

1896.
NEW ZEALAND.

MARINE DEPARTMENT.

(ANNUAL REPORT FOR 1895-96.)

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

MY LORD,—

Marine Department, Wellington, 31st July, 1896.

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.,

WM. HALL-JONES,

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 May, 1896.

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

Lighthouses.—Further tests have been made of the mineral colza oil referred to in my last report. The tests were carried out at Pencarrow Head Lighthouse, both with one of the ordinary paraffin burners altered for the purpose and with a Douglas burner obtained from Tasmania, but the results were not altogether satisfactory. Messrs. D. and C. Stevenson, of Edinburgh, who are engineers to the Northern Board of Lighthouses, have been asked to design a suitable burner, and to forward sufficient to enable the oil to be used at five lighthouses, so that it may be thoroughly tested before deciding to adopt it for use at all our lighthouses.

Last session Parliament voted a further sum of £800 for repairs to lighthouses and keepers' dwellings, and this has enabled many necessary works, principally repairs to dwellings, to be executed. It has, however, been found impossible to do all the repairs that are required with the money available, and it will therefore be necessary to ask for a further vote for the purpose. The works at the southern stations have been carried out under the direction of the lighthouse artificer, and those at Tiri-Tiri, which consisted of extensive repairs to the dwellings, were executed by a party of workmen under the charge of the department's carpenter, who also had charge of the construction of a tramway from near the landing-place to the top of the hill at Pencarrow Head. A new house for the principal keeper at Nelson is now in course of erection under contract, and improved accommodation for the assistant-keeper has been provided by moving the small house hitherto occupied by him and attaching it to what has hitherto been the principal keeper's house.

At the French Pass the red arc of the light has been altered so that the red and white arcs cut exactly on the buoy which marks the dangers off the Beef-barrel Rocks. The light on the beacon in the Pass has not been extinguished during the year. A sum of £81 18s. has been expended in planting native trees along the Pass side of the lighthouse reserve. Owing to the exposed position of the reserve it was found necessary to protect the trees by erecting fences round them. When the trees grow up the beauty of the lighthouse side of the Pass will be much improved.

On the night of the 12th August last the assistant-keeper at Pencarrow Head was found asleep on watch. In consequence of his previous good record during a long period of service, and of the fact that he was suffering from influenza at the time, he was not dismissed from the Lighthouse Service, but his salary was reduced by £10 a year, and he was moved to a station less favourably situated. During the year two keepers resigned, and two appointments were made to fill the vacancies thus caused. It was anticipated that the new tower at Farewell Spit would have been erected during the past summer, but, owing to the contractors failing to supply the iron tower within the prescribed time, the work of erection has not yet been put in hand.

The new landing on the south side of the Brothers has been completed, and has already prevented the delay of the "Hinemoa" on one occasion, when the sea was too rough to enable the stores, &c., to be landed at the ordinary landing-place on the northern side. The new landing-

place at Godley Head has been completed, and has been found to considerably lessen the labour and danger of landing stores and oil at that station.

Early in last year the department ordered the lanterns and apparatus for the proposed lighthouses at Capes Palliser and Kidnappers, and requested the Public Works Department to proceed with the erection of the tower and dwellings, &c., at the former place. The lanterns have recently arrived in the colony, and the apparatus is expected shortly, so that as soon as the necessary buildings are erected at Cape Palliser that light can be erected and exhibited.

After carefully considering the question of establishing fog-signals at some of the lighthouses where fogs are most prevalent, it was decided to procure one of Slaughter's cotton-powder signals. The Agent-General in London has accordingly been instructed to procure one, and it is intended to erect it at Pencarrow Head, so as to practically test its suitability for use at our lighthouses where fogs are prevalent. The cost of the signal in England will be £250; and the cartridges, of which 1,000 have been ordered, cost 1s. each. The necessary building and the erection of the signal will cost about £100.

The Victorian Government having revived the question of the erection of a lighthouse on the Snares, the Marine Engineer and the Nautical Adviser to the department proceeded to that place in February last, and made a further examination as to the best site. The result of their examination was that they reported that, in their opinion, the site selected in January, 1891, by the delegates who represented New South Wales, Victoria, Tasmania, and New Zealand—the colonies which agreed to contribute towards the cost of the erection and maintenance of the light—was the best one available. The Government has conveyed this opinion to the three Australian Governments mentioned, and has suggested to them that this site should be approved, and that the erection of the lighthouse should be proceeded with.

It has been decided that the work of inspecting the lighthouses under the control of this department is to be performed by Captain Allman, the Nautical Adviser to the department. He has inspected those in the South Island and Cook Strait, and will visit those in the North when the "Hinemoa" makes her next northern trip. His report on the stations he has visited, and his suggestions as to new lighthouses, is appended hereto.

Light Dues.—The sum of £15,562 5s. 3d. was collected for light dues during the year, as compared with £16,299 10s. 8d. for the previous year, being a decrease of £733 5s. 5d.

Harbours.—The work of cleaning and overhauling the buoys and attending to the beacons in most of the harbours which are under the control of the department has been performed by the "Hinemoa." That vessel has also overhauled the buoys in the Whangarei Harbour, as the local Harbour Board does not possess the necessary appliances for doing the work. The Board is to pay for the material used in the overhaul. At Russell, Mr. Henry Stephenson, who holds the office of Signalman and Inspector of Fisheries, has been appointed Harbourmaster, in order to give him the necessary power to direct vessels and boats where to anchor, and to see that the law affecting the harbour is enforced. Mr. John Sinclair, the Harbourmaster at Port Robinson, has been appointed Wharfinger at that place.

The contract with the Northern Union Steamboat Company for the use of a steamer to overhaul the buoys in Kaipara Harbour, and to perform such other harbour-work as may be required by the Harbourmaster, for £240 a year, having expired, it became necessary to make a fresh arrangement. The company was unwilling to enter into a new contract for less than £340 a year, and as there was no other steamer at Kaipara which was available to do the work the department had to agree to the company's terms, and a contract for the performance of the work during 1896 for that sum has been entered into. It would be advisable, before the end of the year, to consider the question as to whether, after the expiration of this contract, the arrangement with the company shall be renewed, or whether it would not be better for the department to procure a suitable steam-launch of its own. The Harbourmaster considers that the latter course would be the more satisfactory one. His duties as Customs Officer and Inspector of Fisheries, as well as those of Harbourmaster, require that he should have the means of getting about the harbour more frequently than he can under the present arrangement. Probably a suitable launch driven by an oil- or gasoline-engine could be procured, and a launch of this kind could be worked very inexpensively.

At the beginning of August last, Mr. James P. Low, Harbourmaster and Pilot at Nelson, who joined the Nelson Harbour staff on the 28th February, 1860, was taken ill, and was granted leave of absence until the end of September, which, on account of the state of his health, was subsequently extended until the end of December. On the expiration of his leave he was still unfit to resume duty, and, as it appeared from the report of two doctors who examined him that it was not likely that he would be again fit for active duty, the Government felt that the only course open for them was to retire him from the service on the compensation allowed by "The Civil Service Act, 1866." This was accordingly done. Mr. Low was a faithful officer during his long period of service, and the department extremely regretted that the state of his health necessitated his retirement. During his absence on leave the Westport Harbour Board courteously allowed Captain F. W. Cox, its Assistant Harbourmaster and Tugmaster, to act as Mr. Low's substitute, and on the latter's retirement he was appointed to fill the vacancy.

The masters of most of the Union Steamship Company's steamers trading to Nelson having adopted the practice of taking their vessels into and out of the port without a pilot, the harbour revenue derived from pilotage suffered to such an extent as to render it necessary to raise revenue by other means in order to defray the expenses of the harbour. Accordingly it was decided to impose port charges and harbour-light dues on all vessels visiting the port, and, although the revenue derived from the new charges, combined with that received as pilotage, is not so large as that formerly received as pilotage alone, still it will be sufficient to meet the expenses of the port, as, owing to the smaller number of vessels requiring the services of a pilot, the department has been able to dispense with the services of two of the crew of the pilot boat, thereby making a saving of £240 a year. A

permanent light has been established on the beacon on Haulashore Island, at the entrance to the harbour; and signals to indicate the depth of water at the entrance both by day and night have been established. These signals are shown by the lightkeepers from the flagstaff on the Boulderbank, near the lighthouse.

Considerable changes have taken place in the entrance to Manukau Harbour, and the beacons on the North Head have been altered to suit the changes. One of the beacons has been done away with, and, pending a proper trial with two beacons instead of three, the erection of the new beacons has been deferred. The buoys have been overhauled and cleaned by the "Hinemoa."

A return showing the licenses issued for the occupation of foreshore and the authorities given for the erection of wharves, &c., is appended hereto.

Oyster-fisheries.—An Act to amend "The Sea-fisheries Act, 1894," was passed by Parliament during last session, and provision was made in it to remedy the two defects in the law mentioned in my last report; that is, it has been made an offence to have oysters in possession, or sell them, during the close season, although they may have been actually taken from the beds during the open season; and provision was made to empower the Governor to fix the areas of foreshore to be included in oyster-bed leases. Several applications have been received for leases of the beds in Manukau Harbour, and steps are being taken to divide them into suitable areas. As soon as this has been done, the leases will be disposed of by public auction for a period of ten years. Applications for leases of the beds at Great Barrier and Waiheke Islands have been made by settlers at those places; but as the law now stands the owners or occupiers of adjoining lands can only obtain leases of beds by being the highest bidders at auction, or being the highest tenderers, as all leases are required to be disposed of by public auction or tender. One reason which settlers give for desiring to lease the beds adjoining their holdings is that some of the licensed pickers who now use them are in the habit of stealing their stock.

After careful inquiry as to the state of the beds in the North, it was decided to keep those in the Hauraki Gulf, Whangarei Harbour, and the southern subdivision of the northern oyster fishery closed for at least another season, as the oysters in them are not yet fit to be taken. The beds in the middle and northern subdivisions of the northern fishery—that is, those between the Waitangi River, in the Bay of Islands, and the North Cape—are therefore the only ones on the east coast of the Auckland District which are open this season; but it is considered that these beds and those in Kaipara Harbour which have been opened will be able to meet all requirements. Last season 7,654 sacks of oysters were taken from the middle and northern subdivisions of the northern district. Of this quantity, about 4,650 sacks were exported from the colony, and the balance used for home consumption. The Inspector, who has made a careful inspection of the beds, reports that they are in very good condition. As soon as the Manukau leases are disposed of the beds in that harbour will be available for taking oysters.

The following licenses to occupy foreshore for the purpose of forming artificial beds have been issued during the year: A. Maule, 48 acres, Pelorus Sound; P. Ewing, 4 acres, Hitaua Bay, Tory Channel; Duncan and Jones, 20 acres, Orongo Bay, Bay of Islands; Lane and Brown, 20 acres, Wahapu Bay, Bay of Islands.

During the year petitions were received from oyster-dealers, -pickers, and others in Auckland and Wellington, praying that the export of rock-oysters from the colony might be prohibited; but, as it appeared that this would only restrict the taking of oysters without there being any necessity for it, the request was not acceded to.

On the 11th April, 1895, D. McBrierty and J. Williamson were each fined £1 and costs for taking oysters in Manukau Harbour, in which the beds were closed. On the 17th of the same month Ernest Peel was fined £1 and costs for taking oysters in a closed district. The boat and gear used in committing the offence, which were forfeited under the provisions of "The Sea-fisheries Act, 1894," were returned to him on his paying a further sum of £1. On the 23rd April, 1895, R. Angelo was fined £1 and costs for taking oysters in Manukau Harbour.

On the 2nd December last, two days after the oyster season closed, a quantity of oysters were seized in shops in Wellington, but proceedings were not taken against the owners. It was not considered advisable to do so, as the provision of the law allowing oysters to be sold for fourteen days after the season closed, provided they were taken in the open season, was only repealed by "The Sea-fisheries Act Amendment Act, 1895."

Sea-fisheries.—Representations having been made to the department that it was necessary for the protection of mullet that the close season, which only applied to a portion of Kaipara Harbour, should be extended to include the whole of that harbour, this was done, after inquiry had been made into the matter. After the issue of the order prescribing the close season, it was strongly urged that there was no real necessity for it, and that, if it were kept in force, the mullet-canning industry would be very injuriously affected. Sir James Hector was therefore asked to proceed to Kaipara to make inquiry as to the necessity or otherwise for the close season. After taking evidence on the spot, he advised that the order should be revoked, and that the original close season for only a portion of the harbour should be reverted to; and his advice was given effect to. Sir James afterwards made another visit to Kaipara, and also went to other places in the North, to make further inquiries as to the necessity for a close season for mullet, and the proper period for such season. As soon as his report is received the whole matter will be dealt with. It having been reported that the Natives at Kaeo were taking undersized mullet, the Inspector of Fisheries at Russell was sent to the place to look into the matter. He warned the Natives that they must discontinue the practice, and they promised to do so.

Regulations have been made allowing the use, in the Provincial District of Canterbury, of hand whitebait nets, with an opening of nine square feet.

A request was made by the Patea Harbour Board that net-fishing should be prohibited in the Patea River; but, after making inquiries into the matter, it was not deemed advisable to accede to this request.

Sergeant McGrath has been appointed Inspector of Fisheries at the Bluff, and Constable Sheary Inspector at Blenheim.

The seal-fisheries have been closed during the year, and it has been decided to extend the close season up to the 30th June, 1897. On the 20th February last, E. Morrison was fined £1 and costs for killing a seal which he found on the road at Gore Bay.

On the 15th May, 1895, Andrew Paris was fined £1 and costs for selling undersized flounders at Porirua. On the 27th July, E. Andrews and P. Garbes were prosecuted for having small blue-cod in their possession in Wellington; the former was fined £1 and costs, but the charge against the latter was dismissed, the Magistrate stating that he would give him the benefit of the doubt. On the 12th August, a fisherman named Dorris was fined £10 and costs for taking small rock-cod in the Pelorus Sound. The fish were found by the Inspector at Wellington at a smoke-house in this town.

Weather Reporting.—Captain Edwin has carried out the duties of making daily weather forecasts, and of notifying such forecasts to the different parts of the colony in an efficient manner. These forecasts are of great service to shipmasters and others whose business is connected with shipping. He has also continued to perform the duties of Examiner of Masters and Mates.

Government Steamers.—The “Hinemoa” has been kept fully employed during the year. She has periodically visited the lighthouses with oil and stores, and has overhauled and cleaned the buoys on the coast and in the principal harbours under the control of this department. She also searched for and discovered the rock in Poverty Bay which the s.s. “Anglian” and “Waihora” touched, and made surveys of other reported dangers on the coast. In addition to this work, she made a special trip to the Snares in connection with the selection of a site for a lighthouse there. She made two trips to the Snares, Auckland, Campbell, Antipodes, and Bounty Islands, and one trip to the Kermadec Islands, to search for castaways, and to inspect the dépôts of provisions and clothing which the department maintains at those islands. No castaways were found, and the dépôts had not been touched. During the trip which was made in October last some wreckage and a considerable quantity of wool were found along the beach at the Auckland Islands. The wreckage is believed to be a part of the French vessel “Marie Alice,” which left Sydney on the 12th February, 1895, for Europe; and a portion of it has been sent by the vessel’s agent here to the owners at Nantes, for the purpose of identification. During the year the “Hinemoa” steamed 27,365 miles, was 3,538 hours under steam, consumed 1,604 tons of coal, carried 2,298 tons of cargo, and cleaned, painted, and relaid 106 buoys. It must be borne in mind, in connection with the amount shown as the running-expenses of the vessel, that she carries a large quantity of cargo for other departments of the Government, a service for which no payment is made, the railways being the only department which pays for services rendered. The Government having decided that Captain Fairchild should proceed to England to bring out the new vessel which is being built at Glasgow, he left the “Hinemoa” on the 8th March last; and Captain Neale, who has for many years been first mate, was placed in command, Mr. Bollons, the second mate, taking the position vacated by him. The Stones’ patent bronze propeller-blades referred to in my last year’s report have been fitted on to the vessel with very satisfactory results. She has also received a general overhaul.

The “Stella,” which had been laid up for a considerable time, was chartered on the 4th June last by Mr. Joseph Fleming, of Auckland, for the coastal trade in the Auckland District; but, as he failed to pay the amounts due under the charter, the Government had to take possession of the vessel on the 11th November. At the time the charter was determined the sum of £119 was owing to the crew as wages, and the department had to pay this amount to clear the vessel. She was shortly afterwards sold to Messrs. Jagger and Parker and Leyland and O’Brien, of Auckland, for the sum of £1,450; but an allowance of £46 5s. had to be made to the purchasers for fittings which were found to be missing.

On the 2nd July last the s.s. “Pilot” was sold by public auction for the sum of £470, and she is now plying in Kaipara Harbour.

Coastal Surveys.—The reported rock in Poverty Bay has been surveyed and buoyed, and search has been made for the rock off the Gable End Foreland which the s.s. “Monowai” touched. A shoal patch was discovered, and a further survey will be made the next time the “Hinemoa” is in the locality, if the weather is favourable.

Wrecks and Casualties.—A table showing an analysis of the casualties is appended hereto. Those on the coasts of the colony numbered thirty-seven, representing 21,060 tons, as against forty-one casualties, affecting 9,850 tons, in the previous year. The number of total wrecks within the colony, including a small steamer which was burnt and a sailing-vessel which foundered, was eight of 2,070 tons, as against thirteen vessels, of 2,049 tons, in the previous year. The number of lives lost was eight, as against 151 in the previous year. Of these, six were on or near the coasts of the colony—namely, four from the “Comet” (all hands), and one each from the s.s. “Waihi” and s.s. “Poherua.” The lives lost beyond the colony were one each from the “Kathleen Hilda” and the “Coromandel.”

Survey of Steamers.—I regret to have to report the death of Mr. W. M. Mowatt, the Principal Engineer Surveyor, and Principal Examiner of Engineers. He died suddenly from heart-disease on the 31st January last. He was a most capable and efficient officer, and one on whose ability and judgment the department placed great reliance. Mr. R. Duncan, who for some years past has been one of the Engineer Surveyors and Examiners of Engineers at Dunedin, has succeeded him. A report on the work done during the year is appended hereto. A request having been made for the issue of docking-certificates in the case of vessels which trade abroad, and which are docked in New Zealand during the currency of their passenger-certificates, it has been decided to grant such certificates when required by the owners at a charge of £5 in each case. In the case of a vessel which is surveyed for her passenger-certificate at the time of docking there is no necessity for a docking-certificate, as the twelve months’ passenger-certificate covers the period for which the docking-

certificate would be in force. The proposed uniform system as regards the limits within which small restricted-limit steamers are allowed to ply has not yet been brought into operation, but it is intended to issue regulations on the subject at an early date. Proceedings were taken against the owner of the p.s. "Theodore" for running on Lake Wanaka without a certificate, and against the owner of the s.s. "Elsie" for plying in the Pelorus Sound without a certificated engineer. Fines were imposed in both cases.

Examination of Masters, Mates, and Engineers.—Eighty-seven candidates passed their examinations for certificates of competency and thirty-six failed. Of those who passed, fifty-eight were masters, mates, and engineers of sea-going vessels, and twenty-nine were masters and engineers of steamers plying within restricted limits. Seventeen certificates of service as Home-trade masters have been issued. Regulations have been made for the examination of engineers of steamships plying within restricted limits, and for marine engine-drivers. In the case of the former the examination will be more difficult than that hitherto in force for this class of certificate. The marine engine-driver's is a new class of certificate, provided for by "The Shipping and Seamen's Act Amendment Act, 1895." New regulations for the examination of masters and mates have been made by the Board of Trade, and it is intended to make similar regulations in this colony, to come into force on the 1st January, 1898, that being the date on which the Board of Trade rules come into operation. The examinations will be much more difficult than those at present in force.

Relief of Distressed Seamen.—The sum of £165 15s. has been expended during the year on account of the relief of distressed seamen belonging to New Zealand vessels. Of this amount, £61 5s. was for the relief of the crew of the "Eillan Donan" at Noumea, and for passages to Sydney; £4 10s. was for passages of the crew of the "Sarah Pile," and £100 was paid to the owners of the "Alastor" for loss sustained in connection with the rescue of the crew of the "Indiana." A sum of £36 19s. 6d. was expended in replenishing the dépôts for castaways on the outlying islands, and £13 13s. was paid for a passage to England for the late carpenter of the "Dacca," of Dundee, which amount has been refunded by the Board of Trade. The sum of £6 10s. was expended in providing passages to Sydney for the crew of the barque "Grasmere" of that port. A claim for a refund of this amount has been made against the Government of New South Wales.

Wages and Effects of Deceased Seamen.—The estates of twenty deceased seamen, amounting in the aggregate to £175 5s., have been dealt with during the year, and, of these, eleven were new estates. The sum of £49 14s. 7d. has been paid to relatives and other claimants.

Marking Load-lines.—"The Shipping and Seamen's Act Amendment Act, 1894," having 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, Collectors of Customs have been instructed to see that this is done, and New Zealand vessels are now being marked in accordance with these tables.

Deck Cargo.—Regulations have been issued making provision as to the quantity of cargo and live-stock which vessels may carry on deck, and Collectors of Customs, who issue the licenses for the quantity allowed, have been instructed to see that the regulations and licenses are adhered to. In some cases friction occurred when the regulations came into force, but this is wearing off as masters and owners become accustomed to the rules. Collectors are authorised to call in expert advice as to the quantity to be allowed whenever they consider it necessary to do so; but this is not often required, as the regulations are very full and explicit.

Colonial Pilots.—Regulations have been made for the issue of licenses for colonial pilots—that is, pilots who take vessels from one port to another in the colony. Any person who prior to the 1st January, 1895, has either commanded a vessel of not less than 300 tons register, trading on the coasts of the colony, or has been engaged in piloting similar vessels trading on the coast, is entitled to a license without examination, provided that prior to the above date he held a certificate not lower than that of master, Home trade. In other cases applicants must pass the prescribed examination.

Examination of Able Seamen.—Regulations have been made for the examination of candidates for certificates as able seamen, and the Examiners of Masters and Mates have been appointed the examiners of such candidates; but so far no candidate has applied for examination. Under the Act which provides for the issue of these certificates, it is enacted that four years' service at sea before the mast qualifies a seaman for the rating of A.B. without examination, and this, combined with the fact that a man is entitled to ship in that capacity without producing certificates of discharge for the prescribed sea-service, provided he makes a statutory declaration that he is entitled to ship, is no doubt the cause of no candidates coming forward. Shipowners would, no doubt, find it to their advantage to encourage seamen to prove their competency by undergoing examination and obtaining these certificates.

Fees for Engagement and Discharge of Seamen.—The fees for the engagement and discharge of seamen have been considerably reduced, and the amount which the owner or master is entitled to retain from the wages of each man as a partial recoupment of the amount he has paid has been reduced from 1s. to 6d. in the case of a seaman, and from 1s. 6d. to 1s. in the case of an officer.

Adjustment of Compasses.—"The Shipping and Seamen's Act Amendment Act, 1895," having provided that the compasses of vessels built wholly or partly of iron are to be adjusted by adjusters licensed by the Minister of Marine, regulations have been made for the issue of licenses to adjusters, and providing that the adjustment shall be made at least once in every year. A register of licensed adjusters is to be kept by the Collector of Customs at each port, the names being arranged in alphabetical order. On an application for adjustment being made, the Collector requires the adjuster standing next in order for duty to make it.

Alterations in the Law.—During the last session of Parliament an Act to further amend "The Shipping and Seamen's Act, 1877," was passed. The following are its main provisions:—

The master of every intercolonial and Home-trade ship is required to properly exercise his crew in boat-drill at sea once in every month, and in the case of intercolonial ships at least once in the course of each round voyage.

Two classes of certificates of competency are to be issued for engineers of steamships plying within restricted limits; one, which is called a "river engineer's certificate," entitles the holder to serve as engineer of a steamship plying within river or extended river limits; and the other, which is called a "marine engine-driver's certificate," entitles the holder to serve as engineer of a steamship fitted with non-condensing machinery, the area of cylinder or combined area of cylinder of propelling machinery of which does not exceed 200 circular inches, and plying only within harbours, rivers, and lakes, or other inland navigable waters.

Every ship built wholly or partly of iron is to have her compass adjusted by a licensed adjuster.

Authority is given for the Minister of Marine to fix the fees which the master of a vessel may deduct from the wages of his crew as a partial recoupment of the amount he has paid for their engagement and discharge.

Every vessel engaged in the coastal or intercolonial trade which carries at least five certificated able seamen is allowed to substitute two boys for every ordinary seaman she is required to carry.

The power of modifying the load-line rules has been transferred from the Minister of Marine to the Board of Trade. This change was required by the Imperial Government before the Queen's assent was given to "The Shipping and Seamen's Act Amendment Act, 1894."

I have, &c.,

W. T. GLASGOW, Secretary.

The PRINCIPAL EXAMINER of MASTERS and MATES to the SECRETARY, Marine Department.

SIR,—

Wellington, 12th May, 1896.

I have the honour to inform you that the regulations and instructions pertaining to the examination of masters and mates have been rigidly and satisfactorily carried out by the different Examiners at the various ports.

In Auckland the examinations are conducted by Captain Tilly, R.N., and Captain Robertson, Harbourmaster, Onehunga.

Captain Grey, formerly master of the Government steamer "Stella," and latterly Tide Surveyor in the Customs, Port Chalmers, was appointed Examiner for the Port of Otago in May, 1895; and for the convenience of shipping generally, as well as for examination purposes, the examination rooms were changed from Dunedin to Port Chalmers in the following month. The change, in my opinion, is a most desirable one, and has given general satisfaction to those interested.

Since Sir Arthur Douglas, Bart., resigned from the position of Examiner at Lyttelton in June last the position was vacant up to 1st May, 1896, when Captain Marciel, late of the Peninsular and Oriental Steam Navigation Company, was appointed Examiner. During the time there was no Examiner at Lyttelton the examinations were conducted either by Captain Grey or myself. This caused much inconvenience, as it necessitated one of us going there.

At Wellington the examinations are conducted by Captain Edwin, R.N., and myself. During the present year, in addition to other examinations, two candidates were examined and passed the voluntary examination in the laws of the deviation of the compasses of iron ships. These two examinations are the first of the kind that have taken place in the colony, and they form the necessary qualification required for a licensed adjuster of compasses.

Captain Bayldon, Harbourmaster at the Thames, conducts examinations for river certificates only, and according to the returns there has been a considerable falling-off in these examinations during the last twelve months. This, in my opinion, is a good sign, as it shows higher grades of certificates are preferred by mariners.

In conclusion, I wish to recommend that the new regulations issued by the Board of Trade, relating to the examinations of masters and mates, which come into force on the first day of January, 1898, should be adopted in New Zealand on the same date.

I have, &c.,

GEO. ALLMAN,

The Secretary, Marine Department.

Principal Examiner of Masters and Mates.

The INSPECTOR of LIGHTHOUSES to the SECRETARY, Marine Department.

SIR,—

Wellington, 13th May, 1896.

I have the honour to report that, in accordance with your instructions, I inspected the Cook Strait and southern lighthouses of New Zealand during the months of January and February last, and I also visited, in company with Mr. Hales, Engineer-in-Chief, the proposed site for a lighthouse at the Snareſ, and I agreed with him to recommend the location already selected by the Commissioners appointed for that purpose.

The result of my inspection is that I am pleased to be able to report that, almost without exception, the lighting apparatus and towers at the several stations are in capital order and well kept; also the keepers' dwellinghouses, with the exception of a few of the old buildings, which have deteriorated through age and exposure to the elements. These buildings referred to are now being put in order, and when completed will be in good condition. At all the stations I found the keepers to be a steady, reliable body of men, attentive to their duties, and apparently fully alive to the responsibility of their position. It is also gratifying to be able to state that they expressed themselves generally as being well satisfied with the treatment accorded by the department, and in no instance was I called upon to listen to any complaint of importance.

Concerning electric and telephone communication with the various light-stations, I have much pleasure in stating that where communication has been established it has been of great service to the shipping community, for weather-reporting purposes, and for reporting passing vessels; also it has been of considerable use for departmental purposes. I would therefore recommend that all light-stations should be connected by telephone with the nearest telegraph-station where practicable.

During the year much has been done, with a view of perfecting and improving the lighting system on the coast and the harbour lights.

The lighting apparatus intended for Cape Palliser and Cape Kidnappers has arrived in Wellington, and is stored waiting the completion of their respective towers.

Leading lights have been provided for Mokau River, and the advisability of having leading lights at Hokianga is under consideration.

An iron cage has been added to the beacon off Haulashore Island, Nelson Harbour, and a more powerful light is now exhibited therefrom than hitherto; also signals to indicate the depth of water during flood-tide at the entrance of Nelson Harbour both day and night have been established, and are found to be of great service to mariners.

The Harbour Boards at Napier and Gisborne have provided leading lights for the convenience and safety of shipping at their respective ports.

Numerous surveys have been made of reported dangers, and buoys and beacons have been placed to mark them where required.

Plans have been executed for the introduction of an auxiliary light on the Brothers, for the purpose of guiding mariners when navigating in the vicinity of Walker Rocks, off Jackson's Head; also, at the request of the Hon. the Minister of Marine, plans were prepared for the introduction of a more suitable light for Bluff Harbour. I also reported favourably on the desirability of having Dog Island connected by cable, to enable passing vessels to be reported when the signal-station at the summit of Bluff Hill was obscured.

Soundings have been taken and borings made on Hope Shoal, off Ward Island, with a view of placing a light there, to be used instead of the one at present in use at Somes Island. Some time ago I held that the light would be better on Hope Shoal than on Somes Island. Since then the locality has been surveyed, and I have also made a further examination; and I am now of opinion that, if the power of the light on Somes Island was increased to that of a third- or fourth-order light, it would answer the purpose admirably for which it is intended. With a view of further improving Wellington Harbour, it may be deemed necessary at some future time to light the harbour by means of gas buoys.

In conclusion, I wish to make a few remarks concerning new light-stations. After the proposed lighthouse at Cape Palliser, Cape Kidnappers, and the Snares are constructed, it may be deemed necessary to add stations at other points on the New Zealand coast from time to time. These additional lights should, in my opinion, be erected in the following order, according to their importance:—

Rocks Point (between Westport and Cape Farewell).—This light has almost become a necessity in view of the large number of vessels in the coal-carrying trade which pass this locality. Kiourangi Shoal, carrying $3\frac{1}{2}$ fathoms of water, lies about ten miles north of Rocks Point, and is about five miles off the nearest coast-line. This shoal is a source of danger to all classes of shipping, but more particularly to larger vessels with heavy draft of water making the coast of New Zealand.

East Cape.—Situated between Gisborne and Auckland. This cape is the turning-point for all vessels bound to Auckland from the south part of New Zealand, and *vice versa*. There is at present no light on this part of the coast between Portland Island and Cuvier Island. The cape is distant 100 miles from Portland Island and 145 miles from Cuvier Island.

Kaikoura Peninsula.—This lies half-way between Wellington and Lyttelton. It was close to this Peninsula that the steamer "Duke of Buckingham" stranded a few years ago.

North Cape.—This cape is situated at the north-east extremity of New Zealand, and is the turning-point for all vessels coming from the westward bound to the east coast ports of the North Island, and *vice versa*.

Cape Brett.—This lies between the Moko Hinou light and the North Cape. The Cape is distant about sixty miles from Moko Hinou light and eighty miles from the North Cape. This light would be a guide to the Bay of Islands, as well as being a good coastal light.

Flat Point.—About forty-five miles north-east of Cape Palliser. There are numerous outlying dangers here in the shape of sunken rocks, on which several steamers have struck. It is off this point that the course of vessels is usually altered for north and south.

Of these lights, the most pressing are Rocks Point and the East Cape.

I have, &c.,

GEORGE ALLMAN,

Inspector of Lighthouses.

The Secretary, Marine Department.

The PRINCIPAL ENGINEER-SURVEYOR of STEAMERS to the SECRETARY of the MARINE DEPARTMENT.
Office of Chief Inspector of Machinery, Wellington, 1st May, 1896.

SIR,—

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, 1896.

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.
		£ s. d.		
23 ..	Foreign	335 0 0	19,257	4,231
56 ..	Home Trade	407 10 0	10,684	3,355
128 ..	River and Extended River	437 10 0	3,656	2,163
207		1,180 0 0	33,597	9,749

For the 207 steamers shown above, 295 survey certificates were issued, that number of surveys having been made.

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

It is necessary that set times should be fixed for the examinations of marine engineers, so as to save the time both of examiners and candidates who wish to be examined.

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.,

ROBERT DUNCAN,
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, 1896.

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	5	" ..	" ..	" ..	"
*Alexandra	73	30	" ..	Paddle ..	" ..	"
Alice	3	4	" ..	Screw ..	" ..	"
Aorere	49	16	Compound ..	" ..	Home trade.	
Argyle	126	45	" ..	" ..	" ..	
Australia	260	77	" ..	Twin-screw ..	Foreign trade.	
Awarua	100	80	Condensing ..	Paddle ..	Home trade ..	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	" ..	" ..	" ..	
*Clara .. .. .	..	..	Non-condensing ..	" ..	Extended river..	New vessel.
*Clematis	5	4	" ..	Sternwheel ..	River.	
Corinna	820	141	Compound ..	Screw ..	Foreign trade.	
Coromandel	67	25	" ..	" ..	Extended river.	
Cygnets	3	3	Non-condensing ..	" ..	River ..	Launch.
*Despatch (Auckland) .. .. .	..	6	" ..	" ..	" ..	"
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.
*Effort	13	12	Compound ..	Paddle ..	Extended river.	
Eliza .. .. .	..	..	Non-condensing ..	Screw ..	River ..	
Elizabeth .. .. .	..	..	" ..	" ..	Extended river..	Fishing launch.
*Elsie	15	8	" ..	" ..	" ..	
*Enterprise	61	30	" ..	Paddle ..	River.	
*Erin .. .. .	..	4	" ..	Screw ..	" ..	Launch.
*Ethel J.	20	16	Compound ..	" ..	" ..	
Fairy	32	15	Non-condensing ..	" ..	Extended river.	
Falcon .. .. .	..	5½	" ..	" ..	River ..	First survey.
Fanny	67	30	Compound ..	" ..	Home trade.	
*Fingal	22	11	Condensing ..	" ..	Extended river.	
Flora	838	180	Compound ..	" ..	Foreign trade.	
Flower of Kent .. .. .	..	..	" ..	" ..	River ..	Launch.
*Freetrader	95	30	Non-condensing ..	Sternwheel ..	" ..	
Gairloch	211	85	Compound ..	Twin-screw ..	Home trade.	
Glenelg	156	75	" ..	Screw ..	" ..	
Grafton	322	123	" ..	Twin-screw ..	" ..	
Hauroro	1,276	250	" ..	Screw ..	Foreign trade.	
*Help .. .. .	..	1½	Non-condensing ..	" ..	River ..	Launch.
Herald	370	85	Compound ..	" ..	Home trade.	
Hesketh	393	80	" ..	Twin-screw ..	" ..	
Horeke .. .. .	..	4	Non-condensing ..	Screw ..	River ..	Launch (formerly "Miranda").
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	159	65	" ..	" ..	Home trade.	
Irene .. .. .	..	2½	Non-condensing ..	" ..	River ..	Launch.
Ivy .. .. .	..	8	" ..	" ..	" ..	"
Jane Douglas	75	22	Compound ..	" ..	Extended river.	
*Janet Nicoll	496	90	" ..	" ..	Home trade.	
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 ..	"
Kawatiri	235	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.	
*Kopuru	28	20	Non-condensing ..	" ..	River.	
*Koputai	5	120	Compound ..	Paddle ..	Home trade ..	Tug.
*Kotuku	41	40	Non-condensing ..	Three screws	River.	
Lady Barkly	39	20	Compound ..	Screw ..	Extended river.	

* Surveyed twice, and in some cases three times.

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

Name.	Tons Registered.	Nominal Horse-power of Engines.	Nature of Engines.	Nature of Propeller.	Class of Certificate.	Remarks.
Lily ..	20	12	Comp'd condensing	Twin-screw ..	Extended river..	
Little George ..	4	4	Non-condensing ..	Screw ..	River ..	Launch.
*Lyttelton ..	39	80	Compound ..	Paddle ..	Home trade ..	Tug.
*Mahinapua ..	205	80	" ..	Twin-screw ..	" ..	
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 ..	1,980	530	Triple expansion ..	" ..	Foreign trade.	
*Matau ..	50	40	Non-condensing ..	Sternwheel ..	River.	
*Matuku ..	3	3	" ..	Screw ..	" ..	Launch.
Mawhera ..	340	75	Compound ..	" ..	Home trade.	
Mere Mere ..	..	3	Non-condensing ..	" ..	River.	
*Minnie Casey ..	48	25	Compound ..	" ..	" ..	
Moa ..	109	33	" ..	" ..	Home trade.	
*Mokoia ..	..	4	Non-condensing ..	" ..	River ..	New launch.
Moss Rose ..	..	8	Condensing ..	" ..	" ..	Launch.
Mountaineer ..	66	60	Compound ..	Paddle ..	" ..	
*Moutoa ..	..	5	Non-condensing ..	Screw ..	" ..	
Murray ..	90	25	Compound ..	" ..	Home trade ..	Left the colony.
Napier ..	48	30	" ..	" ..	" ..	
*Nautilus ..	32	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. 121 ..	394	100	Compound ..	Twin-screw ..	" ..	Dredge.
No. 222 ..	502	120	" ..	" ..	Home trade ..	
Ohau ..	411	92	" ..	Screw ..	Foreign trade.	
Ohinemuri ..	73	26	" ..	" ..	Home trade.	
Omapere ..	352	80	" ..	" ..	" ..	
Onslow ..	16	14	" ..	Twin-screw ..	River.	
Orowaiti ..	283	70	" ..	Screw ..	Home trade.	
*Oreti ..	138	50	" ..	" ..	Foreign trade.	
Osprey ..	198	70	" ..	Paddle ..	River.	
Ovalau ..	767	75	Quadruple expans'n	Screw ..	Foreign trade.	
*Paeroa ..	45	16	Compound ..	" ..	Extended river.	
Paiaaka ..	10	10	" ..	" ..	" ..	Fishing vessel.
*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..	
Pictou ..	7	8	" ..	" ..	" ..	
Pilot ..	11	13	Compound ..	" ..	River ..	
Pioneer ..	5	5	Non-condensing ..	" ..	" ..	
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.	
*Rotokino ..	1,304	135	Quadruple expans'n	" ..	Foreign trade.	
Rotomahana (Dunedin) ..	901	450	Compound ..	" ..	" ..	
Rotomahana (Auckland) ..	139	45	" ..	" ..	Home trade.	
*Scotchman ..	30	10	Non-condensing ..	" ..	Extended river.	
*Sea Gull ..	..	6	" ..	" ..	" ..	
*Snark ..	12	10	" ..	" ..	" ..	
Southern Cross ..	158	50	Compound ..	" ..	Foreign trade.	
Staffa (Auckland) ..	40	20	Condensing ..	" ..	Extended river.	
Staffa (Dunedin) ..	..	3½	Non-condensing ..	" ..	River ..	
Stella ..	157	90	Compound ..	" ..	Home trade.	
Stormbird ..	137	40	" ..	" ..	" ..	
*Sylph ..	5	4	Non-condensing ..	" ..	River ..	
*Tainui ..	47	20	" ..	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	" ..	" ..	" ..	
Tarawera ..	1,269	250	Compound ..	" ..	Foreign trade.	
*Tarewai ..	7	14	" ..	" ..	River.	
Taupo ..	408	92	" ..	" ..	Foreign trade.	

* Surveyed twice, and in some cases three times.

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

Name of Vessel.	Tons Registered.	Nominal Horse-power of Engines.	Nature of Engines.	Nature of Propeller.	Class of Certificate.	Remarks.
*Taviuni	910	185	Quadruple expans'n	Screw ..	Foreign trade.	
Tawhara .. ..	..	10	Non-condensing ..	" ..	River ..	Launch.
*Te Aroha	50	14	" ..	Paddle ..	" ..	
Tekapo	1,544	270	Compound ..	Screw ..	Foreign trade.	
Tekapu	50	25	" ..	" ..	Extended river.	
Theodore	35	25	Non-condensing ..	Paddle ..	River.	
Thomas King ..	70	16	" ..	Screw ..	Extended river ..	Dredge.
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 ..	
Tui .. ..	..	6½	" ..	" ..	" ..	New vessel.
Tuna .. ..	..	14	Compound ..	Twin-screw ..	Extended river.	
Upolu	700	120	Quadruple expans'n	Screw ..	Foreign trade.	
Vesta .. ..	..	3	Non-condensing ..	" ..	River ..	Launch.
*Victoria	92	50	" ..	Paddle ..	Extended river.	
*Victory .. ..	..	4	" ..	Screw ..	River ..	
*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 ..	" ..	
*Wairere	27	80	Non-condensing ..	Paddle ..	River.	
Wairoa (Auckland)	63	24	Compound ..	Screw ..	Home trade.	
*Wairoa (Napier)	48	20	Condensing ..	" ..	Extended river.	
*Wairoa .. ..	..	10	Non-condensing ..	" ..	River ..	
Waitangi .. ..	..	5	" ..	" ..	" ..	
Waitapu	40	16	Compound ..	" ..	Home trade ..	Burnt.
Waitara .. ..	..	12	Non-condensing ..	" ..	Extended river.	
*Waitoa	27	16	Compound ..	Twin-screw ..	" ..	
Waiwera (Auckland)	..	8	" ..	Screw ..	River ..	Launch.
*Waiwera (Lyttelton)	6	15	" ..	" ..	Extended river.	
Waiwera (Henley)	..	7	Non-condensing ..	" ..	River ..	
Wakatipu	1,258	256	Quadruple expans'n	" ..	Foreign trade.	
Wakatu	95	30	Compound ..	" ..	Home trade.	
Waverley	77	25	" ..	Twin-screw ..	" ..	
Weka (Napier) ..	53	20	" ..	Screw ..	" ..	
Weka (Auckland)	86	27	" ..	Twin-screw ..	River.	
Wellington	279	90	" ..	Screw ..	Home trade.	
*Whangape .. ..	..	6	Non-condensing ..	" ..	River ..	
*Yankee Doodle ..	6	12	" ..	Paddle ..	" ..	
Zephyr	8	12	" ..	Screw ..	" ..	

* Surveyed twice, and in some cases three times.

RETURN showing the CERTIFICATES of SERVICE issued to MASTERS, MATES, and ENGINEERS during the Year ended the 31st March, 1896.

Name of Person.	Rank.	Class of Certificate.	Date of Issue.	No.
Joseph Wheeler	Master ..	Home trade ..	4 April, 1895 ..	2658
William Lang	" ..	" ..	29 April, " ..	2659
George Mayall	" ..	" ..	14 May, " ..	2660
William Turner	" ..	" ..	21 May, " ..	2661
James Biddick	" ..	" ..	4 June, " ..	2662
Daniel Sullivan	" ..	" ..	4 June, " ..	2663
William Cinnamon ..	" ..	" ..	10 June, " ..	2664
James Pelley	" ..	" ..	10 June, " ..	2665
George Buckley	" ..	" ..	10 June, " ..	2666
Solomon Finey	" ..	" ..	12 June, " ..	2667
Peter Kino	" ..	" ..	5 July, " ..	2668
Joseph Silveria	" ..	" ..	7 Aug., " ..	2669
Edwin McDonald	" ..	" ..	21 Aug., " ..	2670
William Williams ..	" ..	" ..	9 Dec., " ..	2671
Henry George Subritzky	" ..	" ..	19 Dec., " ..	2672
Alfred Subritzky ..	" ..	" ..	19 Dec., " ..	2673
John Mitchell Bernard	" ..	" ..	13 Jan., 1896 ..	2674

RETURN showing the Total Ordinary Expenditure of the Marine Department during the
Financial Year ended the 31st March, 1896.

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	53	17	9						
Nautical Adviser, &c. ..	400	0	0						
									973 17 9
HARBOURS:—									
Manukau,—									
Salaries	426	0	0						
Contingencies	92	7	6						
Signalmast	98	8	3						
Repairs to Heads Wharf ..	68	14	10						
Repairs to Pollock Wharf ..	50	0	0						
						735	10	7	
Russell,—									
Contingencies	5	19	10						
						5	19	10	
Hokianga,—									
Salaries	274	0	0						
Contingencies	1	0	0						
						275	0	0	
Kaipara,—									
Salaries	405	0	0						
Subsidy to steamer for harbour-work ..	240	0	0						
Contingencies	2	18	3						
						647	18	3	
Whangarei,—									
Grant for wharf at Urquhart Bay ..	100	0	0						
						100	0	0	
Opunake,—									
Salary	25	0	0						
Contingencies	2	2	0						
						27	2	0	
Foxton,—									
Salary	190	0	0						
Contingencies	78	8	11						
						268	8	11	
Rangitikei,—									
Salary	36	0	0						
Contingencies	1	13	11						
						37	13	11	
Tauranga,—									
Contingencies	10	12	5						
						10	12	5	
Wairau,—									
Salary	145	0	0						
Contingencies	47	12	6						
						192	12	6	
Picton,—									
Contingencies	11	14	2						
						11	14	2	
Havelock,—									
Contingencies	7	5	0						
						7	5	0	
Nelson,—									
Salaries	729	2	5						
Contingencies	362	13	11						
						1,091	16	4	
Riwaka,—									
Salary	6	0	0						
						6	0	0	
Waitapu,—									
Salary	25	0	0						
Maintenance of lights	50	0	0						
Contingencies	0	16	0						
						75	16	0	
Collingwood,—									
Salary	18	15	0						
Contingencies	19	11	6						
						38	6	6	
Mokihinui,—									
Contingencies	7	4	3						
						7	4	3	
Karamea,—									
Signalling vessels	23	0	0						
Contingencies	9	1	1						
						32	1	1	
Okarito,—									
Salary	50	0	0						
Contingencies	37	5	0						
						87	5	0	
Okuru,—									
Signalling vessels	6	0	0						
						6	0	0	
Waikawa,—									
Salary	10	0	0						
Contingencies	3	1	0						
						13	1	0	
Mokau,—									
Signalman	10	8	4						
Contingencies	26	5	5						
						36	13	9	
Whangateau,—									
Grant for approach	12	10	0						
Contingencies	2	19	6						
						15	9	6	
Little Wanganui,—									
Signalling vessels	11	10	0						
Contingencies	19	18	3						
						31	8	3	
Gisborne,—									
Erection of beacons	72	4	11						
						72	4	11	
Waimakariri,—									
Grant for river-works	85	0	0						
						85	0	0	
Half-moon Bay,—									
Iron beacons	4	16	6						
						4	16	6	

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

Nature of Expenditure.	Details.			Totals.			Grand Totals.		
	£	s.	d.	£	s.	d.	£	s.	d.
HARBOURS—<i>continued.</i>									
Whakatane,—									
Removal of rocks	4	4	6						
Pension of J. Heberley	50	0	0	4	4	6			
Buoy chain	57	17	8	50	0	0			
Port lights	388	7	2						
Report on Westport training-wall	50	0	0						
General harbour contingencies	242	2	11	738	7	9			
LIGHTHOUSES:—									
Salaries of keepers	8,985	3	10						
Travelling-expenses of keepers	89	10	8						
Oil	1,430	4	3						
Stores and contingencies	3,316	1	5						
Pension of Mrs. Deck	24	0	0						
Lighthouse artificer	200	0	0						
Departmental travelling-expenses .. .. .	..			85	6	5	14,045	0	2
Coastal buoys and beacons .. .. .	..			8	5	0	85	6	5
Sundries	191	19	11				8	5	0
Charts	84	5	0						
Inquiries into wrecks and casualties	154	10	8						
Survey of unseaworthy ships	13	0	0						
Relief of distressed New Zealand seamen	202	14	6						
Relief of distressed seamen (other than New Zealand)	36	10	11	683	1	0			
Administration of Fisheries Acts,—									
Protection of fish	125	8	10						
Protection of oysters	219	13	5						
Examination of Masters and Mates,—				345	2	3	683	1	0
Salaries	128	7	8						
Contingencies	194	9	1						
Weather Reporting .. .. .	..			322	16	9	345	2	3
“Stella,” s.s.,—									
Expenses .. .. .	..			300	0	0	322	16	9
“Hinemoa,” s.s.,—									
Wages, stores, provisions, &c.	7,129	14	3						
Less amount earned by vessel	253	1	6						
Cost of new propeller .. .. .	..			6,876	12	9	300	0	0
				49	13	10	233	18	2
Total .. .. .	..			..			6,926	6	7
							£28,639	7	0

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, 1896.

Port or Place.	Subject of Notice.
Bluff Harbour	Lightship replaced in position.
Queen Charlotte Sound	Survey of passage between Jackson's Head and beacon.
Queen Charlotte Sound	Position of Pirano Shoal, off Blackwood Bay.
Waimakariri River	Signal that bar is not fit for vessels outward-bound.
Napier Harbour	Extension of breakwater.
Napier Harbour	Position and description of leading-lights, beacons, and buoys for approaching steamer and breakwater wharves.
Thames River	Light on Kopu Wharf (two notices).
Croiselles Harbour	Position of Mace Rock.
Croiselles Harbour	Position of Hapuka Shoal (two notices).
Raglan Harbour	Alteration in position of beacons.
Poverty Bay	Anchorage for vessels bound into Turanganui River.
Poverty Bay	Position of rock on which s.s. “Anglian” and s.s. “Waihora” reported to have struck.
Poverty Bay	Guides to anchorages and sailing directions.
Greymouth Harbour	Position of wreck of barque “Thurso” (three notices).
Manukau Harbour	Extension of Emma Spit and South Head Beach (two notices).
Auckland Harbour	Dredging channel leading to Quay Street Jetty No. 2.
Auckland Harbour	Light on Quay Street Jetty No. 2.
Port Nicholson	Position of mine-field, Mahanga Bay.
Nelson Harbour	Alteration in position of bar-buoy.
Nelson Harbour	Harbour-lights and -signals.
Stewart Island	Position of dangers off Island.
Stewart Island	Beacons on Louie Rock and May Rock, Half-moon Bay.

RETURN of MASTERS, MATES, and ENGINEERS to whom CERTIFICATES of COMPETENCY were issued during the Year ended the 31st March, 1896.

Name of Person.	Rank.	Class of Certificate.	Date of Issue.	No.
Hillel Fredrik Liljelblad	Master Ordinary ..	Foreign trade (renewal)	8 May, 1895 ..	765*
William Walker	" ..	Foreign trade ..	11 " " ..	576
Peter Sutherland	First Mate ..	" ..	18 June, " ..	742
Arthur Algernon Austen	Second Mate ..	" ..	18 " " ..	768
Louis Roy	" ..	" ..	8 July, " ..	769
Willsam John Cranch	Master Ordinary ..	" (renewal)	11 " " ..	770
Aron Gustaf Oberg	Second Mate ..	" ..	6 Sept., " ..	771
Alec Mitford Edwin	" ..	" ..	10 " " ..	772
Harry Egerton Walley	" ..	" ..	14 " " ..	773
George Melville Ruxton	Master Ordinary ..	" ..	20 " " ..	580
Alexander James Kerr Cross	Second Mate ..	" ..	23 " " ..	774
Alfred Nettleingham	Master Ordinary ..	" ..	16 Oct., " ..	740
Lionel Campbell Hugh Worrall	" ..	" ..	15 Nov., " ..	459
William Troup	" ..	" ..	29 " " ..	778
Stanley McCheyne Hopkins	Second Mate ..	" ..	4 Dec., " ..	779
Frederick Graham Collard	" ..	" ..	19 " " ..	780
Roderick McLean	First Mate ..	" ..	23 " " ..	700
Niel Taylor Robertson	Master Ordinary ..	" ..	4 Jan., 1896 ..	608
Maurice Charles Yore	Second Mate ..	" ..	4 " " ..	781
Harry Niel Cornwall	" ..	" ..	24 " " ..	782
James Francis Crawford	" ..	" ..	28 " " ..	783
Oscar Jarman	Master Ordinary ..	" ..	31 " " ..	467
John McKenzie	Second Mate ..	" ..	8 Feb., " ..	784
George Alfred Sparks	Master Ordinary ..	" ..	10 " " ..	785
Thomas Tapin	Second Mate ..	" ..	2 March, " ..	786
John Rae	Only Mate ..	" ..	2 " " ..	787
James Goulding	Second Mate ..	" ..	4 " " ..	788
Archibald Hewitley Reed	First Mate ..	" ..	10 " " ..	789
Charles Thompson	Only Mate ..	Foreign-going steamship only	27 Sept., 1895 ..	775
Edward Dorling	Second Mate ..	Ditto ..	1 Nov., " ..	776
Arthur Beard	" ..	Ditto ..	27 " " ..	777
Edward Pearce	Mate ..	Home trade ..	19 April, " ..	5375
Peter McIntyre	" ..	" ..	10 May, " ..	5376
John Broadbent Hall	" ..	" (renewal)	5 July, " ..	5377
James Jameson	Master ..	" ..	8 " " ..	5378
Edward Dorling	Mate ..	" ..	15 " " ..	5379
Robert McKinlay	Master ..	" ..	19 " " ..	5380
Thomas Lethaby	Mate ..	" ..	19 " " ..	5381
William Francis Stewart	Master ..	" ..	29 " " ..	5382
Aron Gustaf Oberg	Mate ..	" ..	17 Sept., " ..	5383
George Henry Wood	" ..	" ..	16 Oct., " ..	5384
Thomas Walton Myers	" ..	" ..	13 Nov., " ..	5385
William Hugh Ward	Master ..	" ..	21 " " ..	5386
Thomas Frederick Meyers	Mate ..	" ..	19 Dec., " ..	5387
Frederick Henwood	Master ..	" ..	23 " " ..	5388
Maurice Charles Yore	Mate ..	" ..	31 Jan., 1896 ..	5389
Emanuel Silva	" ..	" ..	2 March, " ..	5390
Otto Edward Peterson	" ..	" ..	6 " " ..	5391
Godfred Carlquest	Master ..	River trade ..	25 June, 1895 ..	3251
Kenneth Stuart	" ..	" ..	23 Sept., " ..	3252
Charles Riesop	" ..	" ..	2 Oct., " ..	3253
Charles Stewart Wood	" ..	" ..	9 Dec., " ..	3254
John James Peter McDougall	" ..	" ..	23 " " ..	3255
Harry Howard Gould	" ..	" ..	23 " " ..	3256
Benjamin Williams	" ..	" ..	15 Jan., 1896 ..	3257
Joseph Patrick Stanaway	" ..	" ..	23 " " ..	3258
Joseph Lockie	2nd Class Engineer	Foreign trade ..	29 April, 1895 ..	257
Gerhard George Mueller	" ..	" ..	22 May, " ..	258
Arthur Beddie	" ..	" ..	8 Aug., " ..	259
George McGregor	1st Class Engineer	" ..	13 " " ..	213
Alan Ingham Milnes	2nd Class Engineer	" ..	21 Nov., " ..	260
William Bennett	1st Class Engineer	" ..	21 " " ..	261
Henry Upton	2nd Class Engineer	" ..	24 Jan., 1896 ..	262
John Paton Stephens	" ..	" ..	24 " " ..	263
Charles McKirdy	1st Class Engineer	" ..	11 Feb., " ..	224
Percy Eden Waddington	Engineer ..	River trade ..	29 April, 1895 ..	1726
James Powell	" ..	" ..	21 May, " ..	1727
John Robert Lindsay	" ..	" ..	29 " " ..	1728
Thomas William John Crang Bowden	" ..	" ..	7 June, " ..	1729
John William Proctor	" ..	" ..	10 " " ..	1780
Charles Sutton	" ..	" ..	14 " " ..	1781
George Fitzwilliam Stuart MacLean	" ..	" ..	15 July, " ..	1782
John McPhee	" ..	" ..	15 " " ..	1783
Richmond Frederick Wilson	" ..	" ..	15 " " ..	1784
Arthur John Ayers	" ..	" ..	15 " " ..	1785
Frederick William Meikle	" ..	" ..	7 Aug., " ..	1786
Thomas Richard Wheeler Harray	" ..	" ..	21 " " ..	1787
Dudley Harris	" ..	" ..	8 Sept., " ..	1788
Samuel Godfrey Asher	" ..	" ..	10 " " ..	1789
John Brokenshire	" ..	" ..	3 Oct., " ..	1740
William Frederic Meyenberg	" ..	" ..	8 " " ..	1741
Sealy James Best	" ..	" ..	5 Nov., " ..	1742
James Bridgland	" ..	" ..	21 " " ..	1743
Thomas Bradbury	" ..	" ..	26 " " ..	1744
Arthur Norman Wakefield	" ..	" ..	9 Dec., " ..	1745
John Riley Scrimgeour	" ..	" ..	31 Jan., 1896 ..	1746

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, 1896.

Name of Lighthouse.	Salaries.	Oil.		Stores and Contingencies.	Totals.
		Gallons consumed.	Value.		
	£ s. d.		£ s. d.	£ s. d.	£ s. d.
Cape Maria van Diemen.. ..	365 16 8	975	67 0 7	93 7 0	526 4 3
Moko Hinou	379 13 6	883	60 14 2	143 9 1	583 16 9
Tiri-Tiri	300 0 0	501	34 8 10	220 9 9 ^a	554 18 7
Bean Rock	160 0 0	88*	5 10 0	1 19 4	167 9 4
Ponui Passage	160 0 0	76	5 4 6	4 14 1	169 18 7
Cuvier Island	360 0 0	1,283	88 4 2	142 9 10 ^b	590 14 0
Portland Island.. ..	375 4 4	702	48 5 3	148 10 0	571 19 7
Napier Bluff	20 0 0	Gas	13 7 9	5 0 0	38 7 9
Pencarrow Head	269 14 7	946	65 0 9	245 11 10 ^c	580 7 2
Somes Island	156 0 0	216	14 17 0	33 14 10 ^d	204 11 10
Cape Egmont	282 10 0	566	38 18 3	50 1 0	371 9 3
Manukau Head.. ..	253 0 9	535	36 15 7	48 19 7	338 15 11
Manukau South Head leading-lights .. ..	.. ..	166	11 8 3	.. ..	.. ..
Manukau North Head leading-lights	120 0 0	176	12 2 0	24 17 10	168 8 1
Kaipara Head	290 0 0	555	38 3 2	45 18 7	374 1 9
Brothers	534 8 9	707	48 12 2	155 9 1 ^e	738 10 0
Tory Channel leading-lights	90 0 0	170	11 13 9	5 1 2	106 14 11
Cape Campbell	304 3 4	566	38 18 3	113 0 4 ^f	456 1 11
Godley Head	281 13 4	526	36 3 3	253 1 3 ^g	570 17 10
Akaroa Head	272 2 10	643	44 4 2	63 14 5	380 1 5
Moeraki	266 13 4	518	35 12 3	48 11 5	350 17 0
Taiaroa Head	269 3 4	554	38 1 9	35 15 0	343 0 1
Cape Saunders	274 8 8	563	38 14 2	38 0 0	351 2 10
Nugget Point	266 16 0	912	62 14 0	84 18 11 ^h	414 8 11
Waipapapa Point	272 10 0	533	36 12 10	51 10 2	360 13 0
Dog Island	380 0 0	800	55 0 0	224 14 10 ⁱ	659 14 10
Centre Island	367 10 0	866	59 10 9	240 2 3 ^j	667 3 0
Puysegur Point	370 0 0	887	60 19 7	239 1 11	670 1 6
Hokitika	12 0 0	Gas	14 15 0	5 1 9	31 16 9
Cape Foulwind	280 0 0	512	35 4 0	125 15 7 ^k	440 19 7
Farewell Spit	382 3 0	598	41 2 3	132 9 10 ^l	555 15 1
Nelson	239 11 5	250	17 3 9	24 12 8	281 7 10
Stephens Island	420 0 0	1,716	117 19 6	125 14 9	663 14 3
French Pass	210 0 0	123	8 9 2	106 10 7 ^m	324 19 9
Totals	8,985 3 10	19,112	1,341 10 10	3,282 8 8	13,609 3 4

* Kerosene. ^a Expense for repairs, £175 18s. 11d. ^b Repairs, £40 13s. 5d. ^c Expense incurred on tramway, £184 0s. 11d. ^d Expense on Hope Shoal, £12 9s. 8d. ^e Repairs, £74 16s. 9d. ^f Fencing, £66 3s. 3d. ^g New landing, £208 5s. ^h Fencing, £39 6s. 6d. ⁱ Repairs, £109 3s. 4d. ^j Repairs, £115 11s. 7d. ^k Repairs, £34 14s. ^l Material for new tower, £82 9s. ^m Tree-planting, £81 18s.

RETURN 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, 1896.

Name of Seaman.	Balance to Credit of Estate on 31st March, 1895.	Amount received.	Amount paid.	Balance to Credit of Estate on 31st March 1896.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Richard Ryan	11 4 4	.. ..	1 10 0	9 14 4
George Railey	6 4 6	.. ..	6 4 6	.. ..
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	.. ..
Miss L. Grindrod.. ..	2 10 8	.. ..	2 10 8	.. ..
Samuel Stewart	3 1 1	7 5 0	10 6 1	.. ..
Frank Anderson	13 0 10	3 17 0	9 9 6	7 8 4
Robert Chesterman	2 15 0	0 6 6	3 1 6	.. ..
Robert Redmond .. ..	.. ..	0 15 6	0 15 6	.. ..
Mrs. Lucy Fotheringham (or Lindsay) .. ..	.. ..	6 5 1	.. ..	6 5 1
M. Johnston .. ..	.. ..	0 12 0	.. ..	0 12 0
Andrew Luping .. ..	.. ..	0 11 0	.. ..	0 11 0
W. Jorengo .. ..	.. ..	0 12 0	.. ..	0 12 0
Mikal Larsen .. ..	.. ..	6 2 10	.. ..	6 2 10
Ellis Thomas Tree .. ..	.. ..	82 16 5	.. ..	82 16 5
William Cinnamon .. ..	.. ..	3 0 0	3 0 0	.. ..
John McLeod .. ..	.. ..	0 16 10	.. ..	0 16 10
Duncan Campbell .. ..	.. ..	2 16 2	.. ..	2 16 2
A. McKechan .. ..	.. ..	7 15 5	.. ..	7 15 5
Totals	51 13 3	123 11 9	49 14 7	125 10 5

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	4,283	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, 1896.

Port.	Amount collected.		
	£	s.	d.
Auckland	4,511	16	2
Onehunga	69	11	4
Whangarei	66	16	5
Whangaroa	3	13	1
Russell	34	12	8
Mongonui	0	16	3
Hokianga	7	6	8
Kaipara	147	12	3
Thames	74	4	11
Coromandel	22	9	9
Tauranga	26	5	1
Poverty Bay	257	5	11
Napier	559	12	4
New Plymouth	98	14	0
Waitara	17	2	10
Wanganui	99	6	11
Patea	10	1	11
Wellington	4,078	13	10
Wairau	15	18	5
Picton	150	0	4
Nelson	304	18	10
Westport	212	12	10
Greymouth	145	2	6
Hokitika	4	9	7
Lyttelton	1,535	13	1
Timaru	231	0	6
Oamaru	54	5	3
Dunedin	1,504	10	11
Bluff and Invercargill	1,317	10	8
Total	£15,562	5	3

RETURN showing the Amount of Pilotage, Port Charges, &c., collected during the Year ended the 31st March, 1896.

Name of Port.	Pilotage.		Port Charges, &c.		Total.	
	£	s. d.	£	s. d.	£	s. d.
Auckland*	374	4 8	2,154	2 5	2,528	7 1
Onehunga	0	17 0	68	15 3	69	12 3
Hokianga	18	1 0	..	..	18	1 0
Kaipara	140	6 10	699	5 1	839	11 11
Thames*	130	1 11	7	3 4	137	5 3
Gisborne*	49	13 7	627	16 9	677	10 4
Wairoa*	102	10 0	2	10 0	105	0 0
Napier*	538	7 5	2,233	13 10	2,772	1 3
New Plymouth*	43	19 6	108	10 6	152	10 0
Waitara*	44	0 1	62	16 1	106	16 2
Wanganui*	347	11 10	..	..	347	11 10
Patea*	40	7 1	9	13 6	50	0 7
Foxton	117	8 1	..	..	117	8 1
Wellington*	174	16 1	6,161	14 7	6,336	10 8
Wairau	157	18 10	..	..	157	18 10
Nelson	686	19 11	331	3 10	1,018	3 9
Hokitika* .. .. .	..	..	46	9 1	46	9 1
Lyttelton*	4,038	0 2	3,261	12 2	7,299	12 4
Timaru*	422	18 0	1,409	5 4	1,832	3 4
Oamaru*	68	18 0	55	3 0	124	1 0
Dunedin*	5,528	11 5	3,989	15 1	9,518	6 6
Invercargill*	4	2 0	12	2 4	16	4 4
Bluff*	2,300	12 0	1,205	8 0	3,506	0 0
Riverton* .. .. .	..	..	6	14 0	6	14 0
Totals	15,330	5 5	22,453	14 2	37,783	19 7

* 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, 1896.

Nature of Receipts.	Amount.		
	£	s.	d.
Shipping and Seamen's Act:—			
Fees for shipping and discharge of seamen, and sale of forms	1,413	15	9
Survey of steamers	1,133	11	0
Measurement of ships	18	18	0
Examination of masters, mates, and engineers	122	11	6
Light-dues	15,562	5	3
Merchant Shipping Act	98	19	6
Pilotage and port charges	2,220	15	10
Sundry receipts under Harbours Acts	194	4	6
Sea-fisheries Act	342	13	0
Sundries	1,568	18	3
Total	£22,681	12	7

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 Fixed	1'	White Red, to show over Columbia Reef	Timber	Timber	24 Mar., 1879
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, 1896, 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	2	9	17	6	23	4	4	8	3	4	7	..	..	..	31	16	47
Home-trade masters and mates	9	4	13	9	2	11	1	..	1	..	..	..	..	..	..	19	6	25
River-steamer masters	5	2	7	3	..	3	..	..	..	..	..	..	..	..	..	8	2	10
Sea-going engineers	..	..	..	4	1	5	..	..	..	4	..	4	..	..	..	8	1	9
River-steamer engineers	7	4	11	3	1	4	5	3	8	1	3	4	5	..	5	21	11	32
Totals	28	12	40	36	10	46	10	7	17	8	7	15	5	..	5	87	36	123

RETURN of WRECKS and CASUALTIES to SHIPPING reported to the Marine Department, from the 1st April, 1895, to the 31st March, 1896.

Date of Casualty.	Name of Vessel, also Age and Class	Reg. No.	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. Jan. 6	Ocean, 22 years	Schooner	28	..	..	Supposed foundered; total loss	..	..	Koro Island, Fiji	..	Hurricane	Vessel blown to sea from anchorage during hurricane, and not since heard of; is supposed to have foundered.	..
"	23 Monowai, s.s., 5 years	Schooner	2137	90	150	General	Stranded; slight damage	..	3 miles off land, and 4 miles south of Gable- end Foreland Off Kaikoura Peninsula	S.S.E.	Light	Vessel supposed to have touched on uncharted rock while drawing 21ft. aft, and being on usual track of vessels	Michael Carey.
Feb. 6	Clio, 23 years ..	Ketch ..	81	6	..	Cornsacks	Damaged by heavy seas; partial loss	..	..	S.S.W.	Strong gale	Vessel caught in heavy gale, during which a tremendous sea struck her, carrying away port rail, bulwarks, and six stanchions, and tarpaulins off batches	John Moore.
March 16	Anglian, s.s., 22 years	Schooner	1354	54	150	General	Stranded; no damage	..	Poverty Bay Roadstead	Calm	..	Vessel touched on patch of stone or gravel when entering roadstead	Philip Le Neven.
April 3	Waihi, s.s., 13 years	Schooner	63	12	5	General	Loss of life only	1	Cook Strait ..	..	Fresh breeze	A passenger named Blomfield was last seen by the mate on deck at 1.30 a.m.; but was missed on reaching Wellington, and could not be found	W. North.
"	13 Lily, 6 years ..	Ketch ..	14	3	..	Nil	Foundered; partial loss	..	Pieton Harbour	S.W.	Gale	Vessel was anchored in harbour, and, as she was making water by waves washing over her, crew endeavoured to save her by running her ashore; but had barely got sail up when she lurched over, filled, and sank almost at once. Vessel was subsequently floated again	Henry Berg.
"	13 Kestrel, 27 years	Ketch ..	51	3	..	Timber ..	Stranded; partial loss	..	North side of Okiwi Bay, Croisilles Harbour	S. to S.E.	Storm	Vessel lying at anchor off Mill Wharf, when heavy gale sprang up. Both anchors were down; but she dragged until she went on boulder-beach	Henry Ashford Featherston.
"	13 Reliance, 20 years	Ketch ..	65	4	..	Timber ..	Deck swept; damage to bulwarks, and loss of deck cargo	..	About 20 miles off Amuri Bluff	S.	Moderate gale	Damage caused through heavy weather ..	Robert McQuil- lan.
"	13 Comet, 18 years	Ketch ..	58	4	..	Produce	Supposed foundered; total loss	Supposed 4; all hands	Supposed in Cook Strait	..	..	Vessel left Lyttelton for Greymouth on 11th April, and has not since been heard of; she is supposed to have foundered during heavy weather which prevailed a few days after sailing	Samuel Thomp- son.
April 15	Rowena, s.s., 22 years	Schooner	74	..	..	Nil	Stranded; slight damage	..	Kaiwarra Beach, Wellington Harbour	S.E.	Gale	Vessel broke away from her moorings in Wellington Harbour, where she had been laid up, with no one on board, and stranded on beach.	..
May 3	Waihora, s.s., 12 years	Schooner	1269	63	159	General	Stranded; no damage	..	Poverty Bay ..	..	Light	Vessel touched on uncharted rock or shoal, but sustained no damage	Robert Neville.
"	12 Aotea, s.s., 4 months	Schooner	3702	50	..	New Zealand produce	Stranded; no damage	..	Western end of William Davie Bank, Bluff Harbour	N.	Moderate breeze	Vessel touched lightly when coming up harbour, through insufficient water	Alexander McDougall.

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.
				Passengers.	Crew.	Cargo.	Casualty.		Direction.	Force.		
1895. Sept. 6	Zeno, 19 years	Barquentine	390	11	..	Coal ..	Foundered; total loss	Lat. 34° 51' S., long. 155° 47' E., on voyage from Newcastle, N.S.W., to Wellington Buffalo Harbour, East London, South Africa	Calm	..	Vessel sprung a leak when struck by heavy sea on 3rd September, 1895, and foundered notwithstanding pumps kept going. All hands saved by ship's boats	Thomas Angel Fry.
" 10	Genevieve M. Tucker, 25 years	Barque	499	12	3	Timber	Loss of windlass, chain, and anchor	..	N.W.	Moderate	On vessel leaving East London her windlass was carried away while heaving anchor. Master was compelled to slip anchor, leaving it with some 45 fathoms of chain at bottom of harbour.	Ferdinand Holm
" 19	Brunner, s.s., 8 years	Schooner	333	22	38	Coal and general	Loss of one propeller-blade	Buller River, Westport	N.	..	Steamer fouled moorings of dredger when leaving river.	James Ramsay.
" 24	Australia, s.s., 11 years	Schooner	283	26	10	General	Stranded; slight damaged	Gordon's Landing, six miles south of Cape Kidnappers	S.E.	Light ..	Vessel lightly touched a shallow patch amidst deep water when approaching landing.	John Gibb.
" 28	Christina, 21 years	Schooner	59	5	..	Coal ..	Stranded; total loss	Rangitoto Reef, entrance to Auckland Harbour	N.E.	Moderate	Vessel, while under full sail, went on reef in hazy weather, about 3.30 a.m. No one was on deck but the helmsman, and no look-out was kept.	John Sylva.
Oct. 12	Weathersfield, 31 years	Barque	1047	20	..	Cement & railway iron	Loss of spars and sails	Lat. 40° 39' S., long. 63° 27' E.; on voyage from London to Wellington	W.S.W.	Gale ..	Casualty caused by stress of weather and heavy labouring of vessel with dead-weight cargo.	Joseph William Holdcroft.
" 21	Wakatipu, s.s., 19 years	Schooner	1258	45	94	General	Collision; boat damaged	300 or 400 yards inside Outer Rock, Barrett's Reef, entrance to Port Nicholson	S.	Light ..	Vessels had never been clear of each other from time they passed Point Gordon. "Wakatipu" ported her helm after passing entrance to Chaffer's Passage, and continued to be overtaking ship up to time of collision. It was "Flora's" duty to keep on her course, and the "Wakatipu" to keep clear. Master of "Wakatipu" ordered to pay costs of inquiry, amounting to £29 10s. His certificate was returned to him.	Alexander Stuart Ewan.
" 21	Flora, s.s., 13 years	Schooner	838	38	73	General	Collision; trifling damage	Lat. 45° S., long. 60° E.; on voyage from Liverpool to Wellington	N.W.	Storm ..	Casualty unavoidable; a heavy wave filling the ship suddenly, smashing up saloon, and other damage.	William Waller.
" 24	Pleione, 19 years, *100 AI Lloyds	Ship ..	1092	27	1	General	Damage by heavy sea; partial loss	..	..	Gales ..	Cargo shifted during heavy gale, causing considerable list, on account of which vessel put into Auckland, discharged cargo, went into dock, restowed cargo, and resumed her voyage.	Alfred Haynes Sergeant.
" 24	Rathdown, 5 years	Ship ..	2058	29	..	Wheat & salmon	Sprung a leak; partial loss	Pacific Ocean; on voyage from Oregon, U.S.A., to Liverpool	..	..	..	M. Morrissey.
Nov. 3	Kathleen Hilda, 4 years	Barque	520	..	..	Coal ..	Loss of life only	Lat. 32° 20' S., long. 154° 35' E.; on voyage from Newcastle, N.S.W., to Auckland.	S.E.	Strong ..	The second mate, Ellis Thomas Tree, was washed overboard by heavy sea and lost	M. McKenzie.

Nov. 15	Jessie Nicoll, 23 years	Schooner	93	5	..	..	Bar of Hokitika River	..	..	While vessel being towed out of river a heavy roller came just as she was on the bar, and, after lifting her, rolled away, causing her to bump heavily.	Christian T. J. Andersen.
" 26	Penguin, s.s., 32 years	Schooner	517	37	General	Stranded; partial loss	Entrance to Inner Harbour, Nelson	S.E.	Fresh breeze	Vessel stranded through poor tide, and being too early on it	Walter Manning.
" 30	Weathersfield, 31 years	Barque..	1047	20	Cement & railway iron	Stranded; no damage Loss of boats and anchor	Off Stephen's Island, Cook Strait	S.W.	Gentle breeze	Kedge-anchor lost in being used keeping vessel from drifting ashore. Boats, which had been launched in readiness to save life, lost through inability to hoist them aboard again when wind freshened and sea made	Joseph William Holdcroft.
Dec. 8	Fifeshire, s.s., 8 years	Schooner	2425	47	Frozen mutton	Stranded; partial loss	Cape Warbrow, $\frac{3}{4}$ mile south of Oamaru light	Calm	Calm	Master committed grave error of judgment in not using lead when standing in towards Oamaru light. Master's certificate suspended for three months, and he was ordered to pay costs of inquiry; but, after considering circumstances and evidence taken at inquiry, His Excellency the Governor reduced period of suspension from three months to one month	John Wilson.
" 16	Osprey, p.s., 9 years	Pole	138	9	General	Vessel filled and beached	South Head, Kaipara Harbour	Calm	Calm	Lower-hold port-hole left open, and, being unnoticed, water flowed into and filled after-compartment, necessitating beaching of vessel	Thomas Rawson.
" 25	Grasmere, 30 years	Barque..	424	12	Coal	Stranded; total loss	Tom's Rock, near Sinclair Head, Cook Strait	N.W.	Fresh breeze	Master guilty of errors of judgment in not laying course sufficiently to the south, and in not calling all hands and devoting his attention to the steering. Mate not free from blame for altering ship's course without orders. Master ordered to pay £17 5s., costs of inquiry	Samuel Morison.
" 25	Hollinwood, 7 years	4-masted barque	2606	33	Coal	Cargo heated	On voyage from Newcastle, N.S.W., to San Francisco	..	..	Vessel put into Lyttelton for assistance on 27th December with cargo heated	W. H. Kidd.
Jan. 5	Rakia, s.s., 1 year, 100 A1	Brigantine	3661	56	General	Stranded; slight damage	On Wang Bank, west coast of Africa, on voyage from London to Auckland	..	Moderate	Casualty caused by negligence on part of master in wrongly marking ship's position on chart, and on part of second officer in not checking position so marked. Master ordered to pay \$5 3s. costs, and second mate \$2 2s.	George William Banks.
" 6	Lake Superior, 26 years	Ship	1274	23	Wool and general	Loss of sails and yard	Lat. 49° 5' S., long. 167° 42' E., on voyage from Kingston, S.A., to London	N.W.	Hurricane	Vessel hove-to under three lower topsails in heavy gale; wind increased to hurricane force and carried away all the topsails, and the lower foretop-sail-yard also broke adrift.	Philip Charles Langlois.
" 8	Halcione, 27 years, *A1	Barque..	843	20	General	Stranded; total loss	Fitzroy Bay, $\frac{3}{4}$ mile south of Pencarrow Head, entrance to Port Nicholson	Shifting N.W. to S.W.	Squall ..	Vessel put into Port Chalmers to refit	Herbert Wild Boorman.
" 21	Coromandel, 20 years, A1 Lloyd's	Barque..	849	16	Coal	Loss of life only	20 miles outside Newcastle Heads, on voyage from Newcastle, N.S.W., to Wellington	..	Fresh breeze	Casualty caused by accident through stress of weather, without any neglect or default on the part of master or any of the crew	Lewis Williams.
										The second mate, James Jones, was washed off from back ropes and bowsprit shrouds through ship plunging in head sea, and was lost	

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

Date of Casualty.	Name of Vessel, also Age and Class.	Reg. Register.	Rig.	Number of		Nature of		Place where Casualty occurred.	Wind.		Decision of Court of Inquiry, &c.	Name of Master.
				Passengers.	Crew.	Cargo.	Casualty.		Direction.	Force.		
1896. Jan. 28	Waitapu, s.s., 9 years	40	Schooner	8	1	Wool ..	Stranded; partial loss	Bar of Patea River ..	N.W.	Light ..	Vessel caught while on bar in a heavy breaker, causing her stern to strike heavily, carrying away rudder, rudder post, and shoe	John Edward Westrup.
Feb. 8	Waitapu, s.s., 9 years	40	Schooner	..	..	Nil ..	Fire on board; total loss	On Patent Slip, Evans Bay, Wellington	Calm		Vessel was on slip undergoing repairs, which were nearly completed. Fire was discovered about 2 a.m.; but evidence failed to disclose its origin	John Edward Westrup.
" 14	Mabinapua, s.s., 14 years	259	Schooner	25	28	General	Thrust-shaft broken	Off Stephen's Island, Cook Strait	Calm		While steaming full speed, thrust-shaft of starboard engine was found to have broken right off	William J. Newton.
" 17	Neptune, s.s., 13 years	44	Schooner	8	..	General	Broken shaft; lost propeller	Dillon's Point, Wairau River	Calm		Accident caused by propeller striking sunken snag	Samuel Clark.
" 28	Reliance, 21 years	65	Ketch ..	4	..	Railway iron	Stranded; total loss	Hind's Point, Wellington Harbour; about one mile N.N.E. from Pencarrow Light	N.W.	Strong gale	Vessel missed stays when trying to go about, and afterwards dragged her anchors and went ashore. The immediate cause of the casualty was the breaking of the jib-sheet at a critical moment	Frithjof Wilhelm Hultgren.
March 10	Buteshire, s.s., 3 years	3636	Schooner	65	10	Frozen meat and N.Z. produce	Loss of propeller-blades	Lat. 50° 5' S.; long. 153° 26' W.	..	..	Vessel lost two propeller-blades; put back to Auckland (1,671 miles), went into dock, and put on four new blades	John Cuthbert.
" 19	John Bell, 11 years	91	Schooner	6	1	Railway iron	Stranded; total loss	Rock near Cape Terawhiti	N.	Strong ..	Loss of vessel mainly due to gross negligence on part of mate, and master wrong in going below without giving more definite instructions. Master ordered to pay £8 8s. costs, and mate to pay balance, £2 11s., and his certificate suspended for six months	Henry Williams.
" 25	Pohorua, s.s., 6 years	749	Schooner	..	..	General	Loss of life only	Off Moeraki ..	..	..	An A.B. named Karl Kawander, while engaged aloft making fast the maintrysail, fell on to the deck about 8 a.m., and died from the effect of the injuries received about 5 p.m. same day, in Oamaru Hospital	James V. Bentley.

RETURN showing the ORDERS in COUNCIL which have been issued during the Financial Year ended the 31st March, 1896.

Date of Order.	Purpose of Order.
1895—	
April 8	Approves plans of J. H. Williams's wharf, Hawtrey Bay, Wellington.
" 17	Prescribes minimum size or weight at which fish may be taken.
" 25	Revokes Order in Council licensing F. Killick to occupy foreshore, New Brighton.
" 25	Extends time for election of chairman of Thames Harbour Board.
" 29	Approves plans of proposed groins in Waimakariri River.
May 6	Prescribes life-saving appliances for ships.
" 13	Approves dredging operations above Merchandise Wharf, Westport.
" 21	Approves of Westport Harbour Board constructing water-service at Waimangaroa for Westport-Mokihinui Railway.
" 28	Vests management of Akaroa wharves in Akaroa Borough Council.
" 28	Approves plans of drainage outfalls at Petone.
" 28	Prescribes dues and rates for Otamatea County Wharf at Pahi.
June 4	Approves plans of R. and J. Mitchelson's booms, Wairoa River, Kaipara.
" 4	Licenses R. and J. Mitchelson to occupy foreshore, Wairoa River, as site for booms.
" 4	Amends regulations fixing fees for licenses as colonial pilots.
" 11	Approves plans of Northern Steamship Company's wharf and store, Ohiva River.
" 11	Licenses Northern Steamship Company to occupy foreshore, Ohiva River, as site for wharf.
" 18	Approves plan of passenger-steamers' wharf at Napier Breakwater.
" 18	Approves plan of landing-place at Papakura, and authorises Edgar C. Jones to construct work.
" 25	Extends close season for seals.
July 16	Appoints members of Greymouth Harbour Board.
" 23	Appoints members of Westport Harbour Board.
" 30	Prohibits use of whitebait-nets as set-nets in Waimakariri River.
" 30	Revokes Order in Council licensing J. Darrow to occupy foreshore, Kirikiri River.
" 30	Revokes Order in Council licensing Union Sash and Door Company (Limited) to occupy foreshore, Waikahikatea River, Kaipara.
Aug. 26	Approves plans of Urquhart's Bay wharf, Whangarei.
Sept. 2	Approves plan of E. R. Cardno's booms, Waima River, Hokianga.
" 2	Licenses E. R. Cardno to occupy foreshore, Waima River, as site for booms.
" 9	Prescribes close season for mullet in Kaipara Harbour.
" 9	Vests management of Tea Point Wharf, Whangateau, in Omaha Road Board.
" 9	Approves plans of Mrs. J. A. Cooper's wharf, Collingwood.
" 9	Licenses Mrs. J. A. Cooper to occupy foreshore, Collingwood, as site for wharf.
" 16	Declares land to be vested in Wellington City Corporation.
" 16	Approves plans of J. P. Pratt's boatshed, Clyde Quay, Wellington.
" 16	Approves plans of landing-stage for yachts, Sumner.
" 16	Approves plans of deep-water berth, Main Eastern Wharf, Bluff Harbour.
" 16	Approves plan of W. Grant's wharf, Collingwood.
" 16	Licenses William Grant to occupy foreshore, Collingwood, as site for wharf.
" 16	Approves plan of J. Walker and Co.'s wharf, Collingwood.
" 16	Licenses J. Walker and Co. to occupy foreshore, Collingwood, as site for wharf.
" 23	Revokes approval of dredging in Buller River.
" 23	Approves 50ft. extension of lower western training-wall, Buller River.
" 23	Makes regulations as to whitebait-fishing.
" 23	Approves plan of A. E. Harding's wharf, Wairoa River, Kaipara.
" 23	Licenses A. E. Harding to occupy foreshore, Wairoa River, as site for wharf.
Oct. 14	Approves plans of J. H. Williams's wharf additions, Hawtrey Bay, Wellington.
" 14	Fixes port charges and harbour-light dues for Nelson.
" 14	Appoints J. Sinclair to be person authorised to detain goods landed at Port Robinson until payment of expenses.
" 19	Approves plans of Mrs. E. Drake's dwelling, Purakanui.
" 19	Licenses Mrs. E. Drake to occupy foreshore, Purakanui, as site for dwelling.
" 19	Amends regulations for colonial pilots' licenses.
Nov. 4	Vests management of Aratapu Wharf in Kauri Timber Company.
" 4	Vests management of Coromandel Wharf in Coromandel County Council, and fixes dues, &c., for same.
" 4	Consents to Timaru Harbour Board leasing Sections 1 to 12, reclaimed land.
" 26	Makes regulations for examination of able seamen.
" 26	Fixes port charges and harbour-light dues for Nelson.
" 26	Revokes close season for mullet in Kaipara Harbour, and prescribes close season for part thereof.
" 28	Approves plans of Greymouth-Point Elizabeth Railway Company's bridge over Grey River.
Dec. 14	Appoints examiners of able seamen.
" 14	Vests management of Mongonui Mill Wharf in Kauri Timber Company.
" 14	Approves further extension of lower western training-wall and dredging channel, Westport.
" 21	Approves plan of J. B. Topp's landing-stage and boatshed, Kilbirnie.
" 21	Approves plans of Kauri Timber Company's wharves, Te Kopuru, Kaipara.
" 21	Licenses Kauri Timber Company to occupy foreshore, Kaipara, as site for wharves.
" 21	Approves plan of Harrison, Naismith, and Co.'s fish-cleaning sheds and tramway, Half-moon Bay.
" 21	Licenses Harrison, Naismith, and Co. to occupy foreshore, Half-moon Bay, as site for fish-cleaning sheds and tramway.
1896—	
Jan. 10	Approves of Westport Harbour Board constructing goods-shed at Waimangaroa Railway-station.
" 10	Fixes dues and rates for Little Omaha and Tea Point Wharves, Whangateau Harbour.
" 25	Fixes dues and rates for Kauri Timber Company's wharf at Aratapu.
" 25	Approves plans of Ngunguru Coal Company's wharves at Ngunguru.
" 25	Licenses Ngunguru Coal Company to occupy foreshore, Ngunguru, as site for wharves.
Feb. 3	Approves plan of R. Scollay's fish-cleaning shed, Half-moon Bay.
" 3	Licenses R. Scollay to occupy foreshore, Half-moon Bay, as site for fish-cleaning shed.
" 17	Approves plans of Buchanan and Heron's wharf, Dargaville, Kaipara.
" 17	Licenses Buchanan and Heron to occupy foreshore, Kaipara, as site for wharf.
" 17	Approves plan of Waiuku Road Board's wharf, Okoheko Point, Manukau.
" 17	Licenses Waiuku Road Board to occupy foreshore, Manukau, as site for wharf.
" 17	Fixes dues and rates for Kauri Timber Company's wharves, Te Kopuru.
" 20	Appoints John Hughes member of Westport Harbour Board.
" 28	Approves plans of wharf extension, Half-moon Bay, and of wharf at Horse-shoe Bay, Stewart Island.
" 28	Approves plan of small steamers' berth at Westport.
March 12	Validates election of chairman of Thames Harbour Board.
" 12	Approves plans of Leyland, O'Brien, and Co.'s booms, Wharekawa River.
" 12	Licenses Leyland, O'Brien, and Co. to occupy foreshore, Wharekawa River, as site for booms.
" 12	Approves of Westport Harbour Board constructing waiting-room at Granity Creek Railway-station.
" 12	Approves further extension of lower western training-wall, and of dredging, Westport.
" 25	Approves plans of bridge above Town Wharf, Whangarei, and authorises erection of same.
" 25	Approves plan of Nathan and Gorman's proposed wharf, Evans' Bay.
" 25	Prescribes close season for oysters in Manukau Harbour.

SUMMARY of CASUALTIES to SHIPPING and SEAMEN reported to the Marine Department during the Financial Year ended the 31st March, 1896.

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.			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.			
Strandings,—																		
Partial wrecks	4	2,582	..	6	1,972	..	..	..	..	..	..	..	..	..	..	6	1,972	..
Partial loss	4	2,632	..	3	194	..	..	..	..	..	..	..	..	..	..	7	2,776	..
Slight damage	4	6,842	..	..	..	..	..	..	..	..	..	..	..	..	..	5	6,293	..
No damage	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	4	6,842	..
Total strandings	12	12,056	..	9	2,166	..	..	..	..	..	..	..	..	..	..	22	17,883	..
Foundering,—																		
Total loss	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	3	476	4
Partial loss	..	..	..	1	58	4	..	..	..	..	..	..	..	..	..	1	14	..
Total foundering	..	..	..	2	72	4	..	..	..	..	..	..	..	..	..	4	490	4
Collisions,—																		
Slight damage	2	2,096	..	..	..	..	..	..	..	..	..	..	..	..	..	2	2,096	..
No damage	1	1,276	..	..	..	..	..	..	..	..	..	..	..	..	..	1	1,276	..
Total collisions	3	3,372	..	..	..	..	..	..	..	..	..	..	..	..	..	3	3,372	..
Fires,—																		
Total loss	1	40	..	..	..	..	..	..	..	..	..	..	..	..	..	1	40	..
Partial loss	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2	5,465	..
Total fires	1	40	..	..	..	..	..	..	..	..	..	..	..	..	..	3	5,505	..
Miscellaneous, including damage by heavy seas to hull and cargo, leaks, loss of sails, &c., and breakdown of machinery	5	1,349	..	3	1,193	..	..	..	..	..	..	..	..	..	..	19	16,779	..
Total casualties to shipping	21	16,817	..	14	3,431	4	35	20,248	4	11,510	..	12	12,271	..	16	23,781	4	
Loss of life only	2	812	..	..	..	..	2	812	2	..	..	2	1,369	..	2	1,369	4	
Total number of casualties reported	23	17,629	2	14	3,431	4	37	21,060	6	11,510	..	14	13,640	2	18	25,150	2	
																		8

Approximate Cost of Paper.—Preparation, not given; printing (exclusive of plan) 1,575 copies, £24 11s. 9d.

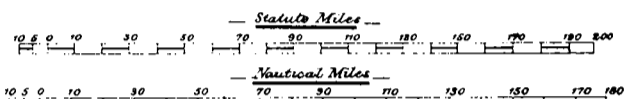
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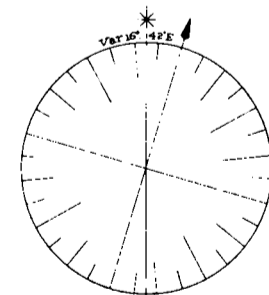
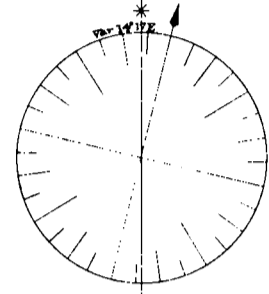
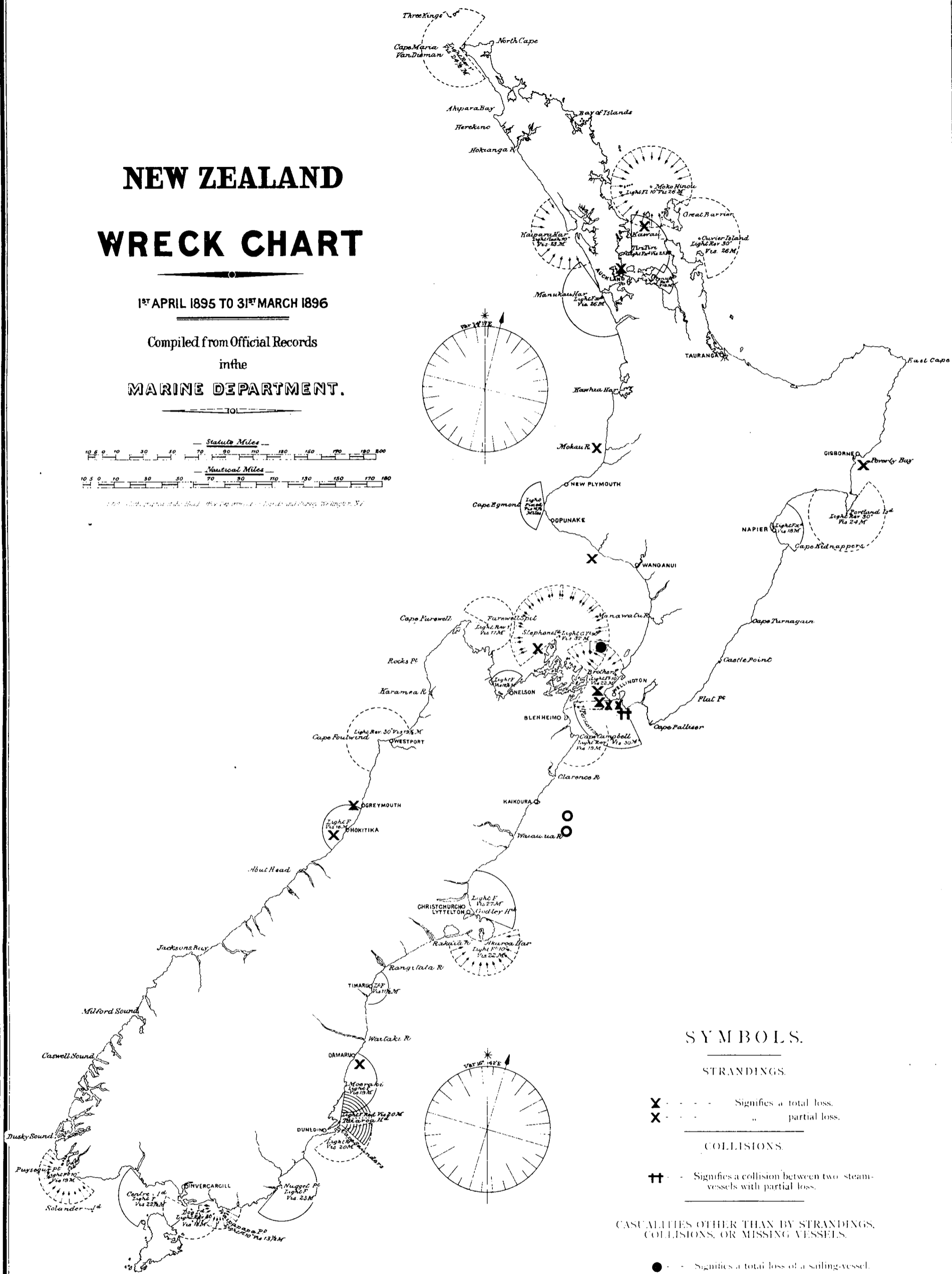
NEW ZEALAND WRECK CHART

1ST APRIL 1895 TO 31ST MARCH 1896

Compiled from Official Records
in the
MARINE DEPARTMENT.



1:50,000 (Scale of the Sheet) - This Chart covers the Islands and Shores of New Zealand.



SYMBOLS.

STRANDINGS.

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

COLLISIONS.

- †† - Signifies a collision between two steam-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.

