines were imposed.

Examination of Masters and Mates.—Seventy-two candidates passed their examinations for certificates of competency, and fifty failed. Of those who passed forty-two were masters, mates, and engineers of sea-going vessels, and thirty were masters and engineers of steamers plying within restricted limits. No candidate failed to pass the colour test. Ninety-three certificates of service as master (home-trade) were issued during the year, ninety of them being under "The Shipping and Seamen's Act Amendment Act, 1894," which provides that persons who have served as masters of coasting vessels of 15 tons and over for three years since January, 1884, shall be entitled to such certificate.

New regulations for the examination of masters and mates, similar to the latest regulations issued by the Imperial Board of Trade, have been made. Under these regulations a new method has been adopted for testing candidates' form- and colour-vision. The form-vision test is carried out by means of Snellen's letter-test, and in the colour-vision test Holmgren's wools are used. In the case of home-trade certificates, service as second mate in that trade is now allowed to qualify a person for examination for a masters' certificate. Formerly, service lower than that of first mate was not recognised for this purpose.

Relief of Distressed Seamen.—The sum of £28 4s. 8d. has been expended during the year on account of the relief of distressed seamen belonging to New Zealand vessels. Of this amount, £7 was paid for maintenance, &c., of the crew of the "Indiana" at Barren Island, Tasmania; £6 for passages of the crew of the "Kenilworth" from Brisbane to Auckland; and £15 4s. 8d. for maintenance, &c., of the crew of the "Jessie" at Noumea.

Besides the above amounts, a sum of £223 4s. 5d. was expended in establishing further dépôts for castaways on the Snares, Auckland, and Campbell Islands, and replenishing stores at the dépôts previously established in the islands.

When the "Hinemoa" made her last visit to Campbell Island it was found that some of the clothing and provisions had been stolen from the dépôt there.

A further sum of £28 7s. was expended on the relief of the crew of the "Spirit of the Dawn," and £2 on the relief of the crew of the "Alexander Newton."

The Imperial Board of Trade has refunded the sum of £152 19s. 9d. which was last year expended in connection with the relief of the crew of the "Spirit of the Dawn."

Wages and Effects of Deceased Seamen.—The estates of fifty-eight deceased seamen, amounting in the aggregate to the sum of £612 4s. 8d., have been dealt with during the year, and of these thirty-nine were new estates. £466 16s. 5d. has been paid to relatives and other claimants.

Alterations in the Law.—The passing of "The Shipping and Seamen's Act Amendment Act, 1894," has made some important changes in the law. The number of seamen, firemen, and trimmers which vessels engaged in the coastal and intercolonial trade are to carry has been fixed, and provision has been made as to the service necessary to qualify for the rating of A.B. or fireman.

It has been provided that the load-lines of vessels are to be fixed in accordance with the tables framed by the Load-line Committee of the Board of Trade, and marked in such manner as the Board of Trade may determine. Provision was made empowering the Minister of Marine to modify the tables of the Load-line Committee; but, as the Imperial Government has objected to this power of modification, it is proposed to ask Parliament to amend the Act so as to meet this objection.

The duty of granting permits for the carriage of deck cargo has been placed upon the Collectors of Customs, and it is proposed to issue, at an early date, regulations as to the quantity of cargo or live stock that may be carried on deck. These regulations are now being prepared by the Nautical Adviser.

Provision has been made requiring colonial pilots—that is, persons who pilot vessels from one port to another—to be licensed, and regulations respecting the issue of the licenses, and fixing the annual fee to be charged therefor, have been made.

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

I have, &c.,

W. T. GLASGOW, Secretary.

The PRINCIPAL ENGINEER-SURVEYOR of STEAMERS to the SECRETARY of the MARINE DEPARTMENT.

SIR,—

Office of Chief Inspector of Machinery, Wellington, 25th June, 1895.

I have the honour to submit the following report of steamers surveyed, and for which certificates were issued under "The Shipping and Seamen's Act, 1877," during the financial year ended 31st March, 1895.

The following table shows the number of steamers engaged in the respective trades, their tonnage, horse-power, and fees payable:—

Number.	Trade in which engaged.	Fees Payable.	Aggregate Registered Tonnage.	Registered Nominal Horse-power.
22 ..	Foreign	£ s. d. 305 0 0	37,128	9,630
62 ..	Home Trade	474 10 0		
128 ..	River and Extended River	416 0 0		
212		1,195 10 0	37,128	9,630

For the 212 steamers shown above, 288 survey certificates were issued, that number of surveys having been made.

The work in this branch of the department under the Shipping and Seamen's Act is now well in hand, with the exception of a few small steamers in outlying districts, which will be attended to on the first opportunity.

The question of granting yearly certificates to steamers fitted with non-condensing machinery is one, I submit, worthy of consideration, seeing that nearly all the steamers in question are plying on lakes or rivers where fresh water is available, or they have conveniences on board for carrying fresh water. I therefore see no good reason for having steamers fitted with non-condensing machinery surveyed twice every year, as now required.

Appended is a table giving names of steamers surveyed, tons register, horse-power, nature of machinery and propeller, also trade in which employed.

I have, &c.,

W. M. MOWATT,
Principal Engineer Surveyor.

The Secretary, Marine Department.

RETURN of STEAMERS to which CERTIFICATES of SURVEY were issued in NEW ZEALAND during the Year ended the 31st March, 1895.

Name of Vessel.	Tons Register.	Nominal Horse-power of Engines.	Nature of Engines.	Nature of Propeller.	Class of Certificate.	Remarks.
Ahuriri	31	17	Compound ..	Screw ..	Extended river.	
Akaroa	43	28	" ..	" ..	" ..	
*Albany	8	8	Non-condensing ..	" ..	River ..	Launch.
Alert .. .. .	..	5	" ..	" ..	" ..	"
*Alexandra	73	30	" ..	Paddle ..	" ..	"
Alice	3	4	" ..	Screw ..	" ..	Launch.
Aorere	49	16	Compound ..	" ..	Home trade.	
Argyle	126	45	" ..	" ..	" ..	
Australia	260	77	" ..	Twin-screw ..	" ..	
*Awarua	100	80	Condensing ..	Paddle ..	" ..	Tug.
Beatrice	8	10	Non-condensing ..	Screw ..	Extended river.	
*Bella	12	12	" ..	" ..	" ..	
Ben Lomond	33	15	Compound ..	" ..	River.	
*Birkenhead	55	16	Non-condensing ..	Paddle ..	" ..	
*Blanche	18	9	" ..	Screw ..	" ..	
*Britannia	108	40	" ..	Paddle ..	" ..	
Brunner	333	95	Triple expansion ..	Screw ..	Home trade.	
Canterbury .. .. .	..	24	Non-condensing ..	Twin-screw ..	Extended river.	
Charles Edward	123	60	Compound ..	" ..	Home trade.	
Chelmsford	70	24	" ..	Screw ..	" ..	
Clansman	336	99	" ..	" ..	" ..	
*Clematis	5	4	Non-condensing ..	Sternwheel ..	River.	
Corinna	820	141	Compound ..	Screw ..	Foreign trade ..	1st N.Z. survey.
Coromandel	67	25	" ..	" ..	Extended river.	
Cygnat	3	3	Non-condensing ..	" ..	River ..	Launch.
Daphne	1	2	" ..	" ..	" ..	"
Dispatch (Bluff)	24	20	Compound ..	" ..	Home-trade.	
*Dispatch (Auckland) .. .. .	..	6	Non-condensing ..	" ..	River ..	"
Dingadee	393	80	Compound ..	Twin-screw ..	Home trade.	
*Douglas	55	20	Condensing ..	Screw ..	" ..	
Duco	26	60	Triple expansion ..	" ..	Extended river ..	Tug.
Durham	53	30	Compound ..	" ..	" ..	
Eagle	138	70	" ..	Paddle ..	" ..	
*Echo .. .. .	..	3	Non-condensing ..	Screw ..	River ..	Launch.
Edina	4	6	" ..	" ..	" ..	"
Effort	13	12	Compound ..	Paddle ..	Extended river.	
*Elsie	15	8	Non-condensing ..	Screw ..	" ..	
*Enterprise	61	30	" ..	Paddle ..	River.	
Erskine	98	35	Compound ..	Screw ..	" ..	Dredge.
*Ethel J.	20	16	" ..	" ..	" ..	
*Fairy	32	15	Non-condensing ..	" ..	Extended river.	
Fanny	67	30	Compound ..	" ..	Home trade.	
Fingal	22	11	Condensing ..	" ..	Extended river.	

* Surveyed twice, and in some cases three times.

RETURN of STEAMERS to which CERTIFICATES of SURVEY were issued, &c.—*continued.*

Name.	Tons Re- gister.	Nominal Horse power of Engines.	Nature of Engines.	Nature of Propeller.	Class of Certificate.	Remarks.
Flora ..	838	180	Compound ..	Screw ..	Foreign trade.	
Flower of Kent ..	..	..	" ..	" ..	River ..	New Launch.
*Freetrader ..	95	30	Non-condensing ..	Sternwheel ..	" ..	
Gairloch ..	211	85	Compound ..	Twin-screw ..	Home trade.	
Glenelg ..	156	75	" ..	Screw ..	" ..	
Grafton ..	322	123	" ..	Twin-screw ..	" ..	
Hauroto ..	1,276	250	" ..	Screw ..	Foreign trade.	
Heathcote ..	94	35	" ..	" ..	Extended river..	Hopper barge.
Help ..	..	1½	Non-condensing ..	" ..	River ..	Launch.
*Herald ..	370	85	Compound ..	" ..	Home trade.	
Hesketh ..	393	80	" ..	Twin-screw ..	Foreign trade ..	1st N.Z. survey.
Hinemoa ..	..	2½	Non-condensing ..	Screw ..	River ..	Launch.
Huia (Wellington)	90	25	Compound ..	" ..	Home trade.	
Huia (Auckland)	..	8	Non-condensing ..	" ..	River ..	"
*Ida ..	12	10	" ..	" ..	" ..	"
Invercargill ..	123	50	Compound ..	" ..	Home trade.	
*Invincible ..	50	25	" ..	" ..	Extended river.	
Iona ..	61	45	Non-condensing ..	Sternwheel ..	River.	
Irene ..	..	2½	" ..	Screw ..	" ..	New launch.
*Ivy ..	..	8	" ..	" ..	" ..	Launch.
Jane Douglas ..	75	22	Compound ..	" ..	Home trade.	
Janet Nicoll ..	496	90	" ..	" ..	" ..	
J. D. O. ..	87	28	" ..	" ..	Extended river..	Tug.
John Anderson ..	36	25	" ..	" ..	" ..	
Kahu ..	99	40	" ..	" ..	Foreign trade.	
Kanieri ..	115	20	" ..	" ..	Home trade.	
*Kate ..	..	5	Non-condensing ..	" ..	River ..	Launch.
Katikati ..	27	8	Condensing ..	" ..	Extended river.	
Katipo ..	..	1½	Compound ..	" ..	River ..	Launch.
Kawatiri ..	285	70	" ..	" ..	Home trade.	
*Kawau ..	37	10	" ..	" ..	Extended river.	
Kennedy ..	125	43	" ..	Twin-screw ..	Home trade.	
*Kina ..	52	15	" ..	Screw ..	River.	
Kiripaka ..	72	20	" ..	" ..	Home trade ..	New.
*Kopuru ..	28	20	Non-condensing ..	" ..	River.	
*Koputai ..	5	120	Compound ..	Paddle ..	Home trade ..	Tug.
*Kotuku ..	41	40	Non-condensing ..	Three-screws	River.	
Lady Barkly ..	89	20	Compound ..	Screw ..	Extended river.	
Lily ..	20	12	Comp'd. condensing	Twin-screw ..	" ..	
*Little George ..	4	4	Non-condensing ..	Screw ..	River ..	Launch.
Mahinapua ..	205	80	Compound ..	Twin-screw ..	Home trade.	
Mana (Timaru) ..	51	90	" ..	Paddle ..	" ..	Tug.
Mana (Wellington)	51	25	" ..	Screw ..	Extended river..	"
Manaia ..	55	15	" ..	" ..	Home trade.	
Manapouri ..	1,020	300	" ..	" ..	Foreign trade.	
Manawatu ..	111	38	" ..	" ..	Home trade.	
Manukau ..	45	15	" ..	" ..	Extended river.	
Manuwai ..	75	25	Non-condensing ..	Sternwheel ..	River.	
*Maori ..	17	8	" ..	Screw ..	Extended river.	
Mararoa ..	1,380	530	Triple expansion ..	" ..	Foreign trade.	
Matau ..	50	40	Non-condensing ..	Sternwheel ..	River.	
*Matuku ..	3	3	" ..	Screw ..	River ..	Launch.
Mawhera ..	340	75	Compound ..	" ..	Home trade.	
May ..	..	3	Non-condensing ..	" ..	River ..	Launch.
*Mere Mere ..	..	3	" ..	" ..	" ..	
*Minnie Casey ..	48	25	Compound ..	" ..	" ..	
*Miranda ..	..	4	Non-condensing ..	" ..	" ..	Launch.
Moa ..	109	33	Compound ..	" ..	Home trade.	
Mohaka ..	20	17	Non-condensing ..	" ..	Extended river.	
Monowai ..	2137	290	Triple expansion ..	" ..	Foreign trade ..	1st N.Z. survey.
Moss Rose ..	..	8	Condensing ..	" ..	River ..	Launch.
Mountaineer ..	66	60	Compound ..	Paddle ..	" ..	
Moutoa ..	..	5	Non-condensing ..	Screw ..	" ..	
Murray ..	90	25	Compound ..	" ..	Home trade.	
Napier ..	48	30	" ..	" ..	" ..	
*Nautilus ..	82	18	" ..	" ..	Extended river..	Yacht.
Neptune ..	44	18	" ..	" ..	Home trade.	
*Ngunguru ..	54	12	Condensing ..	" ..	Extended river.	
*Nile ..	21	20	Non-condensing ..	Paddle ..	" ..	
*Noko ..	15	9	" ..	Screw ..	" ..	
*No. 222 ..	502	120	Compound ..	Twin-screw ..	Home trade ..	Dredge.
Ohau ..	411	92	" ..	Screw ..	Foreign trade.	
Ohinemuri ..	73	26	" ..	" ..	Home trade.	
Olga ..	4	5	Non-condensing ..	" ..	River ..	Launch.
Omapere ..	352	80	Compound ..	" ..	Home trade.	
Onslow ..	16	14	" ..	Twin-screw ..	River.	
*Orowaiti ..	282	70	" ..	Screw ..	Home trade.	
Oreti ..	138	50	" ..	" ..	" ..	
*Osprey ..	138	70	Compound ..	Paddle ..	River.	
Ovalau ..	767	75	Quadruple expans'n.	Screw ..	Foreign trade.	
*Paeroa ..	45	16	Compound ..	" ..	Extended river.	
*Patiki ..	37	22	Non-condensing ..	Paddle ..	River.	
*Pearl ..	9	7	" ..	Screw ..	" ..	Launch.
*Pelorus ..	18	12	" ..	" ..	" ..	
Penguin ..	517	180	Compound ..	" ..	Home trade.	
*Phoenix ..	6	6	Non-condensing ..	" ..	Extended river..	Launch.

* Surveyed twice, and in some cases three times.

RETURN of STEAMERS to which CERTIFICATES of SURVEY were issued, &c.—*continued.*

Name of Vessel.	Tons Re- gister.	Nominal Horse- power of Engines.	Nature of Engines.	Nature of Propeller.	Class of Certificate.	Remarks.
*Picton	7	8	Non-condensing ..	Screw ..	Extended river.	
Pioneer	5	5	"	"	River	Launch.
Piraki	10	9	"	"	Extended river.	
*Planet	13	8	"	"	"	
Plucky	29	40	Compound	"	Home trade ..	Tug.
Poherua	749	128	Triple expansion ..	"	Foreign trade.	
Prince of Wales ..	487	21	Condensing	"	Home trade ..	Meat-freezing vessel.
Queen of the South ..	121	40	Compound	"	"	
Result (Tauranga) ..	13	10	Non-condensing ..	"	Extended river.	
*Result (Napier) ..	18	23	"	"	"	
Richmond	475	105	Compound	"	Foreign trade.	
Ripple .. ..	..	7	Non-condensing ..	"	River	Launch.
Rosamond	462	90	Compound	"	Home trade.	
*Rose Casey	100	109	"	"	Extended river.	
Rotomahana (Dunedin)	901	450	"	"	Foreign trade.	
Rotomahana (Auckland)	139	45	"	"	Home trade.	
Rotorua	576	172	"	"	"	
*Scotchman	30	10	Non-condensing ..	"	Extended river.	
*Sea Gull .. ..	..	6	"	"	"	Launch.
*Snark	12	10	"	"	"	"
Southern Cross	158	50	Compound	"	Home trade.	
*Staffa (Auckland) ..	40	20	Condensing	"	Extended river.	
Staffa (Dunedin) ..	..	3½	Non-condensing ..	"	River	Launch.
Stormbird	137	40	Compound	"	Home trade.	
Summer	94	35	"	"	Extended river..	Hopper barge.
Sylph	5	4	Non-condensing ..	"	River	Launch.
Taieri	1,071	155	Triple expansion ..	"	Foreign trade.	
*Tainui	47	20	Non-condensing ..	Paddle ..	River	
Takapuna (Dunedin) ..	370	165	Compound	Screw	Home trade.	
*Takapuna (Auckland) ..	58	20	Non-condensing ..	Paddle ..	River	
Talune	1,303	255	Triple expansion ..	Screw	Foreign Trade.	
*Tam O'Shanter	22	12	Non-condensing ..	"	River	
*Tangihua	20	15	"	"	"	
Taniwha .. ..	..	16	"	"	Extended river..	Dredge.
*Tarawera	1,269	250	Compound	"	Foreign trade.	
*Tarewai	7	14	"	"	River	
Taviuni	910	135	Quadruple expans'n	"	Foreign trade.	
Tawhara .. ..	..	10	Non-condensing ..	"	River	Launch.
*Tay .. ..	..	5	"	"	"	"
Te Anau	1,028	250	Compound	"	Foreign trade.	
*Te Aroha	50	14	Non-condensing ..	Paddle ..	River	
Tekapo	1,544	270	Compound	Screw	Foreign trade.	
Tekapu	50	25	"	"	Extended river.	
Te Wae .. ..	..	16	Non-condensing ..	Twin-screw..	River	Dredge.
Theodore	35	25	"	Paddle ..	"	
Thomas King	70	16	"	Screw	Extended river..	Dredge, 1st N.Z. survey.
Timaru	211	78	Compound	Twin-screw ..	Home trade ..	Tug.
Titiroa .. ..	..	3	Non-condensing ..	Screw	River	Launch.
*Tongariro	62	25	"	Paddle ..	"	
*Torea	9	18	Compound	Screw	Extended river.	
Tuakau .. ..	..	2	Non-condensing ..	"	River	Launch.
Tuna .. ..	..	14	Compound	Twin-screw ..	Extended river.	
Tyne	4	2½	Non-condensing ..	Screw	River	New launch.
*Victoria	92	50	"	Paddle ..	Extended river.	
*Victory .. ..	..	4	"	Screw	River	Launch.
*Vivid	6	14	"	"	Extended river.	
Waihi	63	20	Compound	"	Home trade.	
Waihora	1,269	250	"	"	Foreign trade.	
*Waikato	56	20	Non-condensing ..	Paddle ..	River	
Wainui	391	95	Compound	Screw	Home trade.	
Waiotahi	168	56	"	Twin-screw ..	"	
*Waipara	61	30	"	"	"	
Wairarapa	1,023	292	"	Screw	Foreign trade ..	Wrecked.
Wairere	27	80	Non-condensing ..	Paddle ..	River	
Wairoa (Auckland) ..	63	24	Compound	Screw	Home trade ..	1st N.Z. survey.
Wairoa (Napier)	48	20	Condensing	"	Extended river.	
*Wairoro .. ..	..	10	Non-condensing ..	"	River	Launch.
Waitangi .. ..	..	5	"	"	"	"
Waitapu	40	16	Compound	"	Home trade.	
*Waitara .. ..	..	12	Non-condensing ..	"	Extended river.	
*Waitoa	27	16	Compound	Twin-screw ..	"	
Waiwera (Auckland) ..	..	8	"	Screw	River	Launch.
Waiwera (Lyttelton) ..	6	15	"	"	Extended river.	
Wakatipu	1,258	256	Quadruple expans'n	"	Foreign trade.	
Wakatu	95	30	Compound	"	Home trade.	
Wareatea	288	70	"	"	"	
Waverley	77	25	"	Twin-screw ..	"	
Weka (Napier)	53	20	"	Screw	"	
Weka (Auckland)	86	27	"	Twin-screw ..	River	New, 1st N.Z. survey.
Wellington	279	90	"	Screw	Home trade.	
*Westland	35	64	Condensing	Paddle ..	"	Tug.
*Whangape .. ..	..	6	Non-condensing ..	Screw	River	Launch.
*Zephyr	8	12	"	"	"	"

* Surveyed twice, and in some cases three times.

RETURN showing the Total Ordinary Expenditure of the Marine Department during the Financial Year ended the 31st March, 1895.

Nature of Expenditure.	Details.			Totals.			Grand Totals.		
	£	s.	d.	£	s.	d.	£	s.	d.
HEAD OFFICE:—									
Secretary, also Secretary and Inspector of Customs ..	..	..	..	..	..	..	..	..	..
Chief Clerk	300	0	0						
Clerk	220	0	0						
Cadet	43	17	9						
Nautical Adviser, &c. ..	238	19	7						
							802	17	4
HARBOURS:—									
Manukau,—									
Salaries	426	0	0						
Contingencies	118	13	9						
Erecting rooms at Heads ..	20	5	1						
Toro Point Wharf	116	10	0						
							681	8	10
Russell,—									
Contingencies	53	2	7						
							53	2	7
Hokianga,—									
Salaries	274	0	0						
Contingencies	3	6	5						
							277	6	5
Kaipara,—									
Salaries	405	0	0						
Subsidy to steamer for harbour work ..	238	16	9						
Contingencies	17	17	0						
							661	13	9
Opunake,—									
Salary	25	0	0						
							25	0	0
Foxton,—									
Salary	190	0	0						
Contingencies	86	18	10						
							276	18	10
Rangitikei,—									
Salary	36	0	0						
Contingencies	17	13	6						
							53	13	6
Tauranga,—									
Contingencies	8	10	0						
							8	10	0
Wairau,—									
Salary	145	0	0						
Repairs to training-wall ..	68	14	0						
Contingencies	85	0	6						
							298	14	6
Picton,—									
Contingencies	5	3	7						
							5	3	7
Nelson,—									
Salaries	829	4	11						
Repairs to breastwork ..	168	19	3						
Contingencies	126	14	2						
							1,124	18	4
Riwaka,—									
Salary	6	0	0						
							6	0	0
Waitapu,—									
Salary	25	0	0						
Maintenance of lights ..	50	0	0						
Contingencies	8	8	6						
							83	8	6
Collingwood,—									
Salary	25	0	0						
Contingencies	15	7	3						
							40	7	3
Mokihinui,—									
Signalling vessels ..	2	0	0						
Contingencies	1	1	0						
							3	1	0
Karamea,—									
Signalling vessels ..	32	0	0						
Contingencies	11	10	6						
							43	10	6
Okarito,—									
Salary	50	0	0						
Contingencies	41	7	0						
							91	7	0
Okuru,—									
Signalling vessels ..	4	0	0						
Grant for erection receiving-shed ..	25	0	0						
							29	0	0
Waikawa,—									
Salary	5	0	0						
							5	0	0
Wairoa (Auckland),—									
Cost of removing willows ..	21	11	6						
							21	11	6
Whangateau,—									
Erection of wharf ..	302	1	9						
							302	1	9
Half-moon Bay,—									
Erection of wharf ..	350	0	0						
							350	0	0
Pension of J. Heberley ..									
							50	0	0
Buoy chain ..									
							50	0	0
General harbour contingencies ..									
							244	8	11
							139	19	11
							884	8	10
LIGHTHOUSES:—									
Salaries of keepers ..	8,810	2	4						
Travelling-expenses of keepers ..	66	7	0						
Oil	858	8	10						
Stores and contingencies ..	2,273	8	0						
Pension of Mrs. Deck ..	24	0	0						
Lighthouse artificer ..	200	0	0						
							12,232	6	2
Carried forward ..									
							17,911	10	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	17,911	10	2
LIGHTHOUSES— <i>continued.</i>									
Departmental travelling-expenses	48	15	1
Sundries	264	5	8			
Charts	68	19	1			
Inquiries into wrecks and casualties	223	9	11			
Relief of distressed New Zealand seamen	251	9	1			
Relief of distressed seamen (other than New Zealand)	30	7	0			
							887	5	10
Administration of Fisheries Acts,—									
Protection of fish	50	6	6			
Protection of oysters	138	15	11			
							189	2	5
Examination of Masters and Mates,—									
Salaries	177	10	0			
Contingencies	154	7	3			
							331	17	3
Weather Reporting	315	0	0
“Stella,” s.s.,—									
Expenses while laid up	143	15	0
“Hinemoa,” s.s.,—									
Wages, stores, provisions, &c.	7,980	16	1
Less amount earned by vessel	104	7	3
							7,876	8	10
Guaranteed interest to Wellington Patent Slip Company	1,994	19	9
Queenstown Wharf,—									
Grant for wharf repairs
							70	0	0
Repairs to roads, Port Moeraki
							116	5	10
Total	£29,836	5	1

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, 1895.

Name of Lighthouse.	Salaries.	Oil.		Stores and Contingencies.	Totals.
		Gallons consumed.	Value.		
	£ s. d.		£ s. d.	£ s. d.	£ s. d.
Cape Maria van Diemen	368 0 7	893	63 5 1	98 2 7	529 8 3
Moko Hinou	369 18 3	852	60 7 0	87 18 10	518 4 1
Tiri-Tiri	300 16 8	512	36 5 4	59 14 6	396 16 6
Bean Rock	160 0 0	83	5 17 7	2 4 6	168 2 1
Ponui Passage	154 3 4	76	5 7 8	11 19 4	171 10 4
Cuvier Island	376 13 4	1,179	88 10 3	71 14 4	531 17 11
Portland Island	387 0 10	690	48 17 6	62 3 6	478 1 10
Napier Bluff	20 0 0	Gas	13 16 0	22 0 2	55 16 2
Pencarrow Head	290 0 0	892	63 3 8	130 7 10	488 11 6
Somes Island	143 10 0	217	15 7 5	18 7 10	182 5 3
Cape Egmont	280 0 0	563	39 17 7	54 4 0	374 1 7
Manukau Head	250 0 0	699	49 10 3	61 6 8	360 16 11
Manukau South Head leading-lights .. .. .	..	166	11 15 2		
Manukau North Head leading-lights	120 0 0	188	13 6 4	28 8 2	173 9 8
Kaipara Head	290 0 0	554	39 4 10	57 19 0	387 3 10
Brothers	487 13 9	684	48 9 0	123 0 7*	659 3 4
Tozy Channel leading-lights	90 0 0	169	11 19 5	3 17 10	105 17 3
Cape Campbell	290 0 0	579	41 0 3	89 0 6	420 0 9
Godley Head	270 0 0	515	36 9 7	84 2 3	390 11 10
Akaroa Head	279 3 4	641	45 8 1	62 10 8	387 2 1
Moeraki	238 4 5	520	36 16 8	33 1 4	313 2 5
Taiaroa Head	262 10 0	548	38 16 4	37 7 11	338 14 3
Cape Saunders	260 0 0	565	40 0 5	45 1 10	345 2 3
Nugget Point	256 7 5	928	65 14 8	127 17 5	449 19 6
Waipapapa Point	270 0 0	526	37 5 2	27 9 5	334 14 7
Dog Island	373 5 0	784	55 10 8	138 19 3	572 14 11
Centre Island	322 0 1	917	64 19 1	200 5 6	587 4 8
Puysegur Point	367 11 2	885	62 13 9	177 8 10	607 13 9
Hokitika	12 0 0	Gas	11 16 3	7 18 2	31 14 5
Cape Foulwind	282 12 5	557	39 9 1	82 10 7	404 12 1
Farewell Spit	386 2 10	565	40 0 5	81 5 7†	507 8 10
Nelson	250 0 0	250	17 14 2	31 9 4	299 3 6
Stephens Island	402 8 11	1,708	120 19 8	120 5 4	643 13 11
French Pass	210 0 0	123	8 14 3	28 4 5	246 18 8
Totals	8,810 2 4	19,028	1,373 8 7	2,273 8 0	12,456 18 11

* Construction of south landing, £33 13s. 11d.

† Expense incurred, new iron tower, £18 14s. 9d.

RETURN showing the CERTIFICATES of SERVICE issued to MASTERS, MATES, and ENGINEERS during the Year ended the 31st March, 1895.

Name of Person.	Rank.	Class of Certificate.	Date of Issue.	No.
Joseph Gilbertson*	Master	Home trade	19 April, 1894	2565
Henry Williams	"	"	8 Jan., 1895	2566
William Cameron	"	"	3 "	2567
Andrew Bloom	"	"	3 "	2568
Charles Green	"	"	3 "	2569
John Frederick Johnson	"	"	3 "	2570
Percy Bathurst	"	"	3 "	2571
Paul Arnaud	"	"	3 "	2572
Robert Lamb	"	"	3 "	2573
George Roff	"	"	3 "	2574
Joseph Goomes	"	"	3 "	2575
Edward Donovan	"	"	3 "	2576
John Murchison	"	"	3 "	2577
Francis Fletcher	"	"	3 "	2578
Frederick Rudolph Jensen	"	"	3 "	2579
Christie Muller	"	"	3 "	2580
Nathaniel Morgan	"	"	3 "	2581
William Jones, jun.	"	"	3 "	2582
Charles Anderson	"	"	3 "	2583
Henry Hardwick	"	"	3 "	2584
John Sylva	"	"	3 "	2585
Richard Lang	"	"	3 "	2586
Andrew Nelson	"	"	3 "	2587
Peter Peterson	"	"	3 "	2588
Edward Piercy	"	"	3 "	2589
Alfred Jonas	"	"	3 "	2590
Bernard McDermott	"	"	3 "	2591
George Page	"	"	3 "	2592
William Bourke	"	"	3 "	2593
Georgé Dobson	"	"	3 "	2594
Adolphus Martin	"	"	3 "	2595
Edward Sellars	"	"	3 "	2596
Thomas Dowd	"	"	3 "	2597
Samuel Charles Lakey	"	"	3 "	2598
Joseph Bell	"	"	3 "	2599
Andrew Joseph	"	"	3 "	2600
Joseph Higginson Ragg	"	"	3 "	2601
William Robert Collings	"	"	3 "	2602
Frederick Morgan	"	"	3 "	2603
Karl Oscar Nieuman	"	"	3 "	2604
John King	"	"	3 "	2605
Herbert Subritzky	"	"	3 "	2606
Thomas Christian Christensen	"	"	3 "	2607
Henry Petersen	"	"	3 "	2608
James Biddick	"	"	7 "	2609
James Eggenton	"	"	7 "	2610
Innes Soares	"	"	7 "	2611
John Edward Elwarth	"	"	7 "	2612
John Whittingham	"	"	7 "	2613
Francis Thomas Lloyd	"	"	7 "	2614
Edward Wilson	"	"	7 "	2615
Thomas McLean	"	"	10 "	2616
George Darroch	"	"	10 "	2617
John Dowd	"	"	10 "	2618
Charles Kasper	"	"	10 "	2619
David John Shaw	"	"	10 "	2620
William Thomas Taylor	"	"	16 "	2621
George Jamieson	"	"	17 "	2622
Herman Copeland	"	"	17 "	2623
John Parker Kasper	"	"	17 "	2624
Daniel Keyes	"	"	17 "	2625
Hans Kruhl	"	"	17 "	2626
Charles Johnson	"	"	17 "	2627
Francis Perry Ricketts	"	"	17 "	2628
Charles Alfred Ricketts	"	"	17 "	2629
Henry Young	"	"	17 "	2630
Samuel Westrupp	"	"	17 "	2631
Daniel Davidson	"	"	17 "	2632
John Davies	"	"	23 "	2633
George Broadfoot	"	"	23 "	2634
Ambrose Edward Ricketts	"	"	23 "	2635
William James Southgate	"	"	23 "	2636
Alexander McKenzie	"	"	23 "	2637
John McKinven	"	"	23 "	2638
Hugh Shaw Clark	"	"	30 "	2639
William Tenetahi	"	"	30 "	2640
James Manuel King	"	"	5 Feb.,	2641
Peter Johnson	"	"	5 "	2642
Alexander Turner	"	"	7 "	2643
William George Mathews	"	"	8 "	2644
Edward Collingwood	"	"	13 "	2645
Frank Harnden	"	"	13 "	2646
John Keegan	"	"	13 "	2647
David Connor	"	"	13 "	2648
John Urquhart	"	"	15 "	2649
George Frederick Day	"	"	15 "	2650
Leslie Moir	"	"	23 "	2651
Joseph Rodgers	"	"	5 March	2652
John Spencer	"	"	14 "	2653
Carl Johnson	"	"	19 "	2654
Archibald Clark	"	"	19 "	2655
Peter Lang	"	"	26 "	2656
John Henry Subritzky	"	"	26 "	2657

RETURN of MASTERS, MATES, and ENGINEERS to whom CERTIFICATES of COMPETENCY were issued during the Year ended the 31st March, 1895.

Name of Person.	Rank.	Class of Certificate.	Date of Issue.	No.
Peter Sutherland.. .. .	Second Mate ..	Foreign trade ..	3 April, 1894 ..	742
George Sellars	Only Mate ..	" ..	16 " " ..	744
Henry Cashman	Second Mate ..	" ..	26 " " ..	745
Alexander Blue	Master Ordinary ..	" ..	4 May, " ..	746
John Gustaf Rosten	Only Mate ..	" ..	8 June, " ..	748
John McLennan McKenzie	Second Mate ..	" ..	8 " " ..	749
Frederick John Duncan	" ..	" ..	19 " " ..	750
Ludwig Peter Friedrich Fretwurst	Master Ordinary ..	" ..	29 " " ..	751
Coll McDonald	First Mate ..	" (renewal) ..	9 July, " ..	752
William Thomas Mincham	Master Ordinary ..	" ..	13 Aug., " ..	753
Robert Alexander Campbell	Second Mate ..	" ..	18 Sept., " ..	754
Albert Ernest Young	" ..	" ..	18 " " ..	755
George Wilson	Master Ordinary ..	" ..	21 " " ..	209
Frederic William Cox*	Master Extra ..	" ..	24 " " ..	640
Arthur Dawson Chrisp	Master Ordinary ..	" ..	26 " " ..	654
John Mill	" ..	" (renewal) ..	16 Oct., " ..	756
Coll McDonald	" ..	" ..	23 Nov., " ..	752
William Herbert Johnson	First Mate ..	" (renewal) ..	12 Dec., " ..	760
Henry James Blanchard	Master Ordinary ..	" ..	21 " " ..	761
John Silvester Liddell	" ..	" ..	27 " " ..	477
Francis Aubert Maxwell	First Mate ..	" ..	27 " " ..	667
Walter Andrew Tulloch	Second Mate ..	" (renewal) ..	5 Jan., 1895 ..	762
John Proudfoot	" ..	" ..	23 " " ..	763
Carl Gustaf Moberg	First Mate ..	" ..	25 " " ..	718
Alfred Johansson	Only Mate ..	" ..	5 Feb., " ..	764
Hillel Fredrik Liljeblad†	First Mate ..	" ..	20 " " ..	765
John Benton	Only Mate ..	" ..	23 " " ..	766
William Charles Edward Morgan	Master Ordinary ..	" ..	5 March, " ..	767
Frederick Arnott Hutchinson	" ..	" ..	16 " " ..	726
Alexander Campbell	Second Mate ..	Foreign-going steam-ship only ..	16 April, 1894 ..	748
Percy Charles Hurrell	" ..	Ditto ..	9 May, " ..	747
David Lindsay Maxwell	" ..	" ..	22 Oct., " ..	757
John Hales	" ..	" ..	22 " " ..	758
Oscar Wilson	Only Mate ..	" ..	3 Nov., " ..	759
James Theodore Wilson	Mate ..	Home trade ..	26 April, " ..	5367
Charles Field	" ..	" ..	9 May, " ..	5368
William John Bayliss	Master ..	" ..	9 " " ..	5369
Robert Huia Gibbons	" ..	" ..	26 June, " ..	5370
William Tinney	" ..	" ..	31 July, " ..	5352
Oscar Wilson	Mate ..	" ..	7 Aug., " ..	5371
John William Nicholson	Master ..	" (renewal) ..	18 Sept., " ..	5372
Bertrand Napoleon	" ..	" ..	21 " " ..	5373
Jacob Edwin Stevens	" ..	" ..	29 Oct., " ..	5341
Frithiof Wilhelm Hultgren	" ..	" ..	2 Feb., 1895 ..	5354
John Proudfoot	Mate ..	" ..	5 " " ..	5374
Christian Theodor Julius Andersen.. .. .	Master ..	" ..	19 Mar., " ..	5381
Charles Sutton	" ..	River trade ..	8 June, 1894 ..	3239
William Frederick Bell	" ..	" ..	26 " " ..	3240
Gabriel Roslin Ross	" ..	" ..	10 July, " ..	3241
James George Farrant	" ..	" ..	10 " " ..	3242
William James Southgate	" ..	" ..	31 " " ..	3243
Arthur Edward Moss	" ..	" ..	31 " " ..	3244
Andrew Briggs	" ..	" ..	26 Sept., " ..	3245
Henry Gardiner Menzies	" ..	" ..	16 Oct., " ..	3246
George Thomas Shoebridge	" ..	" ..	29 " " ..	3247
John Godfrey Simmond Ragg	" ..	" ..	12 Dec., " ..	3248
Abraham Smith	" ..	" ..	10 Jan., 1895 ..	3249
Aylmer B. C. Kenny	" ..	" ..	23 " " ..	3250
John Greig Howarth	1st Class Engineer ..	Foreign trade ..	29 Aug., 1894 ..	202
Percy Reynolds	2nd Class Engineer ..	" ..	19 Oct., " ..	250
Henry Salter	" ..	" ..	29 " " ..	251
James White Dunlop	1st Class Engineer ..	" (renewal) ..	21 Nov., " ..	252
David Bell	2nd Class Engineer ..	" ..	14 Dec., " ..	253
John Dunlop	" ..	" ..	5 Feb., 1895 ..	254
Alexander Robertson	" ..	" ..	23 " " ..	255
Thomas Brown	" ..	" ..	28 " " ..	256
James Sheppard	Engineer ..	River trade ..	16 April, 1894 ..	1707
James Morris	" ..	" ..	16 " " ..	1708
John Tough	" ..	" ..	26 " " ..	1709
Harry Hunter Brown	" ..	" ..	9 May, " ..	1710
John Haigh	" ..	" ..	31 July, " ..	1711
Joseph Henry Fish	" ..	" ..	31 " " ..	1712
Harry Howard Gould	" ..	" ..	7 Aug., " ..	1713
James Weir	" ..	" ..	9 Oct., " ..	1714
James Leslie Chalmers	" ..	" ..	29 " " ..	1715
Charles James Aickin	" ..	" (renewal) ..	1 Nov., " ..	1716
Samuel Buckler	" ..	" ..	20 " " ..	1717
William Thomas Barnes	" ..	" ..	20 " " ..	1718
Arthur Nathaniel Elliott	" ..	" ..	17 Jan., 1895 ..	1719
William James Butler	" ..	" ..	13 Feb., " ..	1720
Joseph Butler	" ..	" ..	13 " " ..	1721
Ernest Biggin	" ..	" ..	15 " " ..	1722
Harry Brown	" ..	" ..	28 " " ..	1723
Henry Rishton Walker	" ..	" ..	28 " " ..	1724
Edward Shortt	" ..	" ..	20 Mar., " ..	1725

* Passed examination in steam.

† Issued during suspension of Master's Certificate No. 240 (local).

‡ Local.

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, 1895.

Name of Seaman.	Balance to Credit of Estate on 31st March, 1894.	Amount received.	Amount paid.	Balance to Credit of Estate on 31st March, 1895.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.
M. Moe	82 13 2	..	82 13 2	..
M. B. Markusson	21 17 2	..	21 17 2	..
Moses Case	70 11 2	..	70 11 2	..
R. W. Green .. .. .	..	10 9 2	10 9 2	..
Donald Henderson .. .. .	..	7 4 0	7 4 0	..
Charles Rogers .. .. .	..	26 6 10	26 6 10	..
John Anderson .. .. .	..	12 13 0	..	12 13 0
John Olsén .. .. .	..	12 13 0	..	12 13 0
Gus Peterson .. .. .	..	11 17 0	..	11 17 0
N. P. Svendsen .. .. .	..	9 15 7	9 15 7	..
John Wilson .. .. .	..	8 15 0	8 15 0	..
James Miller .. .. .	..	6 4 4	..	6 4 4
H. J. Clark .. .. .	..	18 11 0	..	18 11 0
Richard Ryan .. .. .	..	11 4 4	..	11 4 4
C. W. Pidgeon .. .. .	..	8 11 9	8 11 9	..
G. McNab .. .. .	..	3 4 0	2 1 0	1 3 0
W. Anderson .. .. .	..	2 13 4	..	2 13 4
C. Stewart .. .. .	..	2 10 8	..	2 10 8
John Graham	2 2 4	..	2 2 4	..
Aaron Clark .. .. .	..	104 10 0	104 10 0	..
George Railey .. .. .	..	8 0 6	1 16 0	6 4 6
Christian Hansen .. .. .	..	1 18 0	..	1 18 0
James McKay .. .. .	..	7 16 0	..	7 16 0
Robert McKay .. .. .	..	5 4 0	..	5 4 0
John Haverty .. .. .	..	5 4 0	5 4 0	..
Manuel Font .. .. .	..	6 15 8	..	6 15 8
Patrick Burke .. .. .	..	3 16 0	3 16 0	..
George McDonald .. .. .	..	1 5 4	1 5 4	..
J. McDonald .. .. .	..	0 19 0	0 19 0	..
Annie McQuaid .. .. .	..	1 18 0	1 18 0	..
Elias Jones .. .. .	..	5 1 4	5 1 4	..
Henry Whatling .. .. .	..	2 14 2	..	2 14 2
W. H. Judd .. .. .	..	7 12 0	..	7 12 0
Arthur Holmes .. .. .	..	2 10 8	..	2 10 8
J. McGee .. .. .	..	3 16 0	..	3 16 0
Charlotte McDonald .. .. .	..	3 3 4	3 3 4	..
E. Pratt .. .. .	..	3 16 0	3 16 0	..
Miss L. Grindrod .. .. .	..	2 10 8	..	2 10 8
Samuel Stewart .. .. .	..	3 1 1	..	3 1 1
Frank Anderson .. .. .	..	13 0 10	..	13 0 10
John Anderson .. .. .	..	0 6 6	0 6 6	..
Robert Chesterman .. .. .	..	2 15 0	..	2 15 0
James Gunning	19 12 3	..	19 12 3	..
Henry Lightfoot	11 15 6	..	11 15 6	..
A. Grumby	7 8 0	..	7 8 0	..
John Petersen	6 16 7	..	6 16 7	..
A. Christensen	5 6 0	..	5 6 0	..
C. Larsen	5 6 0	..	5 6 0	..
A. Ginberg	1 0 0	..	1 0 0	..
Peter Swanson	1 0 0	..	1 0 0	..
Fred Ross	0 17 0	..	0 17 0	..
Hans Rasmussen	5 12 0	..	5 12 0	..
Charles Brown	6 3 0	..	6 3 0	..
Henrich Hansen	0 15 4	..	0 15 4	..
C. McCarthy	6 11 0	..	6 11 0	..
D. Bruce	0 15 3	..	0 15 3	..
Robert Messiah	2 18 10	..	2 18 10	..
John McDonald .. .. .	..	2 17 0	2 17 0	..
Totals	259 0 7	353 4 1	466 16 5	145 8 3

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
Puysegur 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, 1895.

Port.	Amount collected.		
	£	s.	d.
Auckland	5,028	10	0
Onehunga	80	4	1
Whangarei	53	2	7
Whangaroa	7	14	3
Russell	26	19	7
Mongonui	0	12	9
Hokianga	9	10	10
Kaipara	134	16	8
Thames	54	3	0
Coromandel	12	18	2
Tauranga	29	7	8
Poverty Bay	236	4	6
Napier	559	17	2
New Plymouth	96	2	7
Waitara	5	9	0
Wanganui	100	16	2
Patea	9	3	0
Wellington	3,816	1	11
Wairau	14	16	11
Picton	188	16	4
Nelson	330	0	8
Westport	211	15	11
Greymouth	163	15	10
Hokitika	12	1	9
Lyttelton	1,464	9	3
Timaru	398	17	7
Oamaru	140	15	11
Dunedin	1,714	8	9
Bluff and Invercargill	1,398	2	10
Total	£16,299	10	8

RETURN showing the Amount of Pilotage, Port Charges, &c., collected during the Year ended the 31st March, 1895.

Name of Port.	Pilotage.		Port Charges, &c.		Total.	
	£	s. d.	£	s. d.	£	s. d.
Auckland*	477	17 11	2,897	14 8	3,375	12 7
Onehunga	5	1 4	85	15 0	90	16 4
Hokianga	18	2 9	..	..	18	2 9
Kaipara	80	9 5	658	4 6	738	13 11
Thames*	125	8 8	..	..	125	8 8
Gisborne*	53	15 2	679	4 0	732	19 2
Wairoa*	111	2 0	3	14 0	114	16 0
Napier*	724	10 11	2,499	15 3	3,224	6 2
New Plymouth*	37	5 7	76	8 4	113	13 11
Waitara*	23	11 6	16	12 3	40	3 9
Wanganui*	343	4 1	..	..	343	4 1
Patea*	36	8 2	11	4 9	47	12 11
Foxton	125	5 4	..	..	125	5 4
Wellington*	309	1 4	6,274	6 5	6,583	7 9
Wairau	147	1 2	..	..	147	1 2
Nelson	1,650	6 1	..	..	1,650	6 1
Hokitika .. .. .	..	..	..	..	..	..
Lyttelton*	3,951	1 6	3,081	6 0	7,032	7 6
Timaru	462	14 6	1,700	1 4	2,162	15 10
Oamaru*	588	1 10	670	12 9	1,258	14 7
Dunedin*	5,470	4 5	4,338	8 9	9,808	13 2
Invercargill*	4	2 0	9	9 8	13	11 8
Bluff*	2,571	19 9	1,231	5 11	3,803	5 8
Riverton* .. .. .	..	..	..	..	..	..
Totals	17,316	15 5	24,234	3 7	41,550	19 0

* Harbour Board revenue.

RETURN showing the Fees, &c., received under the Shipping and Seamen's Act, the Merchant Shipping Act, and for Pilotage and Port Charges, &c., during the Year ended the 31st March, 1895.

Nature of Receipts.	Amount.	
	£	s. d.
Shipping and Seamen's Act:—	..	..
Fees for shipping and discharge of seamen, and sale of forms	998	7 3
Survey of steamers	1,191	10 0
Measurement of ships	19	10 0
Examination of masters, mates, and engineers	99	10 0
Light-dues	16,299	10 8
Merchant Shipping Act	101	6 6
Pilotage and port charges	2,770	5 7
Sundry receipts under Harbours Acts	299	10 0
Oyster Fisheries Act	271	17 6
Sundries	93	7 6
Total	£22,144	15 0

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	1st order dioptric	Flashing	10''	White	Stone	Timber	18 June, 1883
Tiri-Tiri..	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, 1895, 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	3	10	13	7	20	3	6	9	1	..	1	..	..	..	24	16	40
Home-trade masters and mates	3	..	3	6	2	8	1	1	2	..	..	..	..	..	..	10	3	13
River-steamer masters	5	3	8	2	1	3	3	1	4	..	..	..	2	..	2	12	5	17
Sea-going engineers ..	2	1	3	2	1	3	1	1	2	3	1	4	..	..	..	8	4	12
River-steamer engineers	6	8	14	2	1	3	3	1	4	4	4	8	3	8	11	18	22	40
Totals ..	23	15	38	25	12	37	11	10	21	8	5	13	5	8	13	72	50	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, 1895.

Port or Place	Subject of Notice.
Hawke's Bay	Position of wreckage off shore between Mohaka and Waihua Rivers.
Westport	Black perch-buoy placed to mark turning point in Buller River.
Westport	Removal of flagstaff and signal-station to new site, and notifies harbour-lights and night-signals.
Westport	Notifies change in colour of leading-lights.
Westport	Alteration in colour of signal-balls, and exhibition of lights on training-walls.
Westport	Alteration in position of beacon during construction of inner training-wall.
Westport	Alteration in colour of leading-lights.
Puhoi River	Beacon erected on reef off mouth of river.
Gisborne	Exhibition of light on western groin, and discontinuance of same on completion of work (two notices).
Raglan (Whaingaroa)	Alteration in position of beacons at entrance to harbour.
Nelson	Exhibition of leading-lights on bell-buoy and Waimea Sands.
Queen Charlotte Sound	Reefs reported off Blackwood Bay.
Bluff	Harbour-lightship dragged out of position.
Napier	Alteration of Eastern and Western Pier lights.
Lyttelton	Dredging operations.
Wellington	Extension of Queen's Wharf and Jervois Quay.
Cook Strait	Sunken rocks found during survey of passage between Jackson's Head and beacon.
French Pass	Foul ground discovered during survey of Beef Barrels (Piège) Reef, Current Basin.

RETURN showing the ORDERS in COUNCIL which have been issued during the Financial Year ended the 31st March, 1895.

Date of Order.	Purpose of Order.
1894, April 9	Approves plans of alteration to New Brighton Tramway Company's bridge over River Avon.
" " 16	Approves plan of signal-station on West Breakwater, Westport.
" June 4	Extends close season for seals to 30th September.
" " 4	Approves plans of face-wall of Te Aro Endowment, Wellington Harbour.
" " 4	Approves plans of Jervois Quay and Queen's Wharf extension, Wellington.
" " 4	Approves plans of C. Spooner's Wharf, Waiwera River.
" " 4	Licenses C. Spooner to occupy foreshore at Waiwera, for wharf site.
" " 4	Approves plans of Manukau Timber Company's Booms, Huia Creek, Manukau.
" " 4	Licenses Manukau Timber Company to occupy foreshore, Manukau, as site for booms.
" " 18	Licenses J. Strachan to occupy foreshore at New Brighton, as site for bathing-machines.
" " 19	Makes additional regulations under Fisheries Conservation Act.
" " 19	Approves plan of wharf at Half-moon Bay, Stewart Island.
" " 19	Appoints Felix Campbell member of Greymouth Harbour Board, <i>vice</i> C. E. Holmes.
" " 26	Approves plans of R. J. Adamson's storehouse, Taipa River.
" " 26	Licenses R. J. Adamson to occupy foreshore, Taipa River, as site for storehouse.
" July 17	Vests management of wharves at Whangarei, Parua Bay, Mangapai, and Maungakaramēa in Whangarei Harbour Board.
" " 24	Approves plans of Otamatea County Council's wharf, Pahi River, Kaipara.
" " 24	Licenses Otamatea County Council to occupy foreshore, Pahi River, as site for wharf.
" " 24	Approves plans of Northern Union Steamboat Company's wharf and slip, Helensville.
" " 24	Licenses Northern Union Steamboat Company to occupy foreshore at Helensville as wharf- and slip-sites.
" " 24	Makes regulations under Fisheries Conservation Act to prevent fishing-boats blocking another boat engaged in fishing.
" " 31	Approves of construction of half-tide training-wall, and dredging of shingle-bank, Westport.
" " 31	Makes regulations to prevent overcrowding of sailing-vessels with passengers.
" Aug. 7	Approves construction of additional railway-siding accommodation on wharf at Greymouth.
" " 28	Makes regulations as to whitebait-nets.
" " 28	Revokes close season for seals and prescribes fresh close season.
" Sept. 4	Approves plan of Greymouth Wharf extension.
" " 4	Approves plans of dam across Ararata Creek, Manukau Harbour.
" " 4	Licenses J. E. Taylor to use foreshore, Ararata Creek, Manukau, for dam to utilise tide in pumping water up to Domain.
" " 4	Revokes Order in Council licensing R. Turner to occupy foreshore, Wairoa River, for wharf-site.
" " 11	Approves alteration in railway-siding arrangements, Westport.
" " 11	Approves Westport Harbour Board protecting railway embankment near Fairdown Station.
" " 11	Approves plans of wharf off Lake Beach, Takapuna, Auckland.
" " 18	Grants gratuity of £525 to widow of late Captain Johnson, Nautical Adviser.
" " 25	Fixes dues and rates for landing-slip at Port Robinson, and for storage of goods.
" Oct. 2	Prescribes close season for seals between Hokitika River and West Wanganui Inlet.
" " 23	Prescribes minimum weight at which rock-cod may be taken.
" " 29	Approves plan of Hapeta Renata's bridge, Mongonui, and licenses use of foreshore for erection of same.
" Nov. 2	Approves plans of Wellington Naval Artillery's boat-skids, Wellington.
" " 3	Approves of Westport Harbour Board procuring fourteen wagons for Westport-Ngakawau Railway.
" " 3	Approves contract between Greymouth Harbour Board and Grey Valley Coal Company to contribute towards prospecting for coal within Brunner Mine lease.
" " 26	Approves plans of proposed extension of Quay Street Jetty (No. 2), Auckland.
" Dec. 8	Approves plans of Messrs. Simich and Scoptonich's wharf, Otamatea River, Kaipara.

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

Date of Order.	Purpose of Order.
1894, Dec.	3 Licenses Messrs. Simich and Scoponich to occupy foreshore, Otamatea River, as wharf-site.
"	3 Approves plans of F. Killick's swing boats, New Brighton.
"	3 Licenses F. Killick to occupy foreshore, New Brighton, as a site for swing boats.
"	3 Approves plan of Alexander Mackay's wharf, Waipu River.
"	3 Licenses A. Mackay to occupy foreshore, Waipu River, as wharf-site.
"	3 Declares that Chairman of Clifton County Council shall be member of Waitara Harbour Board
"	in place of Chairman of Taranaki County Council.
"	11 Makes regulations prescribing close season for mullet.
"	11 Approves plan of Garton Brothers' warehouse, Mongonui.
"	11 Licenses Garton Brothers to occupy foreshore, Mongonui, as site for warehouse.
"	11 Approves plan of F. J. Pinny's boatshed and skids, Oriental Bay, Wellington.
"	11 Revokes Order in Council approving plan of J. H. Williams's wharf extension, Lowry Bay,
"	Wellington.
"	21 Amends dues and regulations for use of Kaikoura Wharf.
"	21 Prescribes close season for seals.
"	21 Prescribes close season for oysters in Queen Charlotte Sound and Tory Channel.
1895, Jan.	24 Declares that ratepayers of Levels County shall elect two members of Timaru Harbour Board.
" Feb.	2 Makes regulations for licensing colonial pilots.
"	21 Prescribes dues and rates for Rodney County wharves.
"	21 Approves plans of R. Thompson's shelter-shed for land yachts.
"	21 Licenses R. Thompson to occupy foreshore, New Brighton, as site for land yachts.
"	26 Makes additional general harbour regulations.
" March	7 Approves of Otago Harbour Board licensing foreshore endowment to William Smith.

RETURN of WRECKS and CASUALTIES to SHIPPING reported to the Marine Department from the 1st April, 1894, to the 31st March, 1895.

Date of Casualty.	Name of Vessel, also Age and Class.	Rig.	Register Tonnage	Number of		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.		
1894. April 2	Agnes Martin, 12 years	Ketch ..	41	3	..	Timber & sundries	Stranded; partial loss	..	Tehoe, Mahia Peninsula	S. E.	Gale ..	Vessel at anchor inside Mahia Peninsula for shelter from a N.E. gale, when wind suddenly shifted to S.E., thus bringing vessel on a lee shore. As one chain had parted, and vessel was dragging towards a rocky bluff, master slipped his cable and beached her	George Henry Twiss.
"	Mob, s.s., 30 years	Schooner	110	17	2	General	Stranded; partial loss	..	Between boat-landing and crane on break-water, Gisborne, Poverty Bay	E.	Moderate gale	Casualty caused through heavy fresh in Turanganui River	Thomas Braidwood
"	Kiwi, s.s., 19 years	Ketch ..	133	14	1	General station stores	Stranded; total loss	..	Rock off boat-landing for Glenburn Station, East Coast, North Island	W.N.W.	Light ..	Vessel struck on an unknown submerged rock, and foundered shortly afterwards. No blame attached to master or crew	James Campbell.
"	Crest of the Wave, 32 years (supposed.)	Schooner	58	4	..	Potatoes and ballast	Supposed foundered; total loss	Supposed 4; all hands	On voyage from Timaru to Bluff	W.S.W.	Heavy gale	Vessel last seen about five or six miles to eastward of Ruapuke Island, on evening of 25th April, under close-reefed canvas, during heavy gale, and has not since been heard of	C. W. Pidgeon.
May 2	Kanieri, s.s., 7 years	Schooner	115	12	..	General	Stranded; no damage	..	North bank, mouth of Waitara River	Calm	..	Vessel touched the bar in crossing, and the channel being very narrow, the next sea which struck her put her up on beach	Frederick Johnson.
"	Matatua, s.s., 4 years	Schooner	2190	42	..	Frozen meat & produce	Stranded; no damage	..	Outside entrance to Oamaru Harbour	N.E.	..	Vessel touched slightly on leaving harbour ..	Alexander McDougall.
"	Chesterfield, s.s. 8 years	Schooner	70	8	..	General	Stranded; partial loss	..	Tutukaka Harbour ..	N.	Strong breeze	Vessel dragged her anchor and drifted on to rocks. Master committed grave error of judgment in not keeping an anchor watch, and in trusting to his own watchfulness. He was ordered to pay costs of inquiry	Charles Hopkins.
"	Waipara, s.s., 31 years	Schooner	62	8	4	General	Stranded; no damage	..	North Spit, Hokitika River	E.	..	Stranding caused through vessel going out at dusk and master not being able to see distinctly break at end of North Spit	Edward Steaford Williams.
"	Alert, 20 years	Schooner	45	4	..	Produce	Stranded; partial loss	..	Lyell's Bay, near Wellington Heads	S.W.	Whole gale	Vessel was blown out of her course, and being in vicinity of rocks, on lee shore, master beached vessel to save life and property	Daniel Keyes.
June 9	Grasmere, 29 years	Barque..	423	11	..	Timber..	Collision; slight damage	..	Off Tawhara Point, Kaipara Harbour	N.W.	Light	Casualty caused through Grasmere, while in tow of s.s. Tangihua, attempting to cross bow of Aratapu, at anchor, while tide was running so strong	Samuel Morrison.
"	Aratapu, 16 years	Brigantine	122	..	..	Nil	Collision; slight damage	..	Between Cuvier Island and Napier	E.	Strong gale	Vessel having met very bad weather, and labouring in heavy sea, sprung a leak. Master put into Napier in distress.	Joseph Murray. James Smith.
"	Sarah and Mary, 30 years	Brigantine	145	7	..	Sawn timber	Sprung a leak.	..					

June 17	Sovereign, years	14	Schooner	85	6	Sawn timber	Stranded; total loss	3	Off west coast of North Island	E.S.E.	Whole gale	Vessel became unmanageable, having sprung a leak, and, owing to gale, was beached to save life and the vessel, if possible; but she became a total wreck	Robert Hunter Caitcheon.
"	17	Watchman, 10 years	Cutter ..	14	1	Sundries & dynamite	Stranded; partial loss	..	North-west side of Crusoe Island, Hauraki Gulf	S.E.	Gale	Vessel missed stays, and master let go both anchors; but she dragged them and went ashore	John Heenan.
"	18	Alexander Newton, 18 years	Barque..	309	..	Timber piles	Stranded; total loss	3	Portland Island (north-east end)	E.S.E.	Heavy gale	Vessel became unmanageable through loss of sails, and drove ashore, the master and two of the crew being lost	John Harwood.
"	20	Wareatea, s.s., 10 years	Schooner	288	..	Ballast ..	Stranded; slight damage	..	Western wall, breakwater, Westport	Calm		Casualty caused by master inadvertently giving order "port" instead of "starboard." He corrected himself immediately, but too late to prevent vessel coming in slight contact with wall	Duncan Downie.
July 1 or 2 (supposed)		Paku, 16 years	Cutter ..	33	..	Ballast ..	Supposed foundered; total loss	3	Off west coast of North Island	S.E.	Gale	Vessel left New Plymouth at 5.30 p.m. on 30th June for Onehunga, and is supposed to have foundered during heavy gale off Manukau Bar on 1st or 2nd July. Parts of wreckage belonging to her have been picked up on beach south of Manukau Harbour	John Caven.
July 6 (about)		Dunedin, 35 years	Schooner	66	..	Timber ..	Supposed foundered; total loss	Supposed 4; all hands	On voyage from Lyttelton to Greymouth	..		Wreckage from the vessel was cast ashore on beach near New Plymouth. She is supposed to have foundered during the heavy weather prevailing about the time she should have passed through Cook Strait	Stend Bergesen.
July 17 to 24		Examiner, 24 years	Barque..	266	..	Timber ..	Sprung a leak and strained; partial loss	..	On voyage from Kaipara to Melbourne	W.N.W.	Heavy gale	Vessel had reached about 270 miles south-east from Sydney on 17th July, when she encountered a succession of heavy gales; and had to run before the wind. She was strained badly, and sprang a leak. S.S. "Rotomahana," took her in tow 50 miles to Russell	Angus Campbell.
July 27		Elsie, 9 years ..	Ketch ..	42	..	Coal ..	Stranded; total loss	..	Phillips Island, Tutukaka Harbour	E.S.E.	Whole gale	Vessel parted her starboard cable in a furious gale, and drove ashore on the rocks at Phillips Island	John William Nicholson.
"	27	Croydon Lass, 17 years	Schooner	50	..	Ballast ..	Stranded; partial loss	..	Entrance of Waitara River	S.E.	Fresh breeze	Vessel became unmanageable just before taking bar going out, and ran on beach inside bar. Supposed to have bumped going down river, and to have unshipped rudder	John Hay.
Aug. 4		Nellie, 10 years	Ketch ..	41	..	Timber & general	Stranded; total loss	..	Hotwater Bay, 6 miles from Mercury Bay	E.S.E.	Strong breeze	Vessel was running back for shelter to Mercury Bay, and, in trying to weather point of land to north of Hotwater Bay by club-hauling, the anchor chain fouled on the windlass, preventing her from going ahead, as the anchor could not be got up, and she drove ashore	Edward Hungerford Castle.
"	19	Manala, s.s., 20 years	Schooner	55	..	General	Stranded; partial loss	..	Inside breakwater, north side Patea River	S.E.	Strong breeze	Vessel shipped heavy seas when crossing bar, which caused her to sag to leeward and put her on beach	George A. Simpson.
"	20	Mawhera, s.s., 10 years	Schooner	340	48	Coal ..	Stranded; partial loss	..	Picton Wharf ..	Calm		Vessel's heel is supposed to have touched ground when approaching wharf, causing her to cant the wrong way and bring the starboard bow on to the pile-head of the wharf	Hugh McLean.

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

Date of Casualty.	Name of Vessel, also Age and Class.	Rig.	Registered Tonnage.	Number of		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.		
1894. Aug. 20	Whangaroa, 1 year	Scow	131	7	..	General	Stranded; partial loss	..	North Spit, Hokitika River	S.W.	Light breeze	Vessel was entering river in tow of s.s. "Waipara," when steamer for some minutes was unable to make headway against a strong cross-current setting to the north, and vessel overrunning tow-ropes, and being caught by same current, was swept down and took ground on the North Shore	Raymond Burns.
"	Wear, 9 years	Cutter	18	2	..	Firewood	Stranded; total loss	..	Rangitoto Reef, entrance to Auckland Harbour	N.E. to N.W.	Strong breeze	Vessel driven on to reef during N.W. squall, and became a total wreck	Oscar Anderson.
"	Australia, s.s., 10 years	Schooner	283	25	12	General	Stranded; no damage	..	Entrance to inner harbour, Napier	S.W.	Light ..	Steamer when coming into river met a very strong ebb-tide and took a sheer, which caused her to touch a bank on west side	John Gibb.
Sept. 2	Christine, 15 years	Schooner	97	5	..	102 telegraph poles	Stranded; total loss	Supposed 5; all hands	Mouth of Waitotara River	S.W.	Gale ..	Vessel came ashore with no hands on board and waterlogged; supposed rudder-bands broke away rendering her unseaworthy, unmanageable, and also that crew washed overboard, as boat was found two miles from wreck with oars lashed to the thwarts	Charles Richards.
"	Awaniui, 3 years	Schooner	85	7	3	Hides, skins, & sundries	Stranded; partial loss	..	Paingarua, Oreti Point, 7 miles south-west of Cape Runaway	N.W.	Heavy gale	Vessel caught on lee-shore by severe gale with squalls of hurricane force, and driven on rocks	John Henry Skinner.
"	Auckland, 20 years	Ship	1245	..	..	General	Loss of life only	1	Lat. 25° S.; Long. 29° W. On voyage from Glasgow to Dunedin	..	Steady breeze	An A.B., Arthur Bailey, while engaged aloft, fell from the topgallant yardarm and was lost	Charles James.
"	Taviuni, s.s., 4 years	Schooner	910	34	46	Sugar	Stranded; partial loss	..	Between Fofana and Focato Islands; Vavau Group	E.	Light ..	In making for Vavau Harbour at night, master mistook headlands at entrance, took the wrong channel, and ran on a reef	Richard Edward Smith.
"	Paris, 2 years	Schooner	77	6	..	Sawn timber	Stranded; partial loss	..	Mohaka River, Hawke's Bay	E.N.E.	Moderate breeze	Vessel stranded when crossing the bar	Paul Arnaud.
"	Caclin, 19 years	Ketch	46	4	..	New Zealand produce	Supposed foundered; total loss	Supposed 4; all hands	Between Otago Heads and Bluff Harbour	S.W.	Gale ..	Vessel left Dunedin on 24th September and has not since been heard of. She is supposed to have foundered during a strong south-west gale which prevailed on the 30th September	William Hanning.
Oct. 17	Mararoa, s.s., 9 years	Schooner	1381	..	..	..	Fire on board; partial loss	..	Alongside George Street Pier, Port Chalmers	..	..	Vessel was found to be on fire, which originated in crew's quarters, but how there is no evidence to show. Vessel was laid up for repairs, and no one was on board of her at the time	..
"	Sarah S. Ridge-way	Barque	831	13	..	General, and keel and keel-rosine	Fire on board; partial loss	..	Alongside Napier Wharf.	..	..	Vessel was found at 4.45 a.m. to be on fire in the hold, but the origin of the fire cannot be ascertained	Nils Peter Sjo-gren.

Oct.	29	Wairarapa, s.s., 12 years, 100 A1	Schooner	1023	65	187	General	Stranded; total loss	126	1 mile east of Miner's Head, Great Barrier Island	..	Moderate breeze	John McIntosh.
Nov.	4	Waverley, s.s., 11 years	Schooner	77	11	2	General	Fire on board; slight damage	..	Off Boulder Bank, Nelson, about 5 miles from lighthouse	Calm	..	William John Gibbons.
"	13	Heroine, 7 months	Schooner	121	7	..	Ballast..	Stranded; no damage	W.	1 mile north of Arakura River, West Coast, South Island	Gale	..	George Francis Mason.
"	20	Cornet	Ketch	58	..	..	Produce	Loss of life only	S.W.	About 25 miles off Rocks Point	Gale	..	Christian Theodor Julius Andersen.
1895.	Jan. 15	Jasper, 28 years	Barquentine	252	9	..	Guanos..	Stranded; no damage; loss of anchors	N.E.	Reef at Surprise Island, North of New Caledonia	Squally	..	William Burton.
Feb.	4	Manawatu, s.s., 22 years	Schooner	112	14	1	Coal	Stranded; no damage	E.	Wanganui Bar	Light	..	Henry Arthur Rutter.
"	6	Oreti, s.s., 18 years	Schooner	138	14	..	Coal	Stranded; partial loss	S.S.E.	Wanganui Bar	Fresh	..	Oscar Jarman.
"	9	Hesketh, s.s., 15 years	Schooner	393	18	..	Coal	Stranded; partial loss	Calm	Between Jackson's Head and Beacon Rock, Cook Strait	..	..	John Christian.
"	23	Grace Dent, 17 years	Schooner	98	7	..	Iron-bark timber	Stranded; total loss	S.S.W.	Entrance to Wanganui River	Fresh	..	John Pughe.
"	24	Matatua, s.s., 6 years, A1	Schooner	2190	42	..	General	Fire in hold; partial loss	..	Lat. 19° 58' N., long. 17° 43' W., on voyage from London to Port Chalmers	..	..	William Burvill Holmes.

Vessel ran on to the rock at full-speed at midnight during a dense fog, and was lost through the master and his first and second officers not taking a correct point of departure at the Three Kings, and not allowing for a current which they should have been aware was running to the east and south-east. The master, who was in charge the whole time, was alone responsible for the loss of the vessel, and had he not been drowned his certificate would have been cancelled.

Combustion of nitric acid shipped as cargo; acid not being sufficiently marked.

Owing to heavy gale vessel could not beat off shore.

An A.B. named Henry Whating was knocked overboard while engaged in letting go main-boom guy-tackle, and lost in the dark night and heavy sea running.

Vessel was anchored in 17 fathoms with two anchors down. On heaving the anchors it was discovered that they were foul, and could not be cleared before they caught in a ledge or rock, and vessel swung against reef, where she remained about 5 minutes. Anchors were then slipped, and vessel proceeded to sea undamaged.

Casualty caused by ship steering badly. The channel being crooked, when getting the white lights in one, the ship did not answer her helm quick enough when put hard star-board.

Casualty caused by there not being sufficient water on bar.

Vessel did not answer helm, and being caught by the current grazed a sunken rock in the passage.

Master attempted to enter Wanganui River against signals, when vessel drawing 8ft. 6in. and only 7ft. water on the bar. Master's certificate suspended for 12 months, and he was ordered to pay costs of inquiry; but Court recommended the issue to him of a first mate's certificate during suspension of his certificate.

Fire was discovered at 1.55 p.m. in No. 4 hold, and extinguished after some trouble and a good deal of damage to cargo. It appears to have been caused through spontaneous combustion in some cases of oilskin goods made of calico and coated with linseed oil.

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		Number of Lives lost.	Place where Casualty occurred.	Wind.		Decision of Court of Inquiry, &c.	Name of Master.
				Crew.	Passengers.	Cargo.	Casualty.			Direction.	Force.		
1895. Feb. 25 to Mar. 10	Annasona, 3 years, 100 A1	Barque..	1372	19	..	Sugar ..	Loss of sails; damage to hull and cargo	..	On voyage from Pasca-roan, Java, to Fenco, Chili	S.W.	Storm ..	Vessel met with continuous bad weather, losing sails and gear at intervals, until seas broke on board, filled the decks, and smashed a hole through it, letting water into the cargo of sugar.	Alexander Ross.
"	8 Wolverine, 32 years	Ship ..	1226	23	6	Shale, tallow, & bone-dust	Vessel strained, and sprung a leak	..	Lat. 45° 33' S., long. 163° 35' E., 120 miles from New Zealand, on voyage from Sydney to Liverpool	S.W.	Gale ..	Vessel put into Auckland in distress, having met with very heavy weather, during which she strained badly, and made much water. The pumps became choked with shale scraps, and leak too serious to proceed on voyage round Cape Horn.	Henry Steinman.
"	15 Neptune, s.s., 12 years	Schooner	44	7	2	Wool, potatoes, chaff	Breaking shaft	..	Opawa River, 9 miles from mouth	Calm		Vessel broke her shaft at the boss of propeller through striking a snag in river.	S. Clarke.

SUMMARY of CASUALTIES to SHIPPING and SEAMEN reported to the Marine Department during the Financial Year ended the 31st March, 1895.

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.		Casualties reported.			
	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	2	1,156	126	7	690	8	9	1,846	134	..	1	910	..	9	1,846	134
Partial loss	6	1,106	..	7	443	..	13	1,549	..	..	..	..	..	14	2,459	..
Slight damage	1	288	..	..	..	..	1	288	..	..	..	..	..	1	288	..
No damage	5	2,762	..	1	121	..	6	2,883	..	..	..	..	..	7	3,135	..
Total strandings	14	5,312	126	15	1,254	8	29	6,566	134	..	1	252	..	31	7,728	134
Foundering,—																
Total loss	..	..	..	4	203	15	4	203	15	..	..	..	..	4	203	15
Collisions,—																
Slight damage	..	..	..	2	545	..	2	545	..	..	..	..	..	2	545	..
Fires,—																
Partial loss	1	1,381	..	1	831	..	2	2,212	..	..	1	2,190	..	3	4,402	..
Slight damage	1	77	..	..	..	..	1	77	..	..	..	..	..	1	77	..
Total fires	2	1,458	..	1	831	..	3	2,289	..	..	1	2,190	..	4	4,479	..
Miscellaneous, including damage by heavy seas to hull and cargo, leaks, loss of sails, &c., and breakdown of machinery	1	44	..	1	145	..	2	189	..	..	3	2,864	..	5	3,053	..
Loss of life only	17	6,814	126	23	2,978	23	40	9,792	149	..	4	3,116	..	46	16,008	149
Total number of casualties reported	1	58	1	1	58	1	..	1	1,245	..	2	1,303	2
	17	6,814	126	24	3,036	24	41	9,850	150	..	5	4,361	1	48	17,311	151

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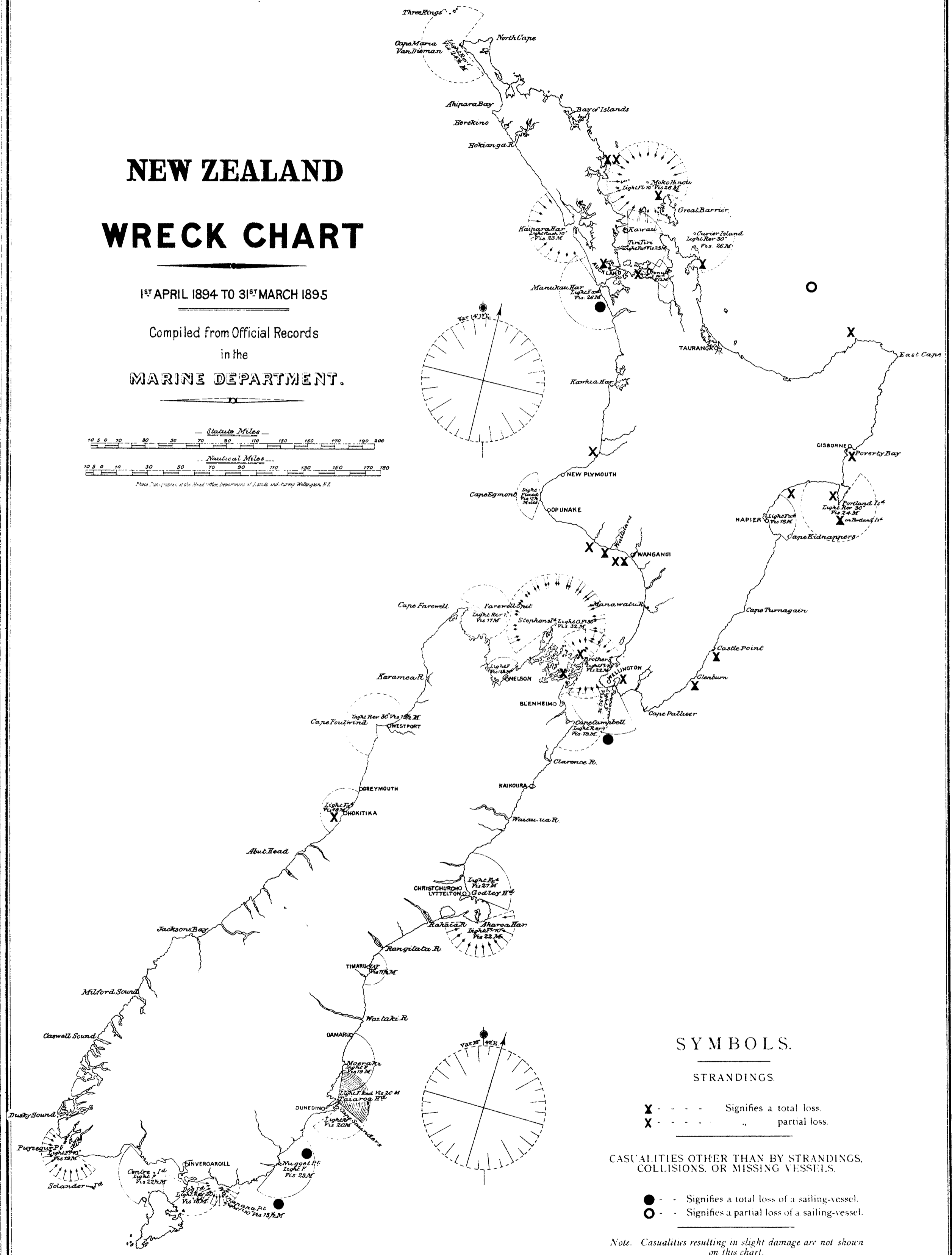
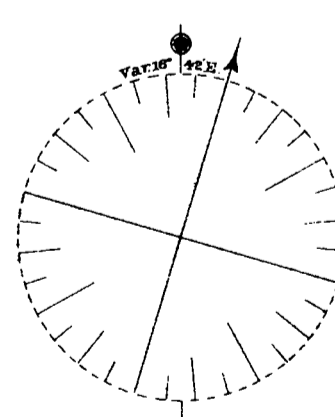
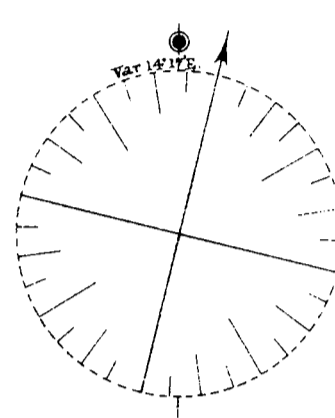
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NEW ZEALAND WRECK CHART

1ST APRIL 1894 TO 31ST MARCH 1895

Compiled from Official Records
in the
MARINE DEPARTMENT.



SYMBOLS.

STRANDINGS.

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

Snarcs

