

1899.

NEW ZEALAND.

MARINE DEPARTMENT.

ANNUAL REPORT FOR 1898-99.

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

MY LORD,—

Marine Department, Wellington, 26th June, 1899.

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

I have, &c.,

WM. HALL-JONES,

Minister of Marine.

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

The SECRETARY to the MINISTER of MARINE.

SIR,—

Marine Department, Wellington, 8th May, 1899.

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 maintenance of the lighthouses during the year was £12,987 13s. 6d., but this amount does not include any part of the expenses of the Government steamer which periodically visits the lighthouses with oil and stores. No new light has been exhibited during the year, but the work of erecting a lighthouse on East Cape Island is now being carried out by the Public Works Department. This light will be a second-order dioptric revolving white light, flashing at intervals of ten seconds, and will be a most useful light for vessels trading on the East Coast.

The apparatus for the second-order light which is to be erected on Some's Island has been received from England, and steps are being taken to proceed with the erection of the tower.

During the year the sum of £174 14s. 8d. has been expended on repairs to lighthouses, the main work being repairs to the Bean Rock Tower, which was in a bad state from natural decay. At Kaipara an additional room has been built to the principal keeper's house. The principal keeper at Cape Campbell having reported that the tower required repairs, it was inspected by the Marine Engineer, who recommended certain repairs, which are now being carried out under the direction of the lighthouse artificer. It is anticipated that it will be necessary to erect a new tower at this station in about four years' time.

The erection of the Slaughter's Cotton-powder Fog-signal at Pencarrow Head was completed, and the signal was ready for use at the beginning of July last. On its completion it was tested by Captains Fairchild and Allman in the s.s. "Tutanekai." They reported that the first explosion took place when the vessel was two miles and a half distant, and that the sound was moderately loud, sharp, and quick. Afterwards explosions took place at intervals of fifteen seconds, and the sound increased up to seven miles, the reports being best when at a distance of from five to seven miles. There was, however, no fog at the time of this trial. The masters of vessels trading to Wellington have been asked to report to the department their experience of the signal, but so far the only report received is one from Captain Fisk, of the s.s. "Pania," who states that he was able to enter the harbour in a fog during the night of the 25th March last owing to seeing the flash and hearing the report of the signal, whereas he would have had to remain outside all night if the signal had not been working.

Pending further experience with the above apparatus it is proposed to supply the most important lighthouses with rockets for use in foggy weather, and the department is now in communication with the Victorian authorities on the subject of the rocket system in use in that colony, and is obtaining a few rockets for experimental use before ordering a supply from England. The

rockets in use in Victoria explode at a height of about 600 ft. above the sea-level, producing a sharp report which should be heard under favourable atmospheric conditions at a distance of from five to six miles.

A further communication has been received from the committee of Lloyd's on the subject of the committee's proposal to establish signal-stations at Cape Maria van Diemen, Farewell Spit, and Nugget Point. The committee now desire that arrangements should be made for taking shipping reports experimentally at these lighthouses, in order to prove their utility or otherwise as reporting stations, and the department is now in correspondence with the committee with the view of making the necessary arrangements for this purpose.

The service has lost three keepers during the year—viz., Principal Keeper C. E. Johnston, who retired on compensation on account of bad health; Principal Keeper J. W. Cunningham; and Assistant Keeper F. W. Butler, jun., who resigned. The vacancies caused by these retirements have been filled by promotions, and three new assistant keepers have been appointed.

The sum of £19,382 16s. 4d. has been collected for light dues during the year, as compared with £17,851 8s. 7d. during the previous year, being an increase of £1,530 7s. 9d.

Harbours.—The buoys in the various harbours under the control of the department, and those marking dangers on the coasts, have been attended to by the Government steamers, as also the buoys in Whangarei Harbour, the Harbour Board in that case paying for the material used in the overhaul. Regulations have been made providing that in harbours under the control of this department boats carrying passengers while in tow of steamers or other vessels are to be licensed for the purpose by the Harbourmaster or other person appointed by the Minister. It was proposed to prohibit the practice, on the ground that it was of a dangerous nature, but as it was found that there was no power to do this it was deemed advisable to regulate it. Before any boat is licensed it has to be provided with certain equipments, and to have a certain capacity for each passenger.

It having come to the knowledge of the department that the Patea Harbour Board was removing stones from the foreshore and disposing of them for road-metal, the matter was inquired into, and the Board was informed that the department could not sanction the removal of the material except in cases where it is required by the Board for harbour-works. The Harbourmaster at Nelson having reported that changes for the worse had taken place in Nelson Harbour, especially at the bar, the Marine Engineer made an examination of the harbour, and furnished a report on the changes. It is also intended to get a report on the harbour from Mr. Leslie Reynolds. Mr. J. E. Fletcher, Harbourmaster at Collingwood, has resigned his appointment, in consequence of going to reside in England, and Mr. F. Stallard has been appointed to succeed him. Mr. Fletcher had filled the position without pay since the 12th January, 1883, and the thanks of the department are due to him for his services. Mr. W. Johnson, signalman at Karamea, has resigned, and Mr. W. Thompson has been appointed to perform the duties of the position.

Plans of a large number of harbour-works have been submitted for the approval of the Governor in Council, and in most cases the works have been sanctioned. A return showing the works authorised, and the licenses issued for the occupation of foreshore, is appended hereto.

The sum of £2,664 16s. 6d. has been collected for pilotage and port charges during the year in respect of the ports under the control of the department, as against £2,649 13s. 7d. in the previous year.

Oyster-fisheries.—It having been found that the unrestricted export of oysters taken in the North Island was having an injurious effect upon the beds, the export of those taken in that island has been prohibited. This will entail a loss of revenue to the department, as there was an export duty of 6d. per hundredweight on all North Island oysters exported from the colony. As "The Sea-fisheries Act, 1894," provides that the whole of the revenue derived from licenses to take oysters and from the lease of oyster-beds is to be paid to the local bodies, the department is now in the position of having to defray the cost of the administration of the Act without receiving any revenue under it. It has been suggested that if the annual license-fee of 10s. for each picker were abolished and a license-fee of £10 a year were charged for each boat used in taking oysters, this would be the best means of preventing the indiscriminate destruction of oysters; but after making full inquiry as to the probable effect of this change the department does not see its way to adopt the suggestion. The beds in the northern oyster-fishery are in good condition, but not quite fit for picking. They will therefore be kept closed during this season. The beds in the Hauraki Gulf are open, as their condition is good. As the export has been prohibited, these beds, with the leased areas in Manukau Harbour, and the beds in Hokianga and Kaipara Harbour, which are open, should meet all demands. The New Zealand Native Oyster-fisheries Company, at Wellington, which has a license to occupy about 412 acres of Porirua Harbour for oyster-culture, has applied for an alteration in the boundaries of its lease, in order to take in a part of the harbour which it is believed would be more suitable for oysters than its present area. Sir James Hector, who was asked to report on the advisability or otherwise of acceding to this request, has reported that the company's attempts to cultivate oysters have so far not been successful, and has recommended that the boundaries of the licensed holding should be altered so as to include foreshore better suited for oyster-culture. At the same time, he states that the portion of the harbour between the bridge and Brown's Point should not be included in the license, as the fishermen have built cottages and constructed boat-repairing equipments along the foreshore between these places, and it would not be right to interfere with them. The question of allowing the alteration is now under consideration. H. Shepherd and J. Simpson were prosecuted and fined—the former £1 and costs and the latter £1 10s. and costs—for taking oysters without licenses. No license has been issued for oyster-culture during the year, and Peter Ewing, of Hitaua Bay, Tory Channel, has surrendered his license.

Sea-fisheries.—The question of testing the fishing-grounds by experimental trawling has been under the consideration of the Government. Captain Neilsen, who was in charge of experimental

trawling operations in New South Wales, offered his services in the first place, and then the owners of the trawler "Rita," of Napier, offered to charter that vessel to the department for the purpose, but after consideration the Government did not see their way to incur the necessary expenditure. There are now several trawlers regularly at work in Hawke's Bay, the industry having become quite an extensive one. As it was found that large quantities of small fish were being destroyed by being caught and killed in the trawls, Mr. Moorhouse, the Inspector of Fisheries for the Wellington District, was sent to Napier to see what could be done to prevent this. After going out in some of the trawlers while at work, and looking carefully into the matter, he recommended that the mesh of the body of the nets used should be 5 in., and the cod end $4\frac{1}{2}$ in., so as to give the small fish an opportunity of escaping. He also recommended that the minimum size at which flat fish could be taken should be 11 in. for soles and 10 in. for flounders, instead of 9 in. for both fish as at present. These recommendations are now under consideration.

Mr. L. F. Ayson, the Curator of the fish-ponds at Masterton, was sent by the Government to Europe and America early last year to obtain information respecting the introduction of suitable fresh- and salt-water fishes into New Zealand, and to inspect and report upon the principal fish-hatcheries and acclimatisation establishments generally. He has recently returned to the colony, and has supplied valuable information to the Government. On his return he brought with him a consignment of two million white-fish ova from America. These he took to the West Coast, for the purpose of putting them into the Lake Kanieri hatchery; but, as the weather was very warm, notwithstanding that every precaution was taken, the eggs in some of the trays in each case had hatched out before being unpacked, and in the other trays they were so near hatching that they came out almost as soon as they were put into the water. The United States and the Canadian fish authorities recommend that these fish should be liberated in the water to be stocked as soon as they are hatched out, and this plan was adopted in this instance, the fish being put in the Kanieri Lake. The loss from the date of packing in America till arrival in Wellington was about 10 per cent.; from Wellington to the Kanieri hatchery, about 20 per cent.; and in the hatchery and in liberating, about 5 per cent.: a total loss of about 35 per cent. Some years ago a shipment of white-fish eggs was imported, and the fry were liberated in Lake Rotoiti, in the Nelson District. So far as can be ascertained, none of the fish have been caught, but steps are now being taken to ascertain for certain whether they exist in the lake. Mr. Ayson is now inspecting the site of the proposed fish-hatchery at Purakanui. Regulations have been made prohibiting the use of nets for taking whitebait in "paddocks." These "paddocks" are formed by constructing groins from the banks of rivers and streams, and making holes for the fish between the groins and banks. The fish were trapped in the "paddocks," so that very few could be caught above them.

The close season for seals has been extended up to the 30th June, 1900. The sea-lion skins which the master of the "Hinemoa" obtained at the Auckland Islands have been tanned, and are stated to be worth from 5s. to 7s. each. The oil from the animals is stated by experts to be suitable for making soft soap, and in a small proportion—say, about 5 per cent.—with tallow, for hard soaps. It is valued at about 1s. a gallon, but there appears to be very little demand for it.

Application has been made for the lease of a sponge-bed at the Chatham Islands, and to enable it to be leased an Order in Council has been issued bringing sponge-beds under the provisions of "The Sea-fisheries Act, 1894," which provide for leasing by public auction or tender.

The following convictions were obtained for breaches of the law: J. Cordella was fined £2 and costs for selling a sealskin, and C. Georgeson, to whom it was sold, was fined £1 and costs for having it in his possession; J. Harmer was fined £1 and costs for selling undersized garfish; J. Oberhuber was fined £1 and costs for catching small flounders; and T. Knudson was fined £1 and costs for selling undersized flounders.

Weather Reporting.—Captain Edwin has continued to make and circulate daily weather forecasts. Arrangements are now being made for showing daily weather forecasts at Cape Maria van Diemen, Tiritiri, Cape Campbell, Farewell Spit, and Cape Foulwind lighthouses for the benefit of passing vessels.

Examination of Masters, Mates, and Engineers.—A hundred and seventy persons passed their examinations for certificates of competency, and fifty-seven failed. Of those who passed, a hundred and twenty were masters, mates, and engineers of sea-going vessels, and fifty were masters and engineers of steamships plying within restricted limits. Twelve certificates of service were issued. The question has been raised as to the interpretation of the regulation prescribing the qualifications of a candidate for examination for a first mate's certificate. The regulation provides that he must show the following service:—

- (a.) One year in a capacity not lower than fourth mate of a foreign-going vessel whilst holding a second mate's certificate for foreign-going vessels; or
- (b.) One year and a half in a capacity not lower than only mate in a home-trade or coasting vessel whilst holding a second mate's certificate for foreign-going vessels, or a mate's certificate for home-trade passenger-ship.

The Chief Examiner was of opinion that the service under (a) and (b) must be treated as alternative; but the interpretation placed upon the regulation by this department was that, if a candidate had insufficient service under (a), service under (b) could be added to it to make up sufficient to qualify him for examination. The matter was submitted for decision to the Board of Trade, whose regulation is identical with that in New Zealand, and the reply received bears out the department's view. It has also been ascertained that this interpretation is placed upon the regulation by the Marine Boards of Victoria, South Australia, and Queensland; but the interpretation which was put upon it by the Marine Board of New South Wales was that the service must be treated as alternative. It is doubtful from the reply received from Tasmania which interpretation was put on it in that colony. The office of Chief Examiner of Masters and Mates is at present vacant, but steps are being taken to obtain a Chief Examiner from England.

Attention having been drawn in Parliament to certain alleged irregularities in connection with the examination of masters and mates, shortly after the House rose inquiry was made, with the result that action was taken against Captain Allman, the Chief Examiner, for a breach of "The Shipping and Seamen's Act, 1877," in procuring a certificate as master, home trade, for one James Jones by falsely representing that he had passed the prescribed examination, whereas, so far as related to a portion of the examination, the answers had not been written by the candidate in the examination-room in the presence of the Examiner. The information was dismissed, the Chief Justice holding that the words making it criminal for any one by false representation to "obtain a certificate" for himself or for any other person did not apply to the defendant, who had made a false representation in order to enable the issue of a certificate to another person. Informations were laid against James Jones and George von Schoen for assisting in the false representations which procured the issue of a certificate of competency. That against the former was dismissed by the Magistrate on the grounds of insufficient evidence, and after the decision in Captain Allman's case the Crown Solicitor entered a *nolle prosequi* in the case against Von Schoen. Captain Allman, having admitted to the Government the truth of the alleged false representations, was dismissed from the Service on the 4th March last.

The certificate as home-trade master issued to James Jones has since been cancelled by the Supreme Court.

Coastal Surveys and Dangers.—The position of the rock in Daggs Sound on which the s.s. "Tutanekai" touched has been fixed by Captain Bollons, of the "Hinemoa," and steps are being taken to erect a beacon on Barclay Rock, Stewart Island.

Government Steamers.—I regret to have to report the death of Captain Fairchild, of the s.s. "Tutanekai," which was the result of an accident which occurred on board on the 4th July last whilst an engine was being shipped at Wellington. A pin in the lifting gear broke, and the shackle came down and struck him with such force that he died in a very short time from the injuries sustained. Captain Fairchild had been in the Government service, in command of various steamers, since the 9th July, 1864, and had rendered most valuable services, both during the Maori war and afterwards. A sum equal to one and a half year's salary was voted by Parliament for his widow, and this amount has been paid to her. On the 11th April, 1898, when the vessel was leaving the wharf at Westport with Volunteers, the mooring-rope broke, and took off the leg of Mr. Hunter, the chief officer, who, since his recovery, has been employed as Shipping Clerk in the Customs at Wellington. The "Tutanekai" has been mainly employed in carrying sleepers and other cargo for the Railway and Public Works Departments. Other work done by her has been—the repairing of one of the Cook Strait cables; the conveyance of the men of the Defence Force who were sent to Hokianga at the time of the Native disturbance, from that place to Auckland, and Wellington when the trouble was over; a trip to the southern islands to search for the ketch "Gratitude," which was found wrecked at Macquarie Island; and the conveyance of His Excellency the Governor round the North Island. Alterations have been made in the vessel's deck-house which make more deck-room for coaling, and a bridge has been built across from side to side to enable the master or officer in charge of the deck to see astern. Captain Post, who at the time of Captain Fairchild's death was in command of the "Hinemoa," has been appointed master of the "Tutanekai."

The "Hinemoa" has been employed mainly on the work of conveying oil and stores to the lighthouses, including the material, &c., for the new lighthouse which is being erected on East Cape Island, and in overhauling and cleaning harbour and coastal buoys. In addition to this work, she conveyed the Permanent Militiamen to Hokianga, and visited the southern islands and the Kermadec Islands for the purpose of looking for castaways, and inspecting the provision depots which are maintained on those islands. She has been supplied with a new funnel and a new winch, and has had her machinery overhauled. Captain Bollons was appointed master when Captain Post was transferred to the "Tutanekai."

Wrecks and Casualties.—A table showing the analysis of casualties to ships is appended hereto. Those on the coasts of the colony numbered forty, representing 11,550 tons, as against forty-eight, representing 20,357 tons, in the previous year. The total wrecks within the colony were six, of 367 tons, as against six, of 3,302 tons, in the previous year. The number of lives lost was eight, as against twenty-eight in 1897-98. Of these seven were on or near the coasts of the colony—viz., one from the "Aratapu" and six in the "Marmion." The life lost beyond the colony was the result of an accident to the fourth engineer of the "Mapourika."

Inspection of Machinery.—The report of the Chief Inspector, which is appended hereto, shows the work which has been done during the year. The work has so much increased that the inspection of a large number of land boilers and the survey of a good many steamers are in arrears; and, as there is not any prospect of the present staff being able to overtake the work, it is necessary that another Inspector should be appointed. I would strongly urge that this should be done without delay. If the appointment is made the new Inspector will be stationed in Canterbury, and, besides doing work in that district, he will be required to assist in Otago and elsewhere when required.

Survey of Steamers.—The report of the Principal Engineer Surveyor is appended hereto. Regulations have been made prescribing the class of engineers to be carried by vessels fitted with oil-engines. The master of the s.s. "Waitangi," having carried passengers without a certificate to do so, was prosecuted and fined £1 and costs on each of two charges. Messrs. West and Meffin, owners of the s.s. "Edina," were proceeded against and fined for going beyond the limits allowed by the vessel's certificate, and carrying passengers when not authorised to do so. Mr. Snodgrass, the owner of the "Ripple," was fined £1 and costs for running his vessel without a certificate and a certificated engineer. Captain Grant, of the "Takapuna," was fined £10 and costs for carrying more passengers than authorised; and Captain Robertson, of the "Rotoiti," was fined the same amount for a similar offence.

Wages and Effects of Deceased Seamen.—The estates of eighteen seamen, amounting to £191 11s. 11d., were dealt with during the year. Of these, fifteen were new estates. The sum of £159 13s. 1d. was paid to relatives and other claimants.

Engagement and Discharge of Seamen.—The question of appointing master mariners to take charge of this work at the four principal ports has again been under consideration, and it has been decided to appoint Superintendents of Mercantile Marine at these ports, who will perform the duties of engaging and discharging seamen, examination of candidates for masters' and mates' certificates, and also carry out any other duties that may be required of them. An advertisement inviting applications for the positions was inserted in the newspapers, and in response to it forty-seven applications have been received, and these are now under consideration. Mr. R. C. Hunter, formerly chief officer of the "Tutanekai," has acted as shipping clerk at Wellington since the 1st November last. On the arrival of the s.s. "Duke of Portland" at Wellington from Hobart in June last the master reported to the Collector of Customs that three of his men had deserted at Hobart, and asked the Collector to sanction their being written off the articles as deserters. This sanction was not, however, given, as, according to the provisions of "The Imperial Merchant Shipping Act, 1894," the shipping-master at Hobart was the proper person to sanction the writing-off. About a fortnight after the vessel's arrival one of the men reached this port in the s.s. "Ruahine," and reported that he had not deserted, but had been unable to rejoin his ship owing to having been locked up. As the master had not complied with the law at Hobart he was required, before he received his clearance to leave this colony, to deposit a sum of money to defray the cost of the man's maintenance until he obtained employment. When the "Tekoa" was about to sail from Wellington for London in May last two of her crew who were in gaol were taken on board by the police, but after being put on board the master did not keep them there, as the law required him to do, but allowed them to go ashore, and sailed without them. On his return to the colony proceedings were taken against him for a breach of the law, when he was fined £1 and costs. Proceedings were taken against Captain Mathieson, of the s.s. "Napier," for employing a seaman without entering into an agreement with him, and he was fined £1 10s. and costs. Captain Tinney, of the s.s. "Aorere," was fined 15s. and costs for a similar offence.

Three vessels have been detained for survey on account of alleged unseaworthiness during the year—viz., the "Opawa," "Linda Weber," and "Carmoney." In the case of the "Opawa," three of the crew reported that the vessel's rigging was unsafe; but the Surveyors stated that such was not the case. The report of the Surveyors on the "Linda Weber" was that she was fit to proceed from Wellington to Auckland *via* Kaipara, and, as the owners wished to take her there for repairs, she was allowed to go. In the case of the "Carmoney," in which the complaint was made by some of the crew, the report of the Surveyors was that the vessel was seaworthy. The barque "Alexa" arrived at the Bluff from Surprise Island with her load-line submerged. Proceedings were taken against the master, and he was fined £1 and costs.

I have, &c.,

W. T. GLASGOW, Secretary.

The CHIEF INSPECTOR of MACHINERY to the SECRETARY of the MARINE DEPARTMENT,
Wellington.

Office of Chief Inspector of Machinery, Queen's Chambers,
Wellington, 4th April, 1899.

SIR,—

I have the honour to submit my annual report on the working of the Inspection of Machinery Act of 1882 during the financial year ended the 31st of March, 1899.

No explosion has occurred to a boiler during the year, and no accident with boilers causing bodily harm to any one has been reported to me. This is a very satisfactory record, and long may it continue. In the sister-colonies of Australia, more especially in New South Wales, the accidents are numerous, as reported in the daily papers, causing great destruction to property and to life and limb. In Australia there is no compulsory inspection of land machinery.

If the introduction of new machinery is to be taken as a criterion of advancement, then New Zealand has had a most prosperous year. In fact, during the last three years the increase has been far above the average. New plant means, also, circulation of money, employment of labour, besides the development of the colony. Mining and dairying account for most of the increase.

Gold-dredge building has been especially brisk in the Otago District, and at the present time over £100,000 is being laid out on this important industry. There is hardly a river or alluvial flat in the whole of Otago without its gold-dredge; and the return in some cases has been phenomenal. An outlay of £6,000 to £8,000 will provide a first-class up-to-date dredge. Most of them are now fitted with compound condensing engines and ladders for getting rid of the tailings.

During the year I visited several of the gold-mining centres, to have a look at the up-to-date methods of manipulation of the best-equipped mines in Reefton, Paeroa, Waihi, and the Thames. What struck me most was the absence of labour after the quartz is won. The machinery in nearly all cases is so designed that it acts automatically, one process following another until all the gold is extracted. Where water-power is obtainable it is used as the initial prime mover. All the old methods of treatment for gold-saving appear to be dying out, chemical and automatic mechanical treatments being now universally adopted.

The new pumping machinery, with its battery of Lancashire boilers, at the Thames-Hauraki Gold-mine, appears to be a first-class article, and I trust will come up to all expectations. It is the largest appliance of its class in the colony.

The iron trade during the year has been good, and suitable men scarce, which is a very healthy state of things.

During the year 3,339 boilers with machinery attached were inspected, and certificates issued accordingly; also, 196 water-power machinery and 134 hydraulic and other lifts. In connection with these certificates, it would save the department and the steam-users a great amount of heart-burning were the owners more prompt at taking up their certificates. There is an abated sum or reduction made if they are lifted within a month, and of an amount which should be a sufficient inducement for prompt lifting of certificates; but in some cases it is not. In the future immediate steps will be taken to enforce the law in this direction. During the year 291 new boilers of 4,132 horse-power were added to our books, and of this number 130 were made in the colony and 161 imported.

Two hundred and thirty-nine engine-drivers' certificates have been issued, and thirty-four candidates failed to pass during the year.

Twenty accidents have been reported to me, six proving fatal, and fourteen not fatal. A full account of these appear later in this report.

From the 1st of April, 1898, we have been under the Marine instead of the Public Works Department, which has tended to lessen the clerical part of my duties.

I have visited during the year all the offices of the various Inspectors of Machinery, and, as far as possible, kept myself in touch with ironfounders and shipowners throughout the colony. Our work has made such rapid strides that our present staff cannot overtake it; and, as the law states that no boiler can be worked without a certificate, and none can be issued until a thorough examination is made, it is imperative that an additional Inspector should be appointed without delay.

Appended are the tables of work in detail, numbered from 1 to 13: (1.) Number and class of boilers inspected, fees payable on these; the machinery inspected, and the fees payable thereon; and the classes and numbers of engine-drivers' certificates issued, and fees payable therefor. (2.) Different classes of work for which the boilers and machinery are used, showing the motive-power also used. (3.) Return of defects found on inspection of boilers. (4.) Return of notices given to repair boilers. (5.) Return of notices given to fence dangerous parts of machinery. (6.) Return of the accidents which were not fatal. (7.) Return of the accidents which proved fatal. (8), (9), (10), (11), (12), and (13). Names of all candidates to whom certificates of competency and service as engine-drivers have been granted during the year.

I have, &c.,

ROBERT DUNCAN,
Chief Inspector of Machinery.

The Secretary, Marine Department, Wellington.

No. 1.

RETURN showing the NUMBER of LAND BOILERS and MACHINERY INSPECTED, and for which CERTIFICATES are ISSUED, for the Financial Year ended 31st March, 1899.

Stationary : 2285.

Portable : 1,054.

Machinery, including hydraulic lifts : 330.

Total number : 3,669.

RETURN showing FEES PAYABLE for the INSPECTION of BOILERS and MACHINERY, and for the ISSUE of ENGINE-DRIVERS' CERTIFICATES, during the Financial Year ended 31st March, 1899.

Fees payable on boilers : £3,591 10s.

Fees payable on machinery : £52 10s.

Engine-drivers' fees : £94 17s.

Total amount : £3,738 17s.

Twenty-one Government boilers and eight lifts (Government) inspected, not charged for, £33 10s.

RETURN showing the NUMBER of SERVICE and COMPETENCY CERTIFICATES ISSUED to Winding-, Traction-, and Locomotive-engine Drivers during the Financial Year ended 31st March, 1899, and the Fees payable therefor.

Steam-winding: Service certificates issued, 9; fees payable, £1 2s. 6d. Competency certificates issued, 65; fees payable, £32 10s. Total fees, £33 12s. 6d.

Hydraulic winding: Service certificates issued, 1; fees payable, 2s. 6d. Competency certificates issued, 3; fees payable, £1 10s. Total fees, £1 12s. 6d.

Traction and locomotive: Service certificates issued, 31; fees payable, £3 17s. 6d. Competency certificates issued, 130; fees payable, £65. Total fees, £68 17s. 6d.

Total number: Service certificates issued, 41; fees payable, £5 2s. 6d. Competency certificates issued, 198; fees payable, £99. Total fees, £104 2s. 6d.

Total steam-winding certificates, 74; hydraulic-winding, 4; traction and locomotive, 161. Total certificates issued, 239.

No. 2.—RETURN of MACHINERY INSPECTED during the Financial Year ended 31st March, 1899.

Description of Machinery.	Driven by			Description of Machinery.	Driven by		
	Steam.	Steam and Water.	Water.		Steam.	Steam and Water.	Water.
Abattoirs	3	..	..	Hauling, and hauling logs	87	..	..
Agricultural implements	14	..	..	Hoisting (including hydraulic plant for cranes, winches, and pile-driving)	78	..	..
Air-compressing	6	..	3	Instrument-making	1	..	..
Ammonia-works	1	..	..	Iron-works	8	..	..
Ammunition-factory	1	..	..	Jam-factories	8	..	..
Asphalt-work	1	..	..	Landing service	1	..	..
Assaying	1	..	..	Lapidaries	2	..	..
Bacon-curing	7	..	..	Laundries	15	..	..
Bakeries	5	..	1	Lead- and pipe-works	1	..	..
Barrel-stave making	1	..	..	Lifts for passengers .. .. .	..	..	18
Bark-mill	1	..	..	Lifts for goods .. .. .	..	..	110
Basket-making	1	..	..	Lifts for goods (steam and electric)	4	..	..
Baths	3	..	..	Lifts for goods and passengers .. ..	..	..	2
Bicycle-works	4	..	..	Locomotives	39	..	..
Biscuit-factories	9	..	..	Machine-shops	46	..	7
Blacking-works	1	..	..	Manure-works	8	..	..
Blacksmiths' tools	8	..	..	Match-factories	2	..	..
Block- and pump-works	1	..	..	Meat-preserving and extract	10	..	..
Boat-building	2	..	..	Milk-condensing	4	..	..
Boiler-making	4	..	..	Milking-machines	2	..	..
Boiling-down	82	..	..	Mortar-mills	7	..	..
Bone-mills	15	..	..	Oat crushing	3	..	1
Boot-factories	3	..	1	Oatmeal-mills	4	..	..
Box-making	1	..	..	Oil-, soap-, and candle-works	16	..	..
Breweries	61	..	..	Oleo-works	1	..	..
Brick- and tile-works and brick- and pipe-works	41	..	..	Organ-building	1	..	..
Brush-factories	2	..	..	Organ-blowing .. .. .	..	..	14
Cable tramways	2	..	..	Paint manufacture	1	..	1
Cabinetmaking and woodworking ..	40	..	12	Paper-mills	7	..	..
Candle-works (see Oil, soap, &c.) ..	..	..	..	Pickle-factory	1	..	..
Cement-mixing	3	..	..	Pipe-factory	1	..	..
Cement- and lime-making	10	..	..	Plumbers .. .. .	..	..	3
Chaff-cutting	197	..	5	Potteries	9	..	..
Chemical-works	7	..	..	Printing	23	..	8
Chicory-mill	1	..	..	Pumice-works	1	..	..
Cider-factory	1	..	..	Pumping	78	..	4
Coach-factories	12	..	..	Pyrites reduction	1	..	..
Coffee- and spice-works	7	..	..	Quartz-crushing	30	..	8
Cooking, warming, heating, and steaming	28	..	..	Quartz-reduction works	1	..	..
Cooperages	11	..	..	Refrigerating-works	32	..	1
Coppersmiths (including brass-works)	8	..	..	Road-hauling	8	..	..
Confectioneries	11	..	1	Road-rollers	4	..	..
Cordial-factories (including aerated-water works and mineral spring) ..	38	..	3	Rope- and twine-works	4	..	..
Creameries	123	..	3	Roundabouts	3	..	..
Cutlery .. .. .	..	..	1	Sash- and door-factories	38	..	1
Dairy factories	209	..	16	Sausage-making	89	..	10
Dentist .. .. .	..	..	1	Sawmills	390	..	13
Destructor	1	..	..	Seed-dressing	9	..	1
Diamond drill	1	..	..	Sheep-dip	3	..	..
Docks and slips	8	..	..	Sheep-shearing	27	..	2
Dredging (gold)	95	..	..	Shipbuilding yards	4	..	..
Dredging (harbour)	15	..	..	Starch-works	3	..	..
Drug-making	1	..	..	Stone-crushing	28	..	3
Dye-works	3	..	..	Stone-cutting	2	..	..
Electric-light works	10	..	2	Stove-making	2	..	..
Engine-works	44	..	..	Sugar refinery	1	..	..
Fan-working	4	..	..	Sulphur-works	2	..	..
Fellmongeries	11	..	..	Tanneries	18	..	..
Fire-engines	19	..	..	Threshing (portable)	128	..	..
Firewood-cutting	55	..	11	Threshing (traction)	198	..	..
Fish-preserving	10	..	..	Tinplate-works	1	..	..
Flax-mills	56	..	1	Tobacco-cutting .. .. .	..	..	6
Flock-mills	4	..	..	Tool-making	1	..	..
Flour-mills	53	2	28	Tram-engines	6	..	..
Foundries	29	..	..	Varnish-works	2	..	..
Fruit-preserving	1	..	..	Venetian-blind works	2	..	1
Galvanised-iron works	1	..	..	Vinegar brewery	1	..	..
Gas-works	15	..	..	Water works	7	..	..
Glue-works	2	..	..	Well-sinking	14	..	..
Grinderries	1	..	1	Winding (including collieries)	84	..	..
Gold-mining	66	..	15	Woollen-mills	10	..	..
Hairdressing .. .. .	..	..	1	Wool-pressing	21	..	..
Harbour reclamation	1	..	..	Wool-scouring	14	..	..
Hat-making and hosiery	2	..	..		
					3,152	2	330

No. 3.—RETURN of DEFECTS found on Inspection of Boilers during the Financial Year ended 31st March, 1899.

Four hundred and sixty-six defects were found out, one hundred and eighteen of which were dangerous. One hundred and fifty-eight defective fittings were found on inspection of boilers, seventy-nine of which were dangerous.

No. 4.—RETURN of NOTICES given to REPAIR BOILERS during the Financial Year ended 31st March, 1899.

Three hundred and twelve notices were given to repair boilers, and include boilers of the following types: Cornish, Lancashire, marine, multitubular, portable, semiportable, semitubular, traction, vertical flue, vertical tubular, and water-tube.

No. 5.—RETURN of NOTICES given to FENCE DANGEROUS PARTS of MACHINERY, &c., during the Financial Year ended 31st March, 1899.

One hundred and five notices to fence dangerous parts of machinery were given, and included fly-wheels, gearing, spindles, emery-wheels, hydraulic lifts, driving-belts, ends of shafts, scutchers, pulleys, pinion-wheels, &c.

No. 6.—RETURN of ACCIDENTS (not fatal) in connection with Machinery during the Financial Year ended 31st March, 1899.

Name and Address of Owner.	Description of Machinery.	Name and Age of Person injured.	Nature of Accident, and Date.	Cause of Accident, and Remarks.
W. Cable and Co., Wellington	Circular-saw ..	W. Bird; aged 20	Finger cut; 1st April, 1899	Getting his hand too close to saw.
W. Cable and Co., Wellington	Punching, &c., machine	T. Swede; aged 18	Loss of finger-top; 7th May, 1898	Climbing past machine, and put finger in gearing.
P. Stewart, Seaview, Wakanui	Chaff-cutter, double rollers	J. Christopher-son; aged 26	Loss of arm; 10th May, 1898	Having a self-made glove on, which caught in the rollers, and was drawn in. Machine could not be further protected.
Parker, Lamb, and Co., Auckland	Sawmill, goose-saw	H. Wilson; aged 19	Right hand cut off; 20th May, 1898	Wilson screwed the saw (which had just been sharpened) on with an old tomahawk. Saw was not screwed tight home by the nut on spindle, and came off, flew up to the ceiling, and falling, came in contact with his hand and cut it right off.
W. Wright, biscuit-factory, Dunedin	Biscuit-brake ..	H. Edmond; aged 17	Flesh-wound on right hand; 20th June, 1898	Wiping rolls with a sack while in motion, although previously warned not to do so.
Lyttelton Times Company, Lyttelton	Linotype	E. F. Oakes; aged 16	Flesh-wound on fingers; 23rd July, 1898	Pinched by cogs through cleaning part of machine while in motion, directly contrary to instructions.
W. Cable and Co., Wellington	Drilling-machine ..	W. D. Campbell; aged 17	Fingers crushed; 12th August, 1898	By not looking what he was doing he put his hand on gearing instead of on handle.
W. Cable and Co., Wellington	Drilling-machine ..	N. Hastings; aged 20	Thumb crushed; 13th August, 1898	Ditto.
H. J. Clark, Flaxton	Sawmill	A. Sambrook; aged 22	Two finger-tops cut off; 17th Aug., 1898	Through his own fault, getting his hand too close to saw. Will be back at work in a week.
P. and D. Duncan (Ltd.), Christchurch	Polishing-wheel ..	W. Langley; aged 23	Cut lip; 19th Sept., 1898	This man was employed at a buff for polishing, and was standing on the wrong side of wheel in motion; part of one of the wheels carried away, and struck him on the face. If he had been on the right side of the wheel it would have missed him.
Lyttelton Times Company, Lyttelton	Lithographic printing-machine	F. E. P. East; aged 27	Crushed thumb; 20th October, 1898	Inadvertence on the part of the machinist resting his hand on machine-carriage. Flesh-wound; nail removed.
Bailey and Co., Rata	Portable engine ..	F. King; aged 40	Scalded leg; 31st Oct., 1898	The driver screwed the nut off the bolt of the mud-hole, when the joint of the mud-door parted, and the water in the boiler escaped and scalded the man's leg.
M. Tiny, Peel Forest	Portable engine and firewood-bench, with movable top	J. Penny; aged 30	Loss of three fingers; 17th Dec., 1898	Pushing the wood too quickly in, and while talking to others, allowed his hand to come in contact with the saw.
W. Cable and Co., Wellington	Drilling-machine ..	W. McLeay; aged 16	Broken arm above wrist	Shifting belt on cone while in motion.

No. 7.—RETURN of ACCIDENTS which proved fatal in connection with Machinery during the Financial Year ended 31st March, 1899.

Name and Address of Owner.	Description of Machinery.	Name and Age of Person injured.	Nature of Accident, and Date.	Cause of Accident, and Remarks.
Drainage Board, Christchurch	Pumping sewage ..	David Hood; aged 65	Rib broken, lung pierced; 19th Sept., 1898	Foot slipped when oiling air-pump; fell over discharge-pipe; flange of pipe broke a rib, end of which pierced left lung. The floor and pipe were greasy, and, as the machinery in motion was high up, there was no chance of his falling on to that.
Joseph King, Pohui	Steam sawmill ..	Walter King; aged 16	Caught by belt, and dragged across pulley; 13th Oct., 1898	Going too near belt after removing it from fly-wheel, and while the belt was still in motion, was caught in it and wound round the shaft. The boy had to be taken to the Napier Hospital (a distance of twenty-six miles), where he died. He should have stopped the machinery before tampering with the belt.
Consolidated Gold-fields (Limited), Reefton	Winding ..	John Mason ..	Struck by cage while working at bottom of shaft; 14th Feb., 1899	Failure of brake on winding-engine to act through oil getting on same from bearing alongside. This bearing had been running hot, and an excess of oil had been used to cool it down, and some of it had found its way on to brake-pulley, which spoiled its efficiency.
Bruce Wool-manufacturing Company, Milton	Wool-squeezer ..	Walter Hislop; aged 44	Ribs crushed into heart, and feet cut off; 2nd March, 1899	Although warned never to interfere with belts, deceased caught hold of belt, which had commenced to lap round shaft double, to free it, and was pulled round the shaft. There was a fast-and-loose pulley on intermediate shafting for the purpose of stopping the gear if anything went wrong in this branch of the work, and in interfering with the belt while the machinery was in motion he was going against his instructions.
T. Westwood and Co., Foxton	Flaxmill ..	Fred. Walker; aged 24	11th March, 1899	Through deceased trying to replace a belt while machinery was in motion.
Davy Brothers, Taupiri	Sawmill ..	George J. Worthington; aged 44	Body severely crushed; 31st Jan., 1899	The deceased was sharpening tools at the grindstone in the dinner-hour. An unusual noise was heard in the mill. Another employé, on going in,

found deceased entangled in the grindstone-belt. He was severely crushed, and died in a few minutes from the effects of the injuries. A verdict of accidental death was returned at the inquest. At the inspection of the boiler in December, 1898, a written notice was given to the owners to protect the parts considered dangerous, but this did not include the grindstone-belt, which was not considered dangerous, being one of the simplest and slowest in speed. With the very slightest care the accident should not have happened.

No. 8.—RETURN of TRACTION- and LOCOMOTIVE-ENGINE DRIVERS to whom CERTIFICATES of SERVICE have been GRANTED from 1st April, 1898, to 31st March, 1899.

No. and Name of Person.	Date of Issue.	No. and Name of Person.	Date of Issue.
472. Robert Troughear	April 26	488. Peter Smith	Nov. 8
473. Alexander Leith	" 26	489. Charles Barnes	" 8
474. William Bradshaw	" 26	490. James Robson	" 8
475. Angus Fraser	" 26	491. George Edward Webby	" 8
476. George McDonald	" 26	492. Edward Durston	" 8
477. Thomas Shaw	" 26	493. Walter Cooper Smith	" 8
478. Thomas Fairburn	" 26	494. Cecil George Kern	" 8
479. Archibald McDonald	" 26	495. Charles McPherson	" 8
480. John Bradshaw	May 21		1899.
481. Joseph Edward Hills	" 21	496. Stewart Richmond	Mar. 7
482. Patrick Walsh	" 21	497. Francis Charles Hill	" 7
483. Alfred Leipst	Nov. 8	498. Martin Kennedy	" 7
484. Donald Gillanders	" 8	499. Robert Edmund Judson	" 7
485. Frederick West Baldey	" 8	500. James Judson	" 7
486. William Aston	" 8	501. Robert Thomas Button	" 7
487. Thomas Perks	" 8	502. George Foster	" 7

No. 9.—RETURN of TRACTION- and LOCOMOTIVE-ENGINE DRIVERS to whom CERTIFICATES of COMPETENCY have been GRANTED from 1st April, 1898, to 31st March, 1899.

No. and Name of Person.	Date of Issue. 1898.	No. and Name of Person.	Date of Issue. 1898.
192. John William Norris..	April 26	258. John Rapson ..	Nov. 8
193. Thomas John Crane ..	" 26	259. Frank Leonard East..	" 8
194. Tom Prue ..	" 26	260. William John Diamond ..	" 8
195. Richard John Davies ..	" 26	261. John Turner ..	" 8
196. Carl Christian Neilson ..	" 26	262. Thomas Nelson Henry ..	" 8
197. James Allan ..	" 26	263. Archibald Brown ..	" 8
198. Alexander Collie ..	" 26	264. Allan Smith McIntosh ..	" 8
199. Peter Traill ..	" 26	265. John Middleton ..	" 8
200. John McKenzie ..	" 26	266. Harry Page, jun. ..	" 8
201. John Palton ..	" 26	267. Leven Frederick Walker ..	" 8
202. Robert Sizemore White ..	" 26	268. Vincent West Adern ..	" 8
203. Percy Edmund Bonney ..	" 26	269. James Tarry ..	" 8
204. Thomas Hewetson ..	" 26	270. Benjamin Shardlow ..	" 8
205. William McPherson ..	" 26	271. Richard Northey Saunders ..	" 8
206. Charles Hayman ..	" 26	272. Charles Wilson ..	" 8
207. Arthur Edward Body ..	" 26	273. Charles Grant ..	" 8
208. James Douglas ..	" 26	274. Robert Legg ..	" 8
209. William Davison ..	" 26	275. John Stewart ..	" 8
210. James William Smith ..	" 26	276. Thomas Rhodes ..	" 8
211. Hugh Beath McVicar ..	" 26	277. Percy George ..	" 8
212. Robert Smith ..	" 26	278. William Paul ..	" 8
213. James Henry Stewart ..	" 26	279. Robert Fleck ..	" 8
214. Robert McDonald ..	" 26	280. Peter Smellie ..	" 8
215. Allan Stewart Clark ..	" 26	281. Frederick Keys Hazlett ..	" 8
216. James Cooper Watson ..	" 26	282. Alexander Sinclair Gillanders..	" 8
217. Russell Weekes ..	" 26	283. William Oldfield, sen. ..	" 8
218. Robert Duthie ..	" 26	284. William Oldfield, jun. ..	" 8
219. Joseph Franklin ..	" 26	285. Robert Flanagan ..	Nov. 14
220. Arthur Ruff..	" 26	286. Frank Heron ..	" 14
221. Charles Frederick West ..	" 26	287. Matthew Andrews ..	" 14
222. Robert James Reid ..	" 26	288. Frank Dunlop Galbraith ..	" 14
223. David Murdie Anderson ..	May 21	289. William McNally ..	" 14
224. Herbert George Grant ..	" 21	290. Samuel Pizzey ..	" 14
225. Robert William Newson ..	" 21	291. Albert James Rich ..	" 14
226. Henry Tunnicliff ..	" 21	292. William James Russell ..	" 14
227. George Henry Derby ..	" 21	293. Henry Joseph Rees ..	" 14
228. James Hodgson Keith ..	Nov. 8	294. Donald Donaldson Campbell ..	" 14
229. Charles James Powick ..	" 8	295. James Lisle ..	" 14
230. Arthur Stewart ..	" 8	296. Walter Aldridge Mann ..	" 14
231. Walter Louis Grundy ..	" 8	297. John Donald Dawson ..	" 14
232. Percy John Galloway ..	" 8		1899.
233. Walter Fryer ..	" 8	298. Thomas Brown ..	Mar. 7
234. Reuben Carne ..	" 8	299. Robert Williamson ..	" 7
235. William Philpott ..	" 8	300. David Stewart ..	" 7
236. Richard William Babbage ..	" 8	301. Robert Arthur Stewart ..	" 7
237. Thomas Summerton ..	" 8	302. James Burnett Reid ..	" 7
238. Alexander Edgar McGeorge ..	" 8	303. John McIntosh ..	" 7
239. George Patchett ..	" 8	304. John Finlay ..	" 7
240. Frederick Charles Bunyard ..	" 8	305. James Copeland ..	" 7
241. Robert Brookland ..	" 8	306. Robert Henry Belcher ..	" 7
242. John Burgess ..	" 8	307. Thomas Hamilton ..	" 7
243. Walter Steele ..	" 8	308. Jonathan Alfred Bell ..	" 7
244. William Kellahan ..	" 8	309. James Borrie ..	" 7
245. Joseph Haxlett ..	" 8	310. Joseph Preddy ..	" 7
246. William Cunningham ..	" 8	311. Andrew Geddes ..	" 7
247. Thomas Edmund Whiteside ..	" 8	312. William Bowman ..	" 7
248. George Newman ..	" 8	313. Samuel Knox ..	" 7
249. Frank James Shute ..	" 8	314. Frederick William Watkins ..	" 7
250. Thomas Sim, jun. ..	" 8	315. John Willis ..	" 7
251. George Frederick Walker ..	" 8	316. John Alexander Balloch ..	" 7
252. Frederick Evans ..	" 8	317. Joseph Oliver ..	" 7
253. Duncan McGregor ..	" 8	318. Thomas Morcom ..	" 7
254. George Henry Sharp ..	" 8	319. John Henry Stickle ..	" 7
255. William Gover Dudding ..	" 8	320. Thomas Hawkins ..	" 7
256. Dalton William Gambull ..	" 8	321. Jesse Charles Hawkins ..	" 7
257. Alfred John Mason ..	" 8		

No. 10.—RETURN of STEAM-WINDING-ENGINE DRIVERS to whom CERTIFICATES of SERVICE have been GRANTED from 1st April, 1898, to 31st March, 1899.

No. and Name of Person.	Date of Issue. 1898.	No. and Name of Person.	Date of Issue. 1898.
29. Samuel Stevens ..	April 26	35. Daniel John Nicholls ..	Nov. 8
30. John William Shanley ..	" 26	36. Alexander Davidson ..	" 8
32. Joseph Brokenshire ..	May 21	37. Joseph Dunn ..	Dec. 3
33. Colin Campbell Ballantyne ..	Nov. 8		1899.
34. James Verran ..	" 8	38. Edward Gray ..	Mar. 7

No. 11.—RETURN of STEAM-WINDING-ENGINE DRIVERS to whom CERTIFICATES of COMPETENCY have been GRANTED from 1st April, 1898, to 31st March, 1899.

No. and Name of Person.	Date of Issue. 1898.	No. and Name of Person.	Date of Issue 1898.
91. Alfred John Durham	April 26	124. Lewis Griffin	Nov. 8
92. William James Duthie	" 26	125. Edward Bell	" 8
93. Hector William King	" 26	126. Alfred Harry Tollard	" 8
94. Walter Henry Charles Langdon	" 26	127. Gerald Langan	" 8
95. Thomas Francis O'Sullivan	" 26	128. Henry Hunter	" 8
96. John Oscar Nilsson	" 26	129. William George Ashby	" 8
97. Thomas Mulholland	" 26	130. Robert Campbell	" 8
98. Frank Buddle	" 26	131. Henry Nelson	" 8
99. William Mylroi	" 26	132. Henry John Moffitt	" 8
100. George Henry Sutcliffe	" 26	133. Thomas Wilkinson	" 8
101. John Whitehouse	" 26	134. William Sanson	" 8
102. Harry Graham Lever	" 26	135. William Henderson	" 8
103. John Edward Chamberlain	" 26	136. John Dawley Wood	" 8
104. James Craig	" 26	137. Archibald Cox	" 8
105. John Copeland	" 26	138. Allan Smith McIntosh	" 8
106. Cornelius Wesley Gore	" 26	139. Alexander Sinclair Gillanders	" 8
107. William Kidd	" 26	140. George Henderson	" 14
108. Benjamin Williams	" 26	141. James Christmas	" 14
109. Ralph St. John Hindmarsh	" 26	142. James John Jack	" 14
110. Herbert Thomas Balfour	" 26	143. William Bainbridge	" 14
111. Michael Moore	" 26	144. Andrew Hamilton Waddell	" 14
112. James Newton	" 26	145. James Lisle	" 14
113. Robert Smith	" 26	146. Peter Allan	" 14
114. Horace Tomkies	" 26	147. James Edward Jefcoate	" 14
115. Thomas Hallinan	" 26	148. Herbert Henry Evans	" 14
116. Thomas Thomas	May 21	150. William Hughes	Dec. 3
117. William Robert Young	" 21	152. Hugh McQuillan	" 3
118. William Morgan	" 21	154. Joseph Morgan	" 3
119. George Arthur Meier	" 21	155. Frederick Heslin	" 3
120. Thomas Donnelly	" 21	156. Arthur Grettan Tomkies	" 3
121. William David Lindsay McLean	" 21		1899.
122. James Dodd	Nov. 8	157. George James Black	Mar. 7
123. Joseph Ernest Kaye	" 8	158. John Henry Shore	" 7

No. 12.—Return of HYDRAULIC-WINDING-ENGINE DRIVERS to whom CERTIFICATES of SERVICE have been GRANTED from 1st April, 1898, to 31st March, 1899.

No. and Name of Person.	Date of Issue.
31. Edwin Bray	26th April, 1898.

No. 13.—Return of HYDRAULIC-WINDING-ENGINE DRIVERS to whom CERTIFICATES of COMPETENCY have been GRANTED from 1st April, 1898, to 31st March, 1899.

No. and Name of Person.	Date of Issue.
149. Thomas Moyle	3rd December, 1898.
151. Thomas Richardson Watson	"
153. Thomas Lamberton	"

The PRINCIPAL EXAMINER of ENGINEERS to the SECRETARY of the MARINE DEPARTMENT.

Office of the Principal Examiner of Engineers, Queen's Chambers,
Wellington, 4th April, 1899.

SIR,—

I beg leave to submit my annual report for the year ended 31st March, 1899.

Nothing has occurred during the past year to mar the efficient and smooth working of our system of examination, with the exception of three candidates whose time qualification was not according to law, and in consequence of which their certificates were not issued. Their time had been passed by the Customs, and had also been overlooked by the Examiner, and in due course the papers were sent to me, when the mistake was discovered.

A point that candidates for second-class engineers examination seem to have overlooked generally is that they must have served for one year foreign, or eighteen months coasting, in a capacity of not less than third or fourth engineer, and that during the whole of their service they must have been in possession of a third-class certificate (or exemption), as stated in paragraph 31, clause (a), of Regulations. This is of great importance, as time served at sea prior to obtaining a third-class certificate does not qualify for second engineers examination.

On the 1st January this year a change of application procedure came into force, whereby candidates for examination apply direct and forward all fees to me. This saves the candidate's time, and does not divide the responsibility of seeing that they are properly qualified to sit for examination.

The Customs have now nothing to do either with the filling-in of the applicant's form, or checking the applicant's servitude, as this is all done at the office of the Principal Engineer-Surveyor. The change has given satisfaction generally to engineers, and appears to be a step in the right direction, saving complications.

Every year the number of applicants increases, and the engineering profession seems to be much in favour with the promising young fellows in the colony.

I have, &c.,

ROBERT DUNCAN,
Principal Examiner of Engineers.

To the Secretary, Marine Department, Wellington.

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

Principal Engineer-Surveyor's Office, Queen's Chambers,
Wellington, 4th April, 1899.

SIR,—

I have the honour to submit my annual report for the financial year ended 31st March, 1899. A larger number of surveys have been held this year than in any preceding year, and a large increase to the shipping in New Zealand waters has to be recorded, which is a tangible evidence of the progress of the colony.

The latest steamer additions to the intercolonial service are replete with up-to-date appliances and every comfort for passengers. The s.s. "Manapouri" has been supplied with new engines and boilers, and has been fitted out specially for the South Sea Island trade.

The steam-trawling industry has gone ahead, several additions being made to the existing fleet, and at Napier especially good results have been obtained. Cold storage being always available at that port is of great assistance when dealing with a perishable commodity like fish.

Wooden-ship building, which was almost a dead art, seems to have revived, in Auckland district one shipbuilder having no less than three steamers under construction at the present time.

The usual mishaps have occurred to steamers during the year, such as collapsed flues and combustion-chamber crowns, principally from oil deposits on the surfaces.

The "Mapourika," a new vessel fitted with all the latest appliances, went ashore on the North Spit at the Greymouth bar, and remained there for nearly six months. Had not the vessel been built of mild-steel plating, no doubt she would have left her bones there.

Several accidents have occurred through cargo-lifting gear carrying away and through open hooks unshipping, but in future no open hooks will be allowed for overhead, which should lessen the number of such accidents. The Engineer-Surveyors at the different ports have been notified to bring this regulation into force when making their annual survey of steamers after the 30th June.

The auxiliary-powered sailing-vessels appear to be doing fairly good work on the coast, and several new ones have been added through the year. The question of carrying certificated engineers on these vessels has now been settled, I trust, satisfactorily to all persons concerned. I am sure that it will be for the benefit of the owner to carry engineers who can keep the machinery in much better order, both for economical working, speed results, and upkeep, than when in the hands of the unskilled driver. The very fact of properly qualified men being in charge of the engine-room of these vessels will impart more confidence to passengers by them, and to shippers generally, who have to send produce to catch a market, where time in everything.

The amount of survey work has increased so much during the last two or three years not only owing to the increase of shipping and the scattered nature of the work, but to a number of vessels requiring a large amount of repairs through age and natural decay. At the ports of Auckland, Wellington, and Dunedin this work takes up all the time of one Surveyor, as the work requires the closest scrutiny to insure public safety; and, taking the last few years' record from our returns, I do not know of any single instance of disaster traceable to the negligence on the part of the Surveyor.

Numerous special harbour and daylight deep-water excursions have been run by steamers during the year without any mishap.

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.
25	Foreign	25,974	4,715	£ 310 10 0
79	Home trade	14,920	4,403	616 0 0
151	River and extended river ...	3,749	2,490½	465 10 0
255		44,643	11,608½	1,392 0 0

Appended is a table giving return of steamers to which certificates of survey were issued in New Zealand during the year ended 31st March, 1899, including the names of steamers, tons register, horse-power, nature of machinery and propeller, also trade in which employed.

I have, &c.,

ROBERT DUNCAN,
Principal Engineer-Surveyor.

To the Secretary of the Marine Department, Wellington.

RETURN of STEAMERS to which CERTIFICATES of SURVEY were issued in NEW ZEALAND during the Year ended 31st March, 1899.

Name of Vessel.	Tons Register.	Nominal Horse-power of Steam-engines and Brake Horse-power of Oil-engines.	Nature of Engines.	Nature of Propeller.	Class of Certificate.	Remarks.
Aburiri	31	17	Compound ..	Screw ..	Extended river.	
Airini .. ..	..	5	Oil-engines ..	" ..	River ..	New yacht.
Akaroa	43	28	Compound ..	" ..	Extended river.	
Albany	8	8	Non-condensing ..	" ..	River ..	Launch.
Alert .. ..	..	16	Oil-engines ..	" ..	" ..	New launch.
* Alexandra ..	73	30	Non-condensing ..	Paddle ..	" ..	
* Alice	3	4	" ..	Screw ..	" ..	
Antrim	36	30	" ..	Paddle ..	" ..	
Aotea	89	15	Oil-engines ..	Screw ..	Home trade.	
Awarua (Blenheim) ..	..	3	Non-condensing ..	" ..	River ..	New launch.
* Awarua (Bluff) ..	100	32	Condensing ..	Paddle ..	Home trade ..	Tug.
* Beatrice	8	10	Non-condensing ..	Screw ..	River.	
Beautiful Star ..	146	30	Compound ..	" ..	Home trade.	
Bee .. ..	..	2	Oil-engines ..	" ..	River ..	New launch.
Bella	12	12	Non-condensing ..	" ..	Extended river.	
Ben Lomond	33	15	Compound ..	" ..	River.	
Beryl .. ..	..	5	Oil-engines ..	" ..	" ..	Launch.
* Birkenhead	55	16	Non-condensing ..	Paddle ..	" ..	
* Blanche	18	9	" ..	Screw ..	Extended river.	
Britannia	108	40	" ..	Paddle ..	River.	
Brunner	333	95	Triple expansion ..	Screw ..	Home trade.	
Canterbury .. ..	..	24	Non-condensing ..	Twin-screw ..	Extended river	Launch.
Charles Edward ..	123	48	Compound ..	" ..	Home trade.	
Chelmsford	70	24	" ..	Screw ..	" ..	
Clansman	336	90	" ..	" ..	" ..	
Clara .. ..	..	2½	Condensing ..	" ..	River ..	Launch.
* Clematis	5	8	" ..	Sternwheel ..	" ..	
* Comet .. ..	..	2½	" ..	Screw ..	Extended river	Launch.
Corinna	820	141	Compound ..	" ..	Foreign trade.	
Coromandel	67	25	" ..	" ..	Extended river.	
Daphne .. ..	..	1	Non-condensing ..	" ..	River ..	New yacht.
* Delta .. ..	..	24	" ..	Sternwheel ..	" ..	
Despatch (Bluff) ..	24	20	Compound ..	Screw ..	Extended limit	Fishing-vessel.
Dingadee	393	80	" ..	Twin-screw ..	Home trade.	
Dispatch .. ..	..	6	Non-condensing ..	Screw ..	River.	
Dolphin	16	8	Oil-engines ..	" ..	" ..	First survey.
Doto	20	16	Compound ..	" ..	Extended river	First N.Z. survey; fishing-vessel.
* Douglas	55	13	" ..	" ..	Home trade.	
Duchess	62	81	" ..	" ..	River ..	First N.Z. survey.
Durham	53	24	" ..	" ..	" ..	
* Eagle	138	70	" ..	Paddle ..	" ..	
Echo .. ..	..	3	Non-condensing ..	Screw ..	" ..	Launch.
* Edina	5	6	" ..	" ..	" ..	
* Effort	13	12	Compound ..	Paddle ..	" ..	
* Eliza .. ..	..	3	Non-condensing ..	Screw ..	" ..	Launch.
* Elsie	15	8	" ..	" ..	" ..	
Endon .. ..	..	5	Condensing ..	" ..	Extended river	Fishing-vessel.
* Erin .. ..	..	4	Non-condensing ..	" ..	River.	
Ethel J.	20	16	Compound ..	" ..	" ..	
Express	36	25	" ..	" ..	Extended river	First N.Z. survey; fishing-vessel.
* Fairy	32	15	Non-condensing ..	" ..	" ..	
Falcon .. ..	..	5½	" ..	" ..	" ..	Launch.
Fanny	55	30	Compound ..	" ..	Home trade.	
Fingal	22	9	" ..	" ..	" ..	
Flora	838	180	" ..	" ..	Foreign trade.	
Florence .. ..	..	3½	Non-condensing ..	" ..	River ..	New launch.
Flower of Kent ..	..	3½	Compound ..	" ..	" ..	Launch.
Gannet	15	6	Condensing ..	" ..	Home trade ..	Yacht.
Gairloch	211	85	Compound ..	Twin-screw ..	" ..	
Gertie	100	59	Condensing ..	" ..	" ..	First N.Z. survey.
Glenelg	156	75	Compound ..	Screw ..	" ..	
Goldfinch .. ..	..	12	Non-condensing ..	" ..	River.	
Hauptiri	475	88	Compound ..	" ..	Home trade ..	Formerly "Richmond."
Hawea	1,114	104	Triple expansion ..	" ..	Foreign trade.	
Heathcote	94	35	Compound ..	" ..	River.	
* Hobe .. ..	..	2	Oil-engines ..	" ..	" ..	New yacht.
Herald	370	85	Compound ..	" ..	Home trade.	
Hercules	51	36	Oil-engines ..	" ..	" ..	
Hesketh	393	80	Compound ..	Twin-screw ..	" ..	
Hinemoa .. ..	..	6½	Non-condensing ..	Screw ..	River ..	New launch.
Horeke .. ..	..	4	" ..	" ..	" ..	Launch.
Huia (Wellington) ..	90	23	Compound ..	" ..	Home trade.	
* Ida	12	10	Non-condensing ..	" ..	River.	

* Surveyed twice, and in some cases three times.

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

Name of Vessel.	Tons Register.	Nominal Horse-power of Steam-engines and Brake Horse-power of Oil-engines.	Nature of Engines.	Nature of Propeller.	Class of Certificate.	Remarks.
Invercargill	123	50	Compound ..	Screw ..	Home trade.	
Iona	159	60	" ..	" ..	" ..	
*Irene	7	2 $\frac{1}{2}$	Non-condensing ..	" ..	River ..	
*Ithaca	7	9	Compound ..	" ..	Extended river ..	Fishing-vessel.
Jane Douglas	75	22	" ..	" ..	" ..	
Janet Nicoll	496	90	" ..	" ..	Home trade.	
*J.D.O.	87	28	" ..	" ..	Extended river ..	Tug.
John Anderson	36	25	" ..	" ..	Extreme limits.	
Kahu	99	40	" ..	" ..	Foreign trade.	
Kaituna .. ..	..	4	" ..	" ..	River ..	Launch.
Kanieri	115	20	" ..	" ..	Home trade.	
Kapanui	75	32	" ..	" ..	Extended river ..	First survey.
Kate .. ..	..	5	Non-condensing ..	" ..	River ..	
Katikati	27	8	Condensing ..	" ..	Extended river.	
Kauri .. ..	..	1 $\frac{1}{2}$	Non-condensing ..	" ..	River ..	New launch.
Kawatiri	285	70	Compound ..	" ..	Home trade.	
Kawau	37	14	" ..	" ..	Extended river.	
Kennedy	125	43	" ..	Twin-screw ..	Home trade.	
*Kia Ora	150	65	" ..	" ..	Foreign trade ..	Left the colony.
Kilmorey .. ..	..	1 $\frac{1}{2}$	Non-condensing ..	Screw ..	River ..	Launch.
*Kini	702	130	Triple expansion ..	" ..	Foreign trade ..	First N.Z. survey.
Kiripaka	72	24	Compound ..	" ..	Home trade.	
Kopu .. ..	..	13	Non-condensing ..	Paddle ..	Extended river.	
Koputai	5	120	Compound ..	" ..	Home trade.	
Kotiti	40	14	" ..	Screw ..	Extended river ..	First survey.
*Kotuku	41	26	Non-condensing ..	Three screws	River.	
Lady Barkly	39	20	Compound ..	Screw ..	Home trade.	
Lena .. ..	..	5	Non-condensing ..	" ..	Extended river.	
Lily	20	12	Compound ..	Twin-screw ..	" ..	
*Little George	4	4	Non-condensing ..	Screw ..	River ..	
Louie	9	7	" ..	" ..	" ..	First survey.
Lyttelton	39	80	Compound ..	Paddle ..	Extended river ..	Tug.
Mahinapta	239	80	" ..	Twin-screw ..	Foreign trade ..	Left the colony.
Mana (Wellington)	43	25	" ..	Screw ..	Home trade.	
Mana (Westport)	51	90	" ..	Paddle ..	" ..	Tug.
Manaroa	78	24	" ..	Screw ..	" ..	
Manukau	45	20	" ..	" ..	Extended river.	
*Manuawai	75	25	Non-condensing ..	Sternwheel ..	River.	
*Maori (Auckland)	17	8	" ..	Screw ..	Extended river.	
Maori (Dunedin)	118	60	Compound ..	" ..	Foreign trade.	
Mapourika	718	130	Triple expansion ..	" ..	Home trade ..	First survey.
Mararoa	1,380	530	" ..	" ..	Foreign trade.	
*Matuku	3	3	Non-condensing ..	" ..	River ..	Launch.
May .. ..	..	3	" ..	" ..	" ..	
Medora	67	20	Oil-engines ..	" ..	Home trade.	
Midge .. ..	..	2	" ..	" ..	River ..	New launch.
Minnie Casey	48	20	Compound ..	" ..	" ..	
Moa	109	33	" ..	" ..	Home trade.	
Mokoia .. ..	..	4	Non-condensing ..	" ..	River ..	Launch.
Mona .. ..	..	3	Oil-engines ..	" ..	" ..	New launch.
Moss Rose .. ..	..	6	Condensing ..	" ..	" ..	Fishing-vessel.
*Moturoa .. ..	..	10	Non-condensing ..	" ..	" ..	Launch.
Mountaineer	66	50	Compound ..	Paddle ..	" ..	
Muritai	133	45	" ..	Screw ..	Home trade ..	First N.Z. survey.
Napier	48	30	" ..	" ..	" ..	
*Nautilus	32	18	" ..	" ..	" ..	
Nell .. ..	..	2	Oil-engines ..	" ..	River ..	Launch.
Nellie Brown .. ..	..	3	" ..	" ..	" ..	New launch.
Ngaru .. ..	..	1 $\frac{1}{2}$	Non-condensing ..	" ..	" ..	
Ngunguru	54	17	Condensing ..	" ..	Home trade.	
Nile	21	20	Non-condensing ..	Paddle ..	" ..	
*Noko	15	9	" ..	Screw ..	Extended river.	
No. 121	394	100	Compound ..	Twin-screw ..	" ..	Dredge.
No. 222	502	120	" ..	" ..	Home trade ..	" ..
Oban	27	16	Oil-engines ..	Screw ..	River.	
Ohau	411	92	Compound ..	" ..	Home trade.	
Ohinemuri	73	26	" ..	" ..	" ..	
Ohuru	20	60	Condensing ..	Twin-screw ..	River.	
Omapere	352	80	Compound ..	Screw ..	Home trade.	
Onslow	16	14	" ..	Twin-screw ..	River.	
*Opawa	64	18	" ..	Screw ..	Home trade.	
Opuatia .. ..	..	5	Non-condensing ..	" ..	River ..	New launch.
Oreti	138	50	Compound ..	" ..	Home trade.	
Orewa	37	17	" ..	" ..	Extended river ..	First survey.
*Osprey	138	70	" ..	Paddle ..	River.	
Ovalau	767	75	Quadruple expans'n	Screw ..	Foreign trade.	
Paeroa	45	15	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 Register.	Nominal Horse-power of Steam-engines and Brake Horse-power of Oil-engines.	Nature of Engines.	Nature of Propeller.	(Class of Certificate.	Remarks.
*Paiaka	10	9	Compound ..	Screw ..	Extended river..	Fishing-vessel.
Pania	27	11	" ..	" ..	Home trade.	
Pareora	355	71	Triple expansion ..	" ..	" ..	
Parera .. .. .	..	10	Oil-engines ..	" ..	River ..	Launch.
*Patiki	37	15	Non-condensing ..	Paddle ..	" ..	
*Pelorus	18	12	" ..	Screw ..	" ..	
Penguin	517	180	Compound ..	" ..	Home trade.	
*Phoenix	6	5	Non-condensing ..	" ..	River.	
Pilot	11	13	Compound ..	" ..	" ..	
Pinafore .. .. .	..	3	Non-condensing ..	" ..	Extended river..	Launch.
*Piraki	10	9	" ..	" ..	River.	
*Planet	13	8	" ..	" ..	" ..	
*Plucky	29	40	Compound ..	" ..	Home trade ..	Tug.
Pohorua	749	128	Triple expansion ..	" ..	Foreign trade.	
Presto .. .. .	..	3	Non-condensing ..	" ..	River ..	New launch.
Prince of Wales ..	487	27	Compound ..	Twin-screw ..	Home trade ..	Meat-freezing vessel.
Pukaki	917	110	Quadruple comp'nd	Screw ..	Foreign trade.	
Queen of the South ..	121	40	" ..	" ..	Home trade.	
Result (Napier) ..	18	10	Non-condensing ..	" ..	Extended river..	Fishing-vessel.
*Result (Tauranga) ..	..	4	" ..	" ..	" ..	
Rimu	144	95	Triple expansion ..	" ..	Home trade ..	First survey.
Riro Riro .. .. .	..	4	Non-condensing ..	" ..	Extended river..	Launch.
Rita	22	11	Compound ..	" ..	" ..	First survey; fishing-vessel.
Rosamond	462	90	" ..	" ..	Home trade.	
Rose Casey	99	109	" ..	" ..	Extended river.	
Rotoiti	630	104	Triple expansion ..	Twin-screw ..	Home trade ..	First survey.
Rotokino	1,304	135	Quadruple expans'n	Screw ..	Foreign trade.	
Rotomahana (Auckland)	139	50	Compound ..	" ..	Home trade.	
Rotomahana (Dunedin)	901	450	" ..	" ..	Foreign trade.	
Rotorua	576	172	" ..	" ..	Home trade.	
Savaii	31	8	Condensing ..	" ..	Extended river..	First survey; fishing-vessel.
Seagull .. .. .	..	6	Non-condensing ..	" ..	" ..	Fishing-vessel.
Snark	12	10	" ..	" ..	River. "	
Speedwell .. .. .	..	10	Oil-engines ..	" ..	" ..	New launch.
*Stella	157	90	Compound ..	" ..	Home trade.	
*Sterling	26	39	" ..	" ..	" ..	First survey.
Stormbird	137	40	" ..	" ..	" ..	
Sumner	94	35	" ..	" ..	River ..	Hopper-barge.
Sylph	5	8	Condensing ..	" ..	" ..	Launch.
Taieri	1,071	155	Triple expansion ..	" ..	Foreign trade.	
Tainui (Auckland) ..	47	20	Non-condensing ..	Paddle ..	River.	
*Takapuna (Auckland) ..	58	20	" ..	" ..	" ..	
Takapuna (Dunedin) ..	370	165	Compound ..	Screw ..	Home trade.	
Talune	1,303	255	Triple expansion ..	" ..	Foreign trade.	
Taniwha (Auckland) ..	191	40	Compound ..	Twin-screw ..	Home trade ..	First survey.
Taniwha (Timaru) ..	..	16	" ..	Screw ..	Extended river..	Dredge.
Tarawera	1,269	250	" ..	" ..	Foreign trade.	
*Tarewai	7	12	" ..	" ..	River.	
Taupo	408	92	" ..	" ..	Home trade.	
Taviuni	910	135	Quadruple expans'n	" ..	Foreign trade.	
Tawera	44	40	Oil-engines ..	" ..	Extended river.	
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.	
*Theodore	35	25	" ..	" ..	River.	
Thistle	77	90	Oil-engines ..	Twin-screw ..	Home trade ..	First survey.
Thomas King	70	16	Non-condensing ..	Screw ..	Extended river.	
Timaru	211	78	Compound ..	Twin-screw ..	Home trade.	
Titiroa .. .. .	..	3	Non-condensing ..	Screw ..	River ..	Launch.
Tongariro	62	25	" ..	Paddle ..	" ..	
Torea	9	18	Compound ..	Screw ..	Extended river.	
Toroa	132	40	Oil-engines ..	" ..	Home trade ..	First survey.
Tuakau .. .. .	..	2	Non-condensing ..	" ..	River ..	Launch.
*Tui .. .. .	..	6½	" ..	" ..	" ..	
Tuna .. .. .	..	14	Compound ..	Twin-screw ..	Extended river.	
Upolu	700	120	Quadruple expans'n	Screw ..	Foreign trade.	
Vesta .. .. .	..	3	Non-condensing ..	" ..	River ..	Launch.
*Victoria	93	50	" ..	Paddle ..	" ..	
Victory .. .. .	..	4	" ..	Screw ..	" ..	Launch.
Vivid	6	13	" ..	" ..	" ..	
Waahi .. .. .	..	5	" ..	" ..	" ..	New launch.
Waiaapu	61	15	Oil-engines ..	" ..	Home trade.	
Waihi	63	20	Compound ..	" ..	" ..	

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

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

Name of Vessel.	Tons Register.	Nominal Horse-power of Steam-engines and Brake Horse-power of Oil-engines.	Nature of Engines.	Nature of Propeller.	Class of Certificate.	Remarks.
Waihora	1,269	250	Compound ..	Screw ..	Foreign trade.	
Waikare	1,901	229	Triple expansion ..	" ..	" ..	
* Waikato	56	14	Non-condensing ..	Paddle ..	River.	
Waimarie	159	48	Compound ..	Screw ..	Home trade.	
Waimate	3,629	307	" ..	" ..	Foreign trade ..	First N.Z. survey.
Wainui	411	95	" ..	" ..	Home trade.	
Waiotahi	168	56	" ..	Twin-screw ..	" ..	
Wairere	27	80	Non-condensing ..	Paddle ..	River.	
Wairoa (Auckland) ..	63	24	Compound ..	Screw ..	" ..	
Wairoa (Nelson) ..	48	20	Condensing ..	" ..	Home trade.	
* Wairoro	10	10	Non-condensing ..	" ..	River ..	Condemned.
* Waitangi	5	5	Compound ..	" ..	River.	
Waitara (Wanganui) ..	12	12	Non-condensing ..	" ..	" ..	
* Waitoa	27	16	Compound ..	" ..	" ..	
Waiwera (Henley) ..	7	7	Non-condensing ..	" ..	" ..	Launch.
Waiwera (Kaipara) ..	6	6	Compound ..	" ..	" ..	"
Waiwera (Lyttelton) ..	15	15	" ..	" ..	" ..	"
Wakatere	157	140	" ..	Paddle ..	Home trade.	
Wakatipu	1,258	230	Quadruple expans'n ..	Screw ..	Foreign trade.	
Wakatu	95	30	Compound ..	" ..	Home trade.	
Wanaka	1,572	280	Triple expansion ..	" ..	Foreign trade ..	First N.Z. survey.
Warkworth	25	10	Oil-engines ..	" ..	River.	
Wasp	1	1	Non-condensing ..	" ..	" ..	Launch.
Waverley	93	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 ..	" ..	
Whangape	6	6	Non-condensing ..	Screw ..	River ..	Launch.
* Winona	19	8	Compound ..	" ..	Extended river..	Fishing-vessel.
* Yankee Doodle ..	6	12	Non-condensing ..	Paddle ..	River.	

* Surveyed twice, and in some cases three times.

RETURN showing the CERTIFICATES of SERVICE issued to MASTERS, MATES, and ENGINEERS during the Year ended 31st March, 1899.

Name of Person.	Rank.	Class of Certificate.	Date of Issue.	No.
Peter Annan	Master ..	Home trade ..	16 May, 1898 ..	2687
William Spencer	" ..	" ..	29 June, " ..	2688
George Samuel Emtage ..	" ..	" ..	15 July, " ..	2689
Henry James Bennett ..	" ..	" ..	18 " " ..	2690
John Eriksen	" ..	" ..	23 " " ..	2691
John Thomas Kingdon ..	" ..	" ..	23 Sept., " ..	2692
Joseph Rodrigues Vieira ..	" ..	" ..	26 " " ..	2693
Peter Stranberg	" ..	" ..	6 Oct., " ..	2694
Charles Neilson	" ..	" ..	28 " " ..	2695
George Frost	" ..	Foreign trade ..	21 Nov., " ..	2696*
John Wares	" ..	Home trade ..	10 Jan., 1899 ..	2697
Alfred Subritzky	" ..	" ..	15 Feb., " ..	2698*

* Renewals.

RETURN showing the Number of MASTERS, MATES, and ENGINEERS examined during the Year ended 31st March, 1899, 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	2	5	7	11	14	25	10	3	13	3	..	3	..	..	..	26	22	48
Home-trade masters and mates	11	3	14	9	3	12	1	1	2	1	..	1	..	..	..	22	7	29
River-steamer masters	9	2	11	7	..	7	..	..	..	3	1	4	1	..	1	20	3	23
Sea-going engineers ..	24	7	31	31	5	36	6	3	9	3	12	2	..	..	2	72	18	90
River-steamer engineers	8	3	11	4	..	4	1	..	1	2	..	2	1	1	2	16	4	20
Marine-engine drivers	10	3	13	1	..	1	..	..	..	..	..	3	..	..	3	14	3	17
Totals	64	23	87	63	22	85	18	7	25	18	4	22	7	1	8	170	57	227

RETURN showing the TOTAL ORDINARY EXPENDITURE of the Marine Department during the Financial Year ended 31st March, 1899.

Nature of Expenditure.	Details.			Totals.			Grand Totals.		
	£	s.	d.	£	s.	d.	£	s.	d.
HEAD OFFICE:—									
Secretary, also Secretary and Inspector of Customs ..	..	..	..	..	..	..	..	..	..
Chief Clerk	320	0	0						
Clerks	350	0	0						
Cadet	65	0	0						
Nautical Adviser, &c. ..	317	4	1						
									1,052 4 1
HARBOURS:—									
Manukau,—									
Salaries	426	0	0						
Contingencies	90	5	4						
						516	5	4	
Russell,—									
Contingencies .. .. .	..	..	..			25	16	6	
									2 3 4
Whangaroa,—									
Contingencies .. .. .	..	..	..			
Hokianga,—									
Salaries	284	0	0						
Contingencies	48	7	11						
						332	7	11	
Kaipara,—									
Salaries	490	0	0						
Subsidy to steamer for harbour-work ..	340	0	0						
Removal of beacon	250	0	0						
Contingencies	29	10	7						
						1,109	10	7	
Opunake,—									
Salary .. .. .	..	..	..			25	0	0	
Foxton,—									
Salary	190	0	0						
Contingencies	46	10	4						
						236	10	4	
Rangitikei,—									
Salary .. .. .	..	..	..			15	0	0	
Tauranga,—									
Contingencies .. .. .	..	..	..						5 6 6
Mokau,—									
Salary	22	10	0						
Removal of snags	55	0	3						
Contingencies	1	19	6						
						79	9	9	
Mongonui,—									
Repairs to wharf .. .. .	..	..	..			150	0	0	
Whangarei,—									
Contingencies .. .. .	..	..	..						1 7 6
Wairau,—									
Salary	145	0	0						
Contingencies	82	7	7						
						227	7	7	
Havelock,—									
Contingencies .. .. .	..	..	..			2	15	0	
Picton,—									
Contingencies .. .. .	..	..	..						0 13 6
Nelson,—									
Salaries	522	14	0						
Contingencies	96	11	11						
						619	5	11	
Motueka,—									
Salary	10	0	0						
Contingencies	9	8	6						
						19	8	6	
Waitapu,—									
Salary	25	0	0						
Contingencies	56	12	6						
						81	12	6	
Collingwood,—									
Salary	25	0	0						
Contingencies	6	7	0						
						31	7	0	
Karamea,—									
Salary	40	0	0						
Stop bank	286	10	5						
Removal of snags	96	5	5						
Contingencies	3	10	9						
						426	6	7	
Little Wanganui,—									
Contingencies .. .. .	..	..	..						8 7 3
Okarito,—									
Salary	28	15	0						
Contingencies	63	2	2						
						91	17	2	
Okuru,—									
Contingencies .. .. .	..	..	..						11 16 7
Waikawa,—									
Salary .. .. .	..	..	..						5 0 0
Catlin's River,—									
Contingencies .. .. .	..	..	..						3 15 0
Wharf at Panmure									
						200	17	0	
Pension of J. Hebderley									
						50	0	0	
Buoy-chain									
						211	12	11	
General contingencies									
						191	3	2	

RETURN showing the COST of MAINTENANCE of the New Zealand LIGHTHOUSES, and the QUANTITY of OIL consumed at each, during the Year ended 31st March, 1899.

Name of Lighthouse.	Salaries.	Oil.		Stores and Contingencies.	Totals.
		Gallons consumed.	Value.		
Cape Maria van Diemen	£ s. d. 320 16 8	1,008	£ s. d. 71 8 0	£ s. d. 132 8 5	£ s. d. 524 13 1
Moko Hinou	394 7 1	785	55 12 1	104 15 0	554 14 2
Tiri-Tiri	288 6 8	509	36 1 1	58 13 8	383 1 5
Bean Rock	160 0 0	89	8 6 8*	125 14 9†	294 1 5
Ponui Passage	160 0 0	76	5 7 8	10 18 11	176 6 7
Cuvier Island	334 2 3	1,375	97 7 11	106 7 11	587 18 1
Portland Island.. .. .	375 0 0	744	52 14 0	187 9 0	615 3 0
Napier Bluff	20 0 0	Gas	13 5 3	0 1 3	33 6 6
Cape Palliser	270 0 0	965	68 7 1	77 2 2	415 9 3
Pencarrow Head	300 0 0	937	66 7 5	131 1 2‡	497 8 7
Somes Island	156 0 0	211	14 18 11	56 5 9	227 4 8
Cape Egmont	283 16 7	599	42 8 7	75 0 11	401 6 1
Manukau Head	269 3 4	534	37 16 6	58 10 3	365 10 1
Manukau-South Head leading-lights		170	12 0 10		
Manukau North Head leading-lights	120 0 0	146	10 6 10	32 17 8	175 5 4
Kaipara Head	270 0 0	518	36 13 10	121 2 9	427 16 7
Brothers	448 6 10	682	48 6 2	71 0 3	567 13 3
Tory Channel leading-lights	90 0 0	167	11 16 7	6 19 2	108 15 9
Cape Campbell	270 0 0	519	36 15 3	69 5 7	376 0 10
Godley Head	267 10 0	519	36 15 3	59 13 9	363 19 0
Akaroa Head	270 0 0	577	40 17 5	44 10 7	355 8 0
Moeraki	266 18 9	529	37 9 5	83 19 1	388 7 3
Taiaroa Head	290 0 0	506	35 16 10	33 0 2	353 17 0
Cape Saunders	255 12 9	650	46 0 10	65 14 10	367 8 5
Nugget Point	280 0 0	926	65 11 10	93 12 0	439 3 10
Waipapapa Point	280 17 5	573	40 11 9	51 17 8	373 6 10
Dog Island	331 5 1	785	55 12 1	82 19 7	469 16 9
Centre Island	351 12 2	864	61 4 0	110 8 8	523 4 10
Puysegur Point	350 0 0	933	66 1 9	82 4 0	493 5 9
Hokitika	12 0 0	Gas	13 11 3	0 12 0	26 3 3
Cape Foulwind	288 11 6	544	38 10 8	68 17 4	395 19 6
Farewell Spit	338 4 6	585	41 8 9	70 2 7	449 15 10
Nelson	284 14 1	242	17 2 10	54 12 11	356 9 10
Stephens Island	383 2 3	1,822	129 1 2	174 19 7§	687 3 0
French Pass	210 0 0	123	8 14 3	33 15 6	252 9 9
Totals	8,990 7 11	20,212	1,460 10 9	2,536 14 10	12,987 13 6

* Kerosene. † Includes £74 14s. 1d., cost of repairs. ‡ Includes £61 12s. 8d., cost of repairs. § Includes £38 7s. 11d., cost of additions to 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 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 FEES, &c., received under
the Shipping and Seamen's Acts, the Merchant
Shipping Act, the Sea-fisheries Acts, the In-
spection of Machinery Acts, and for PILOTAGE
and PORT CHARGES &c., during the Year ended
31st March, 1899.

Nature of Receipts.	Amount.	
	£	s. d.
Shipping and Seamen's Acts:—		
Fees for shipping and discharge of sea- men, and sale of forms	1,851	5 2
Survey of steamers	1,402	10 0
Measurement of ships	25	0 0
Examination of masters, mates, and engineers	216	5 0
Light-dues	19,382	16 4
Merchant Shipping Act	71	16 0
Pilotage and port charges	2,664	16 6
Sundry receipts under Harbours Acts	203	14 0
Sea-fisheries Act	477	7 0
Inspection of Machinery Acts	3,904	17 0
Sundries	130	2 6
Total	£30,330	9 6

RETURN showing the AMOUNT of LIGHT-DUES
collected during the Year ended 31st March,
1899.

Port.	Amount collected.	
	£	s. d.
Auckland	5,661	11 9
Onehunga	108	14 0
Whangarei	82	2 7
Whangaroa	5	9 7
Russell	34	18 2
Mongonui	2	17 1
Hokianga	7	14 5
Kaipara	90	17 3
Thames	94	19 5
Coromandel	23	5 8
Tauranga	22	16 5
Poverty Bay	390	13 5
Napier	490	8 9
New Plymouth	154	14 9
Waitara	39	4 9
Wanganui	106	13 9
Patea	6	15 7
Wellington	5,528	0 9
Wairau	12	7 11
Picton	242	3 0
Nelson	323	4 5
Westport	415	12 2
Greymouth	164	7 7
Hokitika	1	11 2
Lyttelton	1,707	19 3
Timaru	331	10 7
Oamaru	76	4 1
Dunedin	1,517	5 8
Bluff and Invercargill	1,738	12 5
Total	£19,382	16 4

RETURN showing the AMOUNT of PILOTAGE, PORT
CHARGES, &c., collected during the Year ended
31st March, 1899.

Name of Port.	Pilotage.		Port Charges, &c.		Total.	
	£	s. d.	£	s. d.	£	s. d.
Auckland*	366	10 9	2,972	12 4	3,339	3 1
Onehunga	7	18 5	122	17 3	130	15 8
Hokianga	32	13 4	..	..	32	13 4
Kaipara	82	7 0	762	15 5	845	2 5
Thames*	84	4 0	..	..	84	4 0
Gisborne*	90	14 3	804	15 7	895	9 10
Wairoa*	96	5 0	2	10 0	98	15 0
Napier*	581	1 5	2,961	14 2	3,542	15 7
New Plymouth*	54	1 7	116	18 8	171	0 3
Waitara*	79	1 3	76	7 5	155	8 8
Wanganui*	456	9 9	..	..	456	9 9
Patea*	26	19 8	4	13 0	31	12 8
Foxton	147	7 1	..	..	147	7 1
Wellington*	172	19 10	7,702	11 8	7,875	11 6
Wairau	124	11 4	..	..	124	11 4
Nelson	815	15 5	568	11 3	1,384	6 8
Hokitika* .. .. .	..	..	13	8 9	13	8 9
Lyttelton*	3,869	3 8	3,273	11 10	7,142	15 6
Timaru*	708	15 0	2,099	11 4	2,808	6 4
Oamaru* .. .. .	..	..	1,445	17 4	1,445	17 4
Dunedin*	4,914	12 9	3,871	17 11	8,786	10 8
Invercargill* .. .. .	..	..	13	3 2	13	3 2
Bluff*	2,791	15 2	1,211	17 0	4,003	12 2
Riverton* .. .. .	..	..	4	16 0	4	16 0
Totals	15,503	6 8	28,030	10 14	43,533	16 9

* Harbour Board revenue.

† Tonnage rate on cargo.

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 31st March, 1899.

Name of Seaman.	Balance to Credit of Estate on 31st March, 1898.	Amount received.	Amount paid.	Balance to Credit of Estate on 31st March, 1899.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Charles J. Miller	2 15 4	..	2 15 4	..
Carl Deug, <i>alias</i> William Clansen or Clansman	0 19 0	..	0 19 0	..
G. Faulkner	4 10 0	..	4 10 0	..
John R. Campbell .. .. .	..	7 11 5	0 6 8	7 4 9
Frederick Davis .. .. .	..	0 9 9	..	0 9 9
Philip Hoare .. .. .	..	0 8 6	..	0 8 6
Henry Smith .. .. .	..	0 5 2	..	0 5 2
Alexander D. McNab .. .. .	..	0 0 3	..	0 0 3
Joseph Dominy .. .. .	..	2 12 4	2 12 4	..
Edmund Gray .. .. .	..	0 16 0	0 16 0	..
Edward Jones .. .. .	..	43 4 10	43 4 10	..
Charles James Collins .. .. .	..	8 4 9	8 4 9	..
William Hodge .. .. .	..	83 17 8	83 17 8	..
A. Nelson .. .. .	..	4 19 0	4 19 0	..
Henry West .. .. .	..	0 17 3	..	0 17 3
Matthew Miller .. .. .	..	16 0 0	6 17 6	9 2 6
Robert McDougall .. .. .	..	9 18 4	0 10 0	9 8 4
Alfred Murfin .. .. .	..	4 2 2	..	4 2 2
Totals	8 4 4	183 7 5	159 13 1	31 18 8

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 31st March, 1899.

No. of License.	Date of Issue.	Name of Licensee.	Port of Residence.	Date of Expiry of License.
17	12 Aug., 1898	Edward Wheeler	Wellington ..	12 Aug., 1899.
18	11 Nov., "	Hugh McLellan	Lyttelton ..	11 Nov., "
19	7 Dec., "	Richard Groombridge Butt.. .. .	Wellington ..	20 July, "
20	21 " "	Archibald Kennedy	" ..	21 Dec., "

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.
14	13 Aug., 1898	Herbert John Richardson	"

* Left the colony.

RETURN showing the NUMBER of NOTICES to MARINERS relating to Matters within the Colony issued by the Marine Department during the Year ended 31st March, 1899.

Port or Place.	Subject of Notice.
Auckland Harbour ..	Dredging operations, Hobson Street Wharf.
" ..	Practice, mine-fields.
Daggs Sound ..	Position of rock on which s.s. "Tutanekai" touched.
East Cape Island ..	Preliminary notices as to exhibition of light.
French Pass ..	Position and description of bank (two notices).
Greymouth ..	Barrytown Gold-mining Company's arc lights at Barrytown.
Kaipara Harbour ..	Leading-beacons re-erected and mark-buoys placed off Tory Shoal.
" ..	Further extension of Tory Shoal.
" ..	Extension of bank in Otamatea Channel.
Manawatu River ..	Alteration in colour of leading-lights.
Nelson Harbour ..	Alteration in position of bar-buoy.
New Plymouth Harbour ..	Day and night signals for port.
" ..	" " " new dredged channel.
Otago Harbour ..	Leading lights and beacons.
Pelorus Sound ..	Spar-buoy on Kainoke Rock.
Port Nicholson ..	Fog-signal at Pencarrow Head.
" ..	Mine-fields off Steeples Rock.
Raglan Harbour ..	Discontinuance of beacons.
Thames Harbour ..	Bell on fairway buoy, and more powerful light on Kopu Wharf.
Waimakariri River ..	Temporary flagstaff erected on South Spit.
General ..	Warning signal for use at night: flashing or sound signal.

DESCRIPTIVE RETURN of New Zealand COASTAL LIGHTHOUSES.

Name of Lighthouse.	Order of Apparatus.	Description.	Period of Revolving Light.	Colour of Light.	Tower built of	Dwellings built of	Date first lighted.
Cape Maria van Diemen	1st order dioptric	Revolving	1'	White	Timber	Timber	24 Mar., 1879
"	"	Fixed	"	Red, to show over Columbia Reef.	"	"	"
Moko Hinou	1st order dioptric	Flashing	10"	White	Stone	Timber	18 June, 1883
Tiri-Tiri ..	2nd "	Fixed	"	White, with red arc over Flat Rock	Iron	"	1 Jan., 1865
Ponui Passage	5th "	"	"	White and red ..	Timber	"	29 July, 1871
Cuvier Island	1st "	Revolving	30"	White	Iron	"	22 Sept., 1880
East Cape ..	2nd "	Flashing	10"	"	"	"	Building.
"	2nd "	Revolving	30"	"	Timber	"	10 Feb., 1878
Portland Island	"	Fixed	"	Red, to show over Bull Rock.	"	"	"
Cape Palliser	2nd order dioptric	Revolving	"	White	Iron	Timber	27 Oct., 1897
Pencarrow Head	2nd "	Fixed	"	"	"	"	1 Jan., 1859
Cape Egmont	2nd "	"	"	"	"	"	1 Aug., 1881
Manukau Head	3rd "	"	"	"	Timber	"	1 Sept., 1874
Kaipara Head	2nd "	Flashing	10"	"	"	"	1 Dec., 1884
"	2nd "	"	10"	"	"	"	24 Sept., 1877
Brothers ..	"	Fixed	"	Red, to show over Cook Rock.	"	"	"
Cape Campbell	2nd order dioptric	Revolving	1'	White	Timber	Timber	1 Aug., 1870
Godley Head	2nd "	Fixed	"	"	Stone	Stone	1 April, 1865
Akaroa Head	2nd "	Flashing	10"	"	Timber	Timber	1 Jan., 1880
Moeraki ..	3rd "	Fixed	"	"	"	"	22 April, 1878
Taiaroa Head	3rd "	"	"	Red	Stone	Stone	2 Jan., 1865
Cape Saunders	2nd "	Revolving	1'	White	Timber	Timber	1 Jan., 1880
Nugget Point	1st "	Fixed	"	"	Stone	Stone	4 July, 1870
Waipapapa Point	2nd "	Flashing	10"	"	Timber	Timber	1 Jan., 1884
Dog Island	1st order catadioptric	Revolving	30"	"	Stone	Stone	1 Aug., 1865
Centre Island	1st order dioptric	Fixed	"	White, with red arcs overinshore 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
Nelson ..	4th "	Fixed	"	White, with red arc to mark limit of anchorage	"	"	4 Aug., 1862
French Pass	6th "	"	"	Red and white, with white light on beacon.	"	"	1 Oct., 1884
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

RETURN of MASTERS, MATES, and ENGINEERS to whom CERTIFICATES of COMPETENCY were issued during the Year ended 31st March, 1899.

Name of Person.	Rank.	Class of Certificate.	Date of Issue.	No.
Philip Escott	Second mate ..	Foreign trade ..	15 April, 1898 ..	*853
John Proudfoot	First mate ..	" ..	26 " " ..	763
Charles McLean	Second mate ..	" ..	16 May, " ..	854
William Fretwell	First mate ..	" ..	9 June, " ..	799
John McLennan McKenzie	" ..	" ..	5 July, " ..	749
Herbert Louis Barton Goertz	" ..	" ..	15 " " ..	855
Robert Hatchwell	Master, extra ..	" ..	23 " " ..	856
Albert Ernest Young	First mate ..	" ..	5 Aug., " ..	755
James Small Pender	Master, ordinary ..	" ..	13 " " ..	857
Albert Thomas Norton	First mate ..	" ..	13 Sept., " ..	*858
Charles Thompson	Master ..	" ..	13 " " ..	775
William Joseph White	Second mate ..	" ..	22 " " ..	859
Robert Hogg Warrander	First mate ..	" ..	4 Oct., " ..	860
William John Burns	Second mate ..	" ..	27 " " ..	861
Freeborn John Douglas Parsons	" ..	" ..	7 Nov., " ..	862
Rowland Christian Hammond	First mate ..	" ..	1 Dec., " ..	817
Daniel McKenzie	Second mate ..	" ..	17 " " ..	863
James Lent Martin	" ..	" ..	23 " " ..	864
William McBride	First mate ..	" ..	11 Jan., 1899 ..	865
George Napier Lindsay	Master, ordinary ..	" ..	13 " " ..	698
Albert Edmund Harrington	" ..	" ..	26 " " ..	866
Frederick Antonio Hardy	" ..	" ..	31 " " ..	867
Edward John Hales	Second mate ..	" ..	9 Feb., " ..	868
Vans Brown	First mate ..	" ..	20 " " ..	827
Walter Andrew Tulloch	Master, ordinary ..	" ..	6 March, " ..	762
John Anderson	Second mate ..	" ..	8 " " ..	869
Joseph Robert Maryon Morley	First mate ..	" ..	11 " " ..	870
William Bark	Master ..	Home trade ..	21 May, 1898 ..	5405
John Kemp Mitchell	Mate ..	" ..	21 " " ..	5425
Frederick Irving	Master ..	" ..	30 " " ..	5401
Arthur Jacques Blackmore	Mate ..	" ..	2 June, " ..	5426
Hugh Andrew McLeod	" ..	" ..	17 " " ..	5427
Harry Stubbs	" ..	" ..	19 Aug., " ..	5428
Thomas Cowley	" ..	" ..	19 " " ..	5429
Thomas Frederick Meyers	Master ..	" ..	25 " " ..	5387
Julius Richard Madsen	Mate ..	" ..	7 Sept., " ..	5430
Hayward Charles Subritzky	" ..	" ..	23 " " ..	5431
Isaac Samuel Fletcher	" ..	" ..	20 Oct., " ..	5432
James Irvine	" ..	" ..	27 " " ..	5433
John Watt Darroch	" ..	" ..	2 Nov., " ..	5434
Frank Lawton	" ..	" ..	2 " " ..	5435
John Hoffer	" ..	" ..	8 " " ..	5436
Stephen Lawson	" ..	" ..	6 Dec., " ..	5437
John Edward Johnson	" ..	" ..	22 " " ..	5438
Ernest Jurs	" ..	" ..	31 Jan., 1899 ..	5439
Andrew Running	Master ..	" ..	23 Feb., " ..	5416
Richard Collins	Mate ..	" ..	6 March, " ..	5440
John Kennedy	" ..	" ..	13 " " ..	5441
William Outtrim	Master ..	" ..	29 " " ..	5089
Frank Glover	" ..	River trade ..	15 April, 1898 ..	3276
William Edward Sinnott	" ..	" ..	21 May, " ..	3277
Norman Smith	" ..	" ..	22 June, " ..	3278
Charles Edward Lowe	" ..	" ..	8 July, " ..	3279
Alexander Snodgrass Paterson	" ..	" ..	26 " " ..	3280
William Couldrey	" ..	" ..	13 Aug., " ..	3281
Thomas Scott	" ..	" ..	2 Sept., " ..	3282
William Henry Meredith	" ..	" ..	23 " " ..	3283
James Finley	" ..	" ..	26 " " ..	3284
George Schmidt	" ..	" ..	30 " " ..	3285
John Hoffer	" ..	" ..	8 Nov., " ..	3286
William Frederic Meyenberg	" ..	" ..	1 Dec., " ..	3287
Edward James Holford Blake	" ..	" ..	17 " " ..	3288
Percy McElwain	" ..	" ..	19 " " ..	3289
James Martin Fisher	" ..	" ..	11 Jan., 1899 ..	3290
Samuel Cochrane	" ..	" ..	31 " " ..	3291
Robert Cashman	" ..	" ..	8 March, " ..	3292
Samuel Wheatley McCallum	" ..	" ..	25 " " ..	3293
Edward Thorneycroft Frost	" ..	" ..	25 " " ..	3294
Douglas Grant Stevenson	2nd class engineer ..	Foreign trade ..	15 April, 1898 ..	302
Charles Heber Martin	3rd class engineer ..	" ..	15 " " ..	376
Frederick Francis Bullen	" ..	" ..	15 " " ..	377
Charles Duncan	" ..	" ..	15 " " ..	378
James Darling	1st class engineer ..	" ..	26 " " ..	269
John Alexander	" ..	" ..	30 " " ..	379
Arthur Leslie Turner	2nd class engineer ..	" ..	10 May, " ..	280
Malcolm Richmond	" ..	" ..	10 " " ..	380
Albert Coad	3rd class engineer ..	" ..	11 " " ..	381
John Dunstan	" ..	" ..	11 " " ..	382
Alfred Richard Pook	" ..	" ..	11 " " ..	383
James McGuire	" ..	" ..	11 " " ..	384
George Munroe	" ..	" ..	11 " " ..	385
Neil Haigh Heath	" ..	" ..	11 " " ..	386
Robert Tosh Dickie	1st class engineer ..	" ..	16 " " ..	148
William Appleby	" ..	" ..	16 " " ..	237

RETURN of MASTERS, MATES, and ENGINEERS to whom CERTIFICATES of COMPETENCY were issued during the Year ended 31st March, 1899—*continued.*

Name of Person.	Rank.	Class of Certificate.	Date of Issue.	No.
Joseph Lockie	1st class engineer ..	Foreign trade ..	18 May, 1898 ..	257
Robert Henry Norrie	3rd class engineer ..	"	18 " " ..	387
Edward Stanford Hibbard	"	"	18 " " ..	388
John De Vere Mannion	1st class engineer ..	"	2 June, " ..	389
Peter Marshall	2nd class engineer ..	"	6 " " ..	390
Matthew Miller	"	"	8 " " ..	391
Charles George Silvester	3rd class engineer ..	"	8 " " ..	392
Walter George Scott	"	"	8 " " ..	393
David Robertson	"	"	8 " " ..	394
James McAlpine	"	"	8 " " ..	395
Alfred Sadler	2nd class engineer ..	"	8 " " ..	396
John Fairweather	3rd class engineer ..	"	13 " " ..	397
William Stewart	"	"	8 July, " ..	398
Alexander James Millar	"	"	28 " " ..	399
Walter Urwin	1st class engineer ..	"	17 Aug., " ..	400
Henry William Robinson	3rd class engineer ..	"	17 " " ..	401
Thomas Wetherilt	2nd class engineer ..	"	19 " " ..	277
Henry Upton	1st class engineer ..	"	13 Sept., " ..	262
George Richard Skinner	2nd class engineer ..	"	13 " " ..	290
John McCallum	3rd class engineer ..	"	13 " " ..	402
Albert Edwin Edmonds	"	"	15 " " ..	403
William John White	"	"	15 " " ..	404
Albert Taylor	"	"	15 " " ..	405
William Percy Hambleton	2nd class engineer ..	"	26 " " ..	276
James Adam Glasgow	"	"	13 Oct., " ..	281
William Cecil Ferdinand Richardson	1st class engineer ..	"	14 " " ..	97
Henry Salter	"	"	14 " " ..	251
William Tinsley	3rd class engineer ..	"	14 " " ..	406
Frederick George Foster	"	"	14 " " ..	407
Thomas Elliot Naughton McKenzie	1st class engineer ..	"	14 " " ..	408
John Darling	"	"	28 " " ..	204
Arthur Brown	3rd class engineer ..	"	1 Nov., " ..	409
Frank Leonard Peterson	"	"	2 " " ..	410
Samuel Hosking Luke	"	"	8 " " ..	411
John Haynes	"	"	8 Dec., " ..	412
John Stuart Macgregor	"	"	12 " " ..	413
Robert Martin Wishart	"	"	17 " " ..	414
Matthew Cable	"	"	17 " " ..	415
James Lisle	"	"	8 Feb., 1899 ..	416
George Thomas Slade	"	"	8 " " ..	417
Thomas Alfred Cooper	"	"	8 " " ..	418
Hugh Alexander Calder	2nd class engineer ..	"	15 " " ..	286
Thomas Blair Whyte	"	"	15 " " ..	340
Harold Hay Gavin	3rd class engineer ..	"	15 " " ..	419
David Dunlop	"	"	20 " " ..	420
John Young	1st class engineer ..	"	20 " " ..	297
William Webb Luke	3rd class engineer ..	"	22 " " ..	421
Harry Hambleton	"	"	23 " " ..	422
George Macdonald Henderson	"	"	28 " " ..	423
Henry Horner Sanderson	"	"	8 March, " ..	424
Edgar Percival Turner	1st class engineer ..	"	16 " " ..	272
John Hamilton McLean	3rd class engineer ..	"	16 " " ..	425
Henry McDonald	Engineer	River trade ..	30 April, 1898 ..	1779
Charles Barwell	"	"	11 May, " ..	1780
Charles Foster	"	"	28 " " ..	1781
Harry Graham Lever	"	"	20 July, " ..	1782
Albert White	"	"	28 " " ..	1783
John Lyons	"	"	13 Sept., " ..	1784
John Henry Hodgson	"	"	13 " " ..	1785
James William Robertson	"	"	13 " " ..	1786
Montague Thomas Nelmes Bluck	"	"	15 " " ..	1787
Robert Cashman	"	"	14 Oct., " ..	1788
John Docherty	"	"	14 " " ..	1789
John Paterson	"	"	21 Nov., " ..	1790
Edward Crichton Reid	"	"	8 Dec., " ..	1791
Ernest Tirarau Walker	"	"	8 Feb., 1899 ..	1792
Herbert Henry Evans	"	"	8 " " ..	1793
Joseph Barlow Copeland	"	"	8 " " ..	1794
George Thomas Tupp	"	"	8 " " ..	1795
Alexander Beain	"	"	8 March, " ..	1796
William J. Fox	Marine-engine driver ..	"	15 April, 1898 ..	26
William Jupp	"	"	16 May, " ..	27
Frederick Redwood	"	"	13 June, " ..	28
Joseph Henry Redwood	"	"	13 " " ..	29
Richard John Morgan	"	"	10 Aug., " ..	30
Andrew McDougall	"	"	25 " " ..	31
Robert John Allan	"	"	25 " " ..	32
Thomas Collins	"	"	13 Sept., " ..	33
Joseph Morgan	"	"	13 " " ..	34
Adam Nixon	"	"	13 " " ..	35
Thomas Willoughby Kenny	"	"	16 Nov., " ..	36
William Edward Gibson	"	"	8 Feb., 1899 ..	37
Ernest August Meyenberg	"	"	8 " " ..	38
Edward Thorneycroft Frost	"	"	8 " " ..	39
John Allen	"	"	25 March, " ..	40

RETURN showing the ORDERS IN COUNCIL which have been issued during the Financial Year ended 31st March, 1899.

Date of Order.	Purpose of Order.
1898.	
April 18	Approves plans of extensions to Nos. 5 and 7 jetties, Lyttelton.
" 18	Revokes Order in Council licensing Witting, McKenzie, and Co. to occupy foreshore, South-west Bay, Stewart Island
" 18	Approves of Westport Harbour Board expending further sum of £500 on fifty new coal-wagons for Westport-Mokihinui Railway.
" 18	Approves of Westport Harbour Board converting 167 coal-wagons from 6-ton to 8-ton type.
" 18	Approves plan of Allen and Carr's wharf at Grahamsfern, Kaipara.
" 18	Licenses Allen and Carr to occupy foreshore, Kaipara, as site for wharf.
" 25	Makes regulation regarding Motueka Wharf.
May 2	Grants compassionate allowance to widow of late lightkeeper, N. Sciascia.
" 2	Fixes dues for Northern Steamship Company's wharf at Ohiva.
" 16	Makes close season for seals.
" 30	Revokes Order in Council licensing New Zealand Pine Company (Limited) to occupy foreshore at Oban, Stewart Island.
" 31	Modifies license to Northern Steamship Company (Limited) to occupy site for slip and dolphins at Manukau, and approves plans.
June 18	Vests management of Riwaka wharves in Riwaka Road Board, and prescribes dues.
July 11	Revokes Order in Council licensing A. Stenhouse to erect booms on Kaiarara and Wairohi Creeks, Port Fitzroy.
" 11	Revokes Order in Council licensing Manukau Timber Company to erect booms in Manukau Harbour.
" 11	Modifies authority for erection of bridge across Whangarei River.
" 25	Revokes Order in Council licensing W. D. Napier to occupy foreshore, Half-moon Bay, Stewart Island.
Aug. 15	Amends dues for Little Omaha and Tea Point wharves.
" 22	Approves plan of Kauri Gold Estates (Limited) wharf at Whangapoua.
" 22	Licenses Kauri Gold Estates (Limited) to occupy foreshore at Whangapoua, and fixed dues for wharf.
" 22	Approves plans of Northern Steamship Company's wharves at Cowes Bay, Waiheke Island.
" 22	Licenses Northern Steamship Company (Limited) to occupy foreshore, Waiheke Island, and fixes dues for wharf.
" 22	Approves plans of Mrs. Isabella McKay's bridge across Waipu River, and authorises its construction.
" 22	Approves plans of W. T. Erskine's wharf at Bolton Bay, Mahau Sound.
" 22	Licenses W. T. Erskine to occupy foreshore, Bolton Bay, Mahau Sound, and fixes dues for wharf.
" 22	Revokes Order in Council licensing F. Mander and others to occupy foreshore, Kaipara Harbour.
" 22	Approves sundry works at Westport required by Railway Department from Harbour Board.
" 22	Approves plan of extension of goods wharf at Thames.
" 29	Approves plan of extension of lower eastern and western training-walls, Westport.
" 29	Approves plan of Hobson County Council's wharf at Te Kopuru, Kaipara.
" 29	Licenses Hobson County Council to occupy foreshore, Te Kopuru, as site for wharf.
Sept. 19	Adds to dues for Northern Steamship Company's wharf at Cowes Bay, Waiheke Island.
" 26	Approves plans of extension of western groin, Turanganui River, Gisborne.
Oct. 10	Approves plans of Kauri Timber Company's booms at junction of Tangiwahine and Wairoa Rivers, Kaipara.
" 10	Licenses Kauri Timber Company to occupy foreshore, Kaipara, as site for booms.
" 10	Approves plan of Kauri Timber Company's wharf and booms, Manukau Harbour.
" 10	Licenses Kauri Timber Company to occupy foreshore, Manukau, as site for wharf and booms.
" 10	Approves plan of F. D. S. Neave's wharf at Titirangi Bay.
" 10	Licenses F. D. S. Neave to occupy foreshore, Titirangi Bay, as site for wharf.
" 10	Authorises Westport Harbour Board to expend £250 in fitting fifty hopper-wagons with lifting-gear.
" 24	Approves plan of Spring Creek River Board's works, Wairau River.
" 24	Approves plan of Northcote Wharf, Auckland.
" 31	Approves plans of G. J. Black's wharf at Akaroa.
" 31	Licenses G. J. Black to occupy foreshore, Akaroa, as site for wharf.
" 31	Vests management of Panmure Wharf in Panmure Township Road Board.
" 31	Makes regulations as to whitebait-fishing.
" 31	Approves plan of Otago Dock Trust's repairing jetty.
Nov. 25	Approves plans of Quay Street Jetty, No. 4 Auckland Harbour.
Dec. 19	Approves plans of M. Davies's proposed baths at Kikowhakariri Bay, Coromandel.
" 19	Licenses M. Davies's proposed baths to occupy foreshore at Kikowhakariri Bay as site for baths.
" 29	Approves plans of Wellington Harbour Board's proposed reclamation, wharves, and watercourse extension.
1899.	
Jan. 13	Approves plans of additions to Wynyard Pier, Auckland.
" 26	Approves expenditure of £542 for fencing railway, Westport-Seddonville.
Feb. 6	Approves of extension of coal-loading wharf at Westport.
" 28	Extends close season for seals.
March 4	Vests management of Maraetai Wharf in Maraetai Road Board; makes regulations and prescribes dues.
" 4	Prohibits exportation of rock-oysters.
" 4	Validates election of members of Thames Harbour Board.
" 4	Dismisses George Allman from Civil Service.
" 8	Makes regulations for boats carrying passengers and towed by steamers.
" 9	Notifies that James Jones's certificate of competency as master, home trade, is invalid.
" 15	Approves plans of Wirikino Bridge, and authorises erection of same.
" 15	Approves plans of H. N. Gallate's oyster-storage bed, Balena Bay, Wellington.

RETURN of WRECKS and CASUALTIES to SHIPPING reported to the Marine Department from the 1st April, 1898, to the 31st March, 1899.

Date of Casualty.	Name of Vessel, also Age and Class	Rig.	Tonnage	Number of		Nature of		Place where Casualty occurred.	Wind.		Decision of Court of Inquiry, &c.	Name of Master.
				Crew	Passengers.	Cargo.	Casualty.		Dir-ec-tion.	Force.		
1898. April 2	Wakatipu, s.s., 22 years	Schooner	1258	45	58	General	Collision; partial loss	Victoria Wharf, Dun-edin	N.E.	Fresh breeze	S.S. "Wakatipu" was coming up harbour with flood-tide and strong fair wind. When near- ing Victoria Wharf she got into shallow water, and, refusing to answer her helm, ran into the "Laira," which was moored to wharf, and sank her. Captain Smith and his officers exonerated from blame	George Gordon Smith.
"	Laira, 28 years	Barque..	492	13	..	Wool and tallow	Collision; partial loss		N.	Hard gale	Vessel was found to be on fire in No. 3 hold at 3 a.m. Magazine was opened and 20 tons gunpowder thrown overboard, and also some cases of rockets and other explosives which were in that hold. Fire was extinguished without much other damage to cargo and ship	Peder Hoigh.
"	Tekoa, s.s., 8 years	Schooner	2647	48	..	General	Fire on board; partial loss	Lat. 49° S., long. 162° 40' E. On voyage from London to Dun-edin				Joseph John Hamon.
"	St. Kilda, 30 years	Schooner	189	8	..	Coal	Stranded; partial loss	Entrance to Waanganui River	W.S.W.	Light ..	Casualty caused through wind failing just before crossing the bar	James White.
May 2	Aoree, s.s., 12 years	Ketch ..	49	9	..	General	Fire on board; slight damage	Queen's Wharf, Welling- ton	..	..	Fire originated at head of steward's bunk; supposed to have been caused by box of matches being knocked over, or its contents got at by rats	William Tinney.
"	Wairoa, s.s., 14 years	Ketch ..	48	6	..	Produce	Stranded; slight damage	Harding Point, Cook Strait	S.E.	Moderate	Vessel was on voyage from Motueka to Wel- lington, and in early morning, while in sole charge of mate, C. A. Ricketts, and in thick hazy weather, ran on rocks, and remained fast for a quarter of an hour, when she floated off	Frank Perry Ricketts.
"	Kawatiri, s.s., 14 years	Schooner	286	18	..	General	Shaft disabled	Port Hardy, D'Urville Island	W.N.W.	Strong breeze	In steaming to anchorage in Port Hardy, vessel going slow, engine broke down. The inter- mediate shaft was found to be bent, and coupling-bolts to stern shaft broken. Vessel was towed to Wellington by s.s. "Ohau"	Berthold Ap- stein.
"	Hercules, 1 year	Schooner	51	5	3	General	Loss of propel- ler	Okarito River	..	..	After crossing bar the propeller dropped off, vessel having auxiliary screw worked by oil- engines	Edward Alfréd Stenbeck.
"	Wanderer, 37 years	Cutler ..	23	3	..	Coal	Stranded; total loss	1½ miles south of Mars- den Point, Whangarei	E.	Strong breeze	Casualty occasioned by mainsail being blown away in fierce squall	George Frost.
"	Aratapu, 20 years	Brigan- tine	122	7	..	Timber and general	Stranded; partial loss	Whangamata Beach, south-east of Coro- mandel Peninsula	N.E.	Gale ..	Casualty caused through cables parting and wind suddenly falling light; vessel was driven ashore by heavy sea	William Gilmer.
"	Wakatu, s.s., 9 years	Schooner	95	14	12	Produce and general	Loss of two prop- eller-blades	Off Ohau Bay, Cook Strait	S.S.W.	Gale ..	Vessel pitching in heavy sea; two blades of propeller were carried away	James Willis.

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

Date of Casualty.	Name of Vessel, Age and Class.	Reg. No.	Register Tonnage	Number of		Nature of		Number of Lives lost.	Place where Casualty occurred.	Wind.		Decision of Court of Inquiry, &c.	Name of Master.
				Crew	Passengers.	Cargo.	Casualty.			Direction.	Force.		
1898. June 8	Mana, s.s., 12 years	Ketch ..	44	9	..	Coal ..	Stranded; partial loss	..	Entrance to Patea River	S.E.	Fresh breeze	Vessel in crossing bar touched the ground and got out of the channel, and was stranded on North Bank	John Edward Westrup.
July 5	St. Kilda, 30 years	Barquentine	189	9	..	Coal and general	Stranded; partial loss	..	Bar of Wanganui River	N.W.	Strong breeze	Casualty caused by parting of towing-hawser at a critical time when on the bar	James White.
" 6	Thora (Norwegian), 20 years	Barque..	843	14	..	General	Stranded; partial loss	..	Bushend Point, Farewell Spit	W.N.W.	Fresh ..	Casualty caused through error in judging distance. No log or lead used	Ole Andreas Hagen.
" 14	Sarah and Mary, 33 years	Brigantine	145	8	..	Coal ..	Loss of masts, sails, &c.	..	Near the Solander Islands	W.N.W.	Gale ..	Maintopmast, foretopmast, topgallantmast, yards, sails, and gear carried away during heavy gale and sea	Henry Jones.
" 14	Kennedy, s.s., 33 years	Schooner	127	14	..	Ballast..	Collision; slight damage	..	Off Motueka Wharf ..	..	..	Casualty caused through "Felicity" being anchored too near fairway without lights	William Arthur Wildman.
" 14	Felicity, 13 years	Ketch ..	27	2	..	Ballast..	Collision; slight damage	..	..	..	..	..	John M. Burdard.
Aug. 3	Mapourika, s.s., 1 year	Schooner	718	38	..	General	Loss of life only	1	Lat. 40° 5' S., long. 35° 31' E. On voyage from Glasgow to Wellington	..	..	The fourth engineer, Charles James Collins, died from effects of scalds received on 1st August while engines were stopped to overhaul high-pressure slide-valves	John George Gray.
" 25	Manaroa, s.s., 2 years	Schooner	78	11	2	General	Loss of propeller, &c.	..	Off Lyall Bay, near Wellington	S.E.	Light breeze	Casualty caused through breakage of propeller-shaft	Peter McIntyre.
" 27	Moā, s.s., 34 years	Schooner	110	13	19	Coal ..	Stranded; partial loss	..	Bar of Wanganui River	S.W.	Fresh ..	Casualty caused through the water on the bar not being sufficient with the sea that was running	Oscar Jarman.
Sept. 3	Oreti, s.s., 21 years	Schooner	138	15	..	Coal ..	Stranded; no damage	..	Luke Rock, Queen Charlotte Sound	S.W.	Moderate	Casualty caused by buoy marking rock being out of position	William Robertson.
" 30	Tarawera, s.s., 16 years	Schooner	1269	57	116	General	Stranded; no damage	..	Mid-channel ground, Bluff Harbour	S.E.	Light ..	Vessel was slightly out of mid-channel ..	John Gibb.
Oct. 1	Mapourika, s.s., 1 year	Schooner	718	41	27	General	Stranded; partial loss	..	North Tiphead, near Greymouth	W.	..	Vessel struck by a blind roller, three ship's lengths to the westward of the South Tip, while entering Greymouth Harbour, causing her to sheer, and, striking the ground, she became unmanageable	Hugh McLean.
" 7	Silvercloud, 24 years	Barquentine	282	7	..	Coal ..	Stranded; partial loss	..	Orakei Bay, Auckland Harbour	W. to S.W.	Various	Master misjudged his distance, and the wind being fluky the vessel hung in stays, and did not come round so quickly as usual. Making lee-way, she struck the mud-bank stretching out from Orakei Bay	Philip Mortimer Williams.
" 24	Perseverance, 20 years	Ketch ..	15	7	..	Ballast..	Stranded; total loss	..	Okite Point, Bay Islands	N.E.	Moderate gale	Vessel's jib split, the weather being very dirty and squally. The master, desiring to get shelter, kept too close in shore considering the weather	George Frost.
" 31	Whangaroa, 5 years	Schooner	183	8	..	Coal ..	Stranded; partial loss	..	Evan's Reef, Kapiti Island	W.	Gale ..	Casualty caused by vessel being struck by a very severe willywaugh, and being taken aback became unmanageable	William Cozens.

Nov.	10	Gratitude, years	11	Ketch	114	16	General	Stranded; total loss	..	Nugget Point, Macquarie Island	E.S.E.	Moderate gale	Casualty caused by vessel being anchored in an open bay. Very bad weather coming on, and the vessel in danger of being driven on the reef or of foundering at her anchors, the cable was slipped, and the vessel beached to save life and property	Neil McDonald.
"	11	Kanieri, s.s., 12 years	12	Schooner	115	13	General	Stranded; partial loss	..	Bar of Waitara River..	N.W.	Moderate	Vessel struck on bar owing to strong fresh in river, which caused her to slew round and bump heavily	Thomas Bergen de Wolfe.
"	28	Corinna, s.s., 16 years	16	Schooner	820	27	Coal	Fire on board; slight damage	..	Coal-staiths, Westport	..	..	Probably explosion of oil in lamp-room. No other part of vessel sustained damage	George Alfred Lobb.
1899.	Jan. 11	Sir Henry, 12 years	12	Brigantine	95	6	Produce	Stranded; partial loss	..	Farewell Spit, about 3 miles east of Cape Farewell	W.N.W.	Moderate breeze	Master was held to be blameless as regards the stranding. He was misled by current as shown on chart, and his orders to be called if any alteration in the weather occurred were not obeyed	William Cameron.
"	11	Medora, 3 years	3	Schooner	67	5	General	Fire on board; partial loss	..	Queen Street Wharf, Auckland	..	..	Fire occurred in oil-engine room, which was burnt and charred, and the oil-tank injured. No evidence to determine cause or origin of fire, or to show that casualty was caused by wrongful act or default of either of the officers or any of the crew	Henry George Subritzky.
"	16	Margaret, 40 years	40	Ketch	21	2	Firewood	Stranded; total loss	..	Gough's Bay, near Akaroa	E.N.E.	Light	A heavy easterly sea set into the bay where vessel was anchored, and as there was not sufficient wind to work her off shore she gradually dragged ashore, and became a total wreck	Henry James Bennett.
"	20	Four Sisters, 35½ years	35½	Outter	17	2	Ballast..	Stranded; total loss	..	South-west end of Ponui Island, Hauraki Gulf	W.	Moderate gale	Casualty caused through sudden change of wind while vessel at anchor, which drove her ashore	Henry Michael Vanderspeck.
Feb.	6	Douglas, s.s., 17 years	17	Ketch	60	7	Coa	Stranded; partial loss	..	Inside bar of Mokau River	..	Calm	Casualty caused through shifting of sand bar	Alfred Jonas.
"	25	Huia, s.s., 21 years	21	Schooner	90	12	General	Collision; partial loss	..	The Narrows, above Landguard Bluff, Waingunu River	..	Calm	"Gertie," he having overtaken the "Huia," and attempted to pass in a place in which it was not prudent to do so. He was ordered to pay the costs of inquiry, amounting to £24 2s.	Richard Hugins.
"	25	Gertie, s.s., 8 years	8	Schooner	100	12	Produce	Collision; partial loss	..	Lat. 48° 37' S., long. 158° 43' E.	S.W. by S.	Strong gale	Vessel was running before a heavy gale and sea, when a big sea came aboard right aft and smashed up the poop-fittings, flited the main deck, and injured the master and five of the crew. Vessel put into Port Chalmers for repairs and medical attention	William Mollison.
Mar.	3	Carmoney, 13 years	13	Barque..	1255	21	General	Damaged by heavy sea	..	On voyage from Napier to Tairua	..	..	Vessel left Napier for Tairua in ballast on 3rd March, and has not since been heard of.	Richard Wood.
(Since)	3	Marmion, 25 years	25	Schooner	92	6	Ballast..	Supposed founded; total loss	Supposed 6, all hands	Near Rangitoto Channel, Hauraki Gulf	W.S.W.	Variable	Collision caused through wrongful default of master of "Eleanor" in not keeping proper look-out and in not keeping out of the way of the "Tokeran," which was close-hauled on the starboard tack. His certificate was suspended for two months, and he was ordered to pay £217s., costs of inquiry	William Scurah.
Mar. 15	15	Eleanor, 23 years	23	Outter	29	2	Ballast..	Collision; partial loss	..					Joseph Allan.
"	15	Tokeran, 19 years	19	Ketch	35	3	Coal	Collision, slight damage	..					

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.
			Tonnage Registered.	Crew.	Cargo.	Casualty.			Direction.	Force.		
1899. Mar. 21	Cuthona, 21 years	Barquentine	201	8	5	Timber ..	Stranded; total loss	..	North Spit, Kaipara ..	N.E.	Light and calm	John Pearson.
"	Hinemoa, s.s., 23 years	Schooner	282	29	7	Ballast ..	Collision; slight damage	..	Between Queen's Wharf and Wool Jetty, Wellington Harbour	..	Calm	(John Bollons.
"	Manarua, s.s., 23 years	Schooner	78	11	4	General	Collision; no damage	..	..	..	..	Peter McIntyre.
"	Indramayo, s.s., 10 years	Schooner	2709	41	..	General	Fire on board; partial loss	..	About 5 miles east of Hen and Chickens	N.E.	Moderate breeze	William Ewart Gladstone Craven.

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