

1898.

NEW ZEALAND.

## MARINE DEPARTMENT.

(ANNUAL REPORT FOR 1897-98.)

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

MY LORD,—

Marine Department, Wellington, 30th June, 1898.

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, &amp;c.,

WM. HALL-JONES,

Minister of Marine.

His Excellency the Right Hon. the Earl of Ranfurly,  
Governor of New Zealand.

The SECRETARY to the MINISTER of MARINE.

SIR,—

Marine Department, Wellington, 30th April, 1898.

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.*—The cost of the maintenance of the lighthouses during the year was £12,860 17s. 5d., but this amount does not include the proportion for lighthouse-work of the expenses—£6,775 4s.—of the Government steamer which periodically visits all the stations with oil and stores. Such proportion may be estimated at about £5,000. The work of inspection has been carried out by Captain Allman, whose report is appended hereto. The erection of the tower and other buildings at Cape Palliser was completed by the Public Works Department in July last, and, on their being handed over to this department, the Lighthouse Artificer proceeded with the erection of the lantern and apparatus. This work was completed in October, and the light was exhibited for the first time on the 27th of that month. The light is a second-order dioptric revolving white light, flashing twice every half-minute, with intervals of three seconds between the flashes, and can be seen in clear weather at a distance of 25 statute miles. The cost of the erection of the lighthouse, keepers' dwellings, outbuildings, and the formation of a road to the tower was £6,243 16s. 1d.

During the year the sum of £306 3s. 7d. has been expended on repairs and additions to lighthouse-dwellings, &c., and the erection of a schoolroom at Portland Island. At Stephens Island a room has been added to the second assistant keeper's house. The house was too small for a man with a family, and in order that the aided school on the island may be kept up it is advisable that the three keepers stationed there should be men with families. At Pencarrow Head the dwelling-houses have been repaired and a workshop erected. During the present year it will be necessary to execute repairs to the dwelling-houses at Farewell Spit and Manukau Head.

As regards schools at lighthouses, it may be mentioned that most of the Education Boards grant capitation on the children attending the schools, and the keepers are thus assisted in the payment of the teachers' salaries, and the schools are inspected by the Board's Inspectors. So far as I am aware, the Auckland Board is the only one in the colony which has refused to grant any assistance, and the keepers in the Auckland District are therefore at a disadvantage as compared with those in other parts of the colony. Both the Minister of Education and this department have urged the Auckland Board to give some assistance, but without effect.

On the 13th January last a fire broke out in the flax near the landing-place at Cape Maria van Diemen, but the keepers succeeded in extinguishing it before any damage was done. At Stephens Island a heavy sea broke the crane at the landing-place. The necessary repairs were effected by the department's carpenter and an assistant while they were on the island enlarging the house before referred to.

The following lighthouses are now connected with the telegraph system of the colony—namely: Cape Maria van Diemen, Tiri Tiri, Somes Island, Cape Egmont, Manukau Head, Kaipara Head, Cape Foulwind, Farewell Spit, Nelson, Cape Campbell, Godley Head, Akaroa Head, Taiaroa Head, Cape Saunders, and Nugget Point, and it would be of great benefit if arrangements could be made to connect Cape Palliser, Dog Island, and Puysegur Point.

The erection of a lighthouse on East Cape Island having been decided on, the island has been taken under the provisions of the Public Works Act for the purpose, and sites for the tower, dwelling &c., have been selected by the Marine Engineer and Nautical Adviser. Plans and specifications for

the tower and other buildings are now being prepared by the Public Works Department. A lantern and apparatus were obtained for a contemplated lighthouse at Cape Kidnappers, but, a strong opinion having been expressed by master mariners that a light at East Cape was a much more pressing necessity, it has been decided to use the lantern and apparatus referred to for the proposed lighthouse at East Cape.

The Wellington Harbour Board has agreed to contribute the sum of £800 towards the cost of improving the light at Somes Island, and the necessary apparatus for a second-order light has been ordered from England. A new lantern will not be required, as that which was formerly at Farewell Spit will be used with the new apparatus. A brick tower will be erected near the present wooden tower, as the latter will not be suitable for the new light.

No further progress has been made in the matter of the erection of a lighthouse on the Snares, as the proposed agreement as to the division of the cost of erection and maintenance has not yet been completed by the Governments of New South Wales, Victoria, and Tasmania.

The Slaughter's cotton-powder signal referred to in my last report has been received from England, and is now being erected at Pencarrow Head by the department's artificer. It has been necessary to sink a well 40 ft. deep for the weight of the clock which works the apparatus, and a concrete magazine for the cartridges to be used for the explosions is being built at some distance from the apparatus. The working of the signal will be attended to by the lightkeepers.

A further communication has been received from the committee of Lloyds to the effect that the committee propose to erect signal-stations at Cape Maria van Diemen, Farewell Spit, and Nugget Point, but that they intend to defer the matter for a time, as they find it inconvenient to proceed with the work at present. It has, however, been decided to at once include these places in the list of Lloyds signal-stations, and arrangements have been made for the lightkeepers in the meantime to report to Lloyds agent at Wellington any vessels that may request them to do so.

The service has lost three keepers during the year—viz., Principal Keeper J. W. Johnson, who has retired on a pension; Assistant Keeper J. McLellan, who has resigned; and Assistant Keeper N. Sciascia, who was killed by a bull at Portland Island. Keeper Sciascia left a widow and ten children, and it has been decided to grant Mrs. Sciascia a compassionate allowance equal to one year's salary of the deceased. Five new keepers have been appointed, three of them in consequence of the above vacancies, and two in consequence of the exhibition of Cape Palliser light.

The sum of £17,851 8s. 7d. was collected for light dues during the year, as compared with £15,995 5s. 4d. during the previous year, being an increase of £1,856 3s. 3d.

*Harbours.*—The buoys in the harbours under the control of the department have been overhauled and cleaned by the Government steamers, and additional buoys have been laid in Ngunguru Harbour. The Secretary to the Wellington Harbour Board having suggested the advisability of prescribing a special signal for the use of vessels requiring a tug at night, a signal was devised, and, after obtaining the opinions of the principal Harbour Boards thereon, it was prescribed by the Governor in Council. A bright harbour light has been established on the south head of Hokianga Harbour, and two white leading lights, for guiding vessels across the bar at night, are shown when the Harbourmaster considers it prudent to do so. A small building for the lamps and gear has been erected. Two buoys have been placed on the end of Tory Shoal, at the entrance to Kaipara Harbour, and, in consequence of the extension of this shoal, an alteration of the positions of the leading beacons has been necessary. The large buoys in this harbour are overhauled by the Government steamers, but the small ones are attended to by the subsidised steamer, which also conveys the Harbourmaster to the various branches of the harbour. Captain J. Robertson has resigned the position of Harbourmaster at Manukau, in order to proceed to the Klondyke Goldfields, and the position has been filled by the appointment of Captain J. Neale, master of the s.s. "Hine-moa," who has had considerable experience of the harbour. Captain G. Thomson has retired from the position of Harbourmaster at Okarito, and has been succeeded by his son, Mr. J. W. Thomson. Mr. H. B. Dobbie, Railway Manager at Picton, has been appointed Harbourmaster at that port in place of Mr. A. Duncan, the former Railway Manager. Several snags which rendered the navigation of the Wairau and Opawa Rivers dangerous have been removed. The boiler of the s.s. "Neptune," which was wrecked at the entrance to the Wairau River, is lying in the channel, and, as it is a danger to navigation, the owners have been called upon to remove it. Failing their doing so, the department will have it removed at their cost. There has been a good deal of trouble with the willows which were planted on the banks of the Wairau and Opawa Rivers for the purpose of preventing the erosion of the banks. Some of these trees fall into the channel and cause banks to form, and the stumps of others which have been cut project over the banks, and are a source of danger to passing vessels. Owing to the owners of the "Waitemata," which sunk in the Hauraki Gulf after collision with the s.s. "Stella," failing to remove the wreck when called upon to do so, arrangements were made for it to be blown up by the Auckland Torpedo Corps. Although sunk in 15 fathoms of water, the position was in a fairway, and the masts were a peril to navigation. The work was satisfactorily performed, and the cost of doing it will be recovered from the owner of the vessel. From the time the wreck occurred until its removal a buoy and a light to mark its position were maintained by the department. A large number of plans of harbour-works have been submitted to the department for the approval of the Governor in Council, and in most cases approval has been given. A return showing the works approved and the licenses issued for the occupation of foreshore is appended hereto.

A sum of £2,649 13s. 7d. was collected for pilotage and port charges during the year in respect of the ports under the control of the department.

*Oyster-fisheries.*—The beds in the Northern Oyster-fishery, which extends from Whangaruru Harbour to the North Cape, were examined by the Inspector before the end of the close season, and, as he reported that they were not in a fit condition for picking, the whole fishery was closed, and it

s proposed to keep it closed for the whole of the present season at all events. The Inspector reports that there is a good show of young oysters on the beds. The beds in the Tauranga fishery have also been closed for the present season, and in Manukau Harbour the leased areas have been declared open, but the other parts of the harbour have been closed. The Hauraki Gulf and Great Barrier Island beds, which have been closed for some time, have been opened, as the rest which they have had has enabled them to become replenished. Hokianga Harbour has been declared an open fishery, and Kaipara Harbour remains open. It was anticipated that the Whangarei beds, which have been closed for some time past, would be fit to be opened this season, but, as the Inspector's report shows that they have scarcely recovered from the depletion which took place when they were last open, it has been decided to allow them to remain closed for the present. The question of prohibiting the export of rock-oysters from the colony has been under consideration, representations having been made from Auckland that unless this is done there will soon not be sufficient procurable to meet the requirements of the colony. The artificial beds in the Pelorus Sound and Tory Channel have been inspected by the Collector of Customs at Blenheim, whose report is appended hereto. The report of the company which has the license for the artificial bed in Porirua Harbour states that there are now marketable oysters there. The following convictions were obtained during the year for illegally taking oysters: A. Leath, C. Leath, and R. Williams were fined £1 and costs; Rongo Hare and Kahu Hona Mirumi, 5s. and costs each for taking oysters without a license; J. Silva was fined £5 and costs for taking oysters in a closed fishery, and the yacht which he used for the purpose, which was forfeited, was restored to the owner on payment of a further sum of £10; W. Thompson was fined £5 and costs for taking oysters in a closed fishery, and his boat was sold; P. Garbes was fined £3 and costs for having frozen oysters in possession after the end of the open season. On the first day of the close season the Inspector visited the oyster-shops in Wellington and seized oysters in six of them; but as the quantity in each case was small, and as the season had only closed the day before, prosecutions were not instituted. On the last day of the recent close season G. Hanegan and T. Calvert were caught taking oysters in Drunken Bay, Auckland, and their boat, together with the oysters, were seized. The latter were sold, but the boat was restored to them on payment of £5.

The following licenses to occupy foreshore for the formation and cultivation of artificial beds were issued during the year: M. Banton, 4 acres in Purua Bay, Lyttelton Harbour, and E. O'Hara Canavan, 170 acres at Motueka. A list of the licenses to form artificial beds now in force is appended hereto.

*Sea-fisheries.*—When Captain Fairchild was in England in 1896 he was asked by persons interested in deep-sea trawling for information as to what probability there was of the industry being successfully established in this colony, and on his return he submitted the correspondence on the subject to the Government, who considered that the best way of encouraging the industry would be the granting of monetary assistance towards the cost of suitable vessels. A sum was accordingly placed on the estimates, and £4,000 was voted for the purpose, but as the Government promised the House that nothing should be done in the matter of making any grants out of the vote until the fishing-grounds had been tested by experimental trawling no engagements have been entered into. The prohibition of net-fishing in the Wanganui River above the Aramoho Railway-bridge having proved beneficial in providing an undisturbed breeding-ground for flounders, the prohibition has been extended for another year, and at the end of that time it will probably be made permanent. As trawling at the northern end of Wellington Harbour was injuring the flounder-breeding grounds the practice has been prohibited in that part of the harbour to the north-westward of a line drawn from the seaward end of the railway-wharf to the northernmost point of Somes Island, and thence to the northern end of Lowry Bay. The prohibition of the use of set nets for catching whitebait has been proved to be a hardship on persons fishing in the Ashley River, as, owing to the conformation and shallowness of the river, it was found impossible to catch the fish with the ordinary nets. To remedy this an Order in Council has been issued allowing the use of set nets with an opening of not more than 3 ft. by 1 ft. Information having been received that certain persons fishing in the Kakanui River were in the habit of destroying large quantities of small fish through drawing their nets on to the land before emptying them, the Collector of Customs at Oamaru, in company with a constable, made two special visits to the place, but without being able to detect any one committing the offence. There is reason to believe that the law requiring all nets to be emptied in the water is often disregarded, but it is very difficult to detect offenders. Small fish are sent up country and sold by fish-hawkers where there are no Inspectors to see that the law is not infringed.

The lessees of the Auckland Islands have asked that the prohibition against the taking of seals may be relaxed so far as regards sea-lions, on the ground that these seals now exist in large numbers and destroy the grass on the islands. This cannot, however, be done without an alteration of the law, unless an open season is made for all kinds of seals. On the "Hinemoa's" last visit to these islands the master was instructed to kill a few sea-lions and bring their skins and oil back with him in order that their commercial value might be ascertained. This was done, and the skins are now being tanned, and inquiries are being made as to the value of the oil.

The following persons have been appointed Fishery Inspectors during the year: Captain J. Neale, Sergeant Wild, and Constables Price and Egan.

The following convictions for offences against the Act have been obtained: For fishing in Lake Ellesmere with nets having a mesh smaller than the regulation size C. Golman was fined £2 and costs; J. Karrison, £2 and costs; A. Magaldo, £3 and costs; F. Thian, £1 10s. and costs; and R. Drew, £1 10s. and costs. The nets were forfeited. A. Vidal, of Palmerston North, was fined £1 and costs for being in possession of small fish. G. Heaton, of Sumner, was fined £1 and costs for using a net having a mesh smaller than allowed by the regulations. Ho Gee, of Greymouth, was fined £1 and costs for being in possession of a seal during the close season.

*Weather Reporting.*—The daily weather forecasts have, as hitherto, been made and circulated throughout the colony by Captain Edwin. A supply of first-class standard barometers, barographs, and thermometers have been procured from England, and are now being sent to the most important stations.

*Examination of Masters, Mates, and Engineers.*—One hundred and ninety-six candidates passed their examinations for certificates of competency, and ninety-one failed. Of those who passed, 161 were masters, mates, and engineers of sea-going vessels, and thirty-five were masters and engineers of steamships plying within restricted limits. Five certificates of service were issued. The new regulations for the examination of masters and mates, under which the examinations are more difficult than formerly, came into force on the 1st January last, and since that date there has been a falling-off in the number of candidates who have presented themselves for examination. Captain Robertson, one of the Examiners at Auckland, has resigned, in consequence of leaving the colony, and Captain Adamson has been appointed in his place.

*Coastal Surveys.*—Sunken rocks which were not marked on the chart having been reported to exist off Codfish Island and Paterson's Inlet, Stewart Island, Captain Neale, of the *Hinemoa*, surveyed the localities, and, having found the rocks, their positions have been reported to the Hydrographer to the Admiralty, in order that the necessary corrections may be made in the chart. Captain Fairchild has examined the coast near the mouth of the Owaru River, south of the Kaikoura Peninsula, where he found an excellent boat-harbour, of which he has furnished the department with a plan. A survey has been made of the coast off Akaroa Head, where it was reported that the water had shoaled, and the result has been reported to the Admiralty. The locality in which the s.s. "*Tasmania*" was wrecked has also been surveyed, in consequence of the master of that vessel reporting that he had struck on an unknown rock outside the danger-line. This survey was carried out by Captain Neale, of the "*Hinemoa*," and Mr. Armstrong, of the Survey Department, whose report shows that the Admiralty chart was practically correct, and that the vessel must have struck inside the danger-line.

*Government Steamers.*—The "*Tutanekai*" has laid a new cable across Cook Strait and repaired one of the old ones. She proved an excellent vessel for the work, which was carried out without hitch of any kind. In July last she went over to Sydney for the Governor, Lord Ranfurly, and brought him to Wellington. In addition to the above work, she has been employed in carrying railway-sleepers, locomotives, and other railway plant from one port to another.

The "*Hinemoa*" has been mainly engaged on the work of conveying oil and stores to the lighthouses, overhauling and cleaning harbour buoys, and in visiting the southern islands and the Kermadec Islands for the purpose of looking for castaways and inspecting the provision depots. Captain C. F. Post was appointed master of the vessel on Captain Neale leaving her to take up the position of Harbourmaster at Manukau.

*Wrecks and Casualties.*—A table showing the analysis of casualties to shipping is appended hereto. Those on the coasts of the colony numbered forty-eight, representing 20,357 tons, as against sixty, representing 22,058 tons, in the previous year. The number of total wrecks within the colony, including a sailing-vessel which foundered after collision, was six, of 3,302 tons, as against nine, of 1,450 tons, in the previous year. The number of lives lost was twenty-eight, as against fifteen in 1896–97. Of these twenty-seven were on or near the coasts of the colony—viz., twelve from the "*Zuleika*," thirteen from the s.s. "*Tasmania*," and one each from the "*Clematis*" and "*Maud Graham*." The life lost beyond the colony was the result of an accident to a greaser employed in the refrigerating-engine room of the s.s. "*Fifeshire*."

*Survey of Steamers.*—The report of the Engineer Surveyor on the work of the survey of steamers is appended hereto. There is now a large number of vessels in the colony provided with oil-engines, and these are required to be surveyed in the same way as steamships are surveyed; but the question as to whether they should be required to carry certificated engineers is under consideration. As there are large numbers of this class of vessels in the United States of America, the department has procured a copy of the United States law on the subject, from which it appears that they are there treated in the same way as steamships, both as regards survey and the engineers they are required to carry. The s.s. "*Invercargill*" having carried more passengers than allowed by her certificate, proceedings were taken against the owner, and he was fined £2, and 2s. 6d. for each passenger carried in excess of the proper number. The administration of the Inspection of Machinery Acts has been placed under the control of this department from the 1st instant, but, as it was under the Public Works Department during last financial year, the report of the Chief Inspector for that period has been furnished to that department.

*Wages and Effects of Deceased Seamen.*—The estates of twenty-six seamen, amounting to £257 12s. 1d., were dealt with during the year. Of these, twelve were new estates. The sum of £176 15s. 10d. was paid to relatives and other claimants, and the sum of £76 6s. 3d., being the amount of unclaimed estates which had been in the hands of the department for more than six years, was paid into the Public Account.

*Engagement and Discharge of Seamen.*—The question of the appointment of master mariners as Shipping Masters at the four principal ports has been carefully considered, but as it would appear that the advantage that would be gained by such appointments would not justify the expenditure that they would necessitate it has been decided to continue the present system, under which the Collectors of Customs perform the duties. Mr. Bollons, chief officer of the s.s. "*Tutanekai*," has been appointed Shipping Clerk at the Wellington Customhouse, but this appointment will entail very little additional expenditure, as the former Shipping Clerk will perform ordinary Customs work at another port. Proceedings were taken against Captain J. Crawford, of the s.s. "*Huia*," for not having reported the engagement and discharge of certain seamen to the Customs for the purpose of getting the transactions ratified. A fine of £1 and costs was imposed. Proceedings were also taken against Mr. J. C. Cooper, of Wellington, for procuring employment for a seaman without a

license to do so. He was fined £2 10s. and costs, and his license has not been renewed. Captain Hutchison, of the "Auriga," was prosecuted for shipping a boy without putting him on the articles, and was fined 5s. and costs.

*Colonial Pilots.*—Captain R. Butt having piloted the barque "Dundale" from Wellington to Dunedin without obtaining a renewal of his license, which had expired over a month before, proceedings were taken against him, when he was fined 1s., and £1 8s. costs. Proceedings were also taken against Captain Galbraith on a charge of having acted as pilot of the s.s. "Gothic" from Lyttelton to Dunedin without a license, but the case was dismissed.

*The Staff.*—The cadet mentioned in the last paragraph of my report for last year has now been promoted to be a clerk after four years of service, and in order to overtake the increasing work of the office without the necessity for obtaining extra clerical assistance a cadet has been appointed.

I have, &c.,

W. T. GLASGOW, Secretary.

The NAUTICAL ADVISER and INSPECTOR of LIGHTHOUSES to the SECRETARY, Marine Department.  
SIR,—

Wellington, 30th April, 1898.

I have the honour to inform you that during the past year I have inspected all the lighthouses (with the exception of two) in the colony. The result of my inspection is most satisfactory; the lighting apparatus and towers at all the stations I visited are in good order and well kept. The keepers' dwelling-houses, almost without exception, are well kept. Several of the older dwellings have been thoroughly renovated and repaired, and in some instances additional rooms have been added to the dwelling-houses, which were not considered large enough. Also, at some of the stations more modern out-offices have been erected, and where required the keepers have been supplied with suitable material to erect cowsheds and fowlhouses. The repairs to the houses and the additions were executed by the Lighthouse Artificer and the department's carpenter, assisted by the keepers. In some cases it was necessary to obtain outside assistance. The work alluded to has been well and faithfully done, and should last for an indefinite period.

At two or three of the oldest lighthouse-stations the keepers' dwellings are only in fair condition, and will require overhauling shortly.

At several of the stations portions of the fencing round the lighthouse reserve have been repaired and renewed where required. As regards the keepers themselves, I can only indorse what I have already stated in my former report—that is, I found them a steady, reliable body of men, attentive to their duties, and fully alive to the responsibility of their position.

*Deaths.*—Mr. Nicolas Sciascia, the first assistant lighthouse-keeper at Portland Island, met his death by being gored by a bull, which was partly owned by himself. After the sad accident the animal was destroyed. Four months ago I saw the bull, and it appeared to me to be particularly tame and quiet.

During the year much has been done to improve the lighting system on the coast, and also in several of the harbours.

*South Head, Hokianga River.*—On the 15th March last a bright light was exhibited for the first time at South Head, Hokianga River. This light is of great assistance to vessels bound into Hokianga River. For the further convenience of vessels bound in or out by night, two white lights are kept at the station for the purpose of being used as temporary leading lights for guiding vessels across the bar when required. These lights are only used when the Harbourmaster thinks it is prudent to do so.

*Otago Harbour.*—For the convenience of vessels using the harbour by night, the Otago Harbour Board have exhibited two bright lights. One is situated off Deborah Bay and the other is situated on the west point of Quarantine Island.

*Westport Harbour.*—The Westport Harbour Board have introduced a new system of harbour lights and night-signals, which are a great improvement on the old system.

*Picton Harbour.*—For the convenience of shipping at Picton Wharf, dolphins, mooring-posts, and ring-bolts have been provided.

*East Cape, East Island.*—In March last the Marine Engineer and I visited East Island for the purpose of selecting sites for the lighthouse and dwellings. Suitable sites have been chosen, and plans are now being prepared for the tower. There is no fresh water on East Island, consequently large water-storage will have to be provided. On the west side of the island, opposite the mainland, there are good landing-places in moderate weather.

*Cook's Cove.*—On our return journey from East Island Cook's Cove and Spring Channel, Tolago Bay, were inspected by us, with a view of ascertaining their suitability as harbours for small vessels. We found that, owing to the shallowness of the water at low tide and the rocky uneven bottom, they are only suitable in their present condition to be used as boat-harbours.

I have, &c.,

GEO. ALLMAN,

Nautical Adviser and Inspector of Lighthouses.

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

Wellington, 30th April, 1898.

I have the honour to inform you that since my last report I have inspected the examination-rooms at the four principal ports where the examination of masters and mates are held. I have also interviewed the Examiners concerning the new examinations which came into force at the commencement of the year. I find that the examination-rooms are thoroughly equipped for conducting the new examinations, and the Examiners have a thorough grasp of the new require-

ments. The Board of Trade, London, have supplied every possible information for conducting these examinations, and the Agent-General procured the necessary instruments, books, and charts; the instruments comprise terrestrial globes, barometers, thermometers, and hydrometers.

The present subjects for examination for masters' and mates' certificates in New Zealand are identical with those of the Board of Trade, and the examinations are conducted on exactly the same lines.

A new book of regulations relating to the examination of masters and mates in the mercantile marine has been published. Candidates will find this book most useful, as it contains all the information they are likely to require. It can be obtained at the principal Customhouses in the colony, at a cost of 1s. each.

Owing to the retirement of Captain Robertson, Examiner at Auckland, the vacancy has been filled by the appointment of Captain John Adamson, an experienced master mariner, who has only lately retired from the sea. It was found necessary to have another Examiner of Masters and Mates for the Port of Wellington, owing to the occasional absence of the Principal Examiner on departmental duties. Consequently, Sir Arthur Douglas, formerly in the Imperial navy and now Under-Secretary of Defence, was appointed Examiner.

I have, &c.,

GEO. ALLMAN,

Principal Examiner of Masters and Mates.

The Secretary, Marine Department, Wellington.

The COLLECTOR, Wairau, to the SECRETARY, Marine Department.

(Memorandum.)

31st January, 1898.

IN accordance with your instructions I examined, on the 10th December last, the oyster-beds occupied by the under-mentioned settlers, and beg to report as follows:—

*Tory Channel Beds.*

*Peter Ewing, Hitaua Bay.*—Since the date of my last inspection I find that this licensee has erected more wattling further out from low-water mark, in about 3 ft. of water at low spring-tides. In the enclosure formed by this erection he placed oysters taken from a depth of five fathoms, with the natural result that the oysters are dead, not having been able to stand the altered conditions of temperature, &c. There has been practically no result from Mr. Ewing's labours. This is much to be regretted, as he has conscientiously struggled to make his planting successful at some expense, but has failed for want of knowledge of the habits of oysters.

*Henry Baxter, Arrowsmith Bay.*—Since the date of my last inspection more oysters have been scattered along the foreshore of the oyster-bed, and there is a fair growth of young oysters. Oysters taken from deep water and placed in the shallow I find dead, having evidently been unable to adapt themselves to the altered conditions of habitat.

*William Davenport, Arrowsmith Bay.*—Since the date of my last visit I find that this licensee has erected wattling of scrub, and has scattered a quantity of oysters in the enclosure formed by this protection, but there did not appear to be any young oysters, and most of the brood oysters are dead. All the licensees named herein suffered considerably from large land-slips which took place eighteen months ago, and I found a great quantity of muddy matter was raised from the bottom by the least roll running. There was also much seaweed to be seen in all the beds, and the licensees told me that it gives them a great deal of trouble—it grows so quickly. This is a natural result in warm, shallow, well-sheltered bays. The fact that all the licensees failed to char the scrub used for wattling is fatal to the growth thereon of young oysters. I am now satisfied that the licensees of these beds will not succeed unless they erect stonewalls, cairns, and enclosures on their holdings.

*Pelorus Sound.*

I visited Mr. Percy Neame's foreshore in Mahau Sound on the 23rd January last. I found that absolutely nothing had been yet done by him to stock his beds.

*Black Point.*

*Alexander Maule.*—Mr. Maule has conscientiously laboured to make his venture successful. Every mode of culture has been tried, none having succeeded but the stonewall and cairn system. On the large rocks standing well out from low-water mark the growth of young oysters has been phenomenal, as also upon the seaward side of a low wall built loosely of stones by Mr. Maule. The licensee now sees that, to make the bed a payable one, stonewalls, cairns, and enclosures must be made along all suitable portions of the foreshore, and that the rocks must be cleared of all shellfish. These undertakings will be costly.

A. CARTER, Collector.

The PRINCIPAL ENGINEER-SURVEYOR of STEAMERS and CHIEF EXAMINER of ENGINEERS to the SECRETARY of the MARINE DEPARTMENT.

SIR,—

Principal Engineer-Surveyor's Office, Wellington, 29th April, 1898.

I have the honour to submit my annual report for the financial year ended the 31st March, 1898.

The work has gone on very smoothly, and a large increase of vessels has to be recorded more especially auxiliary-powered traders and pleasure-launches using light oils as a motive-power. This is a very handy driving power. The machinery is on the double-cylinder principle single acting, with an explosion every revolution in each alternate cylinder. The ignition after

the mixture has been compressed is fired by electricity. As an auxiliary means of propulsion in calm weather or when nearing port for a sailing-vessel this new method of generating power will, I think, be largely used in the future. In America this class of engine is much in evidence, and if the oil industry at Taranaki prove successful we will, I think, find this a favourite means of developing power on land as well as on board ship. On my last visit to Auckland I had the pleasure of a run in a launch fitted with a 10-horse-power gasoline engine, built by the Century Motor-power Company of Auckland (and a very creditable colonial production it was), in Auckland Harbour. It only took three minutes to get under way, attaining a speed of eight miles an hour in less than five minutes, without any firing up or the long waiting for steam to be raised as in a launch fitted with a steam-boiler.

The usual amount of repairs have been executed, and some of the steam-vessels, through natural wear-and-tear, demand the closest attention of the Surveyor.

No serious mishap has occurred to any New Zealand owned steamer during the year, which speaks well for the close and rigid inspection of the Surveyors.

Steel ships we find are much more liable to decay than iron, and in Great Britain the builders are again introducing iron for the scantlings in engine and stoke-hold compartments, where oxidization is much increased by the heat from the boiler and engines.

Electricity as a light has been fitted into a great number of the coastal vessels, and adds much to the comfort of the travelling public.

Alexander McVicar was appointed an additional Engineer-Surveyor in the early part of April, 1897, and has helped to pull up the arrears of our work. He is stationed in Wellington, but has assisted in the Auckland, Canterbury, and Otago Districts when required.

A uniform system now prevails throughout the colony for the survey of steamers, and the latest Board of Trade requirements are adopted as they are issued by that body.

Numerous excursions have been run throughout the year without mishap. This shows that the vessels have been well handled by their deck and engineer officers, and that the supervision of the Customs has been effectual in preventing overcrowding, which would no doubt often happen without this supervision.

A good number of engineers have been examined during the year, the third-class certificate having been much in favour with the young workmen out of the shop.

Three hundred and one surveys have been held, the total number of steamers surveyed being 228.

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

Number.	Trade in which engaged.	Aggregate Registered Tonnage.	Registered Nominal Horse-power.	Fees payable.
26	Foreign ... ..	27,344	5,255	£. s. d. 353 10 0
67	Home Trade ... ..	12,480	4,088	527 10 0
135	River and Extended River	3,871	2,493	451 0 0
228		43,695	11,836	1,332 0 0

Attached will be found particulars of steamers surveyed, giving names, 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, 1898.

Name of Vessel.	Tons Register.	Nominal Horse-power of Engines.	Nature of Engines.	Nature of Propeller.	Class of Certificate.	Remarks.
Admiral .. ..	82	50	Compound ..	Screw ..	Extended river	1st N.Z. Survey.
Ahuriri .. ..	31	17	" .. ..	" .. ..	" .. ..	
*Akaroa .. ..	43	23	" .. ..	" .. ..	" .. ..	
*Albany .. ..	8	8	Non-condensing ..	" .. ..	River .. ..	Launch.
*Alexandra .. ..	73	30	" .. ..	Paddle .. ..	" .. ..	
Alice .. ..	3	4	" .. ..	Screw .. ..	" .. ..	
Anglian .. ..	1354	280	Compound .. ..	" .. ..	Foreign trade ..	1st N.Z. Survey.
*Aorere .. ..	49	16	" .. ..	" .. ..	Home trade. ..	
Aotea .. ..	89	15	Oil engines .. ..	" .. ..	" .. ..	1st Survey.
Argyle .. ..	126	45	Compound .. ..	" .. ..	" .. ..	
Antrim .. ..	36	30	Non-condensing ..	Paddle .. ..	River. .. ..	
Awarua .. ..	100	80	Condensing .. ..	" .. ..	Home trade .. ..	Tug.
*Beatrice .. ..	8	10	Non-condensing ..	Screw .. ..	Extended river.	
Beautiful Star .. ..	146	30	Compound .. ..	" .. ..	Home trade. ..	
*Bella .. ..	12	12	Non-condensing ..	" .. ..	Extended river.	
Ben Lomond .. ..	33	15	Compound .. ..	" .. ..	River. .. ..	
Beryl .. ..	..	6	Oil engines .. ..	" .. ..	" .. ..	New Launch.
*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..	Launch.
Charles Edward .. ..	123	60	Compound .. ..	" .. ..	Home trade. ..	
Chelmsford .. ..	70	24	" .. ..	Screw .. ..	" .. ..	
Clansman .. ..	336	99	" .. ..	" .. ..	" .. ..	
Clara .. ..	..	2½	Non-condensing ..	" .. ..	River. .. ..	
*Clematis .. ..	5	4	" .. ..	Sternwheel ..	" .. ..	
Comet .. ..	..	2½	" .. ..	Screw .. ..	" .. ..	
Corinna .. ..	820	141	Compound .. ..	" .. ..	Foreign trade. ..	
Coromandel .. ..	67	25	" .. ..	" .. ..	Extended river.	
Coy .. ..	..	2	Oil engines .. ..	" .. ..	River .. ..	New Launch.
Delta .. ..	..	24	Non-condensing ..	Sternwheel ..	" .. ..	
*Despatch (Auckland) .. ..	..	6	" .. ..	Screw .. ..	" .. ..	
Despatch (Bluff) .. ..	24	20	Compound .. ..	" .. ..	" .. ..	
Dingadee .. ..	393	80	" .. ..	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 .. ..	" .. ..	
Eliza .. ..	..	3	Non-condensing ..	Screw .. ..	" .. ..	
Elsie .. ..	15	8	" .. ..	" .. ..	Extended river.	
Endon .. ..	..	5	Condensing .. ..	" .. ..	" .. ..	Fishing vessel (formerly "Toroa").
*Enterprise .. ..	61	30	Non-condensing ..	Paddle .. ..	River. .. ..	
*Erin .. ..	..	4	" .. ..	Screw .. ..	" .. ..	
Ethel J. .. ..	20	16	Compound .. ..	" .. ..	" .. ..	
*Fairy .. ..	32	15	Non-condensing ..	" .. ..	Extended river.	
Falcon .. ..	..	5½	" .. ..	" .. ..	River .. ..	Launch.
Fanny .. ..	67	30	Compound .. ..	" .. ..	Home trade. ..	
*Fingal .. ..	22	11	Condensing .. ..	" .. ..	Extended river.	
Flora .. ..	838	180	Compound .. ..	" .. ..	Foreign trade. ..	
Flower of Kent .. ..	..	3½	" .. ..	" .. ..	River .. ..	
Gairloch .. ..	211	85	" .. ..	Twin-screw ..	Home trade. ..	
Glenelg .. ..	156	75	" .. ..	Screw .. ..	" .. ..	
Goldfinch .. ..	..	12	Non-condensing ..	" .. ..	River. .. ..	
*Hauroto .. ..	1276	250	Compound .. ..	" .. ..	Foreign trade. ..	
Hawea .. ..	1114	104	Triple expansion ..	" .. ..	" .. ..	1st Survey.
Heathcote .. ..	94	35	Compound .. ..	" .. ..	River .. ..	Hopper-barge.
Help .. ..	..	1½	Non-condensing ..	" .. ..	" .. ..	Launch.
Herald .. ..	370	85	Compound .. ..	" .. ..	Home trade. ..	
Hercules .. ..	51	36	Oil engines .. ..	" .. ..	" .. ..	1st Survey.
Hirere .. ..	..	16	Condensing .. ..	Twin-screw ..	River. .. ..	
Horeke .. ..	..	4	Non-condensing ..	Screw .. ..	" .. ..	Launch.
Huia (Wellington) .. ..	90	25	Compound .. ..	" .. ..	Home trade. ..	
*Huia (Auckland) .. ..	..	8	Non-condensing ..	" .. ..	River. .. ..	
*Ida .. ..	12	10	" .. ..	" .. ..	" .. ..	
Invercargill .. ..	123	50	Compound .. ..	" .. ..	Home trade. ..	
*Invincible .. ..	50	25	" .. ..	" .. ..	Extended river.	
*Iona .. ..	159	65	" .. ..	" .. ..	Home trade. ..	
Irene .. ..	..	2½	Non-condensing ..	" .. ..	River .. ..	
Jane Douglas .. ..	75	22	Compound .. ..	" .. ..	Extended river.	
Janet Nicoll .. ..	496	90	" .. ..	" .. ..	Home trade. ..	
J.D.O. .. ..	87	23	" .. ..	" .. ..	Extended river	Tug.
John Anderson .. ..	36	25	" .. ..	" .. ..	" .. ..	
Kahu .. ..	99	40	" .. ..	" .. ..	Foreign trade. ..	
Kaituna .. ..	..	4	" .. ..	" .. ..	River .. ..	Launch.
Kanieri .. ..	115	20	" .. ..	" .. ..	Home trade. ..	
Kate .. ..	..	5	Non-condensing ..	" .. ..	River .. ..	
*Katikati .. ..	27	8	Condensing .. ..	" .. ..	Extended river.	
Kawatiri .. ..	285	70	Compound .. ..	" .. ..	Home 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.
Kawau .. .. .	37	10	Compound .. .. .	Screw .. .. .	Extended river.	
Kennedy .. .. .	125	43	" .. .. .	Twin-screw .. .	Home trade.	
Kia Ora .. .. .	150	65	" .. .. .	" .. .. .	Extended river..	First Survey.
Kiripaka .. .. .	72	20	" .. .. .	Screw .. .. .	Home trade.	
Kopu .. .. .	..	13	Non-condensing ..	Paddle .. .. .	Extended river..	"
Kopuru .. .. .	28	20	" .. .. .	Screw .. .. .	River.	
Koputai .. .. .	5	120	Compound .. .. .	Paddle .. .. .	Home trade.	
*Kotuku .. .. .	41	40	Non-condensing ..	Three screws	River.	
Lady Barkly .. .	39	20	Compound .. .. .	Screw .. .. .	Home trade.	
Lily .. .. .	20	12	" .. .. .	Twin-screw .. .	Extended river.	
*Little George ..	4	4	Non-condensing ..	Screw .. .. .	River .. .. .	Launch.
Lyttelton .. .. .	39	80	Compound .. .. .	Paddle .. .. .	Extended river..	Tug.
Mahinapua .. ..	205	80	" .. .. .	Twin-screw .. .	Home trade.	
Mana (Westport) ..	51	90	" .. .. .	Paddle .. .. .	" .. .. .	Tug.
Mana (Wellington)	51	25	" .. .. .	Screw .. .. .	" .. .. .	"
Manapouri .. .. .	1,020	300	" .. .. .	" .. .. .	Foreign trade.	
*Manaroa .. .. .	78	24	" .. .. .	" .. .. .	Home trade .. .	First survey.
Manukau .. .. .	45	15	" .. .. .	" .. .. .	Extended river.	"
Manuwai .. .. .	75	25	Non-condensing ..	Sternwheel .. .	River.	
*Maori .. .. .	17	8	" .. .. .	Screw .. .. .	Extended river.	
Mararoa .. .. .	1,380	580	Triple expansion ..	" .. .. .	Foreign trade.	
*Matau .. .. .	50	40	Non-condensing ..	Sternwheel .. .	River.	
*Matuku .. .. .	3	3	" .. .. .	Screw .. .. .	" .. .. .	Launch.
Mavis .. .. .	..	8	Oil-engines .. .. .	" .. .. .	Home trade .. .	First survey.
Mawhera .. .. .	340	75	Compound .. .. .	" .. .. .	" .. .. .	"
Medora .. .. .	67	20	Oil-engines .. .. .	" .. .. .	" .. .. .	"
Minnie Casey .. .	48	25	Compound .. .. .	" .. .. .	River.	
Moa .. .. .	109	33	" .. .. .	" .. .. .	Home trade.	
Mokoia .. .. .	..	4	Non-condensing ..	" .. .. .	River .. .. .	Launch.
Monowai .. .. .	2,197	290	Triple expansion ..	" .. .. .	Foreign trade.	
Moss Rose .. .. .	..	6	Condensing .. .. .	" .. .. .	River.	
Mountaineer .. .	66	60	Compound .. .. .	Paddle .. .. .	" .. .. .	
Moutoa .. .. .	..	4	Non-condensing ..	Screw .. .. .	" .. .. .	"
Napier .. .. .	48	30	Compound .. .. .	" .. .. .	Home trade.	
Nell .. .. .	..	2	Oil-engines .. .. .	" .. .. .	River .. .. .	New launch.
Ngunguru .. .. .	54	12	Condensing .. .. .	" .. .. .	Extended river.	
*Nile .. .. .	21	20	Non-condensing ..	Paddle .. .. .	" .. .. .	
Noko .. .. .	15	9	" .. .. .	Screw .. .. .	" .. .. .	
No. 121 .. .. .	394	100	Compound .. .. .	" .. .. .	" .. .. .	Dredge.
No. 222 .. .. .	502	120	" .. .. .	" .. .. .	Home trade .. .	"
Oban .. .. .	27	16	Compound .. .. .	Screw .. .. .	" .. .. .	
Ohau .. .. .	411	92	Oil-engines .. .. .	" .. .. .	" .. .. .	First survey.
Ohinemuri .. .. .	73	26	" .. .. .	" .. .. .	" .. .. .	
Ohuru .. .. .	20	60	Condensing .. .. .	Twin-screw .. .	River .. .. .	
Omapere .. .. .	352	80	Compound .. .. .	Screw .. .. .	Home trade.	
Onslow .. .. .	16	14	" .. .. .	Twin-screw .. .	River.	
Orowaiti .. .. .	283	70	" .. .. .	" .. .. .	Home trade.	
Osprey .. .. .	138	70	" .. .. .	Paddle .. .. .	River.	
Ovalau .. .. .	767	75	Quadruple expans'n	Screw .. .. .	Foreign trade.	
*Paeroa .. .. .	45	16	Compound .. .. .	" .. .. .	Extended river.	
*Paiaaka .. .. .	10	10	" .. .. .	" .. .. .	" .. .. .	Fishing vessel.
Parcora .. .. .	355	71	Triple expansion ..	" .. .. .	Home trade.	
Parera .. .. .	..	10	Oil-engines .. .. .	" .. .. .	River .. .. .	New launch.
*Patiki .. .. .	37	22	Non-condensing ..	Paddle .. .. .	" .. .. .	
*Pelorus .. .. .	18	12	" .. .. .	Screw .. .. .	" .. .. .	
Penguin .. .. .	517	180	Compound .. .. .	" .. .. .	Home trade.	
*Phoenix .. .. .	6	6	Non-condensing ..	" .. .. .	Extended river.	
*Pilot .. .. .	11	13	Compound .. .. .	" .. .. .	River.	
Piraki .. .. .	10	9	Non-condensing ..	" .. .. .	Extended river.	
*Planet .. .. .	13	8	" .. .. .	" .. .. .	" .. .. .	
Pohuru .. .. .	749	128	Triple expansion ..	" .. .. .	Foreign trade.	
Pukaki .. .. .	917	110	Compound .. .. .	" .. .. .	" .. .. .	
Queen of the South	121	40	" .. .. .	" .. .. .	Home trade.	
Rakanoa .. .. .	1,393	200	Triple expansion ..	" .. .. .	Foreign trade.	
*Result (Tauranga)	13	10	Non-condensing ..	" .. .. .	Extended river.	
*Result (Napier)	18	23	" .. .. .	" .. .. .	" .. .. .	
Richmond .. .. .	475	105	Compound .. .. .	" .. .. .	Home trade .. .	Now "Haupiri."
*Riro Riro .. .. .	..	4	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.	
Rotorua .. .. .	576	172	" .. .. .	" .. .. .	" .. .. .	
*Scotchman .. .. .	30	10	Non-condensing ..	" .. .. .	Extended river.	
*Sea Gull .. .. .	..	6	" .. .. .	" .. .. .	" .. .. .	Fishing vessel.
*Snark .. .. .	12	10	" .. .. .	" .. .. .	" .. .. .	Launch.
Southern Cross ..	158	50	Compound .. .. .	" .. .. .	Foreign trade.	
Staffa (Dunedin) ..	..	3½	Non-condensing ..	" .. .. .	River .. .. .	"
Stella .. .. .	157	90	Compound .. .. .	" .. .. .	Home trade.	
Stormbird .. .. .	137	40	" .. .. .	" .. .. .	" .. .. .	
Sunbeam .. .. .	..	8	Non-condensing ..	" .. .. .	River .. .. .	"
Sumner .. .. .	94	35	Compound .. .. .	" .. .. .	" .. .. .	Hopper-barge.
*Sylph .. .. .	5	4	Non-condensing ..	" .. .. .	" .. .. .	Launch.

\* Surveyed twice, and in some cases three times.

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

Name of Vessel.	Tons Registered.	Nominal Horse-power of Engines.	Nature of Engines.	Nature of Propeller.	Class of Certificate.	Remarks.
Taieri ..	1,071	155	Triple expansion ..	Screw ..	Foreign trade.	
*Tainui (Auckland) ..	47	20	Non-condensing ..	Paddle ..	River.	
Tainui (Nelson) ..	..	7	" ..	Screw ..	" ..	Launch.
Tairua ..	..	6	Oil-engines ..	" ..	" ..	"
Takapuna (Dunedin) ..	370	165	Compound ..	" ..	Home trade.	
*Takapuna (Auckland) ..	58	20	Non-condensing ..	Paddle ..	River.	
Talune ..	1,303	255	Triple expansion ..	Screw ..	Foreign trade.	
Tangihua ..	..	20	Non-condensing ..	" ..	River.	
Tarawera ..	1,269	250	Compound ..	" ..	Foreign trade.	
*Tarewai ..	7	14	" ..	" ..	River.	
Taupo ..	408	92	" ..	" ..	Foreign trade.	
Taviuni ..	910	135	Quadruple expans'n ..	" ..	" ..	
Tawera ..	44	40	Oil engines ..	" ..	Extended river ..	First survey.
Te Aroha ..	50	14	Non-condensing ..	Paddle ..	River.	
Te Anau ..	1,028	250	Compound ..	Screw ..	Foreign trade.	
Tekapu ..	50	25	" ..	" ..	Extended river.	
Terranora ..	199	94	Condensing ..	Paddle ..	Home trade.	
Thomas King ..	70	16	Non-condensing ..	Screw ..	Extended river.	
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 ..	New launch.
*Tui ..	..	6½	" ..	" ..	" ..	Launch.
Tuna ..	..	14	Compound ..	Twin-screw ..	Extended river.	
Upolu ..	700	120	Quadruple expans'n ..	Screw ..	Foreign trade.	
*Victoria ..	92	50	Non-condensing ..	Paddle ..	Extended river.	
Victory ..	..	4	" ..	Screw ..	River ..	"
*Vivid ..	6	14	" ..	" ..	Extended river.	
Waiaapu ..	61	15	Oil-engine ..	" ..	Home trade ..	First survey.
Waihi ..	63	20	Compound ..	" ..	" ..	
Waihora ..	1,269	250	" ..	" ..	Foreign trade.	
Waikare ..	1,901	229	Triple expansion ..	" ..	" ..	"
*Waikato ..	56	20	Non-condensing ..	Paddle ..	River.	
Waimarie ..	159	48	Compound ..	Screw ..	Home trade.	
Wainui ..	391	95	" ..	" ..	" ..	
Waiotahi ..	168	56	" ..	Twin-screw ..	" ..	
Wairere ..	27	80	Non-condensing ..	Paddle ..	River.	
Waipara ..	70	30	" ..	Twin-screw ..	Home trade ..	Since wrecked.
Wairoa (Auckland) ..	63	24	Compound ..	Screw ..	" ..	
Wairoa (Napier) ..	48	20	Condensing ..	" ..	" ..	
*Wairoro ..	..	10	Non-condensing ..	" ..	River.	
*Waitangi ..	..	5	" ..	" ..	" ..	Launch.
Waitara ..	..	12	" ..	" ..	Extended river.	
Waitoa ..	27	16	Compound ..	Twin-screw ..	" ..	
Waiwera (Kaipara) ..	..	6	" ..	Screw ..	River ..	"
Waiwera (Lyttelton) ..	6	15	" ..	" ..	" ..	
Waiwera (Henley) ..	..	7	Non-condensing ..	" ..	River ..	Launch.
Wakatere ..	157	140	Compound ..	Paddle ..	Home trade ..	First survey.
Wakatipu ..	1,258	256	Quadruple expans'n ..	Screw ..	Foreign trade.	
Wakatu ..	95	30	Compound ..	" ..	Home trade.	
Wareatea ..	288	70	" ..	" ..	" ..	
Warkworth ..	24	10	Oil engines ..	" ..	River ..	
Wasp ..	..	1	Non-condensing ..	" ..	" ..	New launch.
Waverley ..	77	25	Compound ..	Twin-screw ..	Home trade.	
*Weka (Auckland) ..	86	27	" ..	" ..	River.	
Weka (Napier) ..	53	20	" ..	Screw ..	Home trade.	
Wellington ..	279	90	" ..	" ..	" ..	
*Westland ..	35	64	Condensing ..	Paddle ..	" ..	Tug.
Whangape ..	..	6	Non-condensing ..	Screw ..	River ..	Launch.
Winona ..	19	8	Compound ..	" ..	Extended river..	Fishing vessel.
*Yankee Doodle ..	6	12	Non-condensing ..	Paddle ..	River ..	"
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, 1898.

Name of Person.	Rank.	Class of Certificate.	Date of Issue.	No.
Richard Norman ..	Master ..	Home trade ..	3 April, 1897 ..	2682
James Stephenson Clendon ..	" ..	" ..	2 Sept., " ..	2683
John Nelson ..	" ..	" ..	26 Oct., " ..	2684
John Corrigan ..	" ..	" ..	4 Nov., " ..	2685
Joseph Rodrigues ..	" ..	" ..	3 Dec., " ..	2686

RETURN showing the Total Ordinary Expenditure of the Marine Department during the Financial Year ended the 31st March, 1898.

Nature of Expenditure.	Details.			Totals.			Grand Totals.		
	£	s.	d.	£	s.	d.	£	s.	d.
<b>HEAD OFFICE:—</b>									
Secretary, also Secretary and Inspector of Customs ..	..	..	..	..	..	..	..	..	..
Chief Clerk .. .. .	320	0	0						
Clerks .. .. .	299	0	3						
Cadet .. .. .	59	10	11						
Nautical Adviser, &c. ..	400	0	0						
							1,078	11	2
<b>HARBOURS:—</b>									
<b>Manukau,—</b>									
Salaries .. .. .	426	0	0						
Contingencies .. .. .	188	4	2				564	4	2
<b>Russell,—</b>									
Contingencies .. .. .	12	6	9				12	6	9
<b>Hokianga,—</b>									
Salaries .. .. .	274	0	0						
Contingencies .. .. .	5	16	0				279	16	8
<b>Kaipara,—</b>									
Salaries .. .. .	385	0	0						
Subsidy to steamer for harbour-work	340	0	0						
Removal of beacons	83	14	6						
Contingencies .. .. .	36	10	2				845	4	8
<b>Opunake,—</b>									
Salary .. .. .	25	0	0						
Contingencies .. .. .	1	10	6				26	10	6
<b>Foxtan,—</b>									
Salary .. .. .	190	0	0						
Contingencies .. .. .	47	11	11				237	11	11
<b>Rangitikei,—</b>									
Salary .. .. .	24	0	0						
Contingencies .. .. .	21	0	2				45	0	2
<b>Tauranga,—</b>									
Contingencies .. .. .	8	13	3				8	13	3
<b>Mokau,—</b>									
Salaries .. .. .	31	5	0						
Erection of flagstaff	102	10	0						
Contingencies .. .. .	24	7	0				158	2	0
<b>Wairau,—</b>									
Salary .. .. .	145	0	0						
Removal of snags ..	35	13	9						
Contingencies .. .. .	46	15	4				227	9	1
<b>Havelock,—</b>									
Erection of beacons	40	12	0						
Contingencies .. .. .	2	17	6				43	9	6
<b>Nelson,—</b>									
Salaries .. .. .	504	0	0						
Contingencies .. .. .	119	16	5				623	16	5
<b>Riwaka,—</b>									
Maintenance of lights	10	0	0				10	0	0
<b>Motueka,—</b>									
Salary .. .. .	10	0	0				10	0	0
<b>Waitapu,—</b>									
Salary .. .. .	25	0	0						
Maintenance of leading lights	50	0	0						
Contingencies .. .. .	0	5	6				75	5	6
<b>Collingwood,—</b>									
Salary .. .. .	25	0	0						
Contingencies .. .. .	16	5	0				41	5	0
<b>Karamea,—</b>									
Salary .. .. .	43	6	8						
Construction of stop bank ..	68	11	2						
Contingencies .. .. .	11	0	4				122	18	2
<b>Okarito,—</b>									
Salary .. .. .	37	10	0						
Contingencies .. .. .	42	3	3				79	13	3
<b>Okuru,—</b>									
Signalling vessels .. .. .	6	0	0						
Contingencies .. .. .	5	11	0				11	11	0
<b>Little Wanganui,—</b>									
Signalling vessels .. .. .	13	0	0						
Contingencies .. .. .	7	2	0				20	2	0
<b>Waikawa,—</b>									
Salary .. .. .	15	0	0				15	0	0
<b>Wilson's River,—</b>									
Grant for wharf .. .. .	193	5	10				193	5	10
<b>Whakatane,—</b>									
Removal of rocks .. .. .	98	8	5				98	8	5
<b>Maraetai,—</b>									
Erection of wharf .. .. .	386	4	11				386	4	11
<b>Whangarei,—</b>									
Grant for repairs to town wharf	100	0	0				100	0	0

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

Nature of Expenditure.	Details.			Totals.			Grand Totals.		
	£	s.	d.	£	s.	d.	£	s.	d.
<b>HARBOURS—<i>continued.</i></b>									
Cape Turnagain,—									
Contingencies: Report on landing-place .. .. .	6	9	0						
Pension of J. Hebblerley .. .. .	50	0	0	6	9	0			
Buoy chain .. .. .	120	2	11	50	0	0			
Port light .. .. .	52	0	0						
General contingencies .. .. .	89	11	9						
				261	14	8			
<b>LIGHTHOUSES:—</b>									
Salaries of keepers .. .. .	9,048	6	0						
Travelling-expenses of keepers .. .. .	79	19	5						
Oil .. .. .	1,501	19	9						
Stores and contingencies .. .. .	2,328	2	11						
Lighthouse artificer .. .. .	200	0	0						
Pension of Mrs. Deck .. .. .	24	0	0						
Fog signal, Pencarrow Head .. .. .	374	14	7						
				13,557	2	8			
							4,504	2	10
Departmental travelling-expenses .. .. .	37	18	6						
Coastal buoys, beacons, and surveys .. .. .	64	8	4						
Sundries .. .. .	333	11	10						
Charts .. .. .	76	3	3						
Inquiries into wrecks and casualties .. .. .	438	14	3						
Relief of distressed New Zealand seamen .. .. .	4	17	6						
Relief of distressed seamen (other than New Zealand)	16	7	3						
Survey of unseaworthy ships .. .. .	2	2	0						
				974	2	11			
							13,557	2	8
Administration of "The Sea-fisheries Act, 1894,"—									
Protection of fish .. .. .	196	7	4						
Protection of oysters .. .. .	237	9	11						
				433	17	3			
							974	2	11
Fish Hatcheries .. .. .	129	6	1						
				129	6	1			
							433	17	3
Examination of Masters and Mates,—									
Salaries .. .. .	162	1	8						
Contingencies .. .. .	197	10	0						
				359	11	8			
							359	11	8
Weather Forecasts,—									
Salary .. .. .	300	0	0						
Barometers .. .. .	216	7	8						
Contingencies .. .. .	34	5	6						
				550	13	2			
							550	13	2
Government Steamers,—									
S.s. "Hinemoa,"—									
Wages, stores, provisions, &c. .. .. .	6,775	4	0						
S.s. "Tutanekai,"—									
Wages, stores, provisions, &c., .. .. .	8,299	10	7						
	15,074	14	7						
Less amount received for freight, passages, &c. ..	4,646	6	3						
				10,428	8	4			
							10,428	8	4
Less amount of credits to vote .. .. .									
							32,015	16	1
							372	9	5
<b>Total .. .. .</b>							<b>£31,643</b>	<b>6</b>	<b>8</b>

## RETURN showing the Number of MASTERS, MATES, and ENGINEERS examined during the Year ended the 31st March, 1898, 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	9	7	16	28	25	53	12	5	17	4	6	10	..	..	..	53	43	96
Home-trade masters and mates	9	3	12	12	..	12	2	..	2	3	..	3	..	..	..	26	3	29
River-steamer masters	4	2	6	3	1	4	..	..	..	..	..	..	..	..	2	9	3	12
Sea-going engineers ..	19	9	28	31	11	42	7	1	8	15	5	20	10	..	10	82	26	108
River-steamer engineers	8	6	14	4	2	6	1	1	2	3	..	3	1	1	2	17	10	27
Marine engine-drivers	5	4	9	2	1	3	..	..	..	..	..	..	2	1	3	9	6	15
<b>Totals .. .. .</b>	<b>54</b>	<b>31</b>	<b>85</b>	<b>80</b>	<b>40</b>	<b>120</b>	<b>22</b>	<b>7</b>	<b>29</b>	<b>25</b>	<b>11</b>	<b>36</b>	<b>15</b>	<b>2</b>	<b>17</b>	<b>196</b>	<b>91</b>	<b>287</b>

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, 1898.

Name of Lighthouse.	Salaries.	Oil.		Stores and Contingencies.	Totals.
		Gallons consumed.	Value.		
Cape Maria van Diemen.. ..	£ s. d. 356 18 10	988	73 14 6	£ s. d. 127 11 7	£ s. d. 558 4 11
Moko Hinou .. ..	400 0 0	831	62 6 6	106 9 7	568 16 1
Tiri-Tiri .. ..	300 0 0	490	36 15 0	37 17 6	374 12 6
Bean Rock .. ..	160 0 0	*89	4 8 0	50 3 2	214 11 2
Ponui Passage .. ..	160 0 0	75	5 12 6	17 11 8	183 4 2
Cuvier Island .. ..	330 0 0	1,341	100 11 6	95 <sup>b</sup> 18 0	526 9 6
Portland Island.. ..	368 16 4	792	59 12 3	254 16 6 <sup>b</sup>	683 5 1
Napier Bluff .. ..	20 0 0	Gas	11 19 3	0 7 6	32 6 9
Cape Palliser † .. ..	192 0 0	324	24 6 0	56 15 9	273 1 9
Pencarrow Head .. ..	269 3 0	945	70 17 6	182 12 10 <sup>c</sup>	472 13 4
Somes Island .. ..	156 0 0	214	16 1 0	52 11 5 <sup>d</sup>	224 12 5
Cape Egmont .. ..	290 0 0	577	43 5 6	77 15 7	411 1 1
Manukau Head .. ..	262 3 7	536	40 4 0	45 3 2 <sup>e</sup>	347 10 9
Manukau South Head leading-lights	.. ..	170	12 15 0	.. ..	.. ..
Manukau North Head leading-lights	120 0 0	146	10 19 0	18 4 10	161 18 10
Kaipara Head .. ..	276 10 0	547	41 0 6	125 15 6	443 6 0
Brothers .. ..	503 0 2	677	50 15 6	76 17 4	630 13 0
Tory Channel leading-lights	90 0 0	166	12 9 0	2 18 6	105 7 6
Cape Campbell .. ..	281 6 11	560	41 2 0	83 14 7	406 3 6
Godley Head .. ..	265 0 0	533	39 19 6	53 13 10	358 13 4
Akaroa Head .. ..	270 0 0	598	44 17 0	37 2 9	351 19 9
Moeraki .. ..	270 0 0	542	40 13 0	29 11 9	340 4 9
Taiaroa Head .. ..	293 6 8	535	40 2 6	34 11 5	368 0 7
Cape Saunders .. ..	280 0 0	652	48 18 0	25 8 6	354 6 6
Nugget Point .. ..	270 16 8	881	66 1 6	64 18 2	401 16 4
Waipapapa Point .. ..	260 0 0	560	41 2 0	26 1 11	327 3 11
Dog Island .. ..	377 19 1	780	58 10 0	86 17 4 <sup>f</sup>	523 6 5
Centre Island .. ..	361 18 9	862	64 13 0	109 4 10	535 16 7
Puysegur Point .. ..	353 4 3	888	66 12 0	109 14 1	529 10 4
Hokitika .. ..	15 0 0	Gas	15 5 0	.. ..	30 5 0
Cape Foulwind .. ..	290 0 0	490	36 15 0	62 12 7	389 7 7
Farewell Spit .. ..	349 1 9	533	39 19 6	71 17 1	460 18 4
Nelson .. ..	261 0 0	236	17 14 0	85 5 4	363 19 4
Stephens Island .. ..	385 0 0	1,805	135 7 6	155 7 2 <sup>g</sup>	675 14 8
French Pass .. ..	210 0 0	123	9 4 6	12 11 2	231 15 8
Totals .. ..	9,048 6 0	19,481	1,484 8 6	2,328 2 11	12,860 17 5

\* Kerosene. † First lighted 27th October, 1897. <sup>b</sup> Includes £159 1s. 6d., cost of enlargement of house, &c. <sup>c</sup> Includes £58 14s. 4d., cost of repairs. <sup>d</sup> Includes £15 1s. 11d., cost of repairs. <sup>e</sup> Includes £18 2s. 9d., cost of repairs. <sup>f</sup> Includes £3 15s., for repairs. <sup>g</sup> Includes £38 3s. 7d., for enlargement of house.

NOTE.—This return does not include the cost of the periodical visits made to the lighthouses by the Government steamer with oil, stores, and provisions. The proportion of the steamer's expenses chargeable to this service is about £5,000 a year.

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, 1898.

Port or Place.	Subject of Notice.
Wellington Harbour .. ..	Light on end of new ferry jetty, Waterloo Quay.
" .. ..	Buoy off Steeple Rock.
" .. ..	Temporary mark-buoys, Mahanga Bay.
Pencarrow Head .. ..	Erection of explosive fog-signalling apparatus, preliminary notice.
Coromandel Harbour .. ..	Lights on Coromandel Wharf.
Manukau Harbour .. ..	Shoaling off Heron Spit, entrance to South Channel.
Vision Rock .. ..	Expunged from Admiralty Chart.
Hauraki Gulf .. ..	Position of wreck of barquentine "Waitemata" (two notices).
Auckland Harbour .. ..	Light on Quay Street Jetty, No. 3.
" .. ..	Temporary lights—Outer Eastern Tee, Queen Street Wharf.
Hokianga River .. ..	Exhibition of lights at South Head.
Kaipara Harbour .. ..	Position of buoy off Tory Shoal.
" .. ..	Removal of leading beacons.
Mahia Peninsula .. ..	Position of wreck of sunken s.s. "Tasmania."
Cape Palliser .. ..	Erection of lighthouse and exhibition of light (two notices).
Picton Harbour .. ..	Position of mooring posts and dolphin, and alteration in position of wharf light.
Otago Harbour .. ..	Additional Harbour lights off Deborah Bay and on Quarantine Island.
Bluff Harbour .. ..	Mining and blasting operations at Mid-channel Rock.
New River .. ..	Buoy abreast of Guiding Star Rock.
" .. ..	Leading beacons erected.
Paterson Inlet .. ..	Sunken rocky patch, Codfish Island, and sunken rock, Kaipipi Bay.
Daggs Sound .. ..	Position of rock on which s.s. "Tutanekai" touched.
Westport Harbour .. ..	Alteration in harbour lights and night signals.
" .. ..	Erection of Explosives Wharf, Buller River.

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

Name of Lighthouse.	Cost of Erection.	
	£	s. d.
Pencarrow Head .. .. .	6,422	0 4
Nelson .. .. .	2,824	8 9
Tiri-Tiri .. .. .	5,747	7 2
Mana Island* .. .. .	5,513	0 1
Taiaroa Head .. .. .	4,923	14 11
Godley Head .. .. .	4,705	16 4
Dog Island .. .. .	10,480	12 8
Farewell Spit .. .. .	6,139	11 8
Nugget Point .. .. .	6,597	3 7
Cape Campbell .. .. .	5,619	2 6
Manukau Head .. .. .	4,975	2 4
Cape Foulwind .. .. .	6,955	9 1
Brothers .. .. .	6,241	0 0
Portland Island .. .. .	6,554	14 5
Moeraki .. .. .	4,288	13 2
Centre Island .. .. .	5,785	19 0
Puysegur Point .. .. .	9,958	19 5
Cape Maria van Diemen .. .. .	7,028	14 8
Akaroa Head .. .. .	7,150	6 5
Cape Saunders .. .. .	6,066	6 3
Cape Egmont† .. .. .	3,353	17 11
Moko Hinou .. .. .	8,186	5 0
Waipapapa Point .. .. .	5,969	18 11
Ponui Passage‡ .. .. .	..	..
Kaipara Head .. .. .	5,571	8 0
French Pass .. .. .	1,427	17 5
Cuvier Island .. .. .	7,406	16 11
Stephens Island .. .. .	9,349	9 11
Cape Palliser .. .. .	6,243	16 1
Cost of telegraph cable to Tiri-Tiri .. .. .	1,085	19 6
Miscellaneous and unallocated .. .. .	1,322	2 2
Total .. .. .	£173,895	14 7

\* 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, 1898.

Port.	Amount collected.	
	£	s. d.
Auckland .. .. .	4,833	0 3
Onehunga .. .. .	78	8 3
Whangarei .. .. .	78	16 0
Whangaroa .. .. .	5	19 11
Russell .. .. .	40	1 3
Mongonui .. .. .	1	2 8
Hokianga .. .. .	8	3 0
Kaipara .. .. .	170	2 1
Thames .. .. .	114	3 7
Coromandel .. .. .	33	10 3
Tauranga .. .. .	28	3 10
Poverty Bay .. .. .	288	5 9
Napier .. .. .	460	19 9
New Plymouth .. .. .	112	18 8
Waitara .. .. .	78	11 2
Wanganui .. .. .	91	2 7
Patea .. .. .	6	11 10
Wellington .. .. .	4,906	8 0
Wairau .. .. .	10	12 6
Pictou .. .. .	233	8 6
Nelson .. .. .	322	1 2
Westport .. .. .	384	14 10
Greymouth .. .. .	167	7 4
Hokitika .. .. .	3	8 11
Lyttelton .. .. .	1,789	14 5
Timaru .. .. .	345	3 2
Oamaru .. .. .	69	15 5
Dunedin .. .. .	1,495	7 7
Bluff and Invercargill .. .. .	1,693	5 11
Total .. .. .	£17,851	8 7

RETURN showing the Fees, &c., received under the Shipping and Seamen's Acts, the Merchant Shipping Act, and for Pilotage and Port Charges, &c., during the Year ended the 31st March, 1898.

Nature of Receipts.	Amount.	
	£	s. d.
Shipping and Seamen's Acts :-		
Fees for shipping and discharge of seamen, and sale of forms .. .. .	1,563	18 9
Survey of steamers .. .. .	1,331	0 0
Measurement of ships .. .. .	26	0 0
Examination of masters, mates, and engineers .. .. .	250	10 0
Light-dues .. .. .	17,851	8 7
Merchant Shipping Act .. .. .	77	3 6
Pilotage and port charges .. .. .	2,649	13 7
Sundry receipts under Harbours Acts .. .. .	238	13 0
Sea-fisheries Act .. .. .	224	13 6
Sundries .. .. .	153	9 7
Total .. .. .	£24,366	10 6

RETURN showing the Amount of Pilotage, Port Charges, &c., collected during the Year ended the 31st March, 1898.

Name of Port.	Pilotage.		Port Charges, &c.		Total.	
	£	s. d.	£	s. d.	£	s. d.
Auckland* .. .. .	176	17 1	2,519	18 2	2,696	15 3
Onehunga .. .. .	6	0 6	80	8 9	86	9 3
Hokianga .. .. .	4	18 0	..	..	4	18 0
Kaipara .. .. .	195	15 3	879	10 5	1,075	5 8
Thames* .. .. .	93	6 8	..	..	93	6 8
Gisborne* .. .. .	85	15 5	737	16 4	823	11 9
Wairoa* .. .. .	93	9 6	2	4 3	95	13 9
Napier* .. .. .	647	15 4	2,826	14 7	3,474	9 11
New Plymouth* .. .. .	62	5 6	113	19 4	176	4 10
Waitara* .. .. .	74	3 0	76	3 9	150	6 9
Wanganui* .. .. .	442	3 4	..	..	442	3 4
Patea* .. .. .	26	5 9	6	3 3	32	9 0
Foxton .. .. .	126	19 6	..	..	126	19 6
Wellington* .. .. .	327	0 0	7,647	1 4	7,974	1 4
Wairau .. .. .	106	19 0	..	..	106	19 0
Nelson .. .. .	600	2 10	648	19 4	1,249	2 2
Hokitika* .. .. .	..	..	29	1 8	29	1 8
Lyttelton* .. .. .	4,246	19 8	3,469	3 8	7,716	3 4
Timaru* .. .. .	657	5 9	1,870	8 1	2,527	13 10
Oamaru* .. .. .	..	..	1,347	3 2	1,347	3 2
Dunedin* .. .. .	5,492	14 2	4,383	14 5	9,876	8 7
Invercargill* .. .. .	..	..	18	5 10	18	5 10
Bluff* .. .. .	2,573	9 8	1,431	17 0	4,005	6 8
Riverton* .. .. .	..	..	4	16 0	4	16 0
Totals .. .. .	16,040	5 11	28,093	9 4	44,133	15 3

\* Harbour Board revenue. † Tonnage rate on cargo.

RETURN showing the ORDERS IN COUNCIL which have been issued during the Financial Year ended the 31st March, 1898.

Date of Order.	Purpose of Order.
1897—	
April 22	Prohibits net-fishing in part of Wanganui River.
May 17	Approves plans of sites of sheds at Half Moon Bay, Stewart Island.
" 17	Licenses J. Harrold, T. Leask, W. Peterson, and F. Lenneker to occupy foreshore, Half Moon Bay, as sites for sheds.
" 22	Approves further extension of lower Western Training-wall, Westport.
June 14	Approves plans of J. R. Thomson's sheds, &c., at Half Moon Bay, Stewart Island.
" 14	Licenses J. R. Thomson to occupy foreshore, Half Moon Bay, as site for shed, &c.
" 25	Prescribes signals to be used by vessels requiring tug by night.
" 30	Appoints members of Greymouth Harbour Board.
" 30	Approves plans of repairs to Whangarei Town Wharf.
" 30	Approves Westport Harbour Board erecting engine-sheds, &c., Westport Railway.
" 30	Approves plans of Walter Robson's wharf, Turanga Creek.
" 30	Licenses Walter Robson to occupy foreshore, Turanga Creek, as site for wharf.
July 12	Approves plan of Explosives Wharf, Westport.
" 19	Appoints members of Westport Harbour Board.
" 19	Approves plan of proposed timber guide-pier on west side of Patea River.
Aug. 23	Approves plan of extension of coal-loading crane, wharf, Westport.
" 23	Licenses E. Johnson to occupy foreshore, Horseshoe Bay, Stewart Island, as site for fish-shed, and approves plans.
Sept. 6	Approves Westport Harbour Board enlarging siding accommodation, Westport Railway.
" 13	Approves plans of L. B. Marriner's store, Wairoa River, Kaipara.
" 13	Licenses L. B. Marriner to occupy foreshore, Wairoa River, as site for store.
Oct. 4	Approves Westport Harbour Board constructing high level shoots at coal staiths, Westport.
" 4	Approves plan of Auckland Harbour Board's Wharf at Rangitoto Island.
" 20	Approves plan of White Brothers' wharf at Collingwood.
" 20	Licenses White Brothers to occupy foreshore, Collingwood, as site for wharf.
" 20	Approves plan of John Harrison's wharf at Aratapu, Kaipara.
" 20	Licenses John Harrison to occupy foreshore, Aratapu, as site for wharf.
Nov. 1	Approves plan of extension of Main Eastern Wharf, Bluff.
" 13	Prohibits trawling for fish in portion of Wellington Harbour.
" 22	Vests management of Mititai Wharf in Hobson County Council, and prescribes dues.
" 22	Approves plan of extension of F. W. Matthews' wharf, Wairoa River, Kaipara.
" 22	Licenses F. W. Matthews to occupy foreshore, Wairoa River, as site for wharf extension.
" 22	Approves plan of S. J. Deck's boatshed at Golden Bay, Stewart Island.
" 22	Licenses S. J. Deck to occupy foreshore, Golden Bay, as site for boatshed.
" 22	Approves plan of W. Traill's boatshed at Paterson's Inlet, Stewart Island.
" 22	Licenses W. Traill to occupy foreshore, Paterson's Inlet, as site for boatshed.
Dec. 6	Allows use of set nets for whitebait in Ashley River.
" 14	Approves Westport Harbour Board constructing new station at Westport, &c.
" 20	Appoints members of Westport Harbour Board.
" 20	Approves further extension of lower western training-wall, Westport.
" 20	Approves plan of Henry Lane's wharf at Russell.
" 20	Licenses Henry Lane to occupy foreshore, Russell, as site for wharf.
1898—	
Jan. 23	Approves plans of J. Harrison's booms, Kaipara.
" 23	Licenses J. Harrison to occupy foreshore, Kaipara, as site for booms.
" 23	Approves plan of Peter Brown's shed, Kaipara.
" 23	Licenses Peter Brown to occupy foreshore, Kaipara, as site for shed.
" 23	Approves Hokitika Harbour Board licensing portion of reserve to Hokitika Boating Club.
" 23	Approves plans of Mokau Coal Mines Syndicate's wharf at Mokau.
" 23	Licenses Mokau Coal Mines Syndicate to occupy foreshore, Mokau, as site for wharf.
" 23	Vests management of Kaikoura Wharf in Kaikoura County Council, and prescribes dues.
" 23	Approves plan of roadway under coal staiths, Westport, and authorises work.
Feb. 15	Approves plan of Eyreton Road Board's bridge over Waimakariri River, and authorises construction.
" 15	Vests management of Howick Wharf in Howick Township Road Board, and prescribes dues.
" 15	Approves plans of Northern Steamship Company's slip and dolphins at Manukau.
" 15	Licenses Northern Steamship Company to occupy foreshore, Manukau, as site for slip and dolphins.
" 15	Prescribes close season for oysters in Pelorus and Queen Charlotte Sounds and Tory Channel.
" 15	Approves Westport Harbour Board building dwelling-house for District Railway Engineer.
" 22	Approves plans of J. A. Brown's booms, Taupiro Creek, Tauranga.
" 22	Licenses J. A. Brown to occupy foreshore, Taupiro Creek, as site for booms.
" 22	Approves Westport Harbour Board procuring fifty new coal-wagons for Westport-Mokihinui Railway.
March 4	Approves Westport Harbour Board laying down sidings to new merchandise wharf, Westport.
" 12	Approves plans of extension to middle tee, Queen's Wharf, Wellington.
" 17	Approves plan of Kauri Timber Company's extension of No. 3 Wharf, Te Kopuru, Kaipara.
" 17	Licenses Kauri Timber Company to occupy foreshore, Te Kopuru, as site for wharf extension.
" 17	Approves plan of extension to Crane Wharf, Westport.
" 17	Prohibits use of net-fishing in part of Wanganui River.
" 23	Revokes Order in Council, licensing Kawatiri Rowing Club to occupy foreshore, Westport, and licenses club to occupy another part of foreshore.
" 23	Approves plan of Kawatiri Rowing Club's boatshed, Westport.
" 23	Approves plan of J. A. Anderson's boatshed, Deborah Bay, Otago Harbour.
" 23	Licenses J. A. Anderson to occupy foreshore, Deborah Bay, as site for boatshed.

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, 1898.

Name of Seaman.	Balance to Credit of Estate on 31st March, 1897.	Amount received.	Amount paid.	Balance to Credit of Estate on 31st March 1898.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Erick Methela .. .. .	7 11 8	..	7 11 8	..
George Hansen .. .. .	10 9 8	..	10 9 8	..
Julius Peterson .. .. .	3 5 1	..	3 5 1	..
Henry Hunter .. .. .	2 13 3	..	2 13 3	..
Sivaka .. .. .	0 17 0	..	0 17 0	..
William Henry Ford .. .. .	1 12 0	..	1 12 0	..
James H. Watt .. .. .	0 16 0	..	0 16 0	..
Charles Gustaf Hollmen .. .. .	11 2 8	..	11 2 8	..
D. Ericksen .. .. .	7 17 0	..	7 17 0	..
Hugh Montgomery .. .. .	6 10 4	..	6 10 4	..
J. W. Foster .. .. .	8 16 0	..	8 16 0	..
William Newman .. .. .	8 16 0	..	8 16 0	..
W. Stewart .. .. .	6 12 0	..	6 12 0	..
Charles Monk .. .. .	8 17 3	..	8 17 3	..
Myles Newby .. .. .	..	2 18 0	..	2 18 0
J. Lennie .. .. .	..	0 11 0	..	0 11 0
L. Ellison .. .. .	..	0 9 0	..	0 9 0
W. Leach .. .. .	..	0 12 0	..	0 12 0
David W. Fell .. .. .	..	5 10 8	5 10 8	..
T. D. Christie .. .. .	..	7 8 6	7 8 6	..
Karl T. Berner .. .. .	..	2 10 0	2 10 0	..
John McLaughlan .. .. .	..	140 19 10	140 19 10	..
Bella McKenzie .. .. .	..	1 6 8	1 6 8	..
Henry Ballard .. .. .	..	1 15 0	1 15 0	..
Alexander Woods .. .. .	..	0 5 2	0 5 2	..
John Cooper .. .. .	..	7 10 4	7 10 4	..
Totals .. .. .	85 14 11	171 16 2	253 2 1	4 10 0

RETURN of LICENSES as COLONIAL PILOT issued in pursuance of section 31 of "The Shipping and Seamen's Act Amendment Act, 1894," during the Year ended the 31st March, 1898.

No. of License.	Date of Issue.	Name of Licensee.	Port of Residence.	Date of Expiry of License.
12 ..	12 May, 1897	Edward Wheeler .. .. .	Wellington ..	23 April, 1898.
13 ..	20 July, "	Richard Groombridge Butt .. .. .	" ..	20 July, "
14 ..	5 Nov., "	Hugh McLellan .. .. .	Lyttelton ..	5 Nov., "
15 ..	21 Dec., "	Archibald Kennedy .. .. .	Wellington ..	21 Dec., "
16 ..	3 March, 1898	Frank Lawton .. .. .	" ..	3 March, 1899.

RETURN of LICENSES as ADJUSTERS of COMPASSES, issued in pursuance of section 4 of "The Shipping and Seamen's Act Amendment Act, 1895."

No. of License.	Date of Issue.	Name of Licensee.	Address.
1 ..	3 March, 1896	George Frederick Augustus Carl von Schoen .. .. .	Wellington.
2 ..	20 .. "	Thomas Capel Tilly .. .. .	Auckland.
3 ..	9 April, "	Frederick Macbeth .. .. .	Dunedin.
4 ..	15 .. "	Robert Strang .. .. .	"
5 ..	5 May, "	George Urquhart Thomson .. .. .	"
6 ..	26 Nov., "	John Robertson* .. .. .	Onehunga.
7 ..	9 Dec., "	George Burton* .. .. .	Wellington.
8 ..	11 .. "	William Bendall .. .. .	"
9 ..	1 Feb., 1897	Hugh McLellan .. .. .	Lyttelton.
10 ..	27 April, "	Frederic William Cox .. .. .	Nelson.
11 ..	27 May, "	Thomas Fernandez .. .. .	Auckland.
12 ..	27 July, "	Robert Hatchwell .. .. .	Lyttelton.
13 ..	1 Sept. "	Arthur G. Gifford .. .. .	Wellington.

\* Left the colony.



RETURN of MASTERS, MATES, and ENGINEERS to whom CERTIFICATES of COMPETENCY were issued during the Year ended the 31st March, 1898.

Name of Person.	Rank.	Class of Certificate.	Date of Issue.	No.
Francis Harris .. .. .	Master Ordinary	Foreign trade	13 April, 1897	815
Christian Svendsen .. .. .	"	"	13 " "	816
Robert Stewart .. .. .	"	"	22 " "	681
Rowland Christian Hammond .. .. .	Second Mate	"	26 " "	817
Joseph Burke .. .. .	Master Ordinary	" (renewal)	7 May, "	818
Arthur Cooper .. .. .	Second Mate	"	11 " "	819
William Gray .. .. .	First Mate	"	17 " "	820
John Reid .. .. .	Only Mate	"	19 " "	821
John Nathaniel Beighton .. .. .	Second Mate	"	19 " "	822
Christian Karlson .. .. .	"	"	26 " "	823
Duncan Cameron .. .. .	First Mate	"	26 " "	623
Hugh Ramsay Cassells .. .. .	Second Mate	" (renewal)	3 June, "	824
George Allan Broad .. .. .	First Mate *	"	18 " "	825
John McLeod .. .. .	"	"	28 " "	826
Vans Brown .. .. .	Second Mate	"	14 July, "	827
Horace White Parsons .. .. .	"	"	29 " "	828
Duncan McDougall .. .. .	Master Ordinary	"	2 Aug., "	829
Christopher Verrinder .. .. .	Only Mate	"	5 " "	830
Henry Cashman .. .. .	First Mate	"	17 " "	745
Frederick John Duncan .. .. .	"	"	22 Sept., "	750
Robert McKenzie Cliffe .. .. .	Second Mate	"	1 Oct., "	831
Harold Lewis Foster .. .. .	"	"	1 " "	832
Louis Roy .. .. .	First Mate	"	8 " "	769
Charles Edwards Hargraves .. .. .	"	"	11 " "	795
Thomas William Richard Hood .. .. .	"	"	11 " "	833
David Todd .. .. .	Master Ordinary	"	26 " "	803
George Gottfried Nixon .. .. .	First Mate	"	26 " "	834
Herbert John Richardson .. .. .	Master Extra	"	29 " "	835
George Mensing .. .. .	First Mate	"	29 " "	836
Dugald Stuart McGregor .. .. .	Second Mate	"	4 Nov., "	837
John Spence .. .. .	First Mate	"	10 " "	838
Joseph Herbert Smith .. .. .	Master Ordinary	"	23 " "	839
James Theodore Wilson .. .. .	"	"	23 " "	548
Caroline Frederick Scott Maundrell .. .. .	"	"	27 " "	279
William Hugh Ward .. .. .	"	"	27 " "	541
Frederick Julius George Schütze .. .. .	Only Mate	"	27 " "	840
George Henry McDonald .. .. .	First Mate	"	13 Dec., "	565
Robert Huia Gibbons .. .. .	Master Ordinary	"	13 " "	727
John McKenzie .. .. .	First Mate	"	13 " "	784
Christopher Robert Burroughes Draper .. .. .	Second Mate	"	13 " "	841
Roderick Matheson .. .. .	Master Ordinary	"	13 " "	842
Frederick Henwood .. .. .	"	"	13 " "	843
Albert Thomas Norton .. .. .	First Mate	"	13 " "	844
William Henry Anwyl .. .. .	Only Mate	" (renewal)	13 " "	†845
Aron Gustaf Öberg .. .. .	First Mate	"	22 " "	771
John Henry Rochfort .. .. .	Master Ordinary	"	22 " "	846
Joseph Angus .. .. .	Second Mate	"	23 " "	847
Robert Henderson Smith .. .. .	First Mate	"	23 " "	848
George Conolly .. .. .	Master Ordinary	" (renewal)	23 " "	849
Francis Aubert Maxwell .. .. .	"	"	30 " "	667
Thomas McMillan .. .. .	"	"	30 " "	683
William James Irvine .. .. .	Second Mate	"	30 " "	850
Arthur Lewis Cooper .. .. .	Only Mate	"	17 Jan., 1898	819
James Jamieson .. .. .	First Mate	"	26 " "	851
Reginald Courtenay Willis .. .. .	Second Mate	"	4 Feb., "	852
Edward Helgesen .. .. .	Mate	Home trade	3 April, 1897	5404
Otto Edward Peterson .. .. .	Master	"	20 " "	5391
William Bark .. .. .	Mate	"	26 " "	5405
George Sellars .. .. .	Master	"	24 June, "	5406
James Jones .. .. .	"	"	20 July, "	5407
John Adolph Paterson .. .. .	Mate	"	17 Aug., "	5408
Thomas Henry Lippitt .. .. .	Master	"	17 " "	5409
Martin Petersen .. .. .	Mate	"	21 " "	5410
Charles Vendore .. .. .	"	"	3 Sept., "	5411
George Sinclair .. .. .	"	"	4 " "	5412
Arthur Ernest Burt .. .. .	"	"	28 " "	5413
Henry Collins .. .. .	"	"	21 Oct., "	5414
John Carlson .. .. .	"	"	4 Nov., "	5415
Andrew Running .. .. .	"	"	4 " "	5416
William McPherson .. .. .	Master	"	27 " "	5395
James Tait .. .. .	"	"	13 Dec., "	5358
Arthur Stephenson .. .. .	"	"	13 " "	5366
Frederick John Beach .. .. .	"	"	13 " "	5417
Oliver Powell .. .. .	Mate	"	13 " "	5418
Charles Quentin Pope .. .. .	Master	"	13 " "	5419
George Stuart Scott .. .. .	Mate	"	23 " "	5420
Robert John Scott .. .. .	"	"	23 " "	5421
William Shephard .. .. .	Master	"	28 Jan., 1898	5422
William Gillies .. .. .	Mate	"	8 March, "	5423
Richard Huggins .. .. .	Master	"	14 " "	5424
Robert Wilson .. .. .	"	"	28 " "	5317
Rowland Christian Hammond .. .. .	"	River trade	26 April, 1897	3267
Arthur Robinson .. .. .	"	"	26 May, "	3268

\* Steamship only.

† Local.

RETURN of MASTERS, MATES, and ENGINEERS to whom CERTIFICATES of COMPETENCY were issued during the Year ended the 31st March, 1898—*continued.*

Name of Person.	Rank.	Class of Certificate.	Date of Issue.	No.
Henry Somes ..	Master ..	River trade ..	18 June, ..	3269
James Crossley Bindon ..	" ..	" ..	6 Aug., ..	3270
Heber Brown ..	" ..	" ..	28 ..	3271
John Allan ..	" ..	" ..	7 Oct., ..	3272
Richmond Frederick Wilson ..	" ..	" ..	4 Nov., ..	3273
James Mewett ..	" ..	" ..	10 ..	3274
John Kennedy ..	" ..	" ..	13 Dec., ..	3275
Albert Basire ..	2nd Class Engineer	Foreign trade ..	3 April, ..	307
Hugh Stovel Jenkins ..	" ..	" ..	7 ..	308
Ernest Herbert Hobday ..	3rd Class Engineer	" ..	22 ..	309
Thomas Rogerson ..	" ..	" ..	28 ..	310
George Fitzwilliam Stuart MacLean ..	" ..	" ..	28 ..	311
Henry Burt ..	1st Class Engineer	" ..	28 ..	240
Robert George Carnie ..	3rd Class Engineer	" ..	13 May, ..	312
John Carson ..	" ..	" ..	13 ..	313
William Rudolph Horn ..	" ..	" ..	13 ..	314
Charles George Kelly ..	" ..	" ..	13 ..	315
Henry Mansel Williams ..	" ..	" ..	13 ..	316
William Henry Tizard ..	1st Class Engineer	" ..	17 ..	232
Thomas Melville ..	3rd Class Engineer	" ..	7 June, ..	317
Kenneth Henry Humphreys ..	" ..	" ..	7 ..	318
Hedley Muncaster France ..	" ..	" ..	7 ..	319
Albert Percy Godber ..	" ..	" ..	7 ..	320
Louis Alexis Lyle ..	" ..	" ..	11 ..	321
James Arthur Smith ..	" ..	" ..	18 ..	322
William Nisbet ..	1st Class Engineer	" ..	24 ..	205
William Greig Morrison ..	2nd Class Engineer	" ..	24 ..	323
George Frederick Preddey ..	3rd Class Engineer	" ..	24 ..	324
Thomas James Wilson ..	" ..	" ..	28 ..	325
Frederick William Grainger ..	" ..	" ..	28 ..	326
William Harry Williams ..	1st Class Engineer	" ..	6 July ..	210
John Sinclair ..	3rd Class Engineer	" ..	6 ..	327
Walter Brown Morgan ..	2nd Class Engineer	" ..	6 ..	328
Robert Walker ..	3rd Class Engineer	" ..	14 ..	329
Alfred William Chatfield ..	2nd Class Engineer	" ..	20 ..	330
Joseph Cable ..	3rd Class Engineer	" ..	27 ..	331
William John Huggins ..	" ..	" ..	27 ..	332
Arnold Fraenkel Levestam ..	1st Class Engineer	" ..	5 Aug., ..	198
Robert Knox ..	" ..	" ..	12 ..	186
Thomas Edward King ..	3rd Class Engineer	" ..	12 Aug., 1897 ..	333
William Henry Faulkner ..	" ..	" ..	12 ..	334
Frederick James Dalley ..	" ..	" ..	12 ..	335
William Alexander Dick ..	" ..	" ..	12 ..	336
Duncan Neil Fletcher ..	" ..	" ..	12 ..	337
Patrick James Hickey ..	1st Class Engineer	" ..	12 ..	229
William Jacobsen ..	3rd Class Engineer	" ..	18 ..	338
Alexander Mills ..	" ..	" ..	21 ..	339
George Gow ..	1st Class Engineer	" ..	7 Sept., ..	111
James Cowley ..	" ..	" ..	7 ..	223
Thomas Blair Whyte ..	3rd Class Engineer	" ..	11 ..	340
Edwin James Foord ..	" ..	" ..	11 ..	341
James Gibson Bannatyne ..	" ..	" ..	11 ..	342
Robert William Wallace ..	" ..	" ..	14 ..	343
Robert Johnson ..	1st Class Engineer	" ..	14 ..	21
Arthur Mainland ..	" ..	" ..	16 ..	344
Alexander Brown ..	" ..	" ..	16 ..	345
Alfred James Dunn ..	3rd Class Engineer	" ..	17 ..	346
John Hermann ter Veen ..	2nd Class Engineer	" ..	23 ..	347
Alfred Robert Wickes ..	3rd Class Engineer	" ..	28 ..	348
Henry William Budge ..	1st Class Engineer	" ..	7 Oct., ..	231
Charles Edgar Neville Woodman ..	3rd Class Engineer	" ..	7 ..	349
Henry Lionel Ziman ..	" ..	" ..	7 ..	350
Archibald Keith ..	" ..	" ..	18 ..	351
Alfred Horace Hodge ..	" ..	" ..	26 ..	352
Herbert Alexander Dobson ..	" ..	" ..	26 ..	353
John Ross ..	2nd Class Engineer	" ..	10 Nov., ..	354
William Francis Mulgan ..	1st Class Engineer	" ..	23 ..	355
John William Henry Piper ..	3rd Class Engineer	" ..	30 Dec., ..	356
Edwin Alexander Guthrie ..	" ..	" ..	30 ..	357
John Peter Logan Ferguson ..	" ..	" ..	30 ..	358
David McCracken Gillies ..	" ..	" ..	30 ..	359
Stephen James Weston ..	1st Class Engineer	" ..	13 Jan., 1898 ..	177
William Hancock ..	" ..	" ..	13 ..	236
Alexander Thompson Mackenzie ..	3rd Class Engineer	" ..	13 ..	360
John Robertson ..	" ..	" ..	13 ..	361
Walter Frederick Bowes ..	" ..	" ..	13 ..	362
Percy William Sowden ..	" ..	" ..	13 ..	363
William David Wilkinson ..	" ..	" ..	20 ..	364
James Glover ..	" ..	" ..	8 Feb., ..	365
James McEwen Kidd ..	" ..	" ..	12 ..	366
Percy Arthur Fildes ..	" ..	" ..	24 ..	367
John Anderson Moyes ..	1st Class Engineer	" ..	24 ..	143
John McDiarmid ..	" ..	" ..	24 ..	166
George William Noy ..	3rd Class Engineer	" ..	28 ..	368

RETURN of MASTERS, MATES, and ENGINEERS to whom CERTIFICATES of COMPETENCY were issued during the Year ended the 31st March, 1898—continued.

Name of Person.	Rank.	Class of Certificate.	Date of Issue.	No.
Camille Michel Malfroy .. .. .	3rd Class Engineer	Foreign trade	28 Feb., 1898 ..	369
Richard Patrick Phillips .. .. .	"	"	28 " " ..	370
John Wilson Brown .. .. .	"	"	8 March, " ..	371
John Coombe .. .. .	"	"	8 " " ..	372
Thomas Alexander Pain .. .. .	"	"	8 " " ..	373
Samuel William Riley .. .. .	"	"	31 " " ..	374
Arthur John Campbell Murdoch .. .. .	"	"	31 " " ..	375
James Charlton .. .. .	Engineer ..	River trade	22 April, 1897 ..	1762
Allan William Stewart King .. .. .	"	"	28 " " ..	1763
Walter Louis Grundy .. .. .	"	"	13 May, " ..	1764
Francis Henry .. .. .	"	"	13 " " ..	1765
Alexander George Currie .. .. .	"	"	26 " " ..	1766
Hilliard Olsen .. .. .	"	"	7 June, " ..	1767
Arthur Knight .. .. .	"	"	7 " " ..	1768
Robert Vaughan Johnston .. .. .	"	"	14 July, " ..	1769
John Hume .. .. .	"	"	11 Aug., " ..	1770
Harry Graham Lever .. .. .	"	"	11 " " ..	1771
Joseph McArthur .. .. .	"	"	12 " " ..	1772
Maurice Henry McCraw .. .. .	"	"	27 " " ..	1773
William Armstrong Sangster .. .. .	"	"	11 Sept., " ..	1774
Archibald Livingstone .. .. .	"	"	14 " " ..	1775
James Fairley .. .. .	"	"	16 " " ..	1776
Alexander Snodgrass Paterson .. .. .	"	"	30 Dec., " ..	1777
Woolsey Allen .. .. .	"	"	13 Jan., 1898 ..	1778
Edward Ross Campbell .. .. .	Marine Engine-driver	"	13 May, 1897 ..	17
James Glover .. .. .	"	"	12 Aug., " ..	18
Charles Alfred Knill .. .. .	"	"	16 Sept., " ..	19
Frederick Hadfield .. .. .	"	"	13 Nov., " ..	20
Richard Perry .. .. .	"	"	13 Jan., 1898 ..	21
Horace Norgrove .. .. .	"	"	8 Feb., " ..	22
John Stevens Callingham .. .. .	"	"	12 " " ..	23
William Park Maxwell .. .. .	"	"	12 " " ..	24
Charles Henry Bowman .. .. .	"	"	21 March, " ..	25

DESCRIPTIVE RETURN of New Zealand Coastal Lighthouses.

Name of Lighthouse.	Order of Apparatus.	Description.	Period of Revolving Light.	Colour of Light.	Tower built of	Dwellings built of	Date first lighted.
Cape Maria van Diemen	1st order dioptric	Revolving	1'	White .. ..	Timber	Timber	24 Mar., 1879
	"	Fixed	"	Red, to show over Columbia Reef	"	"	"
Moko Hinou	1st order dioptric	Flashing	10"	White .. ..	Stone	Timber	18 June, 1888
Tiri-Tiri ..	2nd "	Fixed	"	White, with red arc over Flat Rock	Iron	"	1 Jan., 1865
Ponui Passage	5th "	"	"	White and red ..	Timber	"	29 July, 1871
Cuvier Island	1st "	Revolving	30"	White .. ..	Iron	"	22 Sept., 1889
	2nd "	"	30"	" .. ..	Timber	"	10 Feb., 1878
Portland Island	"	Fixed	"	Red, to show over Bull Rock	"	"	"
Pencarrow Head	2nd order dioptric	"	"	White .. ..	Iron	Timber	1 Jan., 1859
Cape Palliser	2nd "	Revolving	"	" .. ..	"	"	27 Oct., 1897
Cape Egmont	2nd "	Fixed	"	" .. ..	"	"	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	"	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	Iron	"	17 June, 1870
	"	"	"	White, with red arc to mark limit of anchorage	"	"	4 Aug., 1862
Nelson ..	4th "	Fixed	"	Red and white, with white light on beacon	"	"	1 Oct., 1884
French Pass	6th "	"	"	" .. ..	"	"	"
Stephens Island	1st "	Group flashing	†	White .. ..	"	"	29 Jan., 1894

\* Flashing twice every half-minute, with interval of three seconds between flashes. every half-minute.

† Two flashes in quick succession

SUMMARY of CASUALTIES to SHIPPING reported to the Marine Department during the Financial Year ended the 31st March, 1898.

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.			
<b>Strandings,—</b>																		
Total wrecks	2	1,335	13	3	1,602	12	5	2,937	25							5	2,937	25
Partial loss	4	1,514	..	7	1,937	..	11	3,451	..							11	3,451	..
Slight damage	2	2,169	..	3	3,390	..	5	2,559	..							5	2,559	..
No damage	3	575	..	1	61	..	4	636	..							4	636	..
Total strandings	11	5,593	13	14	3,990	12	25	9,583	25							25	9,583	25
<b>Collisions,—</b>																		
Total loss	..	..	..	1	365	..	1	365	..							1	365	..
Partial loss	..	..	..	3	1,299	..	3	1,299	..							3	1,299	..
Slight damage	4	282	..	..	..	..	4	282	..							4	282	..
No damage	4	4,223	..	..	..	..	4	4,223	..							4	4,223	..
Total collisions..	8	4,505	..	4	1,664	..	12	6,169	..							12	6,169	..
<b>Fires,—</b>																		
Partial loss	..	..	..	2	1,334	..	2	1,334	..							2	1,334	..
Slight damage	3	469	..	..	..	..	3	469	..							3	469	..
Total fires	3	469	..	2	1,334	..	5	1,803	..							5	1,803	..
<b>Miscellaneous, including damage by heavy seas to hull and cargo, leaks, loss of masts, sails, &amp;c., and breakdown of machinery ..</b>	4	2,655	..	1	80	1	5	2,735	1							7	4,364	1
Total casualties to shipping	26	13,222	13	21	7,068	13	47	20,290	26							49	21,919	26
Loss of life only	..	..	..	1	67	1	1	67	1							2	2,492	2
Total number of casualties reported	26	13,222	13	22	7,135	14	48	20,957	27							51	24,411	28

RETURN of WRECKS and CASUALTIES to SHIPPING reported to the Marine Department from the 1st April, 1897, to the 31st March, 1898.

Date of Casualty.	Name of Vessel, also Age and Class.	Reg. Tonnage	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.		
1897 April 16	Zuleika, 22 years, 100 AI	1017	Ship	..	21	General	Stranded; total loss	Palliser Bay, East Coast, North Island	S. by W.	Whole gale	Wreck caused by vessel making more leeway than calculated on, and to a surface-set to the N.N.W. Master did all in his power for safety of ship during gale, and for preservation of life after the wreck	John Reich Bremner.
"	Rata, 16 years	46	Schooner	..	4	None	Stranded; partial loss	Napier Roadstead	E. S. E.	Strong gale	Vessel's anchor and chain not heavy enough to hold her in an open roadstead, and, being flat bottomed, she was unable to beat to windward, and the master had no option but to beach her	William Conway.
"	Pirate, 2 years	190	Schooner	..	7	Coal	Stranded; total loss	Portland Island	E.	Whole gale	Master mistook position when wind changed at midnight; but circumstances in which he was placed were so difficult and trying that Court could not hold him culpable. Immediate cause of accident was the sails being some blown away and some split by a sudden squall of wind	Edward A. Stenbeck.
"	Huon Bell, 33 years	42	Ketch	..	3	Coal	Stranded; slight damage	Grahamstown, Whangarei	..	..	Vessel drifting down river on ebb-tide struck sunken log, and was making water fast when master beached her	Peter Johnson.
May	Duco, s.s., 5 years	26	Ketch	..	6	None	Collision; no damage	Waterloo Quay, Wellington Harbour	..	..	S.S. "Duco" in coming to her berth at the Ferry Jetty, ran into the "Kestrel," berthed alongside the quay. Casualty caused through engines being put full speed ahead instead of half-speed astern, as ordered by master	James Jones.
"	Kestrel, 29 years	51	Ketch	..	4	Produce	Collision; partial loss	..	..	..	Vessel drifting down river on ebb-tide struck sunken log, and was making water fast when master beached her	Henry Ashford Featherstone.
"	Kia Ora, s.s., 1 year	150	..	..	..	..	Collision; no damage	Fisher's Crossing, Paeroia River	..	..	S.S. "Kia Ora" overtook "Ngunguru" in narrow channel and struck her on the port quarter, lifting the covering-board aft and denting the iron house	James Mowat Roberts.
"	Ngunguru, s.s., 4 years	54	..	..	..	..	Collision; slight damage	..	..	..	Possibly caused by spark from crane-engine falling into seat of stuffed chairs prior to shipment	Edward Charles Windsor.
"	Kina, s.s., 20 years	52	Schooner	..	6	None	Fire on board; slight damage	Railway Wharf, Helensville, Kaipara	..	..	..	Henry Stanaway.
June	Olematis	67	Ketch	..	5	Sawn timber	Loss of life only	Off Amuri Bluff, on voyage from Havelock to Lyttelton	N.	Strong	While engaged in hauling in the mainsheet it struck Miles Newby across the stomach, knocking him overboard, and he was drowned in the rough sea	Edward Peter son.
"	Kate Tatham, 34 years	275	Barque	..	9	Coal	Vessel strained and loss of masts, &c.	Lat. 31° 20' S., long. 164° 30' E. On voyage from Newcastle N.S.W. to Napier	E. S. E.	Hurricane	Vessel put into Auckland to refit, having met with heavy gales, her decks being swept by heavy seas, and masts and sails being carried away	Edward O'Brien.
"	Anglian, s.s., 23 years	1954	Schooner	..	52	General	Damage to propeller, shafting, &c.	Lat. 34° 13' S., long. 164° 10' E. On voyage from Sydney to Auckland	N. N. W.	Heavy gale	Vessel labouring in heavy sea during four days gale	Charles Ernest Hood.
July	Whangaroa, 4 years	132	Schooner	..	7	Coal	Stranded; partial loss	Bar of Manawatu River	S.	Moderate	Casualty caused through vessel entering port without being in tow of steamer	William Cozens.

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

Date of Casualty.	Name of Vessel, also Age and Class.	Rig.	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.		
1897. July 11	Mawhera, s.s., 14 years	Schooner	28	20	General	Fire on board; slight damage	..	18 miles from Westport	..	..	Fire discovered in afterhold at 10 p.m., supposed to have been caused by ignition of matches found in passengers' luggage	Lionel Worrall.
"	Wainui, s.s., 11 years	Schooner	30	36	Coal and general	Stranded; partial loss	..	Piege Rocks, Current Basin, French Pass	N.E.	Moderate, with rain squalls	Casualty was the result either of error in observing bearings or in calculating distance ship had run from Cape Soucis, or to strong current setting ship to N.W. when crossing entrance to Croiselles. Master in no way to blame	George Lambert.
"	Ocean Ranger, 30 years	Schooner	8	..	Timber..	Stranded; slight damage	..	Bar of Grey River	..	..	While vessel was in tow of tug crossing bar a heavy roller struck her, causing the vessel to strike and unshipping rudder	Douglas Hanning
"	Huia, 3 years	Schooner	8	..	Timber..	Stranded; partial loss	..	Tory Shoal, entrance to Kaipara Harbour	W.	Moderate breeze	Master, trusting to his own knowledge of locality, approached the shoal too close, and vessel took the ground in stays	George McKenzie.
"	Maud Graham, 21 years	Schooner	5	..	Produce	Struck by heavy seas; partial loss	1	Off Portland Island, on voyage from Lyttelton to Auckland	S.W.	Strong gale	Vessel, while running before the wind, was pooped by heavy sea, which washed master overboard, smashed the boats, and flooded the decks, placing vessel in great danger. Nothing could be done to save the master, as it took the crew all their time to save the vessel	Hans Kruhl.
"	Gratitude, 9 years	Ketch	7	..	Timber..	Stranded; slight damage	..	Bar of New River	S.W.	Strong breeze	Not sufficient water on bar	Neil McDonald.
"	Tasmania, s.s., 5 years, 100 A1	Schooner	42	69	General	Stranded; total loss	13	Rock, off Table Cape, Mahia Peninsula	S.E.	Strong breeze	Vessel wrecked through careless and negligent navigation by Thomas McGee, master, and Percival McGrath, third officer. The certificates of each were suspended for six months, and the master was ordered to pay the costs of the inquiry, not to exceed £100	Thomas McGee.
Aug. 3	Aotea, 3 years	Schooner	7	1	General	Fire on board; partial loss	..	Tokomaru, near Poverty Bay	..	..	Fire broke out in engine room, where some tins of oil were kept—vessel being fitted with auxiliary oil-engines. Cause not ascertained.	John Henry Skinner.
"	Monowai, s.s., 7 years	Schooner	75	70	General	Stranded; slight damage	..	Channel entering Bluff Harbour	N.W.	..	Vessel knocked a hole in her bottom through touching an unknown rock when entering the Harbour	William Christie Sinclair
"	Yolande, 14 years	Barquentine	10	..	Timber..	Stranded; total loss	..	Bar of Buller River, Westport	Calim	..	Vessel was being towed into the Buller River by the tug "Mana." Wreck was caused by a sudden and almost unprecedented roll of the sea towards the bar from the W.N.W., which roll took charge of the two vessels completely whilst on the outer bar, causing the hawser to part and leaving the "Yolande" at the mercy of the sea	Murdoch McDonald aid 2865.

22	Fifeshire, s.s., 10 years	Schooner	2425	..	..	..	Loss of life only	1	On voyage from Sydney to Bluff	..	..	..	George Ross.
Sept. 7	Corinna, s.s., 15 years	Schooner	820	8	General and coal	82	Stranded; par- tial loss	..	Paiti Reef, Timaru	W.	Light ..	A greaser, named John McPherson, employed in the refrigerating room, met with an accident. The engine kicked and threw the lever back, which struck him, causing rup- ture of the left lung and hemorrhage into the pericardium. He died at 3 a.m. on the 23rd August	George Ross.
Sept. 30	Emma Sims, 2 years	Ketch ..	61	..	Produce	5	Stranded; par- tial loss	..	3-mile south of Waima- kariri Bar	N.W.	Moderate breeze	Vessel overran her distance and bumped on reef in thick fog	Duncan Downie.
Oct. 6	Clansman, 18 years	Schooner	157	..	Ballast..	7	Stranded; par- tial loss	..	Inside Outer Rock, Bar- rett's Reef, entrance to Port Nicholson	S.S.E.	Fresh breeze	Casualty caused through wind dying away when vessel was crossing the bar outwards, and vessel losing steerage way was washed up on beach by the sea	John Frederick Johnson.
" 15	Waipara, s.s., 34 years	Schooner	70	11	None ..	8	Stranded; no damage	..	North Beach, close to Hokitika River	S.W.	Whole gale	Casualty caused through change in wind at a critical time when vessel beating out of har- bour off Barrett's Reef	Daniel Robert Cooper.
" 20	Rotokino, s.s., 7 years	Schooner	1304	..	Produce and general	27	Breakdown of machinery	..	9 miles north-east of Akaroa	N.W.	..	Vessel tried to take bar when not sufficient water on it	Nicholson Wood.
" 21	Emma Sims, 2 years	Ketch ..	61	..	Coal ..	5	Stranded; no damage	..	Western training-wall, Westport	N.	Moderate gale	The intermediate shaft broke owing to a flaw in it	George McDonald.
Nov. 1	Falcon, 20 years	Schooner	98	..	Ballast..	..	Stranded; par- tial loss	..	Near White Rock, Queen Charlotte Sound	N.W.	Moderate gale	Moorings carried away, and vessel drifted with strong current in river on to training- wall.	John Frederick Johnston.
" 8	Taupo, s.s., 13 years	Schooner	408	..	General	..	Tailshaft bro- ken	..	9 miles north north-east of Godley Head	N.W.	Fresh breeze	When entering Queen Charlotte Sound vessel struck a rock which master says was not marked on his chart	Charles Green.
" 12	Ohau, s.s., 13 years	Schooner	411	..	General	..	Collision; no damage	..	Victoria Wharf, Dun- edin	N.E.	Fresh breeze	The s.s. "Ohau" came up harbour at ebb tide, low water, and in rounding an awkward corner of the wharf to get to her berth, took a sheer and ran into the "Agnes Lillian"	G. Lobb. (Richard Brewer.
" 12	Agnes Lillian, 28 years	Ship ..	1134	..	General	21	Collision; par- tial loss	..	2 1/2 miles from Matai- kuna, East Coast, North Island	W.	Fresh breeze	Master held blameable for placing vessel in charge of inexperienced man holding no certificate, and was ordered to pay £7 7s., costs of inquiry	Peter Lockman.
" 26	Beautiful Star, s.s., 35 years	Schooner	146	..	Wool ..	16	Stranded; par- tial loss	..	Rocks to south and east of Tom's Rock, Cook Strait, between Karori Rock and Sinclair Head	N.W.	Gale ..	Casualty caused through error of judgment on part of master in keeping too close to the land. His certificate was suspended for one month, and he was ordered to pay £3 9s., costs of inquiry	James Campbell.
" 27	Nelson, 23 years, A 1 Lloyds	Ship ..	1247	1	General	26	Stranded; par- tial loss	..	Bar of Patea River ..	N.W.	Light ..	Casualty caused through vessel being swept out of channel by strong tide, which caught her on the bow	George Perriam.
1898. Jan. 1	Mana, s.s., 11 years	Schooner	43	1	Wool and bonedust	9	Stranded; no damage	..	North Beach, Okarito River	..	..	Vessel struck on sand-bank or spit in the channel which had been thrown up by the sea during the night unknown to the har- bourmaster or to the master of the steamer	John Edward Westrup.
" 6	Waipara, s.s., 35 years	Schooner	70	..	General	8	Stranded; to- tal loss	..	2 miles south of Karori Rock, Cook Strait	N.W.	..	Casualty caused by a flaw in the metal ..	Nicholson Wood. John Spence.

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

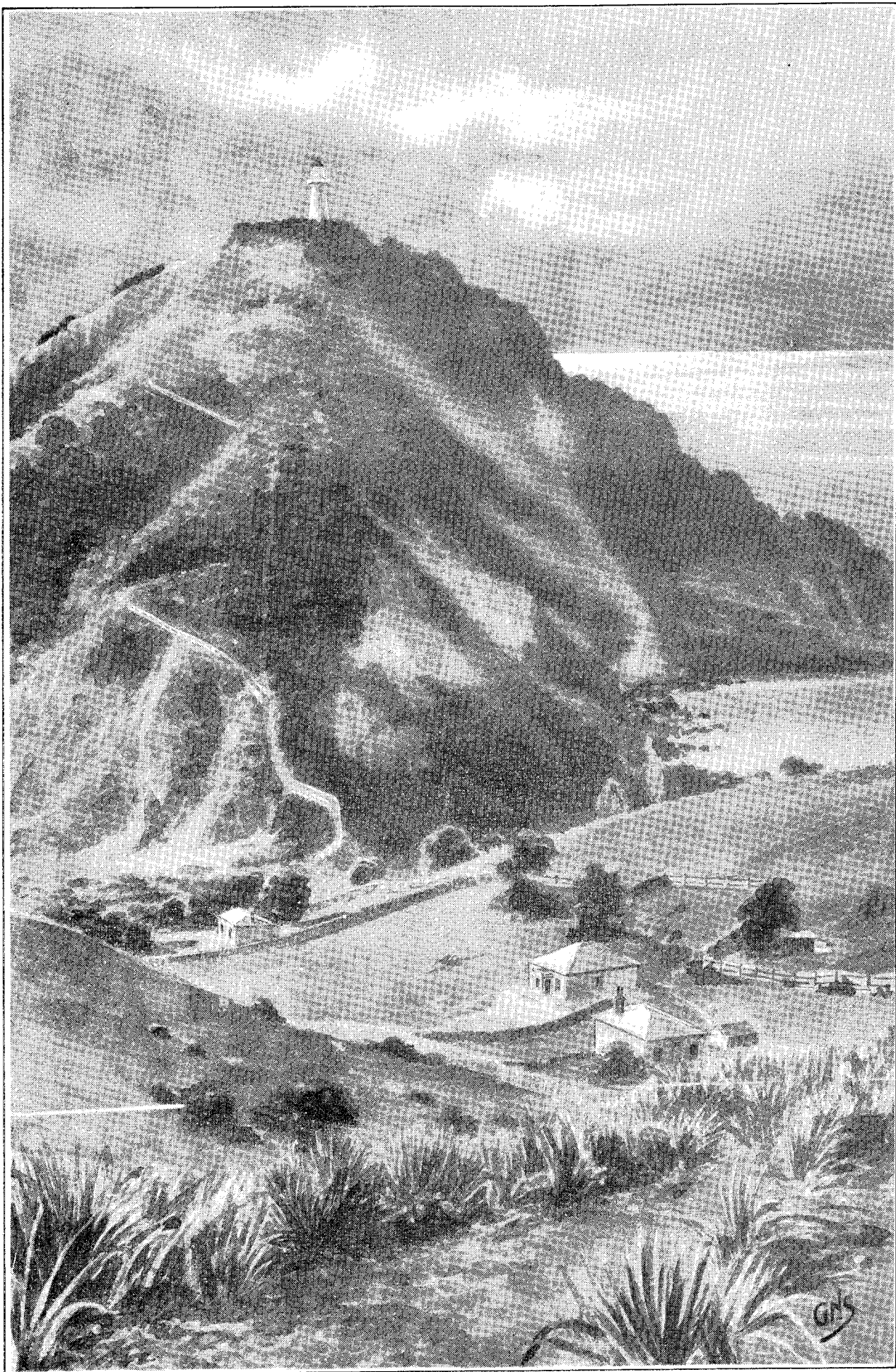
Date of Casualty.	Name of Vessel, and Age and Class.	Rig.	Registered Tonnage.	Number of		Nature of		Place where Casualty occurred.	Wind.		Decisions of Court of Inquiry, &c.	Name of Master.
				Men.	Passengers.	Cargo.	Casualty.		Direction.	Force.		
1898.												
29	Lily, s.s., 26 years	Schooner	23	4	..	General	Collision; slight damage	At Wharf, Motueka, Nelson	N.E.	Fresh breeze	The "Wairoa" ran against the "Lily" while the latter was lying at the wharf. Casualty caused through the narrow and shallow water at the approach to the wharf, with the strong wind blowing across the "Wairoa's" bow while her heel was aground	(Charles Scully.
29	Wairoa, s.s., 14 years	Ketch ..	48	6	..	General	Collision; slight damage				The loss of the "Waitemata" was owing to her being run down by the "Stella," which collision was caused by the negligent navigation of the master of the "Stella," who was drunk at the time, and whose certificate was ordered to be cancelled.	Frank Perry Ricketts.
Feb. 1	Stella, s.s., 22 years	Schooner	157	11	..	Nil ..	Collision; slight damage	About 4 miles S. by W. from Tiri Tiri light-house, Hauraki Gulf	S.W.	Moderate breeze		Robert Kennedy.
1	Waitemata, 23 years	Barquentine	365	10	..	Coal ..	Collision; total loss					Frederick Ferdinand Nils-son.
2	Stormbird, s.s., 44 years	Schooner	137	13	9	General	Stranded; partial loss	Bar of Wanganui River	S.E.	Gale ..	Casualty caused by bar having silted up with westerly gales.	John George Giberston.
8	Manaro, s.s., 11 years	Ketch ..	77	11	..	General	Fire on board; slight damage	Wellington Harbour	..	..	Fire broke out in stokehole, supposed to be caused by the lining being too close to the boilers.	Peter McIntyre.
16	Buteshire, s.s., 4 years, 100 A1 Lloyd's	Schooner	336	60	1	General	Collision; no damage	Narrowest part of entrance to Bluff Harbour			Nothing could have been done to prevent the collision. The pilot in charge of the "Bute-shire" stopped the engines, but it would not have been prudent to go astern in such narrow water and ebb tide.	John Cuthbert.
16	Gratitude, 10 years	Ketch ..	114	7	..	Coal ..	Collision; partial loss		E.	Light ..		Neil McDonald.
25	Invercargill, s.s., 14 years	Schooner	123	11	13	General	Sprung a leak	On voyage from Invercargill to Victoria Wharf, Dunedin	W.	Gale ..	A small hole, 2½ in. by ½ in., found about 8 or 10 feet from the stern-post on port side, but how caused is not known.	George Alfred Marks.
Mar. 4	Canterbury, 23 years	Ship ..	1245	27	..	Wool and flax	Fire on board; partial loss		..	..	Vessel caught fire while lying at wharf loading for London. Fire supposed to be caused by spontaneous combustion in flax.	Andrew Culbert.
10	Rosmond, s.s., 14 years	Schooner	462	20	..	Timber	Stranded; no damage	½ to 2 miles west of Farewell Spit	S.E.	Light ..	Vessel touched lightly on sandy bottom on approaching elbow of Farewell Spit. Master misjudged distance from shore when he altered vessel's course.	Alexander Sutherland.
15	Nautilus, s.s., 12 years	Schooner	32	4	4	General	Stranded; slight damage	Mouth of Karamea River	W.N.W.	Light ..	Mouth of river is supposed to have silted up.	Robert Johnson.

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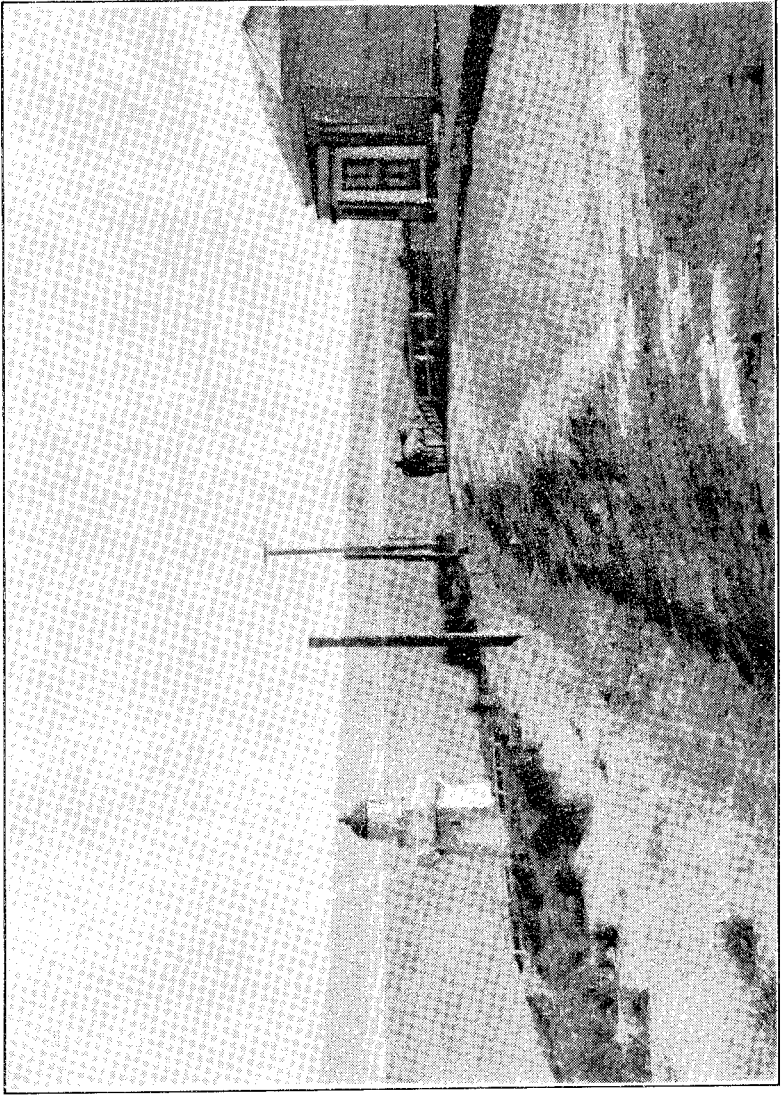
Price 9d.]





Cuvier Island Light-station.





Cox, Photo.

Akaroa Lighthouse.

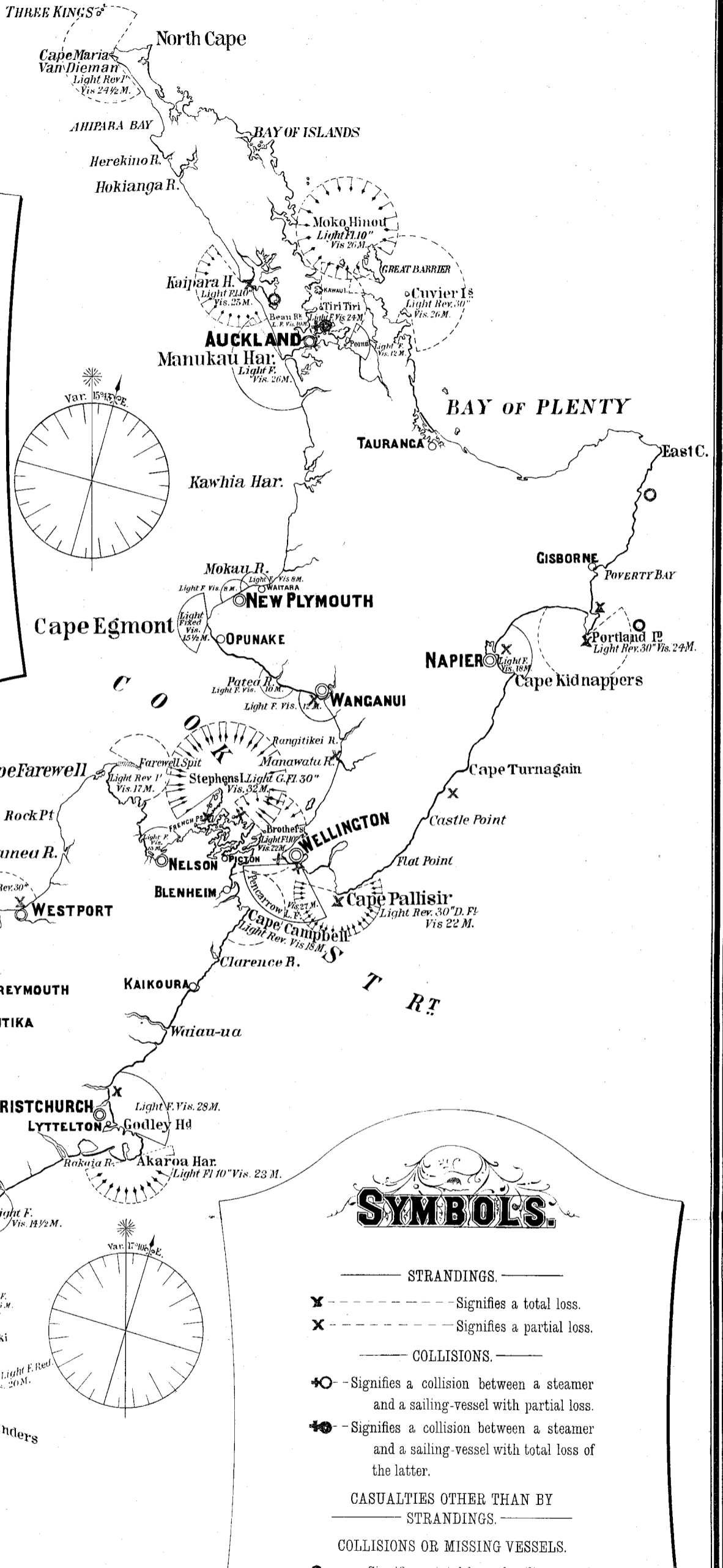
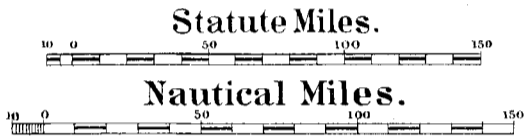


# NEW ZEALAND WRECK CHART

1ST APRIL, 1897, TO 31ST MARCH, 1898.

Compiled from Official Records

in the  
**Marine Department**



## SYMBOLS.

- STRANDINGS. —
- X ——— Signifies a total loss.
- X ——— Signifies a partial loss.
- COLLISIONS. —
- +O — Signifies a collision between a steamer and a sailing-vessel with partial loss.
- +O — Signifies a collision between a steamer and a sailing-vessel with total loss of the latter.
- CASUALTIES OTHER THAN BY STRANDINGS.
- COLLISIONS OR MISSING VESSELS.
- ——— Signifies a total loss of sailing-vessel.
- ——— Signifies a partial loss of sailing-vessel.

NOTE — Casualties resulting in slight damage are not shown on this chart.

○ SNARES

